

COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

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DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

28 July 2023

Mr D Janney
23 Watkinson Street
DEVONPORT TAS 7310

E. djanney39@gmail.com

Dear Mr Janney

Response to Questions Without Notice raised Monday 24 July 2023

I write in response to your questions without notice, taken on notice at the Council Meeting on Monday, 24 July 2023, as outlined below.

- Q1.** Now that the Tas Ports has outlined the plans for the East side of the Port, when is the council and Tas Ports going to remove their illegal parking on the cycle track on the west side of Wright Street?

Response

Final traffic configurations for vehicles entering and exiting the redeveloped East Devonport Port facility are yet to be finalised.

Greater off-street queuing for heavy vehicles and improved facilities for cyclists are both important outcomes that will be incorporated into any works.

Yours sincerely

Matthew Atkins
GENERAL MANAGER



The City with Spirit

From: Sarah Kersey
Sent: Wed, 16 Aug 2023 05:03:05 +0000
To: Devonport City Council
Subject: Questions on notice for the next council meeting

Dear General manager/ councillors,

My questions relate to the Devonport Open Space Strategy .

1. Can the councillors or managers please tell me how much money is being allocated or spent on maintaining, enhancing and protecting native bushland in the council area?

It appears that the expenditure for Public Open Spaces only mentions signage, renewal of playgrounds etc and \$220,000 for irrigation, and no funds allocated for native vegetation. If a much larger proportion of land was planted with native vegetation, which doesn't require watering, do you agree that rate payers funds would be more wisely spent?

2. Can the Council please advise what progress has been made in preparing a Planning Scheme Amendment in support of the Open Space Strategy objectives. These objectives are to rezone council owned land parcels in General Residential zoning, to Open space zoning . How's that going ?

3. Has the Council introduced, or is it working on, a Public Open Space Contributions and Acquisitions Policy, which is mentioned in the Open Space Policy?

Thank you in advance,
Kind regards,
Sarah Kersey

Sent from my iPhone

QsoN RBV for DCC Meeting 28 Aug 2023 pedestrian rail crossings to send

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

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

Subject - Questions on Notice for DCC ordinary meeting 23 January 2023 re pedestrian rail crossings at Haines Park.

QUESTION 1

Please inform in regard to the proposed two additional pedestrian crossings over the railway line at Haines Park as shown on the original drawings but not yet constructed.

- (a) Why they were not constructed during the main construction period of the project?
- (b) What is the estimated cost of construction?
- (c) Was the cost included in the original quote for the parkland development?

And

- (d) When did council originally seek formal approval to construct the crossings?
- (e) Noting recent discussions with TasRail when did council receive formal approval to construct the crossings?

QUESTION 2

In regard to the existing pedestrian rail crossing adjacent the Elevated Walkway which was constructed as part of the Haines Park development does this pedestrian crossing comply in its current configuration or does it required modifications such as reduced width of crossing and/or chicane approaches to be installed to enhance pedestrian safety when crossing?

Question 3

Can council advise as to how many additional train whistle warnings will be applied by TasRail at the three pedestrian crossings within some 400 m plus the Victoria Parade road crossing?

Please include all above and the answers in the DCC 28 Aug 2023 meeting Agenda.

R. B. Vellacott

Robert .B. (Bob) Vellacott 18th Aug 2023

QsoN RBV for 28 Aug 2023 LC PDMA 2014 - 2016 Qs to GM 2023 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- Questions on notice for DCC meeting 28 August 2023 re Devonport Living City Project And Development Management Agreement 2014(PDMA) and Clarifications to PDMA (2016)

Dear

Mayor and Councilors

I refer to the council classified Commercial in Confidence documents as recently released by the Ombudsman:-

Devonport Living City Project and Development Management Agreement 2014 (PDMA), and also Clarifications to PDMA (2016) that eventuated in the payment of some \$5.26 million.

I note that both documents were signed by Robert Woolf for Projects and Infrastructure Holdings Pty Ltd (P+i) and Paul West signed for Devonport City Council, and that Steve Martin, the then mayor, only signed the 2014 PDMA. It appears both agreements were drafted by P+i.

Question 1 - Please inform; did council seek legal advice before the 2014 PDMA was signed?

Question 2 –Please inform; did council seek legal advice before the 2016 “Clarifications to Project and Development Management Agreement” (clearly amendments to the PDMA) were signed?

Question 3 – If legal advice was sought on one or both of the above documents then please advise separately as to the name of the legal firm(s) that undertook the review(s)?

Question 4 - Were all aldermen including relevant senior staff (including the Deputy General Manager), at that time, given the opportunity to view both documents before the actual signing on ratepayers’ behalf?

Question 5 – It is understood that Page Seager provided the legal advice on behalf of council for the Living City Stage 1 contracts – does Page Seager still undertake contract reviews for council?

Please include all above and answers to my questions in the meeting agenda for 28th Aug.2023

Yours sincerely,

Robert B Vellacott

18Th August 2023



STEVE MARTIN
PO Box 45, Don, TAS 7310.
Email: steve.martin.tas@outlook.com
Mob: 0418 614 781

The General Manager
Matthew Atkins,
Devonport City Council,
PO Box 602,
Devonport, TAS 7310.

Dear Matthew,

It has now been over 12 months since Council was briefed at a Workshop August 2022, regarding the Mersey ferry service being withdrawn from service by Kinetic, along with their open offer to gift the vessel and eastern shore pontoon, with Council not taking any action.

At Council meeting 28th November 2022, the following motion 3.4.1 was put: -

That Council:

- *Support the return of the Trans-Mersey Ferry Service and consider taking ownership of the eastern Mersey Ferry pontoon subject to:*
 - o *Conducting a full inspection and due diligence of the pontoon to understand condition.*
 - o *Receiving an acceptable and sustainable business case provided by proposed operator for review at Council's next workshop.*

The motion was defeated, suggesting that Kedge be invited to a Workshop.

At Council meeting 27th March 2023, the following motion 3.4.2 was put: -

That Council:

- *Council seek to inspect the eastern pontoon, owned by Kinetic, to gauge the condition of the pontoon; and*
- *Should the results of the inspection be acceptable, Council to then look to take up Kinetic's offer of gifting the pontoon to Council.*

The matter was deferred via a procedural motion, stopping further debate, to seek more information.

At Council meeting 24th April 2023, Item 5.4 MERSEY RIVER EASTERN PONTOON ACQUISITION

There were two options provided, Option 2 included a report on the condition of the eastern pontoon from AusSpan dated 16th December 2022

Option 2 - Receive and note the report on the condition and refurbishment costs associated with the Eastern Ferry Pontoon and



STEVE MARTIN
PO Box 45, Don, TAS 7310.
Email: steve.martin.tas@outlook.com
Mob: 0418 614 781

continue to work with key stakeholders to prove up costs for further consideration as part of the 2023/24 budget deliberations, prior to any decision to accept ownership.

Questions

- After every monthly meeting of Council, does Council management directly meet to discuss Council decisions from that monthly Council meeting?
- When did Council management meet after the November 28th Council meeting to discuss decisions made by Council and was Michael Williams present?
 - Was the DEFEATED motion 3.4.1 discussed and was any action decided?
 - Was any discussion, direction and or action conveyed to Michael Williams?
- Who authorised and knew of the commissioning of a report for the inspection of the eastern shore pontoon?
 - (AusSpan advised the report was commissioned the first week of December 2022 – seemingly not long after the DEFEATED motion 28th November 2022 and perceived management discussion on decisions.)
 - What was the cost of the report?
- The inspection was conducted by AusSpan 12th December 2022 with the Report emailed to Michael Williams 16th December 2022; when did and who in Council management become aware of the Report.
- Why was not the Report made known to Councillors and at Council's meetings/workshops prior to 24th April, especially for the 27th March Council Meeting in response to motion 3.4.2?
- Even though November's motion 3.4.1 was DEFEATED, why did it take 4 months for the report to be brought forward to Councillor's and community's notice, especially considering huge community interest?

Furthermore

- What progress has council made, and when, in regard to decision at its March Workshop and Council meeting 24th April 2023 - *That Council receive and note the report on the condition and refurbishment costs associated with the Eastern Ferry Pontoon and continue to work with key stakeholders to prove up costs for further consideration as part of the 2023/24 budget deliberations, prior to any decision to accept ownership.?*



STEVE MARTIN
PO Box 45, Don, TAS 7310.
Email: steve.martin.tas@outlook.com
Mob: 0418 614 781

With Kedge taking ownership of the vessel with the plan to return it to service across the Mersey, bringing it up to the required specifications, converting it to electric, with the vision to convert to hydrogen – zero emissions, at an estimated cost to Kedge of \$500k, the Mersey Ferry still sits in dry dock at the Mersey Yacht Club.

Yours sincerely,

Steve Martin
Councillor, Devonport City Council
17th August 2023

Claire Jordan

Subject: FW: Question on Notice

From: Steve Martin <steve.martin.tas@outlook.com>
Sent: Thursday, August 17, 2023 10:40 AM
To: Matthew Atkins <matkins@devonport.tas.gov.au>
Cc: Jeffrey Griffith <JGriffith@devonport.tas.gov.au>
Subject: Question on Notice
Importance: High

Dear Matthew,

Due to the: -

1. High community interest in the Mersey ferry service and its return (including media)
2. My public commitment to fight for the service to be reinstated
3. With my 2022 November NOM being defeated – though same steps being undertaken by Council
4. Council Workshop seeking more information (March)
5. My March NOM being deferred via a procedural motion – seeking more information – though that was what the motion sought
6. Council's Report on the condition of the eastern shore pontoon, publicly presented by Council at Council's April meeting
7. Receiving feedback questioning the date of and circumstances surrounding the report on the condition of the eastern shore pontoon presented at Council's April meeting
 1. 12th December 2022 was the day of inspection by AusSpan
 2. 16th December 2022 the report was finalised by AusSpan
8. Respectfully – as the driver for this issue, the lack of (any) feedback from Council
9. From my check with Kedge 25th July (12 weeks after March Workshop, 8 weeks after April meeting) no contact had been made to them by Council seeking further information

I now feel the only avenue left for me is to submit the attached as **Questions on Notice from Councillors for Council's August Meeting**.

Please ensure the date of my QON is included

Thanks
Steve

**Steve Martin,
PO Box 45, Devonport, TAS 7310.
Mob: 0418 614 781**

President: -

<image001.jpg>

<image002.jpg>

<image003.png>

<image004.png>

How did I do? [Please complete this survey](#)

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<170823 Questions on Notice - Mersey Ferry.docx>



DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

PLANNING PERMIT APPLICATION FORM

Devonport City Council
Land Use Planning and Approvals Act 1993 (LUPAA)
Tasmanian Planning Scheme – Devonport 2020

Use or Development Site

Development Address

102 Tarleton Street
East Devonport 7310

Certificate of Title Reference No.:

177943/1

Applicant's Details

Who is applying

Company

Company Name

Second Oak Tree Pty Ltd ATF The Second Oak Tree Trust

ACN

619 795 256

Postal Address

4798 Frankford Rd
Harford, Tas 7307
Australia

Telephone

0448 335 335

Email

elke335335@iinet.net.au

Do you own the property that is being developed?

Yes



Submission Date: 29/06/2023

Assessment of an application for a Use or Development

Sufficient information must be provided to enable assessment against the requirements of the planning scheme.

What is proposed?

Two 1b buildings, co-joined with floor to roof firewall. Each building has 5 rooms, with a shared kitchen and laundry.

Description of how the use will operate

Each room will be individually leased for long term rental.

Value of use and/or development

\$ 800,000.00

Upload Files

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:

Upload copy of certificate of title, including title plan and schedule of easements

- [Copy-Regd-Survey-Plan-177943_1-highlighted.pdf](#)
- [copy-Regd-Schedule-of-Easements-highlighted-1.pdf](#)
- [218119-Murray-St-Tarleton-Road-As-constructed-survey.pdf](#)
- [FolioText-177943-1.pdf](#)
- [FolioPlan-177943-1.pdf](#)

A site analysis and site plan 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, and trees and vegetation to be removed
- The location and capacity of any existing services or easements on the site or connected to the site
- Existing pedestrian and vehicle access to 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, car parking areas and footpaths within the site
- Any proposed open space, communal space, or facilities on the site
- Main utility service connection points and easements
- Proposed subdivision lot boundaries, where applicable
- Details of any proposed fencing

Upload a detailed site plan that includes a floor plan, layouts and elevations

- [29-June-Proposed-Communal-Residences-102-Tarleton-Street-East-Devonport.pdf](#)
- [55-Certificate-of-Qualified-Person-Assessable-Item-Form-55.pdf](#)



Submission Date: 29/06/2023

- [Soil-Report-SR05184.pdf](#)
- [Survey-4277-2-3-22-001.pdf](#)

Are you planning on constructing a building?

Yes

Where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions 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
- Car parking space location and layout
- Elevations of every building to be erected
- The relationship of the elevations to natural ground level, showing any proposed cut or fill
- Shadow diagrams of the proposed buildings and adjacent structures showing 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

Are you proposing any landscaping?

Yes

A plan of the proposed landscaping including:

- Planting concept
- Paving materials and drainage treatments and lighting for vehicle areas and footpaths
- Plantings proposed for screening from adjacent sites or public spaces

Upload plan of the proposed landscaping

- [Landscaping-plan.jpg](#)

Notification of Landowner/s

(s.52 Land Use Planning and Approvals Act,1993)

Who owns the land?

Individual / Company

I,

Elke Schroers

declare that the owner/s of the land has / have been notified of my intention to make this application.

Date

29/06/2023



Submission Date: 29/06/2023

Agreement

I apply for consent to carry out the 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.

Privacy Policy

✓ I agree to the privacy policy of the Devonport City Council.

[Click Here to view our Privacy Policy \(Opens in a new tab\)](#)

Date

29/06/2023

PRIVACY ACT The personal information requested on this form is being collected by Council for processing applications under the Land Use and Planning 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.

DEVONPORT



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 177943	FOLIO 1
EDITION 2	DATE OF ISSUE 04-Mar-2020

SEARCH DATE : 03-May-2022

SEARCH TIME : 10.26 AM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Sealed Plan 177943

Derivation : Whole of Lot 12 (Sec. R1) Gtd. to W. Turner

Prior CT 228401/1

SCHEDULE 1

C949277 TRANSFER to SECOND OAK TREE PTY LTD Registered
30-Jul-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP177943 EASEMENTS in Schedule of Easements

SP177943 FENCING PROVISION in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RECORDED OF TITLES



OWNER: SECOND OAK TREE PTY LTD A.E. & S.J. PALMER	PLAN OF SURVEY BY SURVEYOR: PAUL HODGETTS of MICHELL HODGETTS SURVEYORS Po.Box 712 DEVONPORT, 7310 LOCATION: CITY OF DEVONPORT Sec. R1 SCALE 1:400 LENGTHS IN METRES	REGISTERED NUMBER SP177943 APPROVED EFFECTIVE FROM 26 NOV 2019 <i>Paul Hodgett</i> Recorder of Titles
FOLIO REFERENCE: F/R 228401-1 F/R 230339-8	GRANTEE: WHOLE WHOLE OF LOT 12, 0a.0r.32p, PART OF LOT 9, 0a.0r.32p, PART OF LOT 13, 0a.0r.32p & PART OF LOT 16, 0a.0r.32p, GTD TO WILLIAM TURNER	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

The survey plan depicts three lots situated between Murray Street to the west and Tarleton Street to the east. Lot 1 (837m²) is at the top, followed by Lot 2 (408m²) and Lot 3 (436m²). A 'PIPELINE & SERVICES EASEMENT 3.00 WIDE' runs along the western boundary of Lot 1. Another 'PIPELINE & SERVICES EASEMENT 2.50 WIDE' is shown within Lot 1. A 'DRAINAGE EASEMENT 2.50 WIDE' is located between Lot 2 and Lot 3. The southern boundary of Lot 3 is defined by Lot 100 Road (9.2m²). Various other land parcels are identified by their Survey Numbers (e.g., P203386, STR140720, P140331, P230339, P228401, B6-34 LO., P230366, P120153, STR166294, P166293, D78080, D78080, D47347, 44-34 DO., 198-110, D55924, P217624, P217967, P231376, P231377, P216882).

PAUL HODGETT
Registered Land Surveyor 16/09/2019 Date

Paul Hodgett
Council Delegate 22/10/2019 Date

<p>OWNER: SECOND OAK TREE PTY LTD A.E. & S.J. PALMER</p> <p>FOLIO REFERENCE: F/R 228401-1 F/R 230339-9</p> <p>GRANTEE: WHOLE WHOLE OF LOT 12, 0a.0r.32p, PART OF LOT 9, 0a.0r.32p, PART OF LOT 15, 0a.0r.52p & PART OF LOT 16, 0a.0r.32p, GTD TO WILLIAM TURNER</p>	<h2 style="margin: 0;">PLAN OF SURVEY</h2> <p>BY SURVEYOR: PAUL HODGETTS of MICHAEL HODGETTS SURVEYORS Po.Box 712 DEVONPORT, 7310</p> <p>LOCATION: CITY OF DEVONPORT Sec. R1</p> <p>SCALE 1:400 LENGTHS IN METRES</p>	<p>REGISTERED NUMBER SP177943</p> <p>APPROVED EFFECTIVE FROM 26 NOV 2019 <i>Renner</i> Recorder of Titles</p> <p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>
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The diagram illustrates a survey plan for three lots. Lot 1 (837m²) is at the top, Lot 2 (408m²) is in the middle, and Lot 3 (436m²) is at the bottom. A yellow shaded area runs vertically through Lot 2 and Lot 3. Various easements are shown, including a 'PIPELINE & SERVICES EASEMENT 3.00 WIDE' and a 'PIPELINE & SERVICES EASEMENT 2.50 WIDE'. The plan is bounded by Murray Street to the west and Tarleton Street to the east. Numerous bearings and distances are provided for all boundaries and easements. Surrounding lots are labeled with their respective survey numbers (e.g., P203386, STR140720, P140331, P230339, P228401, P231376, P231377, P216882, P217961, P217624, D47347, 198-110, D55924).

<p><i>Paul Hodgett</i> Registered Land Surveyor</p>	<p>16/08/2019 Date</p>	<p><i>Renner</i> Council Delegate</p>	<p>22/11/2019 Date</p>
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SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 177943

PAGE 1 OF 4 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-


- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Easements

1. Lot 1 ("the Lot") is subject to a PIPELINE AND SERVICES EASEMENT in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns) ("TasWater") over the land marked "PIPELINE & SERVICES EASEMENT 3.00 WIDE" shown on the Plan ("the Easement Land").
2. Lot 1 ("the Lot") is subject to a PIPELINE AND SERVICES EASEMENT in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns) ("TasWater") over the land marked "PIPELINE & SERVICES EASEMENT 2.50 WIDE" shown on the Plan ("the Easement Land").
3. [REDACTED]

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Second Oak Tree Pty Ltd FOLIO REF: 228401/1 SOLICITOR Debbie Hutton Conveyancing Pty Ltd & REFERENCE: 190712	PLAN SEALED BY: Devonport City Council DATE: 22 October 2019 PA2018-0171 REF NO.
 Council Delegate	
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 177943
SUBDIVIDER: Second Oak Tree Pty Ltd FOLIO REFERENCE: 228401/1	

The Pipeline and Services Easement is defined as follows:-

THE FULL RIGHT AND LIBERTY for the Transferee at all times to:

- (1) enter and remain upon the Easement Land with or without employees, contractors, agents and all other persons duly authorised by it and with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse and repair the Infrastructure;
- (4) remove and replace the Infrastructure;
- (5) run and pass sewage, water and electricity through and along the Infrastructure;
- (6) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (1) without doing unnecessary damage to the Easement Land; and
 - (2) leaving the Easement Land in a clean and tidy condition; and
- (7) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and all other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any then existing vehicle entry and cross the Lot to the Easement Land; and
- (8) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

PROVIDED ALWAYS THAT:

- (1) The registered proprietors of the Lot in the folio of the Register ("the Owner") must not without the written consent of TasWater first had and obtained and only in compliance with any conditions which form the consent:
 - (a) alter, excavate, plough, drill or otherwise penetrate the ground level of the Easement Land;

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 177943
SUBDIVIDER: Second Oak Tree Pty Ltd FOLIO REFERENCE: 228401/1	

- (b) install, erect or plant any building, structure, fence, pit, well, footing, pipeline, paving, tree, shrub or other object on or in the Easement Land;
 - (c) remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land;
 - (d) do anything which will or might damage or contribute to damage to any of the Infrastructure on or in the Easement Land;
 - (e) in any way prevent or interfere with the proper exercise and benefit of the Easement Land by TasWater or its employees, contractors, agents and all other persons duly authorised by it; or
 - (f) permit or allow any action which the Owner must not do or acquiesce in that action.
- (2) TasWater is not required to fence any part of the Easement Land.
- (3) The Owner may erect a fence across the Easement Land at the boundaries of the Lot.
- (4) The Owner may erect a gate across any part of the Easement Land subject to these conditions:
- (a) the Owner must provide TasWater with a key to any lock which would prevent the opening of the gate; and
 - (b) if the Owner does not provide TasWater with that key or the key provided does not fit the lock, TasWater may cut the lock from the gate.
- (5) If the Owner causes damage to any of the Infrastructure, the Owner is liable for the actual cost to TasWater of the repair of the Infrastructure damaged.
- (6) If the Owner fails to comply with any of the preceding conditions, without forfeiting any right of action, damages or otherwise against the Owner, TasWater may:
- (a) reinstate the ground level of the Easement Land; or
 - (b) remove from the Easement Land any building, structure, pit, well, footing, pipeline, paving, tree, shrub or other object; or
 - (c) replace any thing that supported, protected or covered the Infrastructure.

Interpretation:

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 177943
SUBDIVIDER: Second Oak Tree Pty Ltd FOLIO REFERENCE: 228401/1	

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) power poles and lines, electrical wires, electrical cables and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land, the Infrastructure or any warnings or restrictions with respect to the Easement Land or the Infrastructure;
- (f) any thing reasonably required to support, protect or cover any of the Infrastructure
- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure.

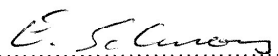
Fencing Provision

In respect of each lot shown on the plan, the Vendor, Second Oak Tree Pty Ltd shall not be required to fence.

SIGNED for an on behalf of Second Oak Tree Pty Ltd the registered proprietors of the land in Certificate of Title Volume 228401 Folio 1 in accordance with section 127 of the Corporations Act 2001:-

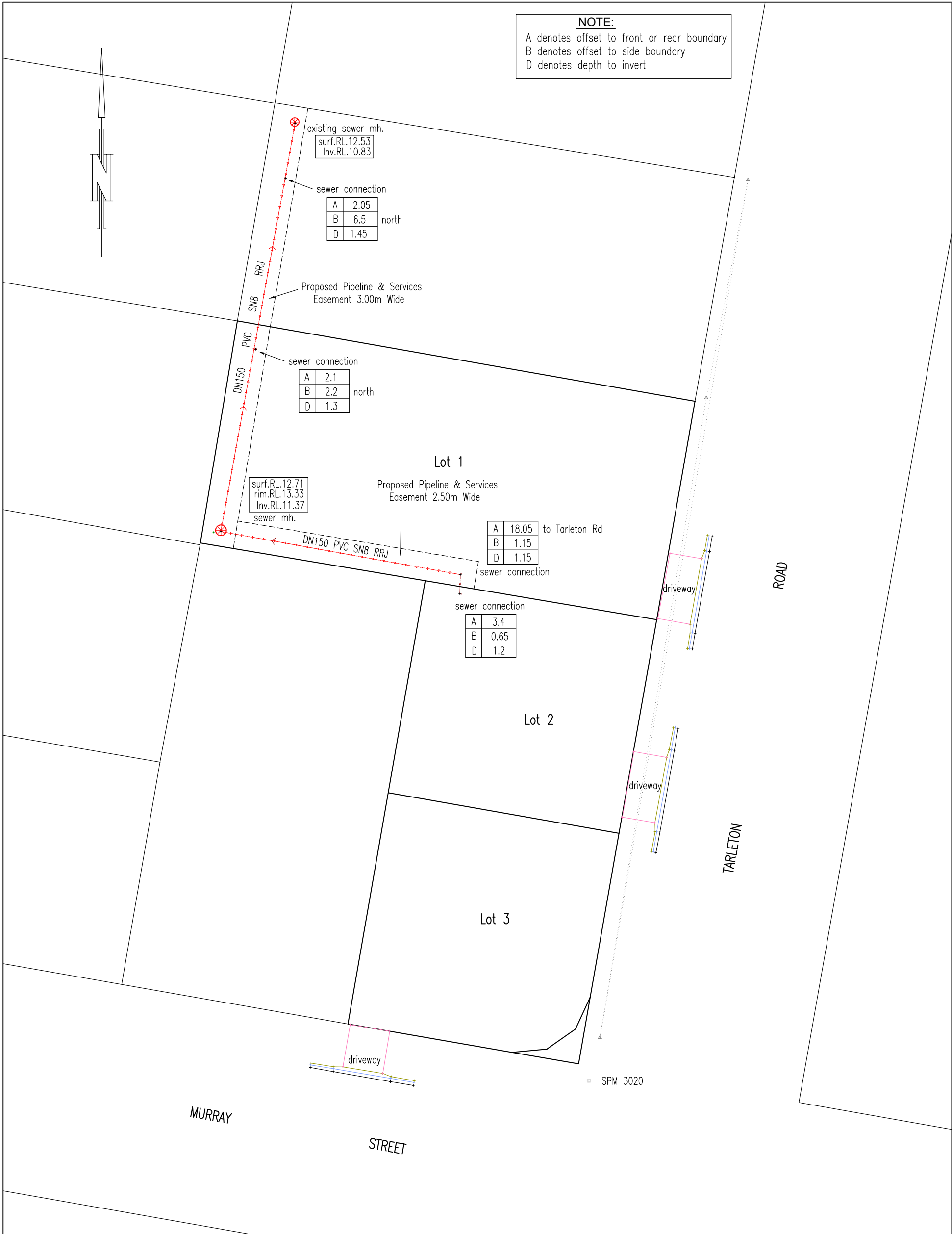
.....


David Arthur King
Director

.....



Elke Wilhelmine Schroers
Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.




MICHELL HODGETTS SURVEYORS A.C.N. 109 596 152 AUTHORISED SURVEYORS DEVONPORT – SMITHTON – LAUNCESTON – SCOTSDALE P.O. Box 712 , Devonport 7310 Telephone (03) 6424 5144 AUSDOC DX 70346 , Devonport Fax (03) 6423 4090 E.Mail : mhasurv@bigpond.net.au	'As Constructed' survey – sewer 37 Murray Street, East Devonport Second Oak Tree Pty Ltd		Drawing No. 218119-ac1
	Notes: All measurements are in metres Coordinates are plane based on GDA94 & levels are on AHD with SPM 3020 as origin		SHEET 1 OF 3 SHEETS
	Drawn : J.A.T	Scale : 1:300(A3)	Date :19/07/19 Clive Rapier – graduate surveyor



MICHELL HODGETTS SURVEYORS A.C.N. 109 596 152 AUTHORISED SURVEYORS DEVONPORT – SMITHTON – LAUNCESTON – SCOTTSDALE P.O. Box 712 , Devonport 7310 Telephone (03) 6424 5144 AUSDOC DX 70346 , Devonport Fax (03) 6423 4090 E.Mail : mhasurv@bigpond.net.au	'As Constructed' survey – stormwater 37 Murray Street, East Devonport Second Oak Tree Pty Ltd		Drawing No. 218119-ac1
	 Notes: All measurements are in metres Coordinates are plane based on GDA94 & levels are on AHD with SPM 3020 as origin		SHEET 2 OF 3 SHEETS
			Clive Rapier – graduate surveyor
Drawn : J.A.T		Scale : 1:300(A3)	Date :19/07/19



MICHELL HODGETTS SURVEYORS A.C.N. 109 596 152 AUTHORISED SURVEYORS DEVONPORT – SMITHTON – LAUNCESTON – SCOTTSDALE P.O. Box 712 , Devonport 7310 Telephone (03) 6424 5144 AUSDOC DX 70346 , Devonport Fax (03) 6423 4090 E.Mail : mhasurv@bigpond.net.au	'As Constructed' survey – water 37 Murray Street, East Devonport Second Oak Tree Pty Ltd		Drawing No. 218119-ac1
			SHEET 3 OF 3 SHEETS
	Notes: All measurements are in metres Coordinates are plane based on GDA94 & levels are on AHD with SPM 3020 as origin		
Drawn : J.A.T		Scale : 1:300(A3)	Date :19/07/19
		Clive Rapier – graduate surveyor	

PROPOSED COMMUNAL RESIDENCE
102 TARLETON STREET, EAST DEVONPORT

Drawing Schedule

SHEET	DESCRIPTION	REV	ISSUE DATE
A100	COVER PAGE	A	12/05/23
A101	SITE PLAN	A	12/05/23
A103	SHADOW DIAGRAMS	A	12/05/23
A104	ELEVATIONS	A	12/05/23
A105	FLOOR PLAN	A	12/05/23
A106	VEHICLE TURNING CIRCLES (B85) 1 OF 2	A	12/05/23
A107	VEHICLE TURNING CIRCLES (B85) 2 OF 2	A	12/05/23
A108	WALL FRAMING PLAN	A	12/05/23
A109	ELECTRICAL PLAN	A	12/05/23
A110	REFLECTED CEILING PLAN	A	12/05/23
A111	ROOF FRAMING PLAN	A	12/05/23
A112	ROOF PLAN	A	12/05/23
A113	SECTION A-A	A	12/05/23
A114	DETAILS 1 OF 2	A	12/05/23
A115	WALL TYPES	A	12/05/23
A116	WATERPROOFING 1 OF 2	A	12/05/23
A117	WATERPROOFING 2 OF 2	A	12/05/23
A118	WINDOW & DOOR SCHEDULE	A	12/05/23
A119	LIGHTING CALCULATOR	A	12/05/23
A120	CONSTRUCTION NOTES 1 OF 2	A	12/05/23
A121	CONSTRUCTION NOTES 2 OF 2	A	12/05/23

GENERAL INFORMATION

ACCREDITED DESIGNER:
ACCREDITATION NUMBER:
LAND TITLE REFERENCE NUMBER:
ENERGY ASSESSMENT:
COUNCIL ZONE:
COUNCIL:

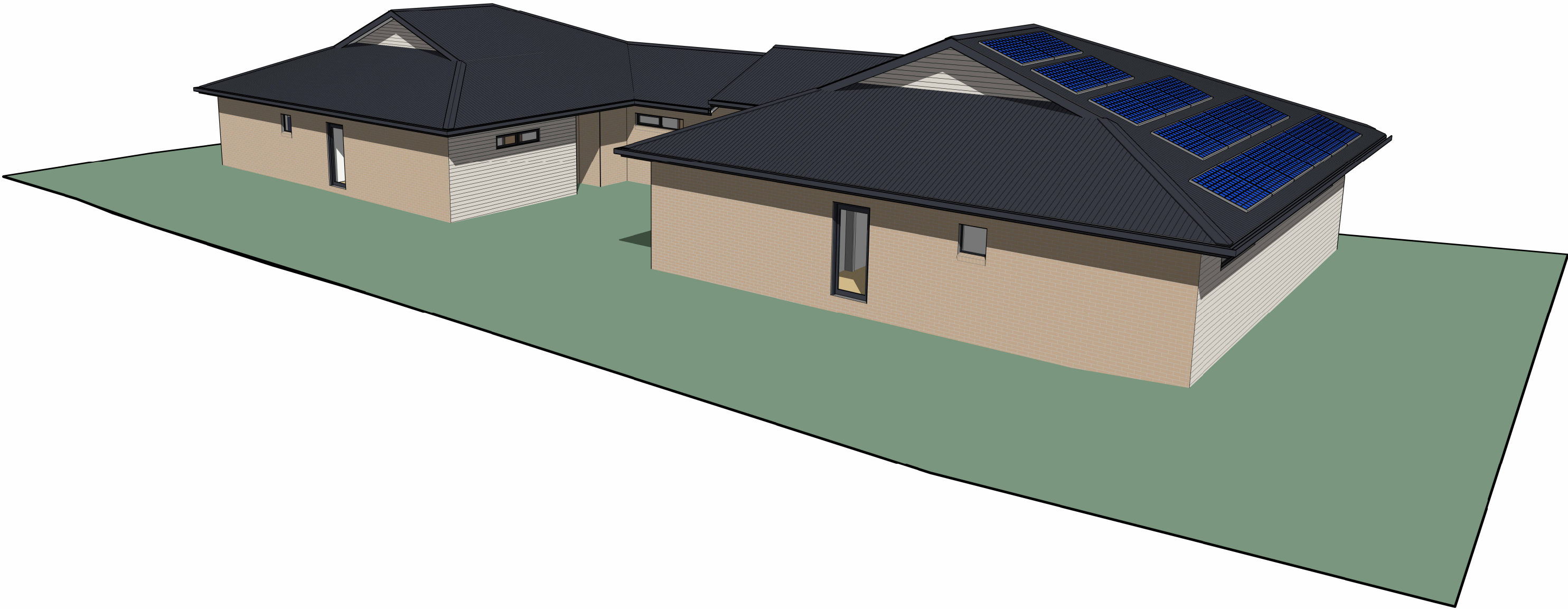
NICHOLAS BRANDSEMA
047538582
PID9771136, TITLE REF 177943/1
TBA
GENERAL RESIDENTIAL
DEVONPORT CITY COUNCIL

FLOOR AREAS
PROPOSED COMMUNAL RESIDENCE 1
PROPOSED COMMUNAL RESIDENCE 2

186m²
188m²

SITE INFORMATION
SITE AREA:
DESIGN WIND SPEED:
SOIL CLASSIFICATION:
ALPINE AREA:
CORROSION ENVIRONMENT:
BUSHFIRE ATTACK LEVEL:
CLIMATE ZONE:

837m²
TBA
TBA
N/A
N/A
N/A
7



n+b

22 Fieldings Way
Ulverstone, Tasmania
Australia
7315

0417 134 369 e nick@nplusb.com.au
License No. 047538582 ABN 946 222 219 16

Issued As

Scale A2

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Revision

No. A

Date 12/05/23

Description Issued as PRELIMINARY

do not scale off plans
all dimensions are in millimeters
confirm all dimensions on site
all work relevant NCC & AS

Project

PROPOSED COMMUNAL RESIDENCE

Location

102 TARLETON ST, EAST DEVONPORT

Client

SECOND OAK TREE PTY. LTD

Sheet Title

COVER PAGE

Drawn

NJB

Issue Date

12/05/23

Project No.

TBA

Revision

A

Sheet Number

A100

/A121



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Scale A2

1 : 100

Revision

No.	Date	Description
A	12/05/23	Issued as PRELIMINARY

do not scale off plans
all dimensions are in millimeters
confirm all dimensions on site
all work relevant NCC & AS

Project

PROPOSED COMMUNAL RESIDENCE

Location

102 TARLETON ST, EAST DEVONPORT

Client

SECOND OAK TREE PTY. LTD

Sheet Title

SITE PLAN

Drawn	Issue Date	Project No.	Revision
NJB	12/05/23	TBA	A

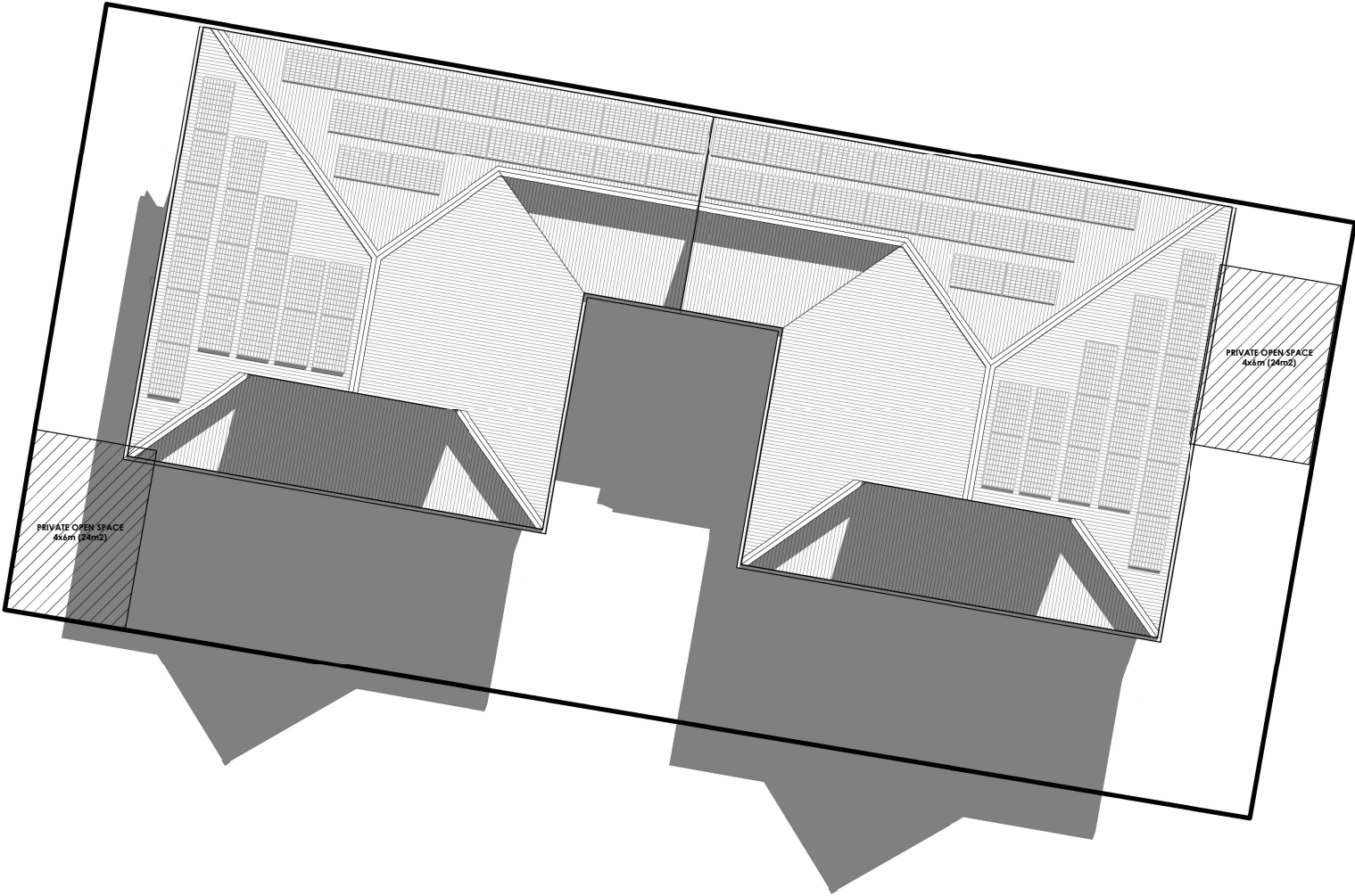
Sheet Number

A101

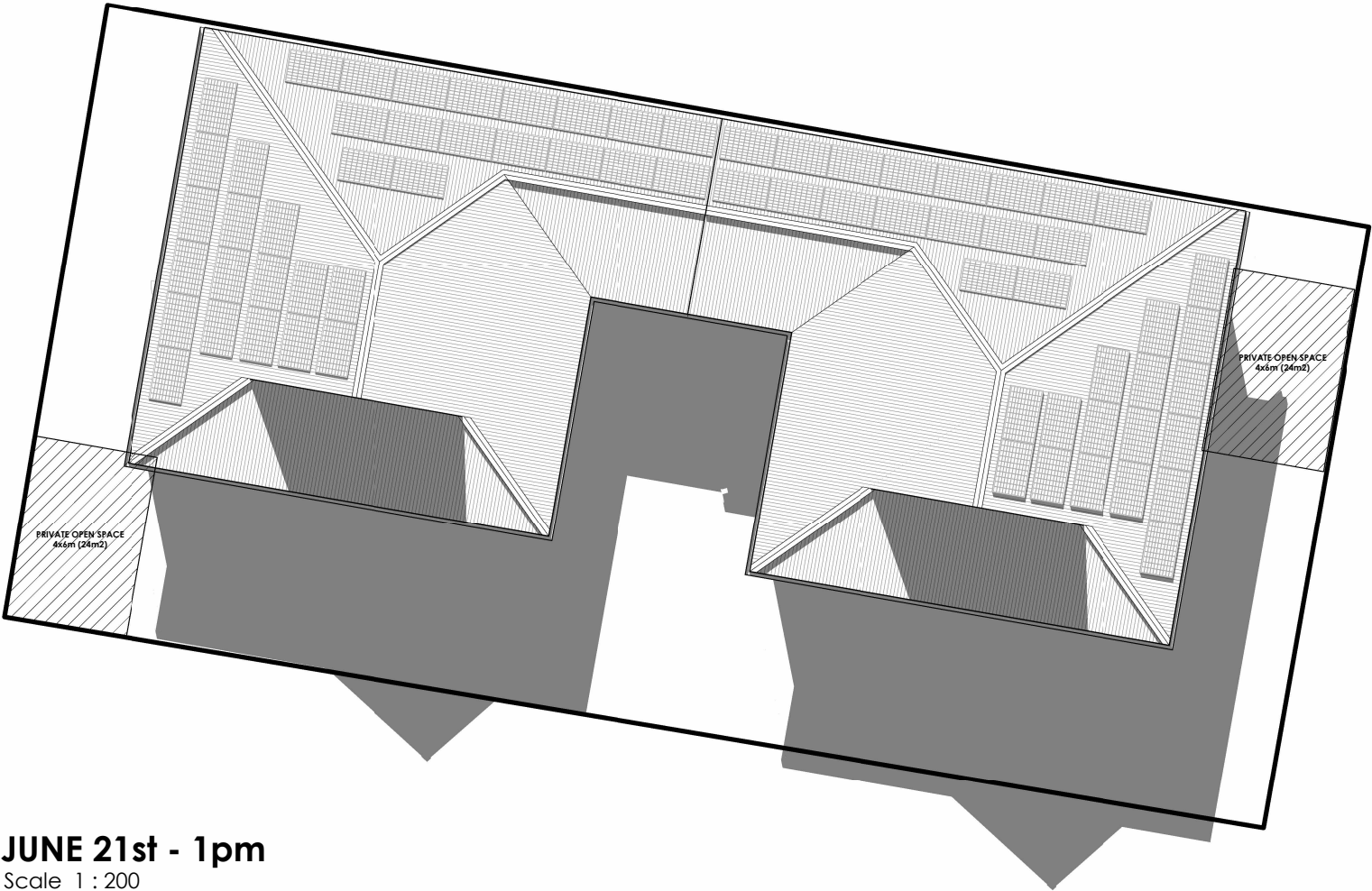
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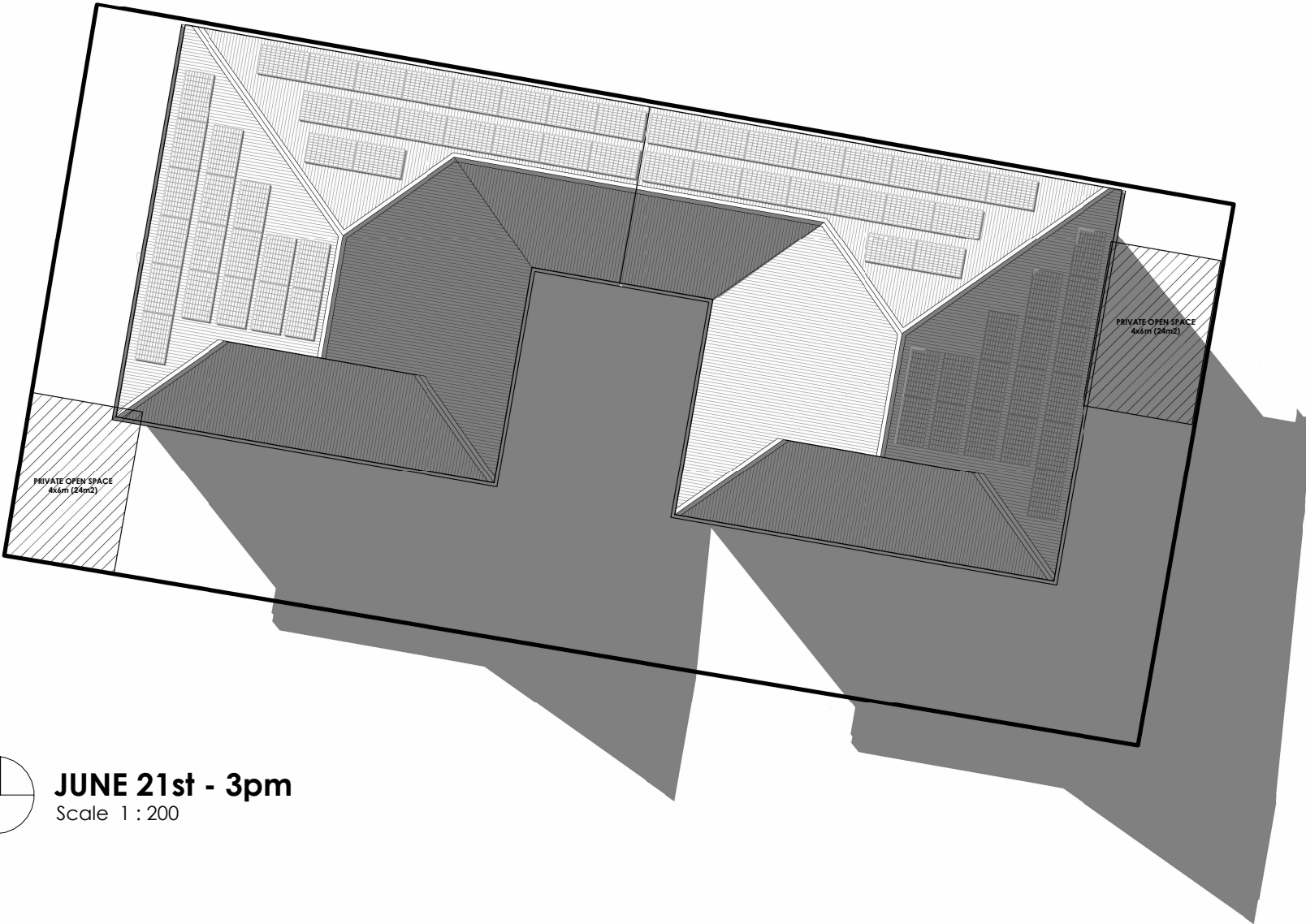
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JUNE 21st - 11am
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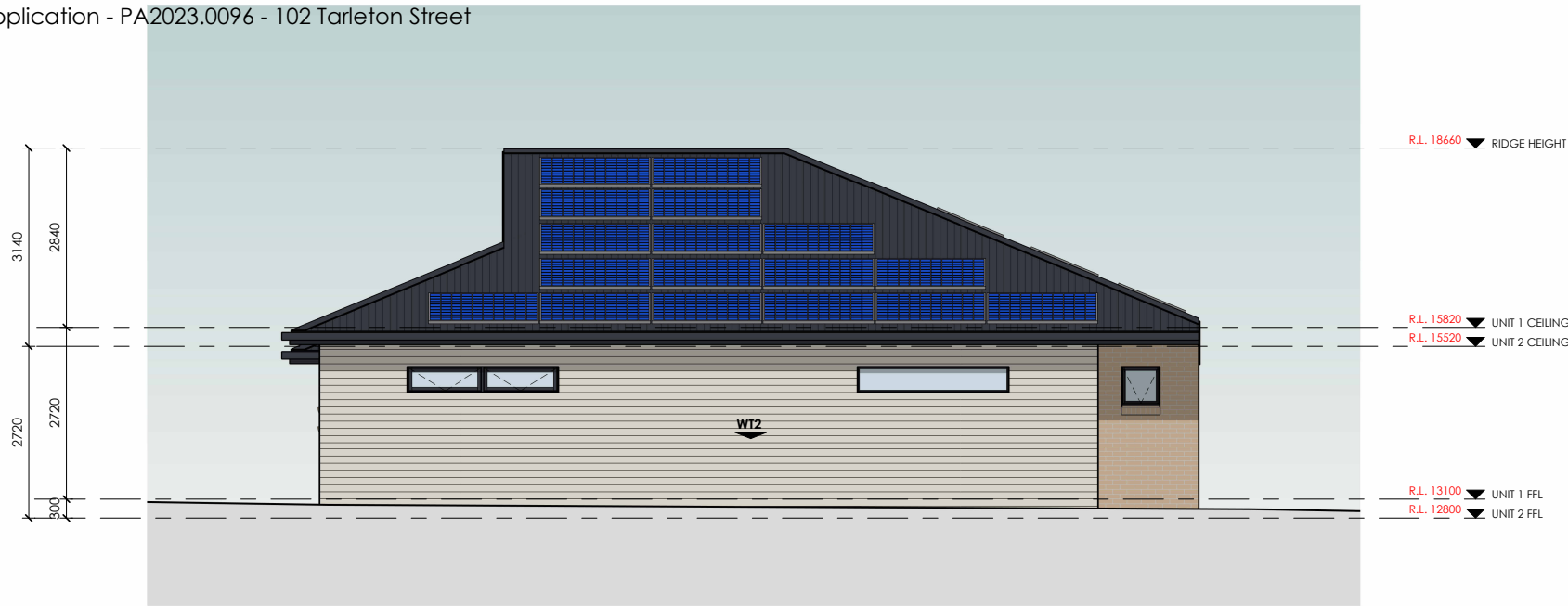


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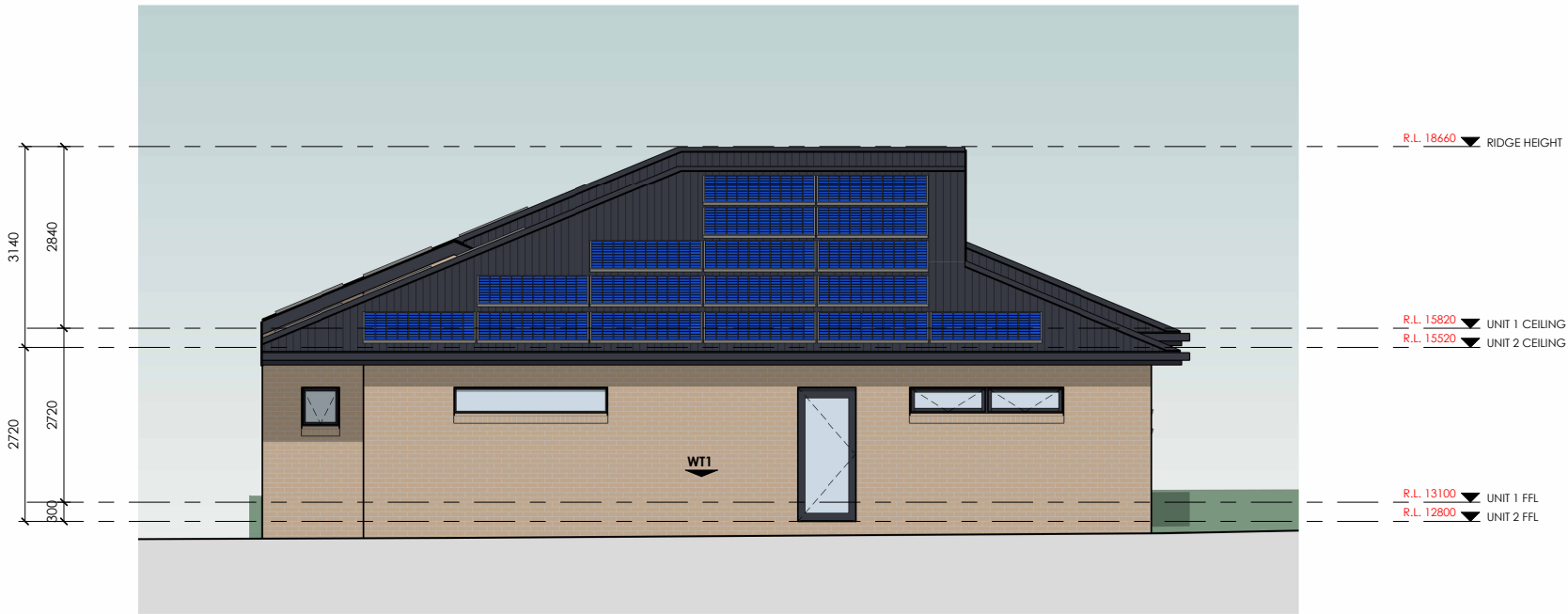


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	22 Fieldings Way Ulverstone, Tasmania Australia 7315 m 0417 134 969 e nick@nplush.com.au License No. 047538582 ABN 946 222 219 16	Issued As	Scale A2	Revision	Date	Description	Project	Sheet Title	Drawn	Issue Date	Project No.	Revision	Sheet Number
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EAST ELEVATION
Scale 1 : 100



WEST ELEVATION
Scale 1 : 100



NORTH ELEVATION
Scale 1 : 100



SOUTH ELEVATION
Scale 1 : 100

WALL | FACADE MATERIALS & FINISHES

- WT-1** AUSTRAL BRICKS HOMESTEAD "MUSHROOM"
- WT-2** INNOVA MONTAGE WOODGRAIN PROFILE "GREY OAK"
INSTALLED AS PER MANUFACTURERS SPECIFICATION



EAVE CONSTRUCTION NCC VOLUME 2 PART 3.5.3.5
EAVE WIDTH OVERHANG - 600mm

EAVES LINED WITH 'HARDIFLEX' CEMENT SHEET
TRIMMERS LOCATED WITHIN 1200mm OF
EXTERNAL CORNERS TO BE SPACED @ 500mm
CENTERS. REMAINDER OF SHEET - 700mm CENTERS

FASTENER / FIXINGS WITHIN 1200mm OF
EXTERNAL CORNERS @ 200mm CENTERS,
REMAINDER OF SHEET - 300mm CENTERS

COLORBOND CUSTOM ORB ROOF CLADDING
INSTALLED AS PER MANUFACTURERS SPECIFICATIONS & AS1562
COLOUR BY OWNER, COLOUR TO BE "MONUMENT"

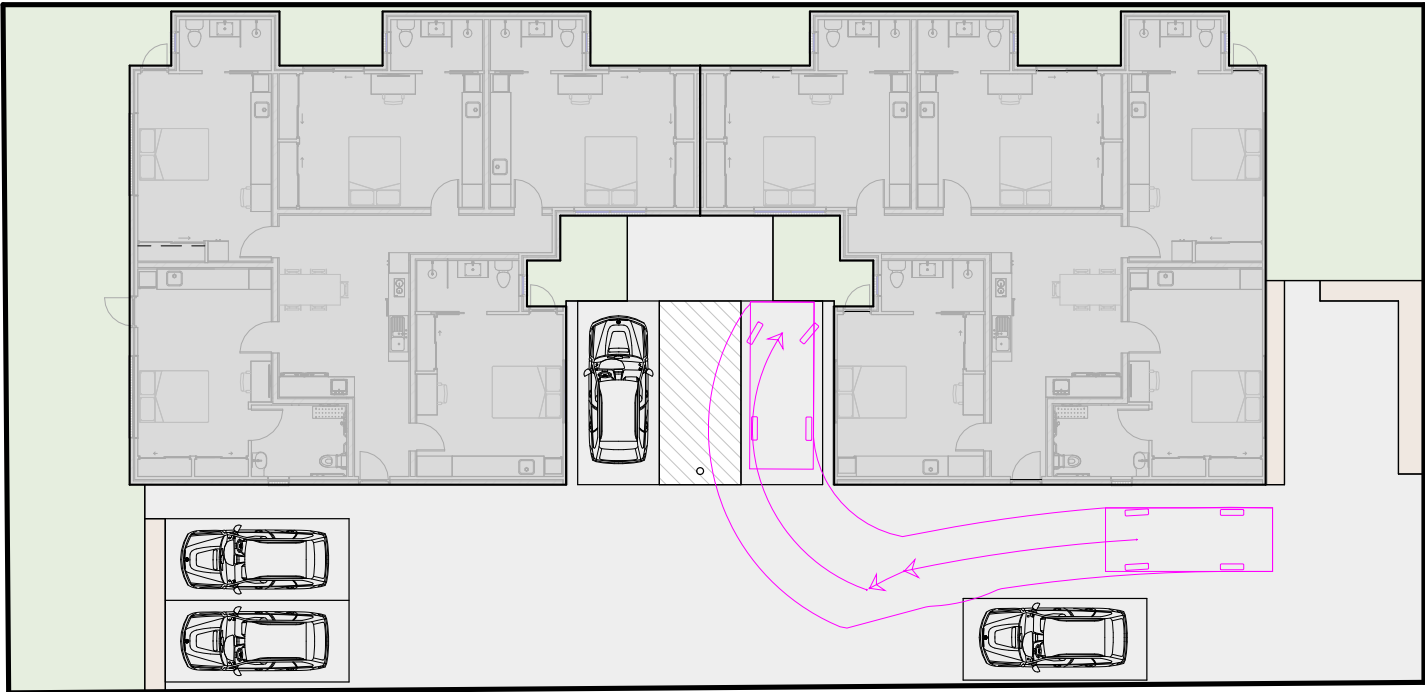
SELECTED ALUMINIUM FRAMED WINDOWS & DOORS
NCC VOLUME 2 PART 3.6 POWDER COATED ALUMINIUM WINDOW &
DOOR FRAMES, UNLESS OTHERWISE NOTED, REVEALS AS SELECTED.
ALL FLASHING & FIXINGS TO MANUFACTURERS SPECIFICATIONS

GLAZING & FRAME CONSTRUCTION TO AS2047 & AS1288
ALL FIXINGS & FLASHINGS TO MANUFACTURERS REQUIREMENTS

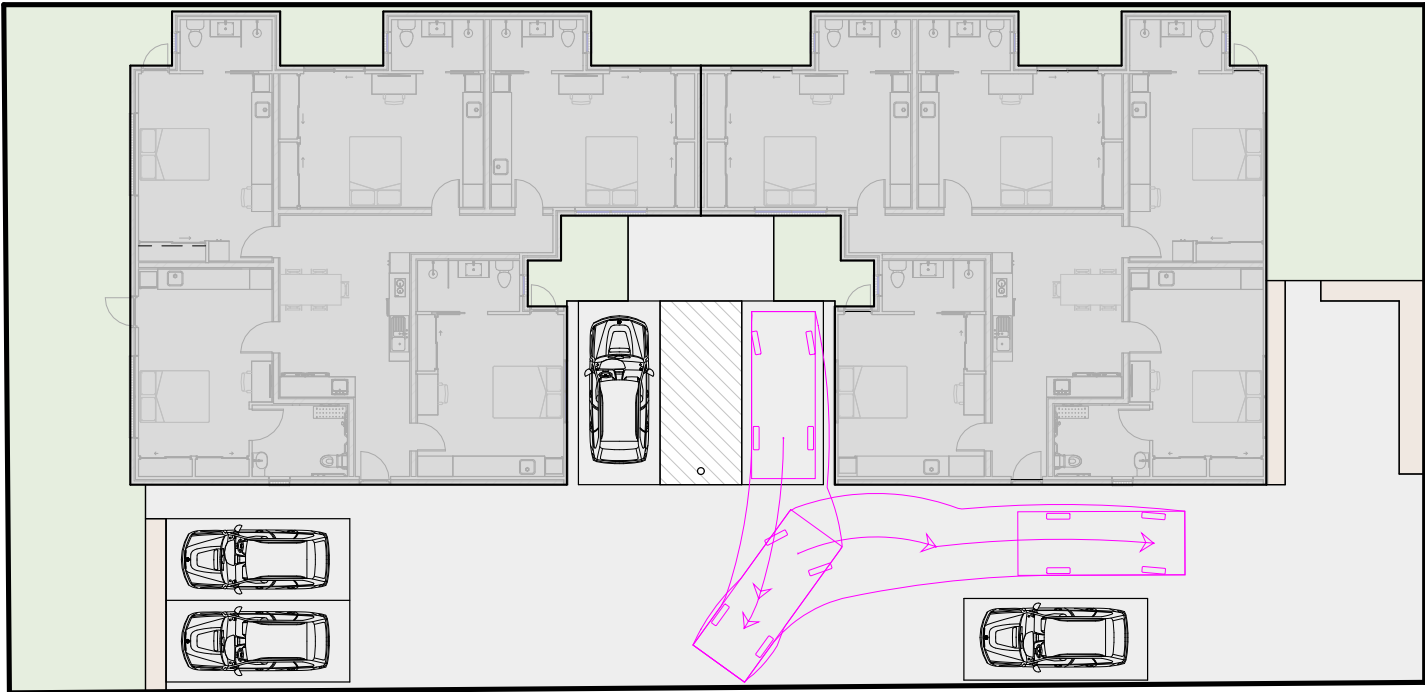
<div>n+b</div> <div>22 Fieldings Way Ulverstone, Tasmania Australia 7315</div> <div>m 8417 134 369 e nick@nplush.com.au License No. 047538582 ABN 946 222 219 16</div>	<div>Issued As</div> <div>PRELIMINARY</div> <div>©COPYRIGHT These drawings and designs and the copyright there of are the property of nplush and must not be used, retained or copied without the written permission of nplush. ABN 946 222 219 16</div>	<div>Scale A2</div> <div>1 : 100</div>	<div>Revision</div> <div>No. A</div> <div>Date 12/05/23</div> <div>Description Issued as PRELIMINARY</div> <div>do not scale off plans all dimensions are in millimeters confirm all dimensions on site all work relevant NCC & AS</div>	<div>Project</div> <div>PROPOSED COMMUNAL RESIDENCE</div> <div>Location</div> <div>102 TARLETON ST, EAST DEVONPORT</div> <div>Client</div> <div>SECOND OAK TREE PTY. LTD</div>	<div>Sheet Title</div> <div>ELEVATIONS</div> <div>Drawn NJB</div> <div>Issue Date 12/05/23</div> <div>Project No. TBA</div> <div>Revision A</div>	<div>Sheet Number</div> <div>A104</div> <div>/A121</div>


$$n + b$$

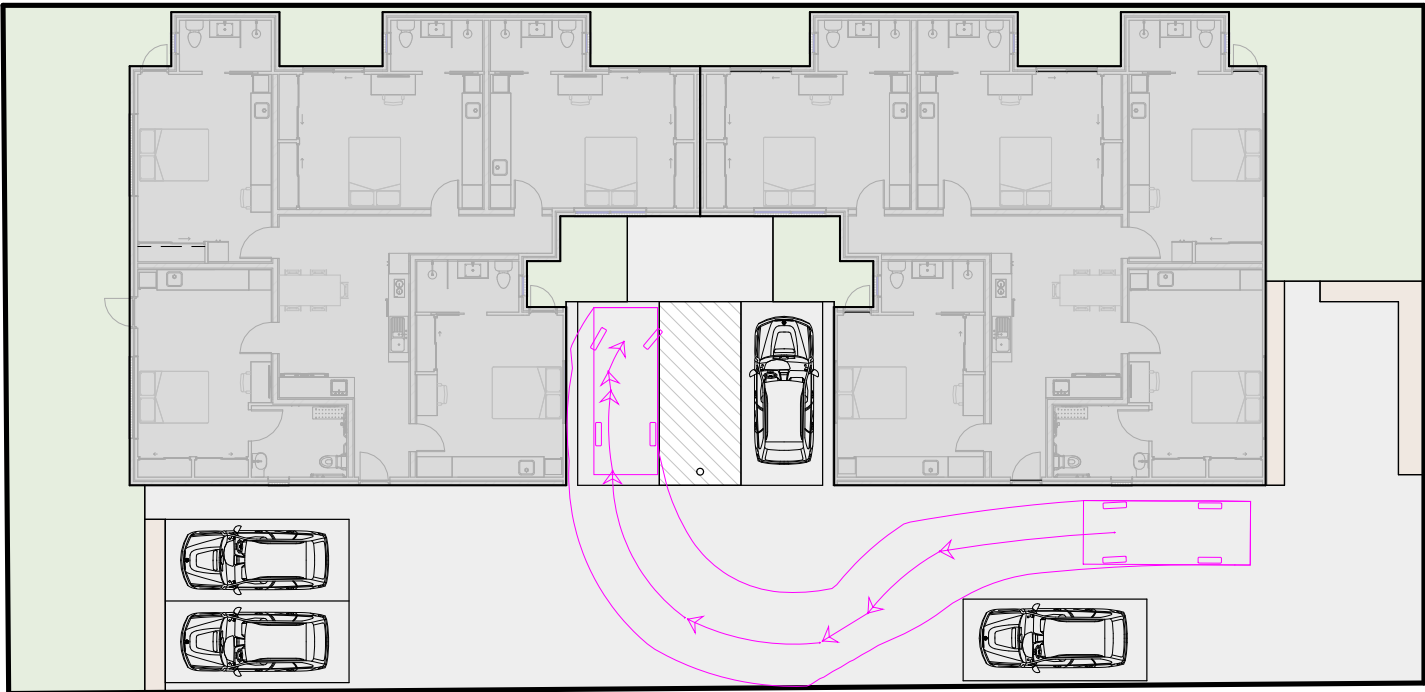
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/A121



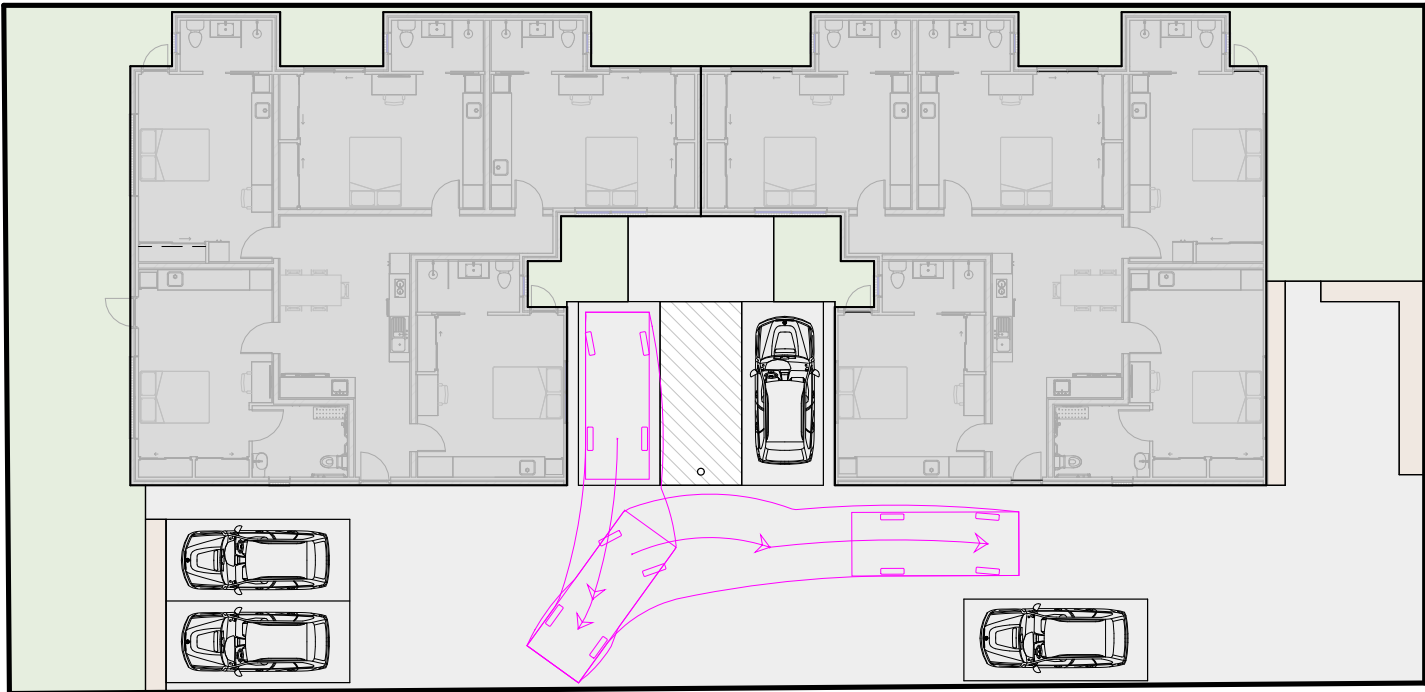
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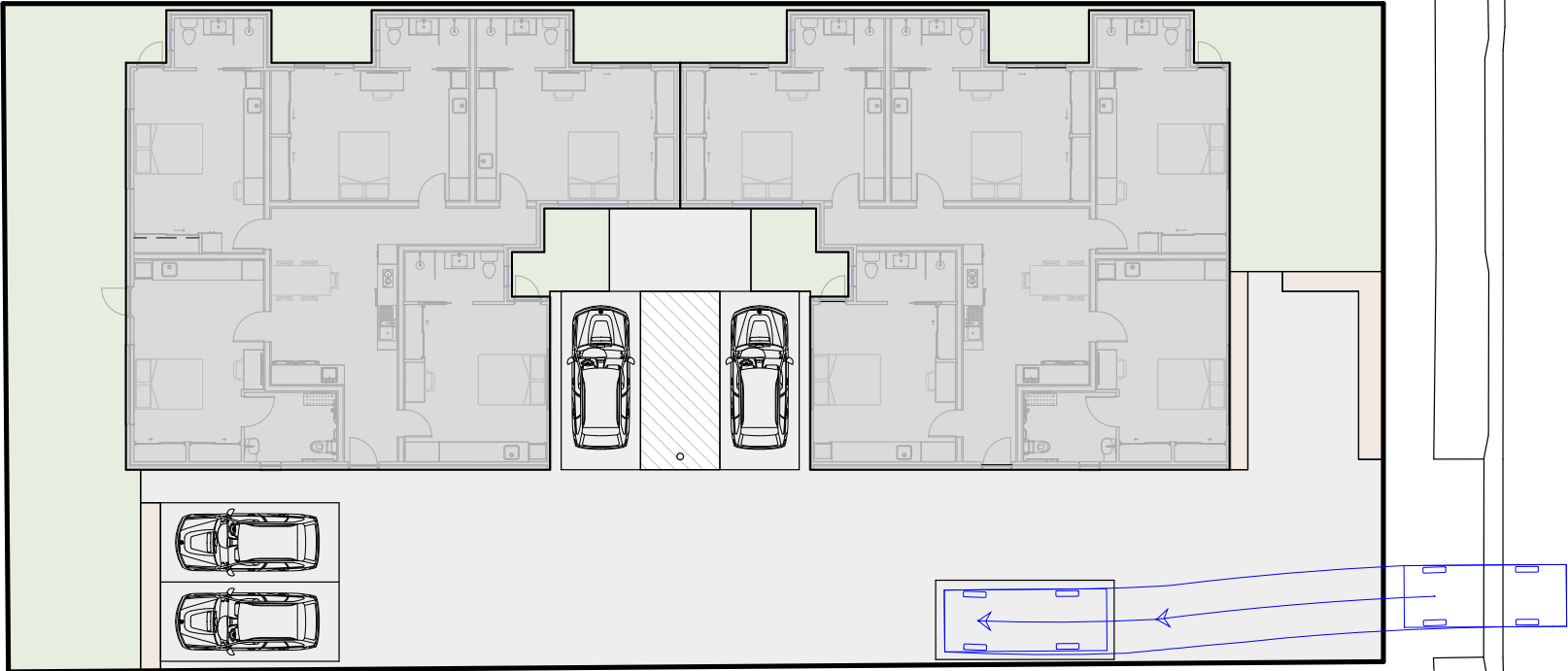
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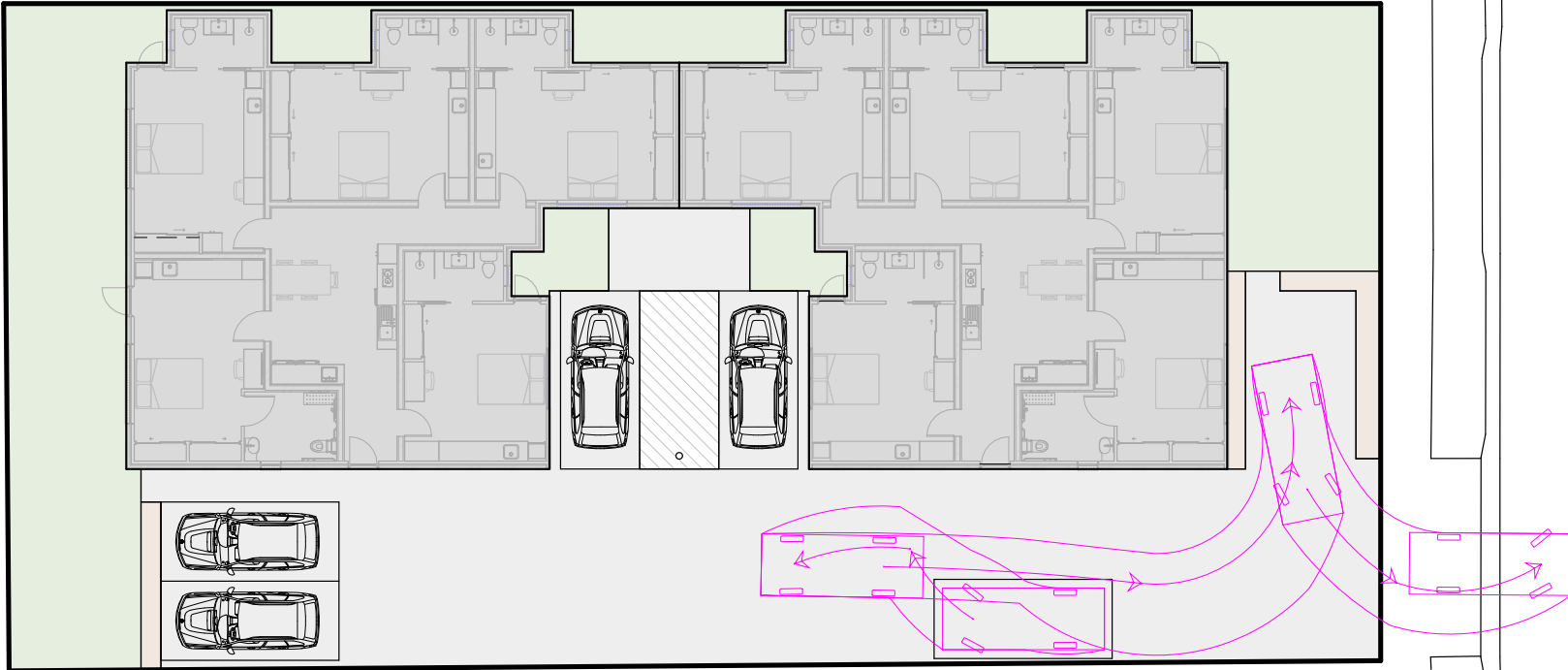
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ACCESSIBLE SPACE 2 - EXIT
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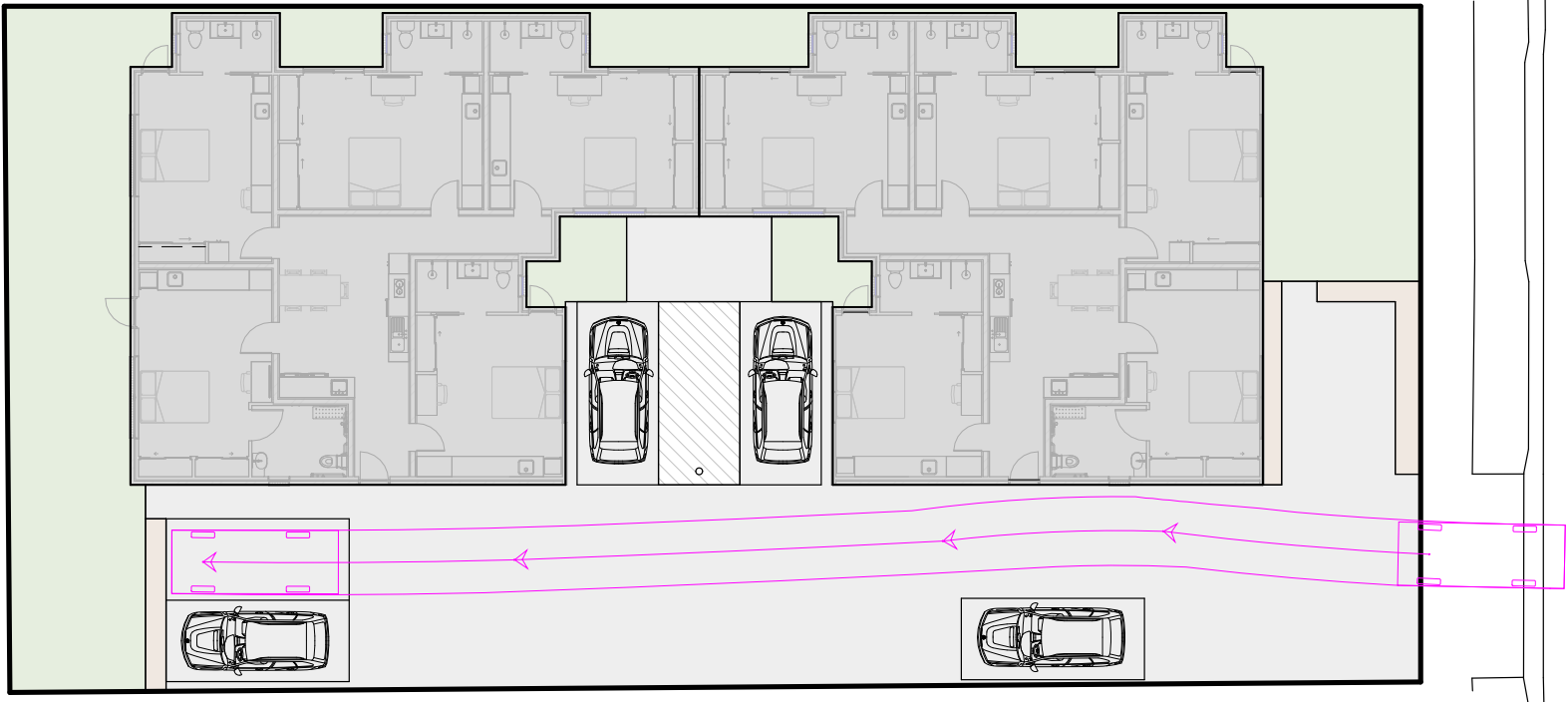


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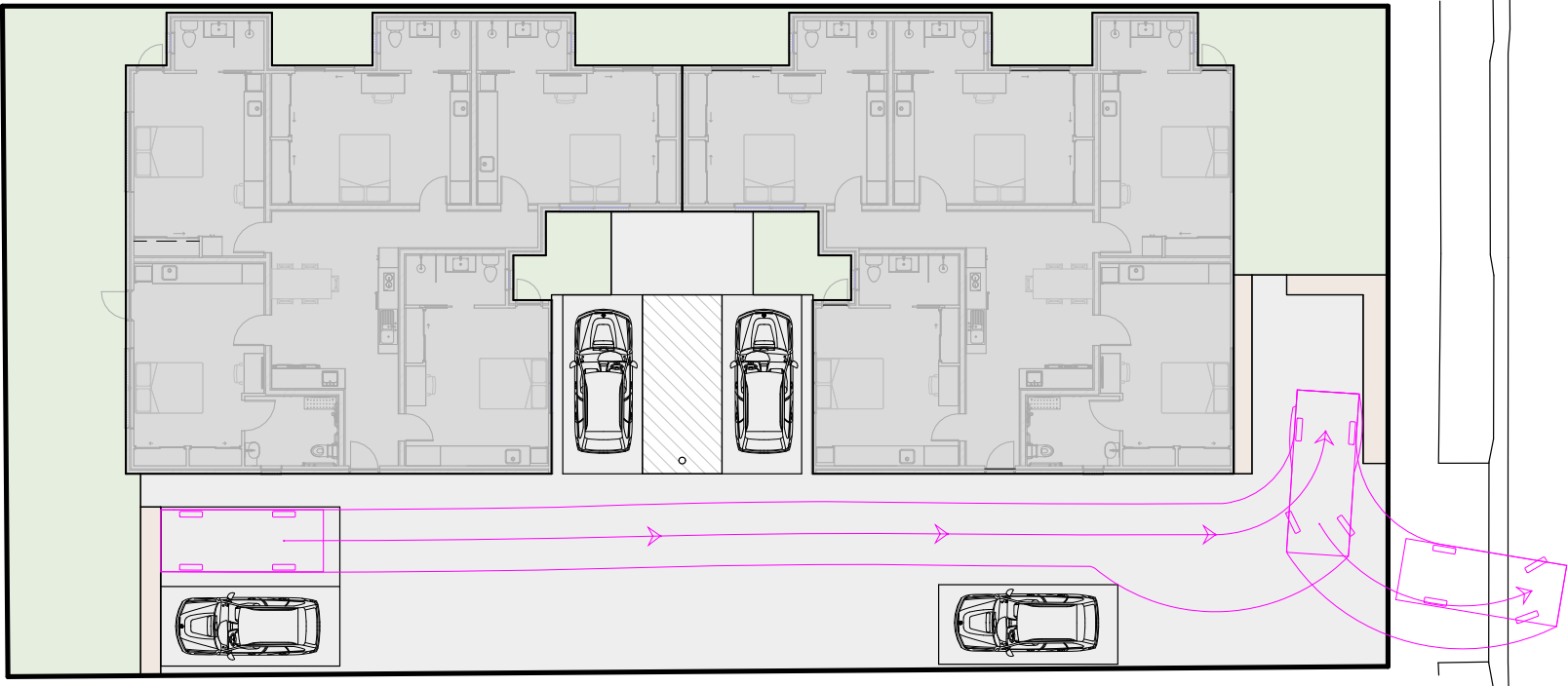


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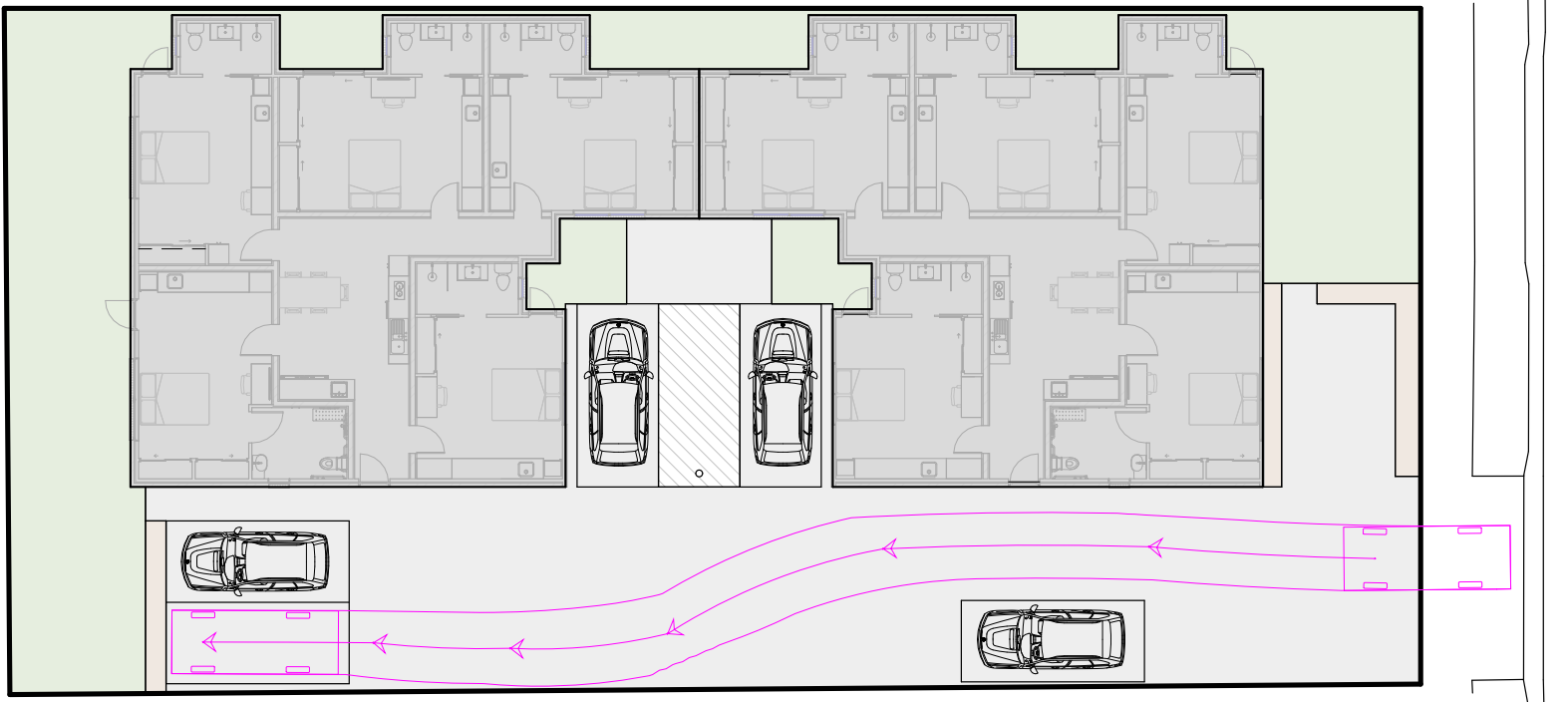
	<p>22 Fieldings Way Ulverstone, Tasmania Australia 7315</p> <p>8417 134 369 e nick@nplush.com.au License No. 847538582 ABN 946 222 219 16</p>	<p>Issued As PRELIMINARY</p> <p>Scale A2 1 : 200</p> <p><small>©COPYRIGHT These drawings and designs and the copyright there of are the property of nplush and must not be used, retained or copied without the written permission of nplush. ABN 946 222 219 16.</small></p>	<p>Revision No. A Date 12/05/23 Description Issued as PRELIMINARY</p> <p><small>do not scale off plans all dimensions are in millimeters confirm all dimensions on site all work relevant NCC & AS</small></p>	<p>Project PROPOSED COMMUNAL RESIDENCE Location 102 TARLETON ST, EAST DEVONPORT Client SECOND OAK TREE PTY. LTD</p>	<p>Sheet Title VEHICLE TURNING CIRCLES (B85) 1 OF 2</p>				<p>Sheet Number A106 /A121</p>
					<p>Drawn NJB</p>	<p>Issue Date 12/05/23</p>	<p>Project No. TBA</p>	<p>Revision A</p>	



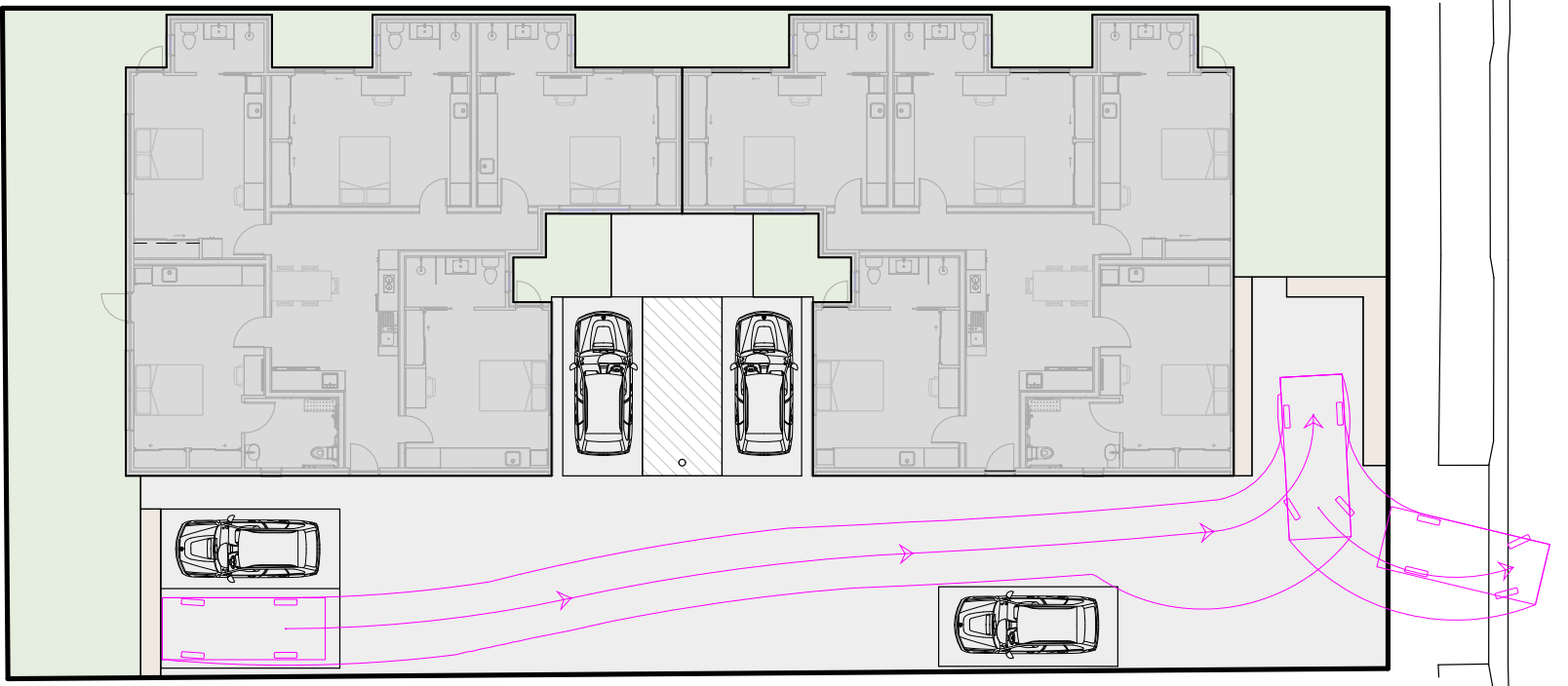
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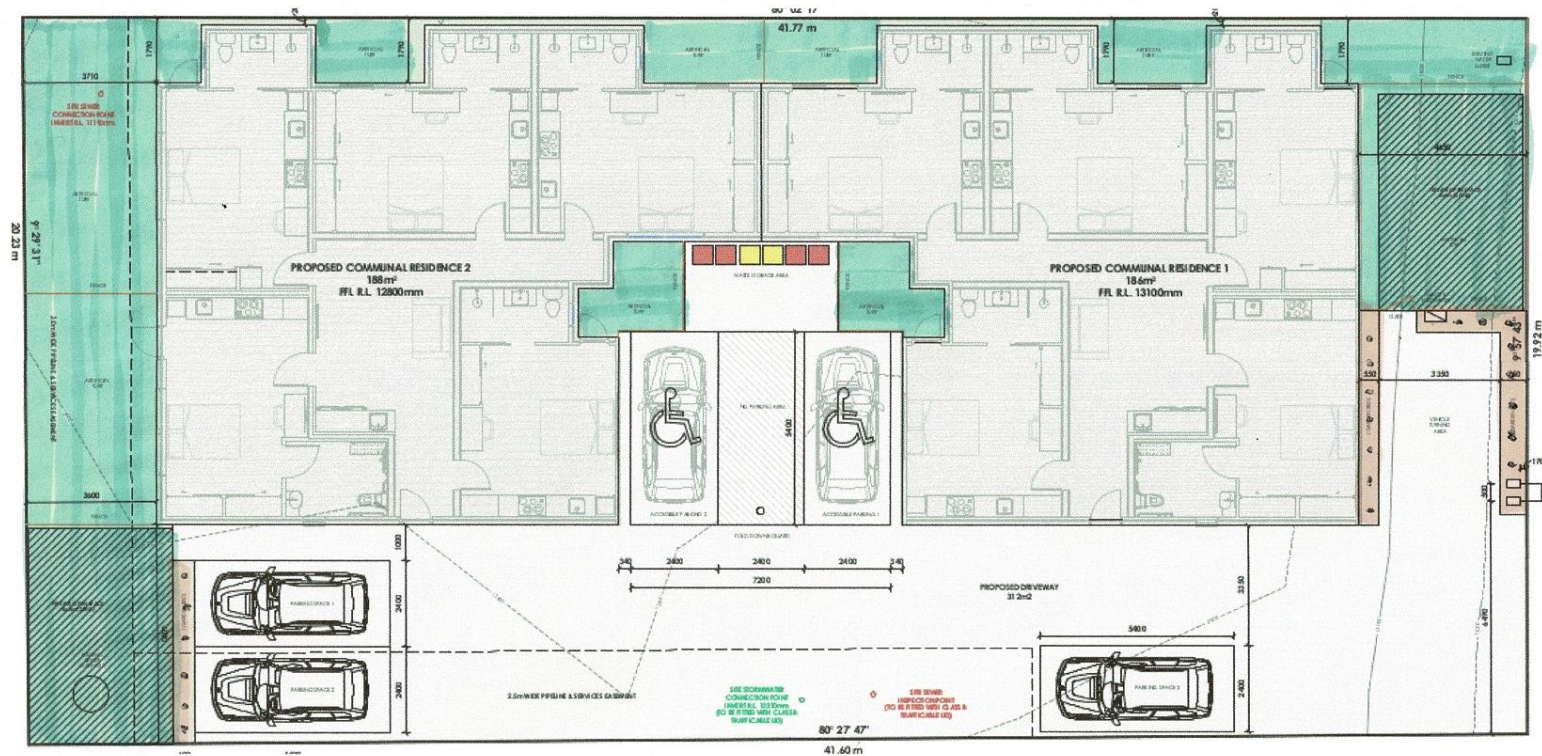


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PARKING SPACE 2 - EXIT
Scale 1 : 200

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			No.	Date	Description									
A	12/05/23	Issued as PRELIMINARY												
<div>Drawn</div> <div>NJB</div>	<div>Issue Date</div> <div>12/05/23</div>	<div>Project No.</div> <div>TBA</div>	<div>Revision</div> <div>A</div>											



**CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE
ITEM****Section 321****Form 55**

To: Owner /Agent
 Address
 Suburb/postcode

Qualified person details:

Qualified person:
 Address: Phone No:
 Fax No:
 Licence No: Email address:

Qualifications and Insurance details: (description from Column 3 of the
Director of Building Control's
Determination)

Speciality area of expertise: (description from Column 4 of the
Director of Building Control's
Determination)


Details of work:

Address: Lot No:
 Certificate of title No:
 The assessable item related to this certificate:
 (description of the assessable item being certified)
 Assessable item includes –
 - a material;
 - a design
 - a form of construction
 - a document
 - testing of a component, building system or plumbing system
 - an inspection, or assessment, performed

Certificate details:

Certificate type: (description from Column 1 of
Schedule 1 of the Director of Building
Control's Determination)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)

building work, plumbing work or plumbing installation or demolition work: ☒ 
 Or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:	SR05084
Relevant calculations:	SEE REPORT WHERE RELEVANT
References:	AS2870-2011

Substance of Certificate: (what it is that is being certified)


SITE CLASSIFICATION TO AS2870-2011

Scope and/or Limitations

SEE RECOMMENDATIONS AND WELL AS TERMS AND CONDITIONS CONTAINED WITHIN THE RELEVANT REPORT, ESPECIALLY NOTING:

1. TEST PITTING SHOULD PROCEED IN CONSULTATION WITH STRATA TO DETERMINE NATURE OF REFUSING SUBSTRATE (IF FOUND) BEFORE CONSTRUCTION COMMENCES.
2. ENGINEERING AND ARCHITECTURAL PLANS TO BE SUBMITTED TO STRATA FOR RATIFICATION AGAINST REPORT RECOMMENDATIONS PRIOR TO CONSTRUCTION.
3. FOUNDING SURFACE INSPECTION OF ALL EXCAVATIONS PRIOR TO FOUNDATION CONSTRUCTION BY STRATA IS MANDATORY AND FAILING TO COMMISSION THIS WILL VOID ALL CLASSIFICATIONS AND RECOMMENDATIONS CONTAINED IN THE REPORT. THIS IS TO ENSURE THAT ALL FOUNDATIONS ARE TAKEN TO RECOMMENDED FOUNDING SUBSTRATE AND NOT SOFT TOPSOILS OR UNCONTROLLED FILL (WHERE PRESENT)
4. IF SITE CUTTING BEYOND 500MM OCCURS THEN THE SITE MUST BE RECLASSIFIED IN CONSULTATION WITH STRATA.
5. FORM VALID FOR 2 YEARS FROM THE DATE BELOW.

I certify the matters described in this certificate.

Qualified person:	<i>Signed:</i>	<i>Certificate No:</i>	<i>Date:</i>
	S NIELSEN 	SR05084	27/5/23



Site Classification to AS2870-2011 - Residential Slabs and Footings

1. Introduction

Strata Geoscience and Environmental Pty Ltd was commissioned to provide a Site Classification to AS2870-2011 for:

Site Details and Key Investigation Outcomes	
Site Address	102 Tarleton Street East Devonport
Property Owner/Client	Second Oak Tree P/L
Development	New dwelling
Date of Investigation	17/5/23
Key Geotechnical Limitations to Site Development	Uncontrolled fill, reactive soil phases, potential for abnormal soil moisture gradients,
Key Recommendations	Site drainage around deepened foundations recommended
Site Classification to AS2870-2011	Class P – ALERT TO UNCONTROLLED FILL
Subsidiary Site Classification to AS2870-2011 (TO BE USED FOR PLUMBING DESIGN SEE APPENDIX 3)	Class M
Site Classification to AS4055- 2012	N2

2. Scope

It is the scope of this investigation to consider geotechnical factors affecting the current development plan (if available). Namely;

- Geotechnical Drilling of minimum 2 Bore (s) to 1.8 m or refusal (whichever first) with logging, sampling and in-situ testing as required
- Site Classification to AS2870-2011 Residential Slabs and Footings.

The above scope has been determined in consultation with the Client and is subject to time and budgetary considerations. Geotechnical investigations are informative processes and further works may be required depending upon the findings of the results of this investigation.

3. Site Investigation

Please refer to Appendices for the results of field/laboratory investigation (where relevant) including site photographs, bore logs, bearing capacity and other relevant data.

4. Interpretation

Geotechnical Parameter	Results
General Comments	Uncontrolled fill found in bores- deepened foundations required
Site Geology (MRT Tas 1:25000)	Qpsa/Tbw
Geotechnical Risks:	
<i>Slope Instability</i>	Not mapped hazard band (DPAC 2023) accessed via LISTMAP).
<i>Soft/Collapsing Soil</i>	Recommend maximum 100kPa working bearing pressures at a minimum 1500mm or 100mm into undisturbed CLAYS (CH/CH)/SANDS (SM/SW) (WHICHEVER GREATEST)
<i>Groundsurface Movement</i>	Moderate
<i>Erosion Potential</i>	Soils may be sensitive to wind and water erosion. Risks to be controlled by a soil and ware management plan.
<i>Surface Water</i>	None observed
<i>Shallow Groundwater/Perched Water</i>	Not encountered
<i>Uncontrolled Fill/Disturbed Soils</i>	Uncontrolled fill/disturbed soil - DEEPENED FOUNDATIONS RECOMMENDED AND UNCONTROLLED FILL/DISTURBED SOIL MUST NOT BE USED AS A FOUNDING SUBSTRATE.
<i>Impacting Vegetation (Onsite or on adjacent sites)</i>	Trees over boundary requiring design consideration.
<i>Proposed or recent removal of building/structures</i>	Unknown
<i>Proposed or recent removal of trees</i>	Unknown
<i>Excavation Difficulties</i>	Not likely
<i>Bulk Earthworks (Completed/partially completed/not proposed)</i>	Site disturbance as noted.

5. Recommended Foundation Design Parameters

- The following foundation design parameters are recommended:

	Recommended Footing Designs		
	Slab	Pad/Strip	Pier/Pile Footings
Founding material ^{*1}	UNDISTUBED STIFF NATURAL CLAY (CL/CH)	UNDISTUBED STIFF NATURAL CLAY (CL/CH)	UNDISTUBED STIFF NATURAL CLAY (CL/CH)
Recommended Minimum Founding Depth (mm or m)	PIER/PILE SUPPORTED Min 1500MM OR 100MM INTO UNDISTURBED NATURAL STIFF CLAYS (CL/CH) (WHICHEVER GREATEST)	PIER/PILE SUPPORTED Min 1500MM OR 100MM INTO UNDISTURBED NATURAL STIFF CLAYS (CL/CH) (WHICHEVER GREATEST)	PIER/PILE SUPPORTED Min 1500MM OR 100MM INTO UNDISTURBED NATURAL STIFF CLAYS (CL/CH) (WHICHEVER GREATEST)
Max Allowable Bearing Pressure (kPa)	100	100	100
Indicative Soil Ys (mm)	20-40mm	20-40mm	20-40mm

^{*1} Where depth to bedrock is given it is a guide only and will vary over the proposed development area(s). Refusal in geotechnical bores may be different than that of larger construction machinery and this may need to be factored into foundation design and contractor quotations.

It must be emphasised that in classifying the site, Strata Geoscience and Environmental P/L did not place sole reliance on the soil bore logs as a means of being an absolute representation of all subsurface features and conditions over the site. Any persons relying upon this document must not assume that subsurface conditions across the entire site will be identical to that represented in the bore logs.

Relevant information and guidance used in classifying the site includes several or all of the following:

1. Publications from Standards Australia, CSIRO, Foundation and Footings Society, Australian Geomechanics Society.
2. Well established and relevant knowledge of the behaviour of local soils and processes affecting soil behaviour (eg ephemeral springs, perched water tables, unstable slopes, collapsing soils, vegetation, etc).
3. The broad experience of the site classifier.
4. Specific investigations from nearby areas.
5. Past Performance of existing structures and foundations (where relevant and known)
6. Engineering Assessment of likely characteristic ground surface movement (ys) based upon estimated Ipt values and/or laboratory derived Iss values where relevant.

6. Construction Recommendations

6.1 Pre Construction

- **Results of this investigation MUST be confirmed when specific development plans are finalised. Failure to ensure this will void the classifications and recommendations contained within this report.**
- **Design depth to refusal for bored pier/driven pile designs may show variability over the site and may need to be considered in any contractor quotation. Construction machinery will show different depths to refusal that what is indicated in this investigation.**
- **Test pitting/piling with construction machinery is recommended before construction commences to determine excavatability of refusing substrate (if found).**
- **Screw piles should be driven to a minimum depth as nominated by the foundation designer to ensure lateral stability of each pile. Test piling at all corners of each building must occur to ensure this.**
- **This investigation did not determine rock strength parameters of the refusing substrate (if found) and therefore no comment is made about the excavatability of rock at depth. Hard rock may be encountered which may be difficult to excavate and would therefore increase the costs associated with bulk earthworks.**
- **Rocks may be liberated from bulk earthworks or vertical boring. Where large rocks are liberated this may impact upon the ability to cost effectively build on the site and further advice should be sort from Strata. Such profiles may also significantly increase earthworks costs and or materials cost in foundations.**
- **Where rock is encountered the in relation to the Foundation Recommendations the following terms should be noted as per AS2870-2011 Residential Slabs and Footings**
 - **Rock Outcrops** - Where a footing or edge beam encounters a single local rock outcrop over a length less than 1 m, the depth of the footing or edge beam may be reduced by up to one-third, provided the amount of top and bottom reinforcement is doubled and extended 500 mm past the section with reduced depth. Alternatively, the footing may be stepped or raised, provided the structural stiffness is preserved as per AS2870-2011 Clause 3.1.6.
 - **Partial Rock Outcrops** - Where part of the footing is on rock and part is on soil, provision for movement at the change between the two types of foundation shall be made by articulation of the superstructure or strengthening of the footing system. On Reactive Sites (M, H1 and H2) where part of the footing is on rock and part is on soil, the design shall be in accordance with engineering principles as per AS2870-2011 Clause 3.1.7.
 - **Design for complete rock foundation** - Where the edge beam or footing is to be founded entirely on rock, the footing or beam may be replaced by a levelling pad of concrete or mortar as per AS2870-2011 Clause 3.1.8.

- **Abnormal moisture conditions as defined in AS2870-2011 Clause 1.3.3 (a-d) MUST be considered in the design of competent footings. Without such consideration distresses of foundations may occur and result in non acceptable performance as defined in AS2870-2011 Clause 1.3.1.**
- **Uncontrolled Fill** - Any FILLING that does not meet the requirements of AS2870- 2011 Clause 2.5.3(b). This clause allows up to 0.8m of uncontrolled SAND FILL and up to 0.4m of uncontrolled CLAY FILL without impacting on the above site classification following that all foundations are founded on the natural soils through the filling.
- **Rolled Fill** - Consists of material compacted in layers by repeated rolling with an excavator or similar equipment. The depth of rolled fill shall not exceed 0.6m compacted in layers of not more than 0.3m thick for sand material or 0.3m compacted in layers of not more than 0.15m thick for other materials as per AS2870-2011 Clause 6.4.2(b).
- **Controlled Fill** – Fill that will be required to support structures or associated pavements, or for which engineering properties are to be controlled – Refer to AS2870-2011 Clauses 2.5.3, 2.5.3(a), and 6.4.2(a) – i.e. where a specification has been provided on the type, quality, and compaction requirements for filling at a site and the earthworks have been deemed compliant or have complied with the requirements of the specification.
- The recommendations of CSIRO Building Technology File 18 be adopted.
- An apron of paving around the building perimeter sloping away from foundations with a minimum fall of 1:60 be considered for Class M, H-1, H-2, E and P sites.

6.2 During Construction

Throughout construction it is highly recommended that:

- Inspection of the natural soil surface after footings excavation but prior to construction is required by Strata Geoscience and Environmental in accordance with Appendix D of AS 2870-2011. Failure to comply with this recommendation will void all classifications and recommendations contained in this report. The site classification may be changed at this time depending upon the nature of the founding surface which is dependant in part on foundation design.
- **Site cutting should be avoided if possible and if it occurs below 500mmbs occurs then reclassification MUST be commissioned.**
- **Fill MUST NOT be used as a founding substrate.**
- All earthworks onsite must follow the recommendations of AS 3798-2007.
- Consideration should be given to drainage and sediment control on site during and after construction. Specifically upslope interceptor drainage must be placed around footings areas and downpipes must be directed away from discharging into founding areas.
- All colluvial rocks and boulders in founding zones should be removed
- All large trees near the building envelope must be removed. If construction takes place in summer or autumn then moisture conditions should be stabilised by soaking of dry areas around the former tree.

- Shrinkage cracking is almost inevitable in concrete slabs and is associated with the drying process. Therefore care must be taken where brittle or sensitive floor coverings are proposed, or where a polished slab is planned. The risk of damage can be reduced by not installing floor coverings until after shrinkage has occurred, which can take in excess of 3 months, or by using flexible mortars and appropriate sheeting material.
- Vertical barriers to prevent root incursions around founding zones should be considered in areas where gardens are to be established near foundations.

6.3 Post Construction

After construction, there are certain practices that the owner/occupier should be aware of to prevent excessive foundation movements. The owner will be responsible for any damage or loss associated with disregard for the recommendations contained in CSIRO Building Technology Files 18 "Foundation Maintenance and Footings Performances: A Homeowners Guide" available through CSIRO.

It is furthermore recommended that:

- Gardens or large shrubs or trees must not be established immediately adjacent to foundations
- Garden beds or lawn near foundations must not be excessively watered.
- Leaking underground services and downpipes or gutters must be fixed immediately.



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Appendix 1 Site Photos

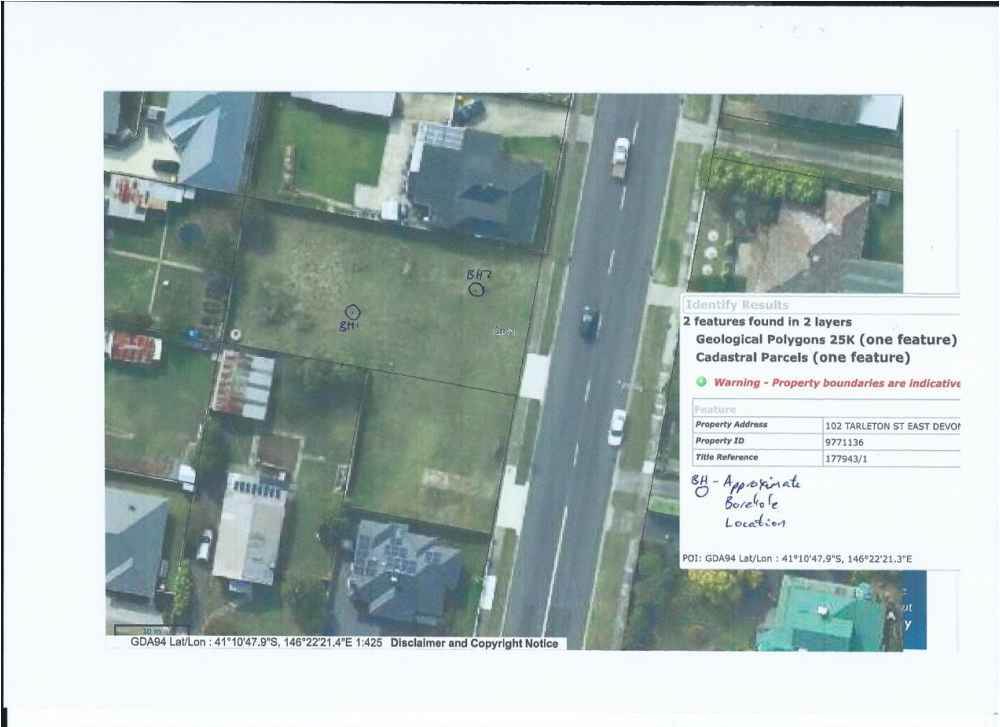




Appendix 2 Indicative Bore Logs

Notes on Drilling at 102 Tarleton Street, East Devonport, 17 May 2023

- The site was mostly covered by low grass. Fragments of concrete were scattered on the ground surface in some areas.
- Small piles of fill were heaped on the western and middle parts of the site (see photographs).
- The ground surface in the vicinity of Borehole BH1 had a gentle fall towards the west-northwest.
- The ground surface in the vicinity of Borehole BH2 had a fall of approximately 2 degrees towards the west-northwest.
- The ground surface on the eastern part of the site had a fall of approximately 4 degrees towards the west-northwest.
- A disturbed sample of the clay was collected for subsequent laboratory analysis if required.
- The locations of the boreholes are marked by orange witches hats in the photographs.
- The approximate locations of the boreholes are shown on the Site Plan.
- A Dynamic Cone Penetrometer (DCP) Test was conducted next to Borehole BH1.
- Vane Shear Strength readings were taken down borehole.
- Soil composition was classified using field techniques. Composition should be considered preliminary and may need to be verified by laboratory analysis.
- The borehole data and observations represent subsurface conditions at discrete points where samples and measurements were taken. Conditions may vary between points or with time. Drilltech Environmental and Geotechnical, its proprietor, employees and subcontractors are not responsible for interpretations of the data by other parties. Foundation conditions should be examined and confirmed during construction.



BOREHOLE LOG

Borehole No: BH 1					Client: Strata Geoscience & Environmental Pty Ltd						
Logged By: AM					Project: Site Classification						
Date: 17/05/2023					Locality: 102 Tarleton Street, East Devonport						
Notes:					Drill Model: Drilltech						
See attached					Hole Dimensions: 150mm						
Method	Support	Penetration Resistance	Water	Samples	DCP	Depth	Classification Symbol	Material Description	Moisture	Consistency	Notes
AF	N				2	GM	SILTY GRAVEL - fine to coarse-grained, rounded, dark brown, trace of clay and fine-grained sand	D/M	MD	cobbles	
					5						
					15+						0.25

BOREHOLE LOG

Borehole No: BH 2					Client: Strata Geoscience & Environmental Pty Ltd						
Logged By: AM					Project: Site Classification						
Date: 17/05/2023					Locality: 102 Tarleton Street, East Devonport						
Notes:					Drill Model: Drilltech						
See attached					Hole Dimensions: 150mm						
Method	Support	Penetration Resistance	Water	Samples	DCP	Depth	Classification Symbol	Material Description	Moisture	Consistency	Notes
AF	N						MH	CLAYEY SILT - high plasticity, red-brown, trace of fine-grained sand	M	L	FILL
							SM	SILTY SAND - fine-grained, brown with patches of grey trace of fine-grained rounded gravel	D	MD	brick fragment FILL
					0.25						
					0.50						
							CH	SILTY CLAY - high plasticity, green-grey	M/W	St	V=70kPa
					1.00						
					1.25						
							CH	SILTY CLAY - high plasticity, grey mottled yellow, trace of fine-grained sand	M	VSt	V=130kPa cobbles
					1.50						
			1.75								
								Borehole met auger refusal @ 1.8m depth in weathered rock/boulder			
						2.00					
						2.25					
						2.50					

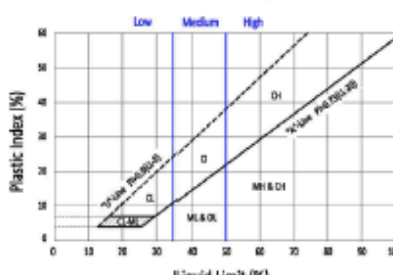
Geotechnical Terms and Symbols

The following information is intended to assist in the interpretation of terms and symbols used in geotechnical borehole logs, test pit logs and reports issued by or for the Queensland Department of Transport and Main Roads (TMR). More detailed information relating to specific test methods is available in the TMR Materials Testing Manual (MTM) and the relevant Australian Standards.

Soil Descriptions

Description and Classification of Soils for Geotechnical Purposes: Refer to AS1726-1993 (Appendix A).

The following chart (adapted from AS1726-1993, Appendix A, Table A1) is based on the Unified Soil Classification System (USCS).

Major Divisions		Particle size mm	USCS Group Symbol	Typical Names	Laboratory Classification					
COARSE GRAINED SOILS (more than half of material less than 63 mm is larger than 0.075 mm)	BOULDERS	_____200			% < 0.075 mm (2)	Plasticity of fine fraction	$C_u = \frac{D_{60}}{D_{10}}$	$C_c = \frac{(D_{30})^2}{(D_{10} \times D_{60})}$	NOTES	
	COBBLES	_____63								
	GRAVELS (more than half of coarse fraction is larger than 2.36 mm)	coarse _____20	GW	Well graded gravels and gravel-sand mixtures, little or no fines	0-5	—	>4	Between 1 and 3	(1) Identify fines by the method given for fine-grained soils. (2) Borderline classifications occur when the percentage of fines (fraction smaller than 0.075 mm size) is greater than 5% and less than 12%. Borderline classifications require the use of SP-SM, GW-GC.	
		medium _____6	GP	Poorly graded gravels and gravel-sand mixtures, little or no fines, uniform gravels	0-5	—	Fails to comply with above			
		fine _____2.36	GM	Silty gravels, gravel-sand-silt mixtures (1)	12-50	Below 'A' line or $PI < 4$	—	—		
			GC	Clayey gravels, gravel-sand-clay mixtures (1)	12-50	Above 'A' line and $PI > 7$	—	—		
	SANDS (more than half of coarse fraction is smaller than 2.36 mm)	coarse _____0.6	SW	Well graded sands and gravelly sands, little or no fines	0-5	—	>6	Between 1 and 3		
		medium _____0.2	SP	Poorly graded sands and gravelly sands, little or no fines	0-5	—	Fails to comply with above			
		fine _____0.075	SM	Silty sands, sand silt mixtures (1)	12-50	Below 'A' line or $PI < 4$	—	—		
			SC	Clayey sands, sand-clay mixtures (1)	12-50	Above 'A' line and $PI > 7$	—	—		
FINE GRAINED SOILS (more than half of material less than 63 mm is smaller than 0.075 mm)	SILTS & CLAYS (Liquid Limit $\leq 50\%$)	ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	<div>Plasticity Chart</div> <div>For classification of fine grained soils and fine fraction of coarse grained soils.</div> 						
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays							
		CI	Organic silts and clays of low plasticity							
	SILTS & CLAYS (Liquid Limit $> 50\%$)	OL	Organic silts and clays of low plasticity							
		MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts							
		CH	Inorganic clays of high plasticity, fat clays							
	OH	Organic silts and clays of high plasticity								
HIGHLY ORGANIC SOILS	PT	Peat and other highly organic soils								

Use the gradation curve of material passing 63 mm for classification of fractions according to the criteria given in Major Divisions'

Geotechnical Terms and Symbols

Soil Colour: Is described in the moist condition using black, white, grey, red, brown, orange, yellow, green or blue. Borderline cases can be described as a combination of two colours, with the weaker followed by the stronger. Modifiers such as pale, dark or mottled, can be used as necessary. Where colour consists of a primary colour with secondary mottling, it should be described as follows:

(Primary) mottled (Secondary). Refer to AS 1726-1993, A2.4 and A3.3.

Soil Moisture Condition: Is based on the appearance and feel of soil. Refer to AS 1726-1993, A2.5.

Term	Description
Dry	Cohesive soils; hard and friable or powdery, well dry of plastic limit. Granular soils; cohesionless and free-running.
Moist	Soil feels cool, darkened in colour. Cohesive soils can be moulded. Granular soils tend to cohere.
Wet	Soil feels cool, darkened in colour. Cohesive soils usually weakened and free water forms on hands when handling. Granular soils tend to cohere and free water forms on hands when handling.

Consistency of Cohesive Soils: May be estimated using simple field tests, or described in terms of a strength scale. In the field, the undrained shear strength (s_u) can be assessed using a simple field tool appropriate for cohesive soils, in conjunction with the relevant calibration. Refer to AS 1726-1993, Table A4.

Consistency - Essentially Cohesive Soils						Soil Particle Sizes	
Term	Field Guide	Symbol	SPT "N" Value	Undrained Shear Strength s_u (kPa)	Unconfined Compressive Strength q_u (kPa)	Term	Size Range
Very soft	Oozes between fingers when squeezed in hand.	VS	0-2	<12	<25	BOULDERS	>200 mm
Soft	Easily moulded with fingers.	S	2-4	12-25	25-50	COBBLES	63-200 mm
Firm	Can be moulded by strong pressure of fingers.	F	4-8	25-50	50-100	Coarse GRAVEL	20-63 mm
Stiff	Not possible to mould with fingers.	St	8-15	50-100	100-200	Medium GRAVEL	6-20 mm
Very stiff		VSt	15-30	100-200	200-400	Fine GRAVEL	2.36-6 mm
Hard	Can be indented with difficulty by thumb nail.	H	>30	>200	>400	Coarse SAND	0.6-2.36 mm
						Medium SAND	0.2-0.6 mm
						Fine SAND	0.075-0.2 mm
						SILT	0.002-0.075 mm
						CLAY	<0.002 mm

Note: SPT - N to q_u correlation from Terzaghi and Peck, 1967. (General guide only).

Consistency of Non-Cohesive Soils: Is described in terms of the density index, as defined in AS 1289.0-2000. This can be assessed using a field tool appropriate for non-cohesive soils, in conjunction with the relevant calibration. Refer to AS 1726-1993, Table A5; BS5930-1999, p117.

Consistency - Essentially Non-Cohesive Soils				
Term	Symbol	SPT N Value	Field Guide	Density Index (%)
Very loose	VL	0-4	Foot imprints readily	0-15
Loose	L	4-10	Shovels Easily	15-35
Medium dense	MD	10-30	Shovelling difficult	35-65
Dense	D	30-50	Pick required	65-85
Very dense	VD	>50	Picking difficult	85-100

Standard Penetration Test (SPT): Refer to AS 1289.6.3.1-2004. Example report formats for SPT results are shown below:

Test Report	Penetration Resistance (N)	Explanation / Comment
4, 7, 11	N=18	Full penetration; N is reported on engineering borehole log
18, 27, 32	N=59	Full penetration; N is reported on engineering borehole log
4, 18, 30/15 mm	N is not reported	30 blows causes less than 100 mm penetration (3 rd interval) – test discontinued
30/80 mm	N is not reported	30 blows causes less than 100 mm penetration (1 st interval) – test discontinued
rw	N<1	Rod weight only causes full penetration
hw	N<1	Hammer and rod weight only causes full penetration
hb	N is not reported	Hammer bouncing for 5 consecutive blows with no measurable penetration – test discontinued

Geotechnical Terms and Symbols

Rock Descriptions

Refer to AS 1726-1993 (Appendix A3.3) for the description and classification of rock material composition, including:

- (a) Rock type (Table A6, (a) and (b))
- (b) Grain size
- (c) Texture and fabric
- (d) Colour (describe as per soil).

The condition of a rock material refers to its weathering characteristics, strength characteristics and rock mass properties. Refer to AS 1726-1993 (Appendix A3 Tables A8, A9 and A10).

Weathering Condition (Degree of Weathering):

The degree of weathering is a continuum from fresh rock to soil. Boundaries between weathering grades may be abrupt or gradational.

Rock Material Weathering Classification		
Weathering Grade	Symbol	Definition
Residual Soil	RS	Soil-like material developed on extremely weathered rock; the mass structure and substance fabric are no longer evident; there is a large change in volume but the material has not been significantly transported.
Extremely Weathered Rock	XW	Rock is weathered to such an extent that it has 'soil' properties, i.e. it either disintegrates or can be removed in water, but substance fabric and rock structure still recognisable.
Highly Weathered Rock	HW	Strong discolouration is evident throughout the rock mass, often with significant change in the constituent minerals. The intact rock strength is generally much weaker than that of the fresh rock.
Moderately Weathered Rock	MW	Modest discolouration is evident throughout the rock fabric, often with some change in the constituent minerals. The intact rock strength is usually noticeably weaker than that of the fresh rock.
Slightly Weathered Rock	SW	Rock is slightly discoloured but shows little or no change of strength from fresh rock.
Fresh Rock	FR	Rock shows no sign of decomposition or staining.
Notes:		
1. Minor variations within broader weathering grade zones will be noted on the engineering borehole logs.		
2. Extremely weathered rock is described in terms of soil engineering properties.		
3. Weathering may be pervasive throughout the rock mass, or may penetrate inwards from discontinuities to some extent.		
4. The 'Distinctly Weathered (DW)' class as defined in AS 1726-1993 is divided to incorporate HW and MW in the above table. The symbol DW should not be used.		

Strength Condition (Intact Rock Strength):

Strength of Rock Material			
(Based on Point Load Strength Index, corrected to 50 mm diameter – $I_{p(50)}$. Field guide used if no tests available. Refer to AS 4133.4.1-2007.			
Term	Symbol	Point Load Index (MPa) $I_{p(50)}$	Field Guide to Strength
Extremely Low	EL	≤ 0.03	Easily removed by hand to a material with soil properties.
Very Low	VL	>0.03 ≤ 0.1	Material crumbles under firm blows with sharp end of pick; can be peeled with knife; too hard to cut a triaxial sample by hand. Pieces up to 3 cm thick can be broken by finger pressure.
Low	L	>0.1 ≤ 0.3	Easily scored with a knife; indentations 1 mm to 3 mm show in the specimen with firm blows of the pick point; has dull sound under hammer. A piece of core 150 mm long by 50 mm diameter may be broken by hand. Sharp edges of core may be friable and break during handling.
Medium	M	>0.3 ≤ 1.0	Readily scored with a knife; a piece of core 150 mm long by 50 mm diameter can be broken by hand with difficulty.
High	H	>1 ≤ 3	A piece of core 150 mm long by 50 mm diameter cannot be broken by hand but can be broken by a pick with a single firm blow; rock rings under hammer.
Very High	VH	>3 ≤ 10	Hand specimen breaks with pick after more than one blow; rock rings under hammer.
Extremely High	EH	>10	Specimen requires many blows with geological pick to break through intact material; rock rings under hammer.
Notes:			
1. These terms refer to the strength of the rock material and not to the strength of the rock mass which may be considerably weaker due to the effect of rock defects.			
2. Anisotropy of rock material samples may affect the field assessment of strength.			

Geotechnical Terms and Symbols

Discontinuity Description: Refer to AS 1726-1993, Table A10.

Anisotropic Fabric		Roughness (e.g. Planar, Smooth is abbreviated Pl / Sm)				Class		Other	
BED	Bedding	Stepped (Stp)	Rough or Irregular (Ro)		I		Cly	Clay	
FOL	Foliation		Smooth (Sm)		II		Fe	Iron	
LIN	Mineral lineation		Slickensided (Sl)		III		Co	Coal	
Defect Type		Undulating (Un)	Rough (Ro)		IV		Carb	Carbonaceous	
LP	Lamination Parting		Smooth (Sm)		V		Sinf	Soil Infil Zone	
BP	Bedding Parting		Slickensided (Sl)		VI		Gz	Quartz	
FP	Cleavage / Foliation Parting	Planar (Pl)	Rough (Ro)		VII		CA	Calcite	
J, Js	Joint, Joints		Smooth (Sm)		VIII		Chl	Chlorite	
SZ	Sheared Zone		Slickensided (Sl)		IX		Py	Pyrite	
CZ	Crushed Zone	Aperture		Infilling		Int	Intersecting		
BZ	Broken Zone	Closed	CD	No visible coating or infill	Clean	Cn	Inc	Incipient	
HFZ	Highly Fractured Zone	Open	OP	Surfaces discoloured by mineral/s	Stain	St	DI	Drilling Induced	
AZ	Alteration Zone	Filled	FL	Visible mineral or soil infill <1mm	Veneer	Vr	H	Horizontal	
VN	Vein	Tight	TI	Visible mineral or soil infill >1mm	Coating	Ct	V	Vertical	

Note: Describe 'Zones' and 'Coatings' in terms of composition and thickness (mm).

Discontinuity Spacing: On the geotechnical borehole log, a graphical representation of defect spacing vs depth is shown. This representation takes into account all the natural rock defects occurring within a given depth interval, excluding breaks induced by the drilling / handling of core. Refer to AS 1726-1993, BS5930-1999.

Defect Spacing			Bedding Thickness (Sedimentary Rock Stratification)		Defect Spacing in 3D	
Spacing/Width (mm)	Descriptor	Symbol	Descriptor	Spacing/Width (mm)	Term	Description
			Thinly Laminated	< 5	Blocky	Equidimensional
<20	Extremely Close	EC	Thickly Laminated	5 – 20	Tabular	Thickness much less than length or width
20 – 60	Very Close	VC	Very Thinly Bedded	20 – 60	Columnar	Height much greater than cross section
60 – 200	Close	C	Thinly Bedded	60 – 200	Defect Persistence (areal extent)	
200 – 600	Medium	M	Medium Bedded	200 – 600		
600 – 2000	Wide	W	Thickly Bedded	600 – 2000		
2000 – 6000	Very Wide	VW	Very Thickly Bedded	> 2000		
>6000	Extremely Wide	EW			Trace length of defect given in metres	

Symbols

The list below provides an explanation of terms and symbols used on the geotechnical borehole, test pit and penetrometer logs.

Test Results				Test Symbols	
PI	Plasticity Index	c'	Effective Cohesion	DCP	Dynamic Cone Penetrometer
LL	Liquid Limit	c _u	Undrained Cohesion	SPT	Standard Penetration Test
LI	Liquidity Index	c' _s	Residual Cohesion	CPTu	Cone Penetrometer (Piezocone) Test
DD	Dry Density	φ'	Effective Angle of Internal Friction	PANDA	Variable Energy DCP
WD	Wet Density	φ _s	Undrained Angle of Internal Friction	PP	Pocket Penetrometer Test
LS	Linear Shrinkage	φ' _s	Residual Angle of Internal Friction	U50	Undisturbed Sample 50 mm (nominal diameter)
MC	Moisture Content	c _v	Coefficient of Consolidation	U100	Undisturbed Sample 100mm (nominal diameter)
OC	Organic Content	m _v	Coefficient of Volume Compressibility	UCS	Uniaxial Compressive Strength
WPI	Weighted Plasticity Index	c _{sv}	Coefficient of Secondary Compression	Pm	Pressuremeter

Geotechnical Terms and Symbols

Test Results				Test Symbols	
WLS	Weighted Linear Shrinkage	e	Void Ratio	FSV	Field Shear Vane
DoS	Degree of Saturation	θ'_{av}	Constant Volume Friction Angle	DST	Direct Shear Test
APD	Apparent Particle Density	q_t / q_u	Piezocene Tip Resistance (corrected / uncorrected)	PR	Penetration Rate
s_u	Undrained Shear Strength	q_u	PANDA Cone Resistance	A	Point Load Test (axial)
q_u	Unconfined Compressive Strength	$I_{p(50)}$	Point Load Strength Index	D	Point Load Test (diametral)
R	Total Core Recovery	RQD	Rock Quality Designation	L	Point Load Test (irregular lump)

 28/11/13	Groundwater level on the date shown	 Water Inflow	 Water Outflow
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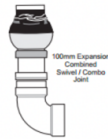
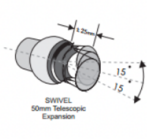
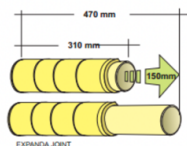
Appendix 3 Site Classification and Plumbing Specifications

Table SP 01 - SOIL CLASSIFICATION, DIFFERENTIAL MOVEMENT, GRADE, ANGLE, JOINTS LOCATION & DRAWING No'S. CHART.

AS2870-2011 SOIL CLASSIFICATION	ON SITE SOIL CONDITIONS	DIFFERENTIAL MOVEMENT	SEWER & Stormwater GRADE	SWIVEL * (50mm Expansion)	SWIVEL/COMBO * (100mm Expansion)	EXPANDA JOINTS *	CREEP SLOPE SITES	DRAWING NUMBER
A	Most Sand & Rock sites	0 - 10mm	1:60 Minimum	Not necessary	Not necessary	Not necessary	These are termed P sites and are referred to in Drawing SP 105	N/a
S	Slightly reactive Soils	10 - 20mm						N/a
M	Moderately reactive soils	20 - 40mm						SP 100 & SP 101
H1	Highly reactive soils	40 - 60mm	1:40 Minimum	As per AS3500.5 using 2 units outside and an Expansion Joint at every riser	As necessary using either or both Bend or Straight units ...unless suspended from slab	At Junctions within 1 mtr of internal building footprint and every 6 mtrs. As per Differential Movement See AS2032-2006 Clause 6.4.2.2-4 for suspension requirements		SP 102
H2	Very highly reactive soils	60 - 75mm						SP 102A
E	Extremely reactive soils	75 + mm						SP 102A
P	Soils affected by Abnormal moisture and conditions	From... 20 + mm						SP 105A

NOTE: Engineer or local Authority details take precedence over this chart

To be read in conjunction with Storm Plastics drawings shown.



GRADE RATIO	FALL IN 10 mtrs	ANGLE	GRADE %
1:100	100 mm	.57	1.0
1:80	125 mm	.71	1.25
1:60	167 mm	.95	1.65
1:50	200 mm	1.14	2.0
1:40	250 mm	1.43	2.5

* Unless specified otherwise, these joints are to be set at 50% of total telescopic movement.

Jan. 2015, WPT



Appendix 4 Terms and Conditions

Scope of Work

These Terms and Conditions apply to any services provided to you ("the Client") by Strata Geoscience and Environmental Pty Ltd ("Strata"). By continuing to instruct Strata to act after receiving the Terms and Conditions or by using this report and its findings for design and/or permit application processes and not objecting to any of the Terms and Conditions the Client agrees to be bound by these Terms and Conditions, and any other terms and conditions supplied by Strata from time to time at Strata's sole and absolute discretion. The scope of the services provided to the Client by Strata is limited to the services and specified purpose agreed between Strata and the Client and set out in the correspondence to which this document is enclosed or annexed ("the Services"). Strata does not purport to advise beyond the Services.

Third Parties

The Services are supplied to the Client for the sole benefit of the Client and must not be relied upon by any person or entity other than the Client. Strata is not responsible or liable to any third party. All parties other than the Client are advised to seek their own advice before proceeding with any course of action.

Provision of Information

The Client is responsible for the provision of all legal, survey and other particulars concerning the site on which Strata is providing the Services, including particulars of existing structures and services and features for the site and for adjoining sites and structures. The Client is also responsible for the provision of specialised services not provided by Strata. If Strata obtains these particulars or specialised services on the instruction of the Client, Strata does so as agent of the Client and at the Client's expense. Strata is not obliged to confirm the accuracy and completeness of information supplied by the Client or any third party service provider. The Client is responsible for the accuracy and completeness of all particulars or services provided by the Client or obtained on the Client's behalf. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever suffered by the Client or any other person or entity resulting from the failure of the Client or third party to provide accurate and complete information. In the event additional information becomes available to the Client, the Client must inform Strata in writing of that information as soon as possible. Further advice will be provided at the Client's cost. Any report is prepared on the assumption that the instructions and information supplied to Strata has been provided in good faith and is all of the information relevant to the provision of the Services by Strata. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever if Strata has been supplied with insufficient, incorrect, incomplete, false or misleading information.

Integrity

Any report provided by Strata presents the findings of the site assessment. While all reasonable care is taken when conducting site investigations and reporting to the Client, Strata does not warrant that the information contained in any report is free from errors or omissions. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from errors in a report. Any report should be read in its entirety, inclusive of any summary and annexures. Strata does not accept any responsibility where part of any report is relied upon without reference to the full report.

Project Specific Criteria

Any report provided by Strata will be prepared on the basis of unique project development plans which apply only to the site that is being investigated. Reports provided by Strata do not apply to any project other than that originally specified by the Client to Strata. The Report must not be used or relied upon if any changes to the project are made. The Client should engage Strata to further advise on the effect of any change to the project. Further advice will be provided at the Client's cost. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever where any change to the project is made without obtaining a further written report from Strata. Changes to the project may include, but are not limited to, changes to the investigated site or neighbouring sites, for instance, variation of the location of proposed building envelopes/footprints, changes to building design which may impact upon building settlement or slope stability, or changes to earthworks, including removal (site cutting) or deposition of sediments or rock from the site.

Classification to AS2870-2011

It must be emphasised that the site classification to AS2870-2011 and recommendations referred to in this report are based solely on the observed soil profile at the time of the investigation for this report and account has been taken of Clause 2.1.1 of AS2870 - 2011. Other abnormal moisture conditions as defined in AS2870 - 2011 Clause 1.3.3 (a) (b) (c) and (d) may need to be considered in the design of the structure. Without designing for the possibility of all abnormal moisture conditions as defined in Clause 1.3.3, distresses will occur and may result in non "acceptable probabilities of serviceability and safety of the building during its design life", as defined in AS2870 - 2011, Clause 1.3.1. Furthermore the classification is preliminary in nature and needs verification at the founding surface inspection phase. The classification may be changed at this time based upon the nature of the founding surface over the entire footprint of the project area. Any costs associated with a change in the site classification are to be incurred by the client. Furthermore any costs associated with delayed works associated with a founding surface inspection or a change in classification are to be borne by the client. Where founding surface inspections are not commissioned the classifications contained within this report are void. Classification is based upon a range of expected ground surface movement as indicated in AS2870-2011. Where the range of movement exceeds the stipulations for the nominated classification Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever suffered by the Client or any other person.

Slope Instability Risks

Where comment, modelling or treatment options are suggested to limit the risk of slope instability Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from actual slope instability or mass movement over the site at any point over the design life of any structures or neighbouring structures.

Subsurface Variations with Time

Any report provided by Strata is based upon subsurface conditions encountered at the time of the investigation. Conditions can and do change significantly and unexpectedly over a short period of time. For example groundwater levels may fluctuate over time, affecting latent soil bearing capacity and ex-situ/insitu fill sediments may be placed/removed from the site. Changes to the subsurface conditions that were encountered at the time of the investigation void all recommendations made by Strata in any report. Strata is not liable, and

accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from any change to the subsurface conditions that were encountered at the time of the investigation. In the event of a delay in the commencement of a project or if additional information becomes available to the Client about a change in conditions becomes available to the Client, the Client should engage Strata to make a further investigation to ensure that the conditions initially encountered still exist. Further advice will be provided at the Client's cost. Without limiting the generality of the above statement, Strata does not accept liability where any report is relied upon after three months from the date of the report, (unless otherwise provided in the report or required by the Australian Standard which the report purports to comply with), or the date when the Client becomes aware of any change in condition. Any report should be reviewed regularly to ensure that it continues to be accurate and further advice requested from Strata where applicable.

Interpretation

Site investigation identifies subsurface conditions only at the discrete points of geotechnical drilling, and at the time of drilling. All data received from the geotechnical drilling is interpreted to report to the Client about overall site conditions as well as their anticipated impact upon the specific project. Actual site conditions may vary from those inferred to exist as it is virtually impossible to provide a definitive subsurface profile which accounts for all the possible variability inherent in earth materials. Soil depths and composition can vary due to natural and anthropogenic processes. This is particularly pertinent to some weathered sedimentary geologies or colluvial/alluvial clast deposits which may show significant variability in depth to refusal over a development area. Furthermore where rocky profiles are encountered no comment is made about the potential size of liberated rocks from bulk earthworks or vertical boring. Where large rocks are liberated this may impact upon the ability to cost effectively build on the site and further advice should be sought from Strata. Such profiles may also significantly increase earthworks costs and/or materials cost in foundations. Rock incongruities such as joints, dips or faults may also result in subsurface variability. Variability may lead to differences between the design depth of bored/driven piers compared with the actual depth of individual piers constructed onsite. It may also affect the founding depth of conventional strip, pier and beam or slab footings, which may result in increased costs associated with excavation (particularly of rock) or materials costs of foundations. Founding surface inspections should be commissioned by the Client prior to foundation construction to verify the results of initial site characterisation and failure to insure this will void the classifications and recommendations contained within this report. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever resulting from any variation from the site conditions inferred to exist.

Strata is not responsible for the interpretation of site data or report findings by other parties, including parties involved in the design and construction process. The Client must seek advice from Strata about the interpretation of the site data or report.

Report Recommendations

Any report recommendations provided by Strata are only preliminary. A report is based upon the assumption that the site conditions as revealed through selective point sampling are indicative of actual conditions throughout an area. This assumption cannot be substantiated until earthworks and/or foundation construction is almost complete. Where variations in conditions are encountered, Strata should be engaged to provide further advice. Further advice will be provided at the Client's cost. Strata is not liable, and accepts no responsibility, for any claim, demand, charge, loss, damage, injury or expense whatsoever if the results of selective point sampling are not indicative of actual conditions throughout an area or if the Client becomes aware of variations in conditions and does not engage Strata for further advice.

Geo-environmental Considerations

Strata does not consider site contamination, unless the Client specifically instructs Strata to consider the site contamination in writing. If a request is made by the Client to consider site contamination, Strata will provide additional terms and conditions that will apply to the engagement.

Copyright and Use of Documents

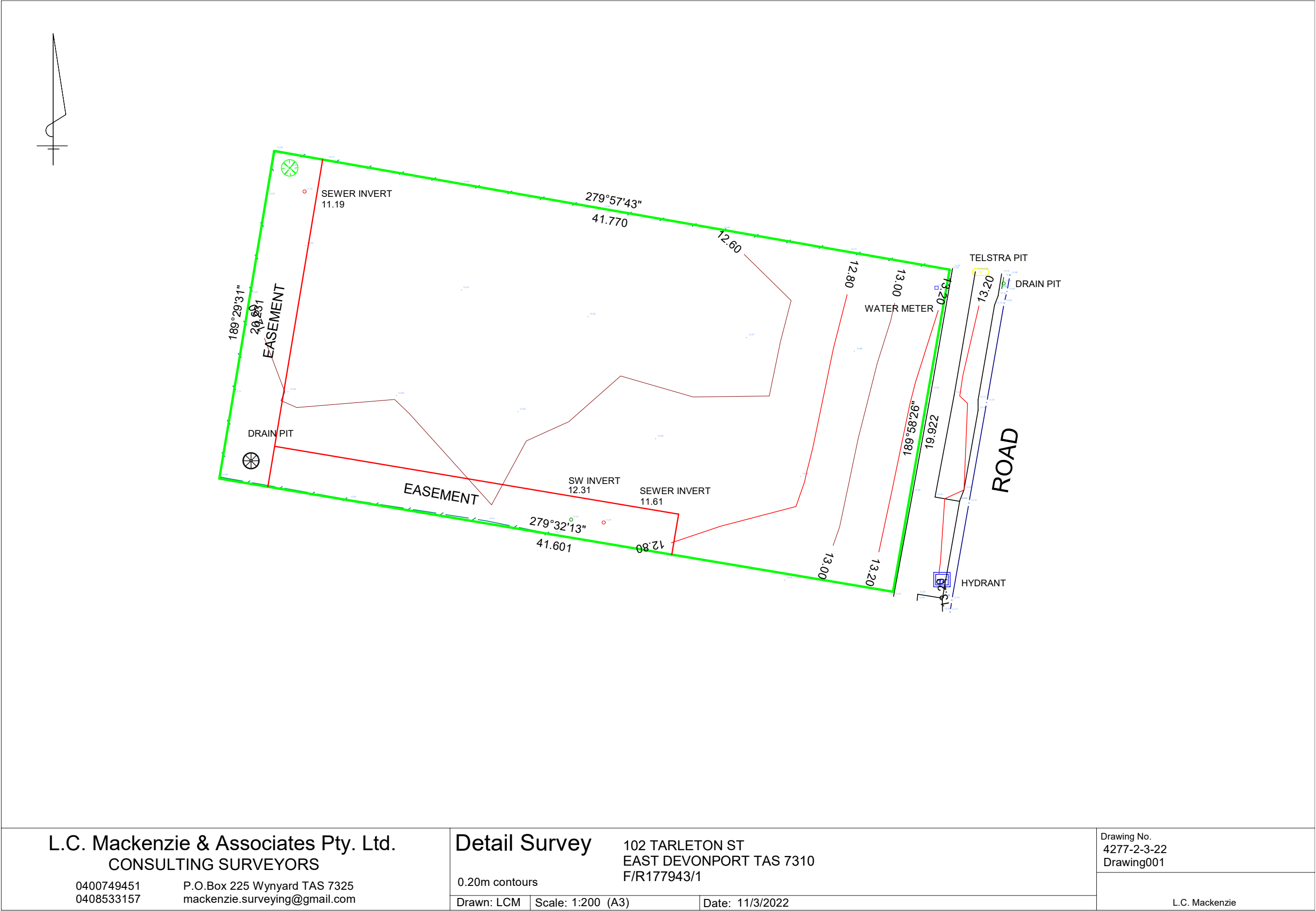
Copyright in all drawings, reports, specifications, calculations and other documents provided by Strata or its employees in connection with the Services remain vested in Strata. The Client has a licence to use the documents for the purpose of completing the project. However, the Client must not otherwise use the documents, make copies of the documents or amend the documents unless express approval in writing is given in advance by Strata. The Client must not publish or allow to be published, in whole or in part, any document provided by Strata or the name or professional affiliations of Strata, without first obtaining the written consent of Strata as to the form and context in which it is to appear.

If, during the course of providing the Services, Strata develops, discovers or first reduces to practice a concept, product or process which is capable of being patented then such concept, product or process is and remains the property of Strata and:

- (i) the Client must not use, infringe or otherwise appropriate the same other than for the purpose of the project without first obtaining the written consent of Strata; and
- (ii) the Client is entitled to a royalty free licence to use the same during the life of the works comprising the project.

Digital Copies of Report

If any report is provided to the Client in an electronic copy except directly from Strata, the Client should verify the report contents with Strata to ensure they have not been altered in any way from the original provided by Strata.





DEVONPORT CITY COUNCIL

ABN: 47 611 446 016

PO Box 604 Devonport TAS 7310 – 137 Rooke Street, Devonport

Telephone 03 6424 0511

Email council@devonport.tas.gov.au Web www.devonport.tas.gov.au

Submission Date

26/07/2023

I/We

Ryan Hagen

Of

101 Tarleton Street
East Devonport, TAS 7310
Australia

Email Address

wolfgang2001@hotmail.com

Phone Number

0407818106

Development Application Number

PA2023.0096

Address of Development

102 Tarleton Street
East Devonport 7310
Australia

Details of representation

I object to this kind of development in this area and seek more information about the specific purpose of this style of residence being built. Could someone please answer the following;

- The proposal will see a minimum of 10 people reside, is it foreseeable/possible that each bedroom could house 2 people, this would then mean up to 20 people could occupy this residence?
- Is this residence intended to house welfare recipients, troubled teens, disability or crisis shelter?
- The number of off street parking spots is half the number of bedrooms for this communal residence, I believe this would force the residence to then park on the street, up to 5 more vehicles, this would in turn make rubbish collection difficult and increased congestion along the busiest street in East Devonport, has a traffic impact assessment been completed for this proposed development?

Consent

- ✓ I agree that all the information i have provided is accurate and is truthful.

Privacy Consent

- ✓ I agree to the privacy policy of the Devonport City Council.



From: Susanne Dobrowski
Sent: Mon, 31 Jul 2023 08:52:25 +1000
To: Devonport City Council
Subject: Objection to Planning Application PA2023.0096 at 102 Tarleton Street, East Devonport Susanne Dobrowski

You don't often get email from susannedobrowski@iprimus.com.au. [Learn why this is important](#)

Dear Sir/Madam,

I am writing to formally object to the planning application for a communal residence at 102 Tarleton Street in East Devonport. My property is directly opposite the application and whilst I understand the importance of providing support and shelter for those in need, I believe that this particular development will have significant negative impacts on the surrounding community.

Firstly, one of my main concerns is the fact that this application is based on two adjoining buildings with a capacity to house 20 people (10 bedrooms in total) with limited onsite parking which also has the potential to increase in traffic that this development will bring to a school zone area. As you are aware, the Tarleton Street application is located near East Devonport school, and the addition of high-density accommodation at this location will undoubtedly lead to an influx of vehicles in the vicinity. This increased traffic poses a serious safety risk to both students and pedestrians who frequent the area. The safety of our children should be a top priority, and I strongly believe that allowing this development in such close proximity to a school is not in their best interest.

Furthermore, I am deeply concerned about the potential increase in noise pollution that will occur as a result of this development. Crisis/community accommodation facilities often operate around the clock, accommodating individuals who may be experiencing crises or distress. While I empathize with those in need, it is important to consider the impact that constant activity and potential disturbances during nighttime hours will have on the surrounding residential areas. Noise pollution can have detrimental effects on residents' quality of life, sleep patterns, and overall well-being. It is crucial that we maintain a peaceful and quiet environment for all residents in East Devonport especially at night as it's noisy enough being in close proximity to the ongoing nighttime /loading unloading from Sea Road.

In light of these concerns, I urge you to carefully reconsider the approval of this planning application. While crisis accommodation is undoubtedly necessary within our community, it is essential to find a location that minimizes the potential negative impacts. I kindly request that the developer explore alternative sites that are more suitable for this type of development, considering the safety and well-being of the community.

I trust that you will give my objection due consideration and thoroughly evaluate the potential consequences of approving this planning application. I appreciate your attention to this matter

and look forward to hearing from you regarding the outcome of this objection.

Yours sincerely,

Susanne Dobrowski

From: Phillip Reid
Sent: Wed, 2 Aug 2023 00:48:19 +0000
To: Devonport City Council
Subject: Representation relating to Application for Planning Permit No. PA2033.0096

You don't often get email from pjr5au@gmail.com. [Learn why this is important](#)

To: The General Manager
Devonport City Council

Planning Permit No. PA2033.0096 relates to a proposal to build four or so 2 bed-room units as a "crisis accommodation" centre.

I live in 37 Murray St on the corner with Tarleton Street, East Devonport, and just one small block (approximately 460 square metres) away from the proposed development. My wife and I enjoy our location because it is friendly and peaceful.

The proposed crisis accommodation will first and foremost bring people with serious behavioural issues virtually next door to our house. It is highly likely that people sent to these units would be rowdy and anti-social. The potential noise could occur even later in the evening when the vehicle noise decreases sharply.

Tarleton St is a busy road and is used by large semi-trailers. The proposed units will create parking issues and will significantly increase the risk of a major vehicle accident.

My wife and I have worked hard for the community by operating the East Devonport Licensed Post Office since December 2021. We have provided a very caring environment for the elderly and under-privileged. We bought our house in Murray St in 2020. I don't want to see the value of my business and my house decrease rapidly because they are in close proximity to Crisis Accommodation. I don't want to have to give up my house to get away from a toxic environment. We like East Devonport's current friendly and diverse citizens.

Regards,
Phillip Reid

Phillip Reid
iPhone +61 (0) 484926779
pjr5au@gmail.com



Submission to Planning Authority Notice

Council Planning Permit No.	PA2023.0096	Council notice date	7/07/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00888-DCC	Date of response	
TasWater Contact	Robert Stapleton	Phone No.	0417279866
Response issued to			
Council name	DEVONPORT COUNCIL		
Contact details	council@devonport.tas.gov.au		
Development details			
Address	102 TARLETON ST, EAST DEVONPORT	Property ID (PID)	9771136
Description of development	Multiple Dwellings x 2		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
N + B Designs	"Site Plan" / Sheet: A101 of A121	A	12/05/2023
Conditions			
<p>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</p> <p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. Advice: Plans submitted for Certificate(s) for Certifiable Work (Building and/or Plumbing) must show redundant sewer connections cut and sealed at the main, by TasWater's contractor at the developers cost. 3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 4. The applicant or landowner as the case may be, must pay a development assessment fee of \$234.64, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater. 			



Advice			
<p>General</p> <p>For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards</p> <p>For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form</p> <p>Service Locations</p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <p>(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.</p> <p>(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies.</p> <p>(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.</p>			
Declaration			
<p>The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.</p>			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

4.1 AM2022.05 & PA2022.0134 - Rezone 171 Steele Street from General Residential to Commercial & concurrent permit for Vehicle Fuel Sales and Service at 171 Steele Street and 2-8 Don Road, Devonport

4.1 AM2022.05 & PA2022.0134 - REZONE 171 STEELE STREET FROM GENERAL RESIDENTIAL TO COMMERCIAL & CONCURRENT PERMIT FOR VEHICLE FUEL SALES AND SERVICE AT 171 STEELE STREET AND 2-8 DON ROAD, DEVONPORT

Author: **Carolyn Milnes, Senior Town Planner**

Endorser: **Kylie Lunson, Executive Manager**

RECOMMENDATION

That Council:

- agree to certify amendment AM2022.05 to the Devonport Local Provisions Schedule for the land at 171 Steele Street, Devonport to:
 - rezone 171 Steele Street, Devonport from General Residential to Commercial;
 - advise the Tasmanian Planning Commission that the Planning Authority is 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;
 - place Amendment AM2022.05 and application PA2022.0134 on public exhibition for 28 days in accordance with sections 40G and 40Z of the *Land Use Planning and Approvals Act 1993*; and
 - approve application PA2022.0134 for Vehicle Fuel Sales and Service with the following conditions:
 1. Unless altered by subsequent conditions, the use and development is to proceed generally in accordance with the submitted plans and documentation referenced as:
 - a. Proposed OTR Service Station, Project ID 2237, Drawing No. DA01-DA07, dated 6/04/2023 by Oramatis Studio;
 - b. Planning RFI response letter dated 8 December, 2022 by Ratio Consultants Pty Ltd;
 - c. Planning Report – Section 40T Submission – 2-8 Don Road and 171 Steele Street, Devonport, reference: 19127PR001, dated December 2022 by Ratio Consultants Pty Ltd;
 - d. Traffic RFI response letter, dated 8 December, 2022 by Ratio Consultants Pty Ltd;
 - e. Landscaping plan, reference 15.047.105.101 dated 13.07.22 by Oxygen Pty Ltd
 - f. Environmental Noise Assessment, Report No. Rp 012 20200693, dated 13 July 2022 by Marshall Day Acoustics;

4.1 AM2022.05 & PA2022.0134 - Rezone 171 Steele Street from General Residential to Commercial & concurrent permit for Vehicle Fuel Sales and Service at 171 Steele Street and 2-8 Don Road, Devonport

- g. Traffic Impact Assessment, 19127T Rep01 F02, dated 3/10/22 by Ratio Consultants Pty Ltd; and
- h. Environmental Site Assessment, Client Ref: 81320-1 Rev 0, dated 15 July, 2022 by Fyfe Pty Ltd

copies of which are attached and endorsed as documents forming part of this Planning Permit.

- 2. Hours of operation must be between 7.00am to 9.00pm Monday to Saturday and 8.00am to 9.00pm Sunday and public holidays.
- 3. Commercial vehicle movements are to take place between 7.00am to 9.00pm Monday to Saturday and 8.00am to 9.00pm Sunday and public holidays.
- 4. The vacuum is to operate between the hours of 7.00am to 9.00pm Monday to Friday, 9.00am to 9.00pm Saturday and 10.00am to 6.00pm Sundays and Public Holidays.
- 5. The proposal is to comply with the Noise Mitigation Measures contained at Section 5 of the Marshall Day Acoustics report dated 13 July 2022.
- 6. The proposal plans are to be amended to show bicycle parking.
- 7. A right turn slot is required heading west on Don Road due to it being an arterial road with a 60km/h speed limit. The design must be approved to council's specifications prior to any building permits being issued.
- 8. The proposed retaining wall is to be designed by a suitably qualified engineer.
- 9. The three lots are to be adhered prior to submission of any building permits.
- 10. Signage is to be amended to remove references to 24 hour operation.
- 11. The developer is to ensure illuminated signs do not create the effect of flashing, animation or movement.
- 12. 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, vapour, steam, overspray from car wash, wastewater or any waste products.
- 13. All plant and machinery associated with the car wash is to be located, enclosed or otherwise attenuated to ensure noise measured at the boundary does not exceed 5dB(A) above the background noise levels.
- 14. Potential soil contamination may be present at levels lower than 2.5m below ground level.
 - o Any soil or ground water removed from these depths will need to be cleared by an appropriately qualified person prior to removal off site to an appropriate facility.
 - o Construction at these depths may encounter contaminated groundwater or soil. Care is to be taken and appropriate OH&S precautions taken to minimise risk on and off-site.

4.1 AM2022.05 & PA2022.0134 - Rezone 171 Steele Street from General Residential to Commercial & concurrent permit for Vehicle Fuel Sales and Service at 171 Steele Street and 2-8 Don Road, Devonport

15. In regard to food storage/preparation or selling the developer is to engage a Building Surveyor to submit a Form 42 and associated paperwork (including proposed menu type) as part of the Building application process.
16. The developer is to ensure that the food preparation and food storage areas comply with the National Construction Code of Australia Tas H102 and AS4676:2004 Design, Construction and Fit-out of a Food Premises.
17. Any underground petroleum storage system installed must comply with the requirements specified in the *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2020*.
18. The fuel pumping area is to be bunded and graded to direct wastewater to appropriate interceptor trap/s or pits ensuring all wastewater is contained on site.
19. The car wash is to be bunded and graded to direct wastewater to sewer.
20. Full perimeter screening of all mechanical services installed on the roof of the convenience store (packaged air conditioning units, refrigeration condenser units and exhaust cowl etc) is to be installed. 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 must meet a minimum surface density requirement of 12 kg/m². The inside of the screening should be lined the full length with a suitable weatherproof sound absorbing material.
21. Mechanical services installed on the roof of the convenience store are to be located as far as practical away from the nearest residences.
22. 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.
23. Lighting is to be baffled to prevent spillage onto adjoining properties.
24. Surface stormwater from all paved areas is to be collected & drained to the private stormwater drainage system.
25. Stormwater discharge from the proposed development is to be hydraulically detailed and designed by a suitably qualified hydraulic engineer, for all storm events and for a suitable range of storm durations to identify peak discharge flows up to 20-year ARI only. As part of their design the hydraulic engineer is to limit stormwater discharge from the proposed development, by utilising a combination of pipe sizing and/or on-site detention, to that equivalent to only 50% of the development site being impervious. There is to be no uncontrolled overland flow discharge from the proposed development to any of the adjoining properties, for all the above nominated storm events. All design calculations are to be submitted for approval by the City Engineer prior to any subsequent building permit applications.
26. Driveways are to be industrial strength concrete as per the Tasmanian Standard Drawing, TSD-R16, for both the crossover and the driveway up to the property boundary.
27. The developer is to ensure that building, driveway, and car parking areas are set at suitable levels to ensure that stormwater site drainage can be piped at

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suitable gradients to the required service connection points (or to the existing service connection point).

28. The developer is to remove the redundant driveway crossovers and reinstate with kerb and channel and nature strip to Council's specification.
29. 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.

Hours of Construction shall be: Monday to Friday Between 7am - 6pm, Saturday between 9am -6pm and Sunday and statutory holidays 10am - 6pm.

A permit to work within the road reserve must be sought and granted prior to any works being undertaken within the road reserve.

The developer is to manage any asbestos found during demolition in accordance with the *How to Safely Remove Asbestos Code of Practice* issued by Safe Work Australia (October 2018).

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*.

In regard to condition 29 the applicant/developer should contact TasWater – Ph 136992 with any enquiries.

In regard to conditions 7 and 25-28 the developer 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.

RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- | | |
|----------------|--|
| Strategy 2.1.1 | Apply and review the Planning Scheme as required, to ensure it delivers local community character and appropriate land use |
| Strategy 2.1.2 | Provide consistent and responsive development assessment and compliance processes |

SUMMARY

The purpose of this report is to enable Council, acting as a Planning Authority, to determine whether to certify an amendment to the Devonport Local Provisions Schedule and approve a concurrent application in accordance with section 40T of the *Land Use Planning and Approvals Act 1993* in regard to the following matters:

- rezone 171 Steele Street, Devonport from General Residential to Commercial; and

4.1 AM2022.05 & PA2022.0134 - Rezone 171 Steele Street from General Residential to Commercial & concurrent permit for Vehicle Fuel Sales and Service at 171 Steele Street and 2-8 Don Road, Devonport

- concurrent approval of planning application PA2022.0134 for Vehicle Fuel Sales and Service being for a service station, carwash and drive through takeaway at 171 Steele Street and 2-8 Don Road, Devonport.

BACKGROUND

Planning Instrument:	<i>Tasmanian Planning Scheme – Devonport 2020</i>
Address:	171 Steele Street & 2-8 Don Road, Devonport
Applicant:	PC Infrastructure Pty Ltd
Owner:	Cooper Family Assets Pty Ltd & Dunham Investments Pty Ltd
Proposal:	Rezone General Residential Zone to Commercial Zone and concurrent application for Vehicle Fuel Sales and Service
Existing Use:	Residential and vacant land
Zoning:	General Residential & Commercial
Decision Due:	24/05/2023 (extension granted)

SITE DESCRIPTION

The site is located to the west of the Steele Street and Don Road intersection and consists of 3 lots. Number 171 Steele Street is a residential lot fronting Steele Street and contains an existing house. The lot has an area of 741m² and falls from south to north. Number 2-8 Don Road consists of two titles, CT72228/3 is the westernmost title and has an area of 781m². CT77497/1 is located to the east and has an area of 1010m². Both of these lots are vacant. The three lots were originally part of the one property, being separated into their current configuration in 2017. The easternmost title previously housed a service station, bottle shop and newsagency. Approval for the demolition of the commercial buildings was granted in April 2020. Issues including site contamination from the underground storage tanks contributed to closure of the operation in 2000.

Figure 1 shows an aerial view of the subject site and surrounding area.

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Figure 1 - Aerial view of subject site and surrounding area (Source: ListMap)

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CURRENT ZONING

Number 171 Steele Street is currently zoned General Residential, as shown in Figure 2. It is proposed the lot be rezoned to Commercial to allow for the development of a service station and car wash along with a drive through takeaway on the whole site.

The zone purpose and use table for each zone are reproduced below.

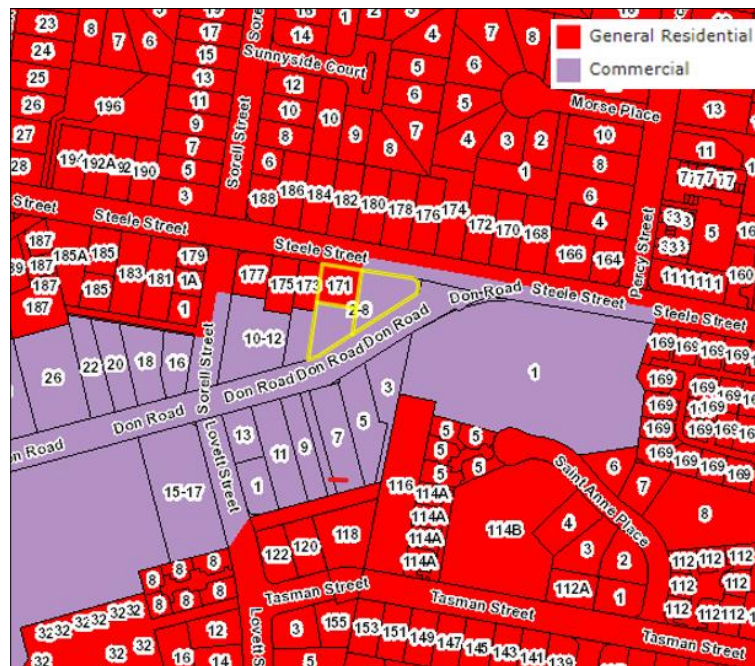


Figure 2 - Zoning Map (Source: ListMap)

8.0 GENERAL RESIDENTIAL ZONE

The intent of the General Residential Zone is to provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided, to provide for the efficient utilisation of available social, transport and other service infrastructure, to provide for non-residential use that primarily serves the local community and does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts and to provide for visitor accommodation that is compatible with residential character.

The use table for the zone is as follows:

8.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for a single dwelling.
Utilities	If for minor utilities.
Permitted	

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Residential	If not listed as No Permit Required.
Visitor Accommodation	
Discretionary	
Business and Professional Services	If for a consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services.
Community Meeting and Entertainment	If for a place of worship, art and craft centre, public hall, community centre or neighbourhood centre.
Educational and Occasional Care	If not for a tertiary institution.
Emergency Services	
Food Services	If not for a takeaway food premises with a drive through facility.
General Retail and Hire	If for a local shop.
Sports and Recreation	If for a fitness centre, gymnasium, public swimming pool or sports ground.
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

17.0 COMMERCIAL ZONE

The intent of the Commercial zone is:

17.1.1 To provide for retailing, service industries, storage and warehousing that require:

- 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.

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.

The use table for the zone is as follows:

17.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values management	
Passive Recreation	
Utilities	If for minor utilities.
Permitted	
Bulky Goods Sales	

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Emergency Services	
Equipment and Machinery Sales and Hire	
Service Industry	
Storage	
Discretionary	
Business and Professional Services	
Community Meeting and Entertainment	
Educational and Occasional Care	
Food Services	
General Retail and Hire	
Hotel Industry	If for alterations or extensions to an existing Hotel Industry.
Manufacturing and Processing	
Research and Development	
Resource Processing	If for food or beverage production.
Sports and Recreation	
Transport Depot and Distribution	
Tourist Operation	
Utilities	
Vehicle Fuel Sales and Service	
Vehicle Parking	
Visitor Accommodation	If for alterations or extensions to existing Visitor Accommodation.
Prohibited	
All other uses	

In addition to the zoning, the Priority Vegetation Area overlay and Airport Obstacle Limitation Area overlay are applicable to the site. These overlays trigger the Natural Assets Code and Safeguarding of Airports Code respectively.

C7.0 NATURAL ASSETS CODE

Figure 3 shows the Priority Vegetation Area overlay and its application to a very small portion of the west of the lot. The purpose of the code is:

- C7.1.1 To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.
- C7.1.2 To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.

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- C7.1.3 To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.
- C7.1.4 To minimise impacts on identified priority vegetation.
- C7.1.5 To manage impacts on threatened fauna species by minimising clearance of significant habitat.

Although the overlay affects the site there is no vegetation to consider. In addition, the Natural Assets Code does not apply to the Commercial Zone, therefore should the zone be altered the overlay would be removed.



Figure 3 - Priority Vegetation Area Overlay shown hatched (Source: ListMap)

C16.0 SAFEGUARDING OF AIRPORTS CODE

Figure 4 shows the application of the Airport obstacle limitation area to the whole site. The application of the area triggers the Code, the purpose of which is:

- C16.1.1 To safeguard the operation of airports from incompatible use or development.
- C16.1.2 To provide for use and development that is compatible with the operation of airports in accordance with the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.

A height limit of 140m AHD is applicable to the site. All development must be below that height.

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Figure 4 - Airport Obstacle Limitation Area shown hatched (Source: ListMap)

PROPOSED AMENDMENT

The applicant proposes to amend the Devonport Local Provisions Schedule (LPS) maps by rezoning 171 Steele Street from General Residential to Commercial.

Should the above be adopted the applicant also proposes a Vehicle Fuel Sales and Service use, including a service station, ancillary carwash and drive through takeaway. Figures 5 & 6 show the proposed zoning and proposed site plan respectively.

The amended zoning map is appended as **Attachment 1** and the full application can be viewed as **Attachment 3**.

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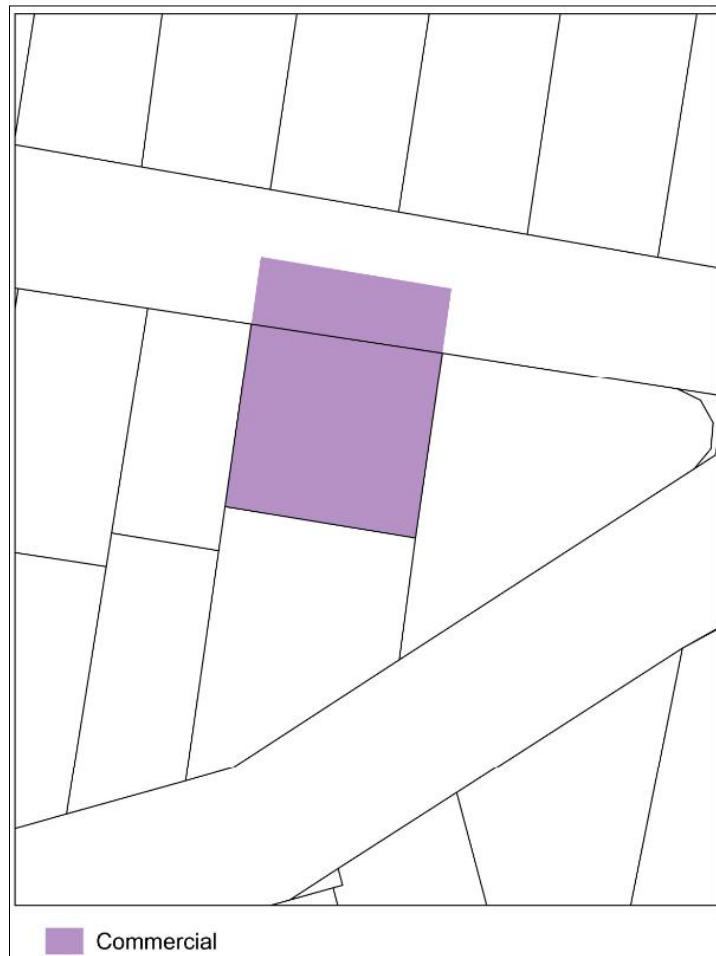


Figure 5 - Proposed zoning map (Source: DCC)



In accordance with section 38 of the *Land Use Planning and Approvals Act, 1993 (LUPAA)*, before deciding whether to prepare a draft amendment to a Local Provision Schedule (LPS) the Planning Authority must be satisfied that such a draft amendment of an LPS will meet the LPS criteria, as outlined in section 34 of LUPAA.

It is noted that the proposed amendment relates only to alterations to the mapping of the LPS and therefore does not diminish the appropriateness of the provisions which have been shown to meet the criteria through their adoption in October 2020.

In addition to the assessment of the LUPAA requirements the draft amendment requires consistency with the Section 8A Guidelines for LPS zone and code application. The guidelines for application of the Commercial Zone are reproduced below.

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Zone Application Guidelines	
CZ 1	The Commercial Zone should be applied to land within urban settlements that provides, or is intended to provide, for large floor area retailing (such as Bulky Goods Sales and Equipment and Machinery Sales and Service), service industry, low impact storage and warehousing, or other commercial use needs of the community that demand: <ul style="list-style-type: none"> (a) large floor or outdoor areas; and (b) high levels of vehicle access and car parking for customers.
CZ 2	The spatial application of the Commercial Zone must ensure that it does not compromise the viability of the other retail and business centres located within the three business zones.
CZ 3	The Commercial Zone should not be applied to land: <ul style="list-style-type: none"> (a) where the primary purpose is to provide for industrial purposes (see industrial zones); or (b) where the primary purpose is to provide for General Retail and Hire uses such as supermarkets, department stores or other variety stores (see business zones).

The land to the south and east of the site is zoned Commercial. The change to the zone boundary will see the Commercial Zone move further west, retaining the interface between the General Residential and Commercial Zones.

The proposed rezoning is in keeping with the guidelines in that it allows for commercial use needs for the community. The application of the Commercial Zone will not compromise the viability of the other retail and business centres located within other business zones and will increase the existing Commercial Zone in Don Road by a mere 741m².

The land's primary purpose will not be to allow for industrial uses or General Retail and Hire uses, which are better suited to the industrial and business zones respectively.

Conformity with the Cradle Coast Regional Land Use Strategy (CCRLUS) is also required. The CCRLUS deals with economic activity and appropriate areas for economic zones through clause 3.3.9 – Business and Commercial Activity. The strategy states that land use planning processes for business and commercial activity facilitates convenient access in each settlement area to food and convenience goods retailers and services and maintains 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.

The proposed rezoning will further consolidate the existing Commercial Zone in Don Road and allow for development on a larger site, servicing the western side of Devonport. It will allow for an increase in the services provided to the western side of the city, providing convenient access for this area.

As stated previously, it is proposed the site be used for a service station. Such a service is not currently available in the area since the closure of the previous business located on the site and the service station in Don. Although a service station previously operated from the site it was the eastern lot only that was utilised for this purpose. Changes to traffic volumes have impacted the site which no longer provides sufficient room for vehicle manoeuvring if developed in isolation. The ability to utilise the three lots will allow for development of a service station and ancillary uses in a manner that will not negatively impact the safety of the road network.

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Should the proposed development not proceed the introduction of the Commercial Zone to 171 Steele Street will not negatively impact the area, with the planning scheme controls able to ensure any future use would be appropriate for the area.

Natural Assets Code

In accordance with the Guidelines the Priority Vegetation Area overlay should not be shown on the overlay map for land that is within the Commercial Zone. In light of this it must be removed from 171 Steele Street should the rezoning be approved. Given there are no threatened native vegetation communities on the site removal of the PVA will not cause any negative impacts. Figure 7 shows the revised mapping for the PVA specific to 171 Steele Street.

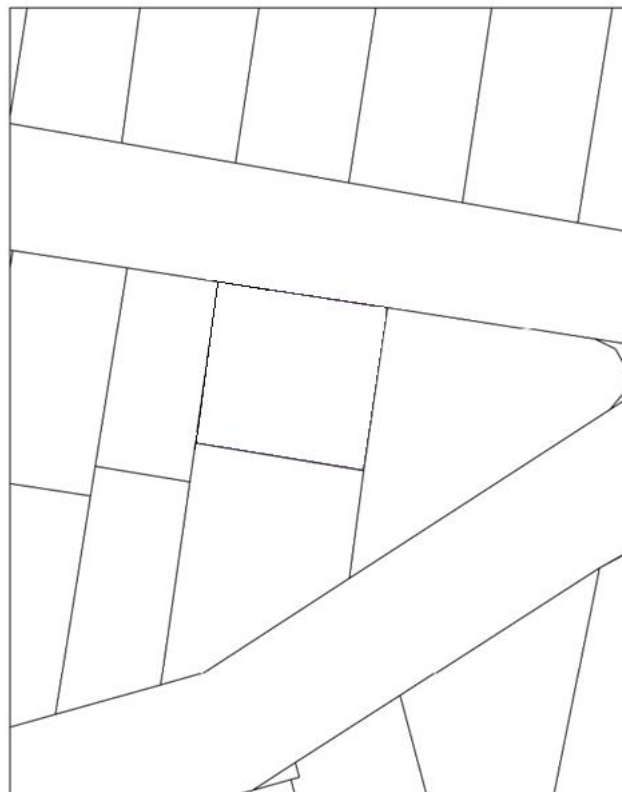


Figure 7 - Priority Vegetation Area Overlay to be removed from the site (Source: DCC)

COMMUNITY ENGAGEMENT

The draft amendment must be placed on public exhibition for a period of 28 days in accordance with section 40G of the Act. During this time, people will have the opportunity to comment via representation made to Council. In accordance with section 40K of the Act, should any representations be received, a report must be provided to the Planning Commission regarding the merit of the representations and including any recommendations the Planning Authority sees fit.

FINANCIAL IMPLICATIONS

No negative financial implications are anticipated as a result of the proposed rezoning.

CONCLUSION

The proposed changes to the Devonport Local Provisions Schedule mapping will allow for an increase to the Commercial Zone to provide for a service station, car wash and drive

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through takeaway. The change will have minimal impact on the surrounding General Residential Zone which already has an interface with the Commercial Zone.

PERMIT APPLICATION

APPLICATION DETAILS

In assessing the application, it is assumed that the proposed amendment has been approved and the land is zoned Commercial. Referral to TasWater has been made and a condition will be placed on the permit in reference to TasWater's conditions.

The applicant is seeking approval for Vehicle Fuel Sales and Service in the form of a service station, ancillary carwash and drive through takeaway. The takeaway will supply coffee, sandwiches and similar goods. It is proposed the use operates 24 hours per day.

A control building where payment is made, and the drive through component of the site occurs, will be located in the north-western portion of the lot, where the dwelling currently stands. The fuel bowzers, vacuum bays and electric vehicle charging stations will be located east of the control building, with the carwash being located to the south.

The carwash will be fully enclosed when in use, with doors on both the front and back of the building.

Signage is also proposed for the site.

Figures 8-12 show the proposal plans.



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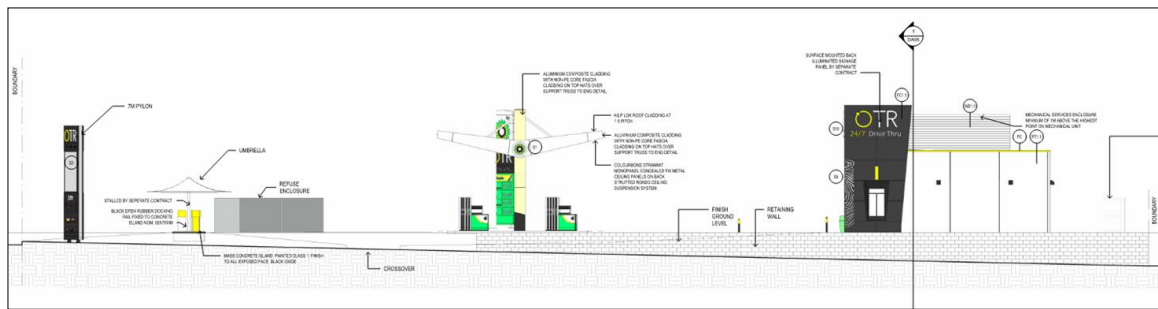


Figure 10 - Northern elevation (Source: Ratio)

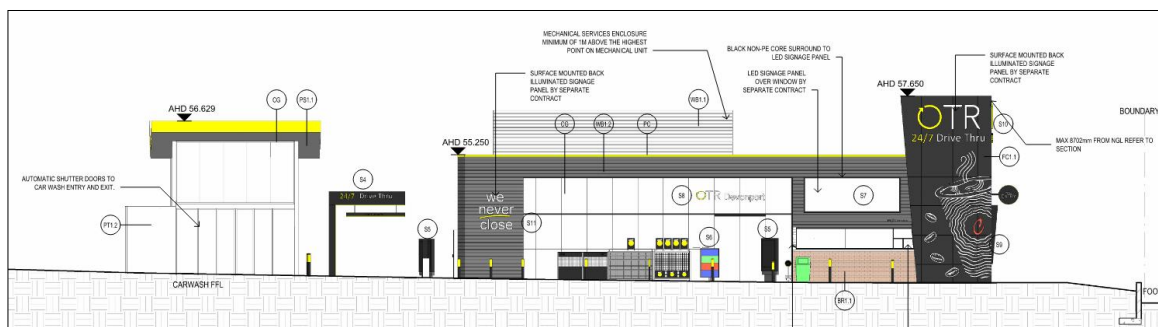


Figure 11 - Eastern elevation (Source: Ratio)

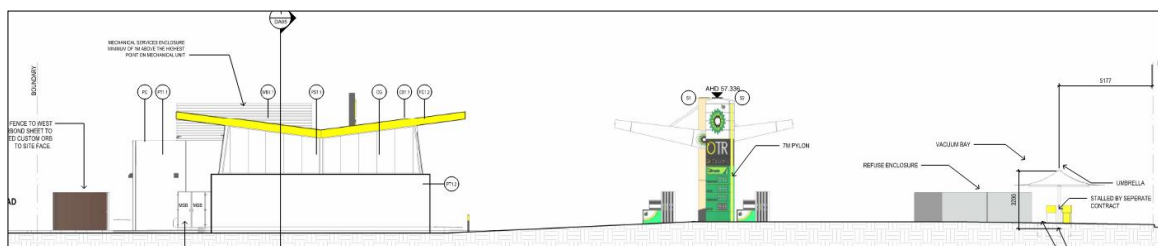


Figure 12 - Southern elevation (Source: Ratio)

PLANNING ISSUES

The land is zoned Commercial under the *Tasmanian Planning Scheme – Devonport, 2020*. The intent of the zone is:

17.1.1 To provide for retailing, service industries, storage and warehousing that require:

- 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.

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.

Vehicle Fuel Sales and Service is a discretionary use in the Commercial Zone.

The proposal must satisfy any applicable acceptable solutions. Where this can not be achieved the corresponding performance criteria must be satisfied. The relevant standards contained within the zone and applicable codes are reproduced below, followed by assessment.

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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
<p>A1</p> <p>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:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>(b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P1</p> <p>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:</p> <p>(a) the timing, duration or extent of vehicle movements; and</p> <p>(b) noise, lighting or other emissions.</p>

Assessment – The subject site is located adjacent to the General Residential Zone. The proposal is for 24 hour operation, 7 days per week, which does not meet the acceptable solution of 7.00am to 9.00pm Monday to Saturday and 8.00am to 9.00pm Sunday and public holidays for a site within 50m of a General Residential Zone. As such the performance criteria must be addressed.

The planning scheme contains acceptable solutions for limited hours within 50m of the General Residential Zone as 24 hour operation is not deemed appropriate without consideration of the impact on the amenity of the area.

The performance criteria states that the hours of operation must not cause an unreasonable loss of amenity to nearby residential zones. In making this assessment the timing, duration or extent of vehicle movements may be taken into account, as may noise, lighting or other emissions.

The applicant has supplied an Environmental Noise Assessment produced by Marshall Day Acoustics. The report recommends a number of measures to mitigate noise impacts on neighbouring properties including fencing, screening around mechanical plant and service infrastructure and design of the pavement to prevent wheel noise caused by vehicles manoeuvring within the site.

The report also states that the expected noise levels at 3 of the residential properties considered in their assessment may exceed the acceptable levels in regard to sleep disturbance. It is suggested that, 'managerial controls are implemented such as signage for patrons to consider neighbours and leave the premises as quietly as possible'.

Noise mitigation in the form of suggestions that customers leave quietly is not deemed appropriate and demonstrates that there is an obvious issue.

The drive-through component of the proposal will be placed adjacent to the residential dwelling immediately to the west of the site. This will result in traffic driving past the residence at a distance of approximately 5m. A 2.1m high timber fence is proposed to mitigate noise. It is estimated seven vehicles per hour will use the drive through between

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10pm and 7am. Traffic driving past the property on a 24 hour basis is not deemed appropriate.

The applicant's submission notes that there are numerous instances throughout Devonport where the Commercial Zone abuts properties within the General Residential Zone. While this is true there are no instances where a 24 hour operation within the Commercial Zone exists within 50m of a residential property.

The performance criteria cannot be satisfied as the residential amenity of the area will be unreasonably impacted. In light of this approval should be granted for hours of operation in compliance with the acceptable solutions which are:

Monday – Saturday - 7.00am to 9.00pm

Sunday and public holidays – 8.00am to 9.00pm

<p>A2</p> <p>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:</p> <ul style="list-style-type: none"> (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. 	<p>P2</p> <p>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:</p> <ul style="list-style-type: none"> (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.
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Assessment – Lighting will be required on the site. Any lighting will be required to be baffled to prevent it extending into adjoining properties.

The acceptable solution is met.

<p>A3</p> <p>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:</p> <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. 	<p>P3</p> <p>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:</p> <ul style="list-style-type: none"> (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements;
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	<p>(c) the size of commercial vehicles involved;</p> <p>(d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;</p> <p>(e) any noise mitigation measures between the vehicle movement areas and the adjoining residential area; and</p> <p>(f) potential conflicts with other traffic.</p>
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Assessment – Commercial vehicle movements are to take place within the hours listed under the acceptable solution.

The acceptable solution is met.

17.3.2 Discretionary uses

<p>Objective:</p> <p>That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the size and scale of the proposed use;</p> <p>(c) the functions of the activity centre and the surrounding activity centres; and</p> <p>(d) the extent that the proposed use impacts on other activity centres.</p>

Assessment – The proposed service station and food services will not distort the activity centre hierarchy as the uses are permissible in a number of zones. Allowing such uses to operate within the zone does not limit the potential for them to operate in other areas.

The performance criteria is satisfied.

17.3.3 Retail impact

<p>Objective:</p> <p>That Bulky Goods Sales do not compromise or distort the activity centre hierarchy.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p>	<p>P1</p>

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The gross floor area for Bulky Goods Sales must be not less than 250m ² per tenancy, unless the use relies on more than 50% of the site area for outdoor display of goods for sale.	<p>Bulky Goods Sales must not compromise or distort the activity centre hierarchy, having regard to:</p> <ul style="list-style-type: none"> (a) the extent that the proposed use improves and broadens the commercial or retail choice within the area; (b) the extent that the proposed use impacts on surrounding activity centres; and (c) any relevant local area objectives contained within the relevant Local Provisions Schedule.
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Assessment – Not applicable. Bulky Goods Sales is not proposed.

17.4.1 Building height

<p>Objective:</p> <p>That building height:</p> <ul style="list-style-type: none"> (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Building height must be not more than 12m.</p>	<p>P1</p> <p>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the height, bulk and form of existing building on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the apparent height when viewed from the adjoining road and public places; and (e) any overshadowing of public places.

Assessment – The proposed control building has a height of 7.65m and the canopy a height of 7.30m.

The acceptable solution is met.

A2	P2
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<p>Building height:</p> <p>(a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or</p> <p>(b) within 10m of an Inner Residential Zone must be not more than 9.5m.</p>	<p>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:</p> <p>(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</p> <p>(b) overlooking and reduction of privacy; and</p> <p>(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</p>
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Assessment – All building heights are less than 8.5m.

The acceptable solution is met.

17.4.2 Setbacks

<p>Objective:</p> <p>That building setback:</p> <p>(a) is compatible with the streetscape; and</p> <p>(b) does not cause an unreasonable loss of amenity to adjoining residential zones.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must have a setback from a frontage of:</p> <p>(a) not less than 5.5m;</p> <p>(b) not less than existing buildings on the site; or</p> <p>(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p>P1</p> <p>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the setback of buildings on adjacent properties; and</p> <p>(c) the safety of road users</p>

Assessment – The setback of the proposed canopy over the fuel pumps is 3.3m to Don Road. The proposed car wash building has a setback of 4.6m to Don Road. Neither setback meets the requirement of being not less 5.5m to a frontage. The Performance Criteria must be assessed.

The proposed setback will allow for adequate space for vehicle access, parking and landscaping. The setbacks are of sufficient width to allow cars to pass by the buildings and parking will not be provided within these setback areas as other areas are available. There is sufficient room for landscaping, for which a landscape plan has been provided.

The performance criteria is satisfied.

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<p>A2</p> <p>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:</p> <ul style="list-style-type: none"> (a) 4m; or (b) half the wall height of the building, whichever is the greater. 	<p>P2</p> <p>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:</p> <ul style="list-style-type: none"> (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 when viewed from the adjoining property.
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Assessment - A setback of 4m is required to the western boundary as the adjacent property is zoned General Residential. The setback proposed to the control building is 5.8m which meets the requirements however, a retaining wall is proposed to be built on the boundary and a 2.1m high fence will be constructed above the retaining wall, at a distance 1.5m from the boundary. The retaining wall will taper to nothing with its highest point being on the northern side of the lot. The fence will have a height of 3.6m above natural ground level at its highest point.

Although the required setback is not met the wall and fence will not cause an unreasonable loss of residential amenity to the adjacent property. The wall will be constructed of brick and the fence will be timber, with a setback 1.5m from the boundary. The relief offered by the differing materials and setbacks will reduce visual impacts when viewed from the neighbouring property. The combined heights and setbacks would satisfy those of the General Residential Zone.

The fence will assist with overlooking from the subject site and increase privacy. Overshadowing caused by the fence will not negatively impact the neighbouring property.

The performance criteria is satisfied.

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<p>A3</p> <p>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.¹</p> <p>¹ An exemption for air conditioners and heat pumps applies in this zone – see clause 4.6.</p>	<p>P3</p> <p>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 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.
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Assessment – Rooftop infrastructure will be located approximately 8.5m from the General Residential Zone which does not meet the 10m setback.

The infrastructure will be located within an enclosure. The enclosure will be a minimum of 1m above the highest point on the mechanical unit in accordance with the recommendations of the acoustic report.

The performance criteria is satisfied.

17.4.3 Design

<p>Objective:</p> <p>That building design is compatible with the streetscape.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must be designed to satisfy all the following:</p> <ul style="list-style-type: none"> (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 	<p>P1</p> <p>Buildings must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (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;

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<p>the roof or screened from public spaces and adjoining properties;</p> <p>(d) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places;</p> <p>(e) provide awnings over a public footpath if existing on the site or on adjoining properties; and</p> <p>(f) provide external lighting to illuminate external vehicle parking areas and pathways.</p>	<p>(c) minimising the visual impact of roof-top service infrastructure, excluding lift structures;</p> <p>(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 and other alternatives are not practical;</p> <p>(e) the need for provision of awnings over a public footpath; and</p> <p>(f) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</p>
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Assessment - A visible pedestrian entrance will be provided, mechanical plant and service infrastructure will be screened and there are no security shutters or grilles proposed. There are no public footpaths on the site and external lighting will be provided to illuminate parking areas and paths.

The acceptable solution is met.

17.4.4 Fencing

<p>Objective:</p> <p>That fencing:</p> <p>(a) is compatible with the streetscape; and</p> <p>(b) does not cause an unreasonable loss of residential amenity to adjoining residential zones.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.²</p> <p>² An exemption applies for fences in this zone – see Table 4.6.</p>	<p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:</p> <p>(a) its height, design, location and extent;</p> <p>(b) its degree of transparency; and</p> <p>(c) the proposed materials and construction.</p>

Assessment - The fence proposed for the western boundary will be located approximately 3.5m from the Steele Street frontage and does not meet the exemption.

This setback will allow sufficient sight distances for vehicles exiting the site. The fence will be compatible with the surrounding area as a number of properties have high fences within 4.5m of the frontage.

The performance criteria is satisfied.

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<p>A2</p> <p>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:</p> <p>(a) have a height above existing ground level of not more than 2.1m; and</p> <p>(b) not contain barbed wire.²</p>	<p>P2</p> <p>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:</p> <p>(a) their height, design, location and extent; and</p> <p>(b) the proposed materials and construction.</p>
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Assessment - The proposed fence will have a setback of 1.5m from the common boundary with 173 Steele Street which is zoned General Residential.

The acceptable solution is met.

17.4.5 Outdoor storage areas

<p>Objective:</p> <p>That outdoor storage areas do not detract from the appearance of the site or surrounding area.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.</p>	<p>P1</p> <p>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.</p>

Assessment – An outdoor storage area, in the form of the waste disposal area, will be visible from the street. The area will be screened.

The performance criteria is satisfied.

17.4.6 Landscaping

<p>Objective:</p> <p>That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</p> <p>(a) to a depth of not less than 5.5m; or</p>	<p>P1</p> <p>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</p>

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(b) not less than the frontage of an existing building if it is a lesser distance.	(a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) the character of the streetscape and surrounding area.
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Assessment – Although landscaping will be provided it will not be to a depth of 5.5m. The proposed landscaping will improve amenity of the area and the site, with the most substantial plantings being in the south-western corner of the lot. A variety of vegetation will be planted on the site.

The performance criteria is satisfied.

Demolition

Demolition of the dwelling at 171 Steele Street is required to allow for the proposed development to go ahead. There are no criteria against which to assess the demolition which can be approved as part of the development, in accordance with clause 7.9.1 of the planning scheme.

Retaining wall

The proposed retaining walls do not meet the exemptions provided in clause 4.6.8 of the planning scheme as they are less than 1.5m from the boundaries and more than 1m in height.

Retaining walls do not require categorisation into a use class. In light of this clause 7.10 must be considered.

7.10 Development Not Required to be Categorised into a Use Class

- 7.10.1 An application for development that is not required to be categorised into one of the Use Classes under sub-clause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under sub-clause 7.3.1, may be approved at the discretion of the planning authority.
- 7.10.2 An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.
- 7.10.3 In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:
 - (a) the purpose of the applicable zone;
 - (b) the purpose of any applicable code;
 - (c) any relevant local area objectives; and
 - (d) the purpose of any applicable specific area plan.

Clause 6.8.2, referred to above, states the following:

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6.8.2 The planning authority has a discretion under clause 7.10 to refuse or permit a development that is not required to be categorised under sub-clause 6.2.6 of this planning scheme if:

- a) there are no applicable standards that apply to the development; or
- b) the use or development relies on any Performance Criteria to demonstrate compliance with an applicable standard; and
- c) the development is not Prohibited under any other provision of this planning scheme.

In light of the above the retaining wall must be assessed as being discretionary, however there are not applicable standards that apply to the development. The planning authority must have regard to the purpose of the Commercial Zone in determining the proposal.

The zone purpose is to provide for retailing, service industries, storage and warehousing, along with a mix of use and development that supports the role of other activity centres.

The proposed retaining wall will allow for the construction of a service station which is in keeping with the purposed of the zone. A condition will be placed on the permit to ensure the retaining wall is designed by a suitably qualified engineer.

Signs Code

Placement of signage is shown on the site plan below in Figure 13 and elevations for the signs are shown in Figure 14.

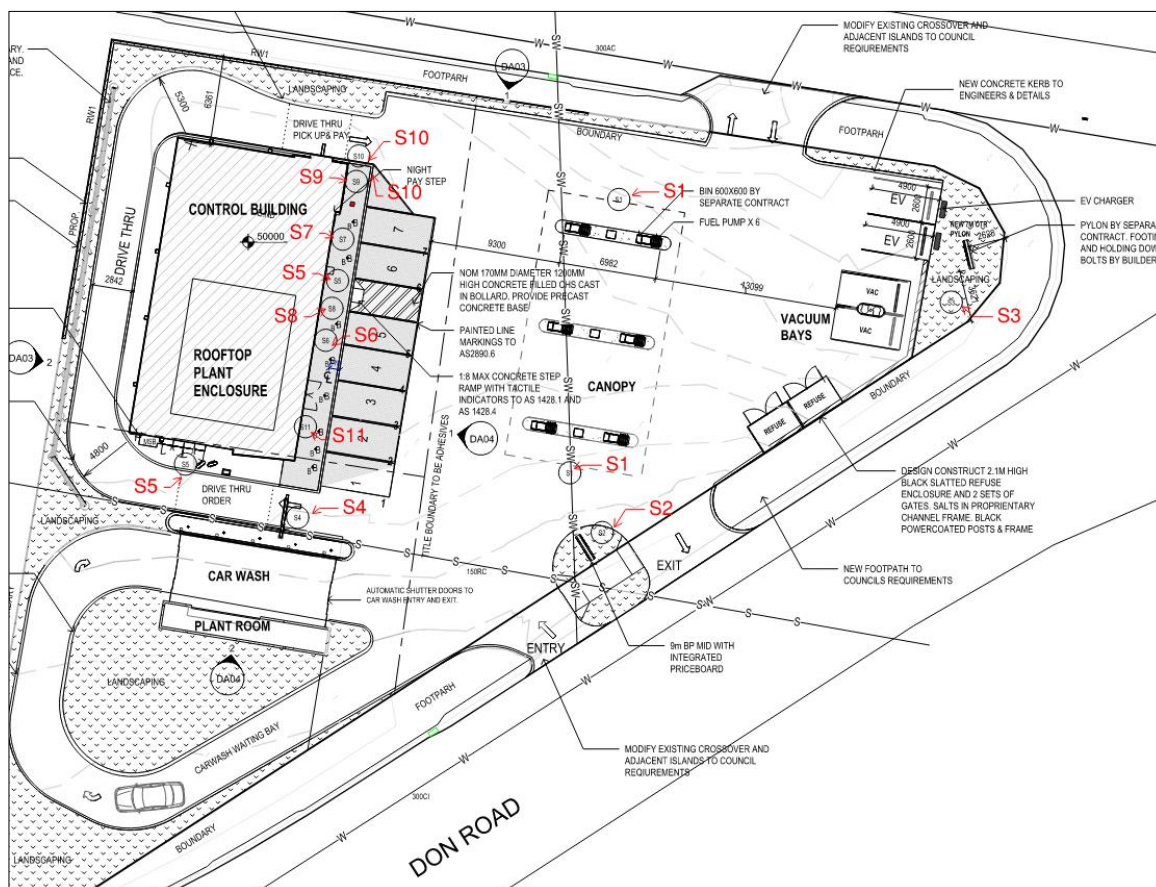


Figure 13 - Location of signs (Source: Ratio)

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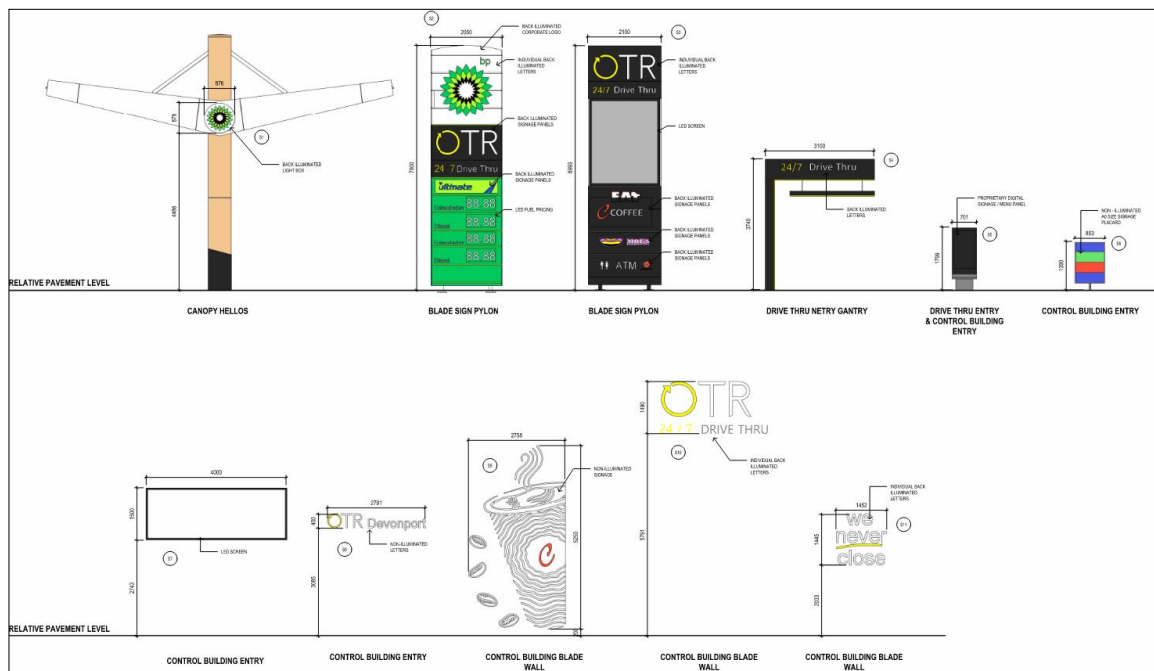


Figure 14 - Signs (Source: Ratio)

Signs that are intended to be viewed from within the site itself do not require assessment against the code, however those that are meant to be viewed from the street must be assessed.

C1.6.1 Design and siting of signs

Objective:

That:

- (a) signage is well designed and sited; and
- (b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.

Acceptable Solutions

A1

A sign must:

- (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, excluding for the following sign types, for which there is no Acceptable Solution:
 - (i) roof sign;
 - (ii) sky sign; and

Performance Criteria

P1.1

A sign must:

- (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:
 - i. the size and dimensions of the sign;
 - ii. the size and scale of the building upon which the sign is proposed;

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(iii) billboard.	<ul style="list-style-type: none"> iii. the amenity of surrounding properties; iv. the repetition of messages or information; v. the number and density of signs on the site and on adjacent properties; and vi. the impact on the safe and efficient movement of vehicles and pedestrians.
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Assessment – Each sign is addressed below:

S1 is an illuminated sign to be located on the northern and southern sides of the canopy above the bowzers and classed as a canopy sign. It meets the requirements of Table C1.6.

S2 and S3 are illuminated blade signs. S2 will be placed on the southern side of the site with S3 to be placed on the eastern side. Both signs will have a height of approximately 7m and a width of approximately 2m. Blade signs should have dimensions of 1.2m by 3.6m in accordance with Table C1.6. The performance criteria must be considered.

The signs are appropriate for the zone and in keeping with the streetscape. A number of other signs are located on Don Road with similar dimensions.

S4-S9 & S11 are intended to be viewed from within the site and do not require assessment.

S10 consists of two illuminated wall signs with dimensions of 1.49m x 3.2m approx. and an area of 4.77m². The signs will be located on the north-eastern corner of the control building, one on each side of the wall, at a height approximately 5.8m above ground level.

As the signs exceed 4.5m² P1.1 must be satisfied. The signs are located within an appropriate zone and are compatible with the streetscape which includes a number of signs. The amenity of surrounding properties will not be negatively impacted.

The performance criteria are satisfied where required.

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.	P2 A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to: <ul style="list-style-type: none"> (a) 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.
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Assessment – There are no signs proposed within 2m of the boundary of any lot in the General Residential Zone.

The acceptable solution is met.

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<p>A3</p> <p>The number of signs for each business or tenancy on a road frontage of a building must be no more than:</p> <ul style="list-style-type: none"> (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) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: <ul style="list-style-type: none"> i. name plate; and ii. temporary sign. 	<p>P3</p> <p>The number of signs for each business or tenancy on a street frontage must:</p> <ul style="list-style-type: none"> (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.
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Assessment – One of each type of sign is proposed for each frontage.

The acceptable solution is met.

C1.6.2 Illuminated signs

<p>Objective:</p> <p>That:</p> <ul style="list-style-type: none"> (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 Solutions	Performance Criteria
<p>A1</p> <p>No Acceptable Solution.</p>	<p>P1</p> <p>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:</p> <ul style="list-style-type: none"> (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 natural

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	<p>environment and adjacent residential amenity;</p> <p>(g) the intended purpose of the changing message of the sign;</p> <p>(h) the percentage of the sign that is illuminated with changing messages;</p> <p>(i) proposed dwell time; and</p> <p>(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</p>
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Assessment – All of the signs intended to be visible from outside the site are illuminated and must be assessed against the performance criteria.

As illuminated signs must not cause an unreasonable loss of amenity to adjacent properties the intensity of the lighting must be considered by the applicants.

Once established any negative impacts can be considered in accordance with the requirements of the *Environmental Management and Pollution Control Act 1993*.

The nearest traffic lights are approximately 70m to the west and will not be impacted by the signs.

The illuminated signs will not have an unreasonable effect on the safety, appearance or efficiency of the road network and are compatible with the streetscape.

The performance criteria is satisfied.

A2	P2
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.	No Performance Criterion.

Assessment – The illuminated signs will be visible from adjacent roads. A condition will be placed on the permit to ensure they do not create the effect of flashing, animation or movement.

The acceptable solution is met.

Parking and Sustainable Transport Code

The relevant clauses of the Code have been reproduced below. Clauses that deal with other zones or design aspects that are not required have been omitted.

C2.5.1 Car parking numbers

Objective:	
That an appropriate level of car parking spaces are provided to meet the needs of the use	
Acceptable Solutions	Performance Criteria

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<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> 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: $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> 	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.
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C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1	
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Assessment – The planning scheme stipulates that 4 parking spaces per service bay are required. These requirements seem to disregard the fact that many service stations no longer service vehicles, however, the majority of vehicles only park at the bowser and do not park elsewhere on site. Staff parking does not appear to have been considered. As no service bays are proposed no parking spaces are required however 7 are proposed, which the applicant has deemed sufficient.

There are also two parking spaces provided for electric vehicle charging and two for use of the vacuums.

The acceptable solution is met.

C2.5.2 Bicycle parking numbers

Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1 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.	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Assessment – 1 bicycle parking space is required per 5 employees. Two bicycle parking spaces are proposed, as mentioned in the Traffic Impact Assessment (TIA) provided with the application, however these are not visible on the plans. A condition will be placed on the permit to ensure bicycle parking is provided.

The acceptable solution is met.

C2.5.3 Motorcycle parking numbers

Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1	P1

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<p>The number of on-site motorcycle parking spaces for all uses must:</p> <p>(a) be no less than the number specified in Table C2.4; and</p> <p>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</p>	<p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature of the proposed use and development;</p> <p>(b) the topography of the site;</p> <p>(c) the location of existing buildings on the site;</p> <p>(d) any constraints imposed by existing development; and</p> <p>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</p>
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Assessment – Clause 2.2.2 states that C2.5.3 is only applicable to a list of use classes that does not include Vehicle Fuel Sales and Service.

The acceptable solution is met.

C2.5.4 Loading Bays

<p>Objective:</p> <p>That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1</p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <p>(a) the type of vehicles associated with the use;</p> <p>(b) the nature of the use;</p> <p>(c) the frequency of loading and unloading;</p> <p>(d) the location of the site;</p> <p>(e) the nature of traffic in the surrounding area;</p> <p>(f) the area and dimensions of the site; and</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site; and</p> <p>(i) any constraints imposed by existing development.</p>

Assessment – Not applicable. The floor area is less than 1000m².

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C2.6.1 Construction of parking areas

Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria
A1 All parking, access ways, manoeuvring and circulation spaces must: <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Assessment – The parking areas, access ways etc will be constructed with a durable all weather pavement to which will restrict abrasion from traffic and minimise entry of water to the pavement. Such areas will also be drained to the reticulated stormwater system.

The acceptable solution is met.

C2.6.2 Design and layout of parking areas

Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> 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; 	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety;

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<p>iii. have an access width not less than the requirements in Table C2.2;</p> <p>iv. have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>vi. have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</p> <p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.¹</p>	<p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p>
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Assessment – The proposal meets the requirements of the Australian Standards.

The acceptable solution is met.

C2.6.3 Number of accesses for vehicles

<p>Objective:</p> <p>That:</p> <p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p>

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(c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	Performance Criteria
A1 The number of accesses provided for each frontage must: <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater. 	P1 The number of accesses for each frontage must be minimised, having regard to: <ul style="list-style-type: none"> (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.

Assessment – One access is proposed for each frontage.

The acceptable solution is met.

C2.6.5 Pedestrian access

Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solutions	Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> 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. 	P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: <ul style="list-style-type: none"> (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.
A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less	

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than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	
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Assessment – 7 parking spaces will be provided. A1.1 is not applicable.

A footpath is located adjacent to the parking space for people with a disability.

The acceptable solutions are met.

Road and Railway Assets Code

<p>Objective:</p> <p>To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. <p>A1.2</p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3</p> <p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4</p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. <p>A1.5</p>	<p>P1</p> <p>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:</p> <ul style="list-style-type: none"> (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.

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Vehicular traffic must be able to enter and leave a major road in a forward direction.	
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Assessment – The subject site is not a limited access road nor a category 1 road.

There are existing crossovers on both Don Road and Steele Street.

Vehicular traffic will be able to enter and exit the site in a forward direction.

In regard to increases in vehicular traffic to and from the site the amounts permissible in Table C3.1 are as follows:

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

Given no use has occurred on the site for approximately 20 years, save for the residential use at 171 Steele Street, it is deemed that the proposal will increase the annual average daily traffic to and from the site by more than 40 vehicle movements per day.

It is estimated that the traffic generation at each crossover will be 60 vehicles per peak hour. This equates to 120 vehicles across the site per peak hour. An increase from no vehicle movements per day to 120 per hour exceeds the limits of Table C3.1.

The TIA states that it considers six movements to be new. Given there have not been any vehicle movements across the majority of the site for approximately 20 years all vehicle movements are considered to be 'new'.

As a result of the increase in traffic the performance criteria must be addressed.

Council has informed the applicants that a right turn slot heading west on Don Road is required due to it being an arterial road with a speed limit of 60 kms per hour. The applicant has disregarded this advice stating that there is insufficient width in the roadway. Council does not agree that this is the case and requires the installation of a right turn slot. A condition will be placed on the permit in this regard.

The installation of a right turn slot will minimise any adverse effects on the safety and efficiency of the road network.

The performance criteria is satisfied.

Potentially Contaminated Land Code

The Potentially Contaminated Land Code applies to development on land that the planning authority knows to have been used for a potentially contaminating activity. Petroleum product or oil storage is listed as a potentially contaminating activity, therefore the use of the site as a service station means it is a potentially contaminated site. In addition

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it is known there was contamination of the site, which ceased operation in 2000 and for which voluntary remediation was undertaken. Contamination also extended to the north-west of the site.

The following clause of the planning scheme must be addressed.

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 solutions	Performance Criteria
<p>A1</p> <p>Excavation, excluding on land subject to the <i>Macquarie Point Development Corporation Act 2012</i>, must involve less than 250m³ of site disturbance.</p>	<p>P1</p> <p>Excavation, excluding on land subject to the <i>Macquarie Point Development Corporation Act 2012</i>, must not have an adverse impact on human health or the environment, having regard to:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> 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 – The applicant has provided an environmental site assessment which states that there are no indications that there is any significant contamination remaining and the site does not present a risk to human health or the environment. It is suitable for its proposed commercial use without the need for any further assessment or remediation.

The report also states that, 'some routine classification of soils would be required if they are to be disposed of off-site during the redevelopment works.' A condition will be placed on the permit to address this.

The performance criteria is satisfied.

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Safeguarding of Airports Code

The proposal is exempt from the above code as the proposed buildings are less than 110m high.

PUBLIC ENGAGEMENT

The proposal differs to other discretionary applications in that it is made in conjunction with an amendment to the Devonport Local Provisions Schedule. As such a decision must be made on the application, assuming the draft amendment has been adopted, prior to advertising of the application. Both the draft amendment and application will be subject to a 28-day public notification period during which members of the public may comment on the proposal. Any representations will be assessed by Council and a report submitted to the Tasmanian Planning Commission containing any recommendations proposed as a result of the representations.

CONCLUSION

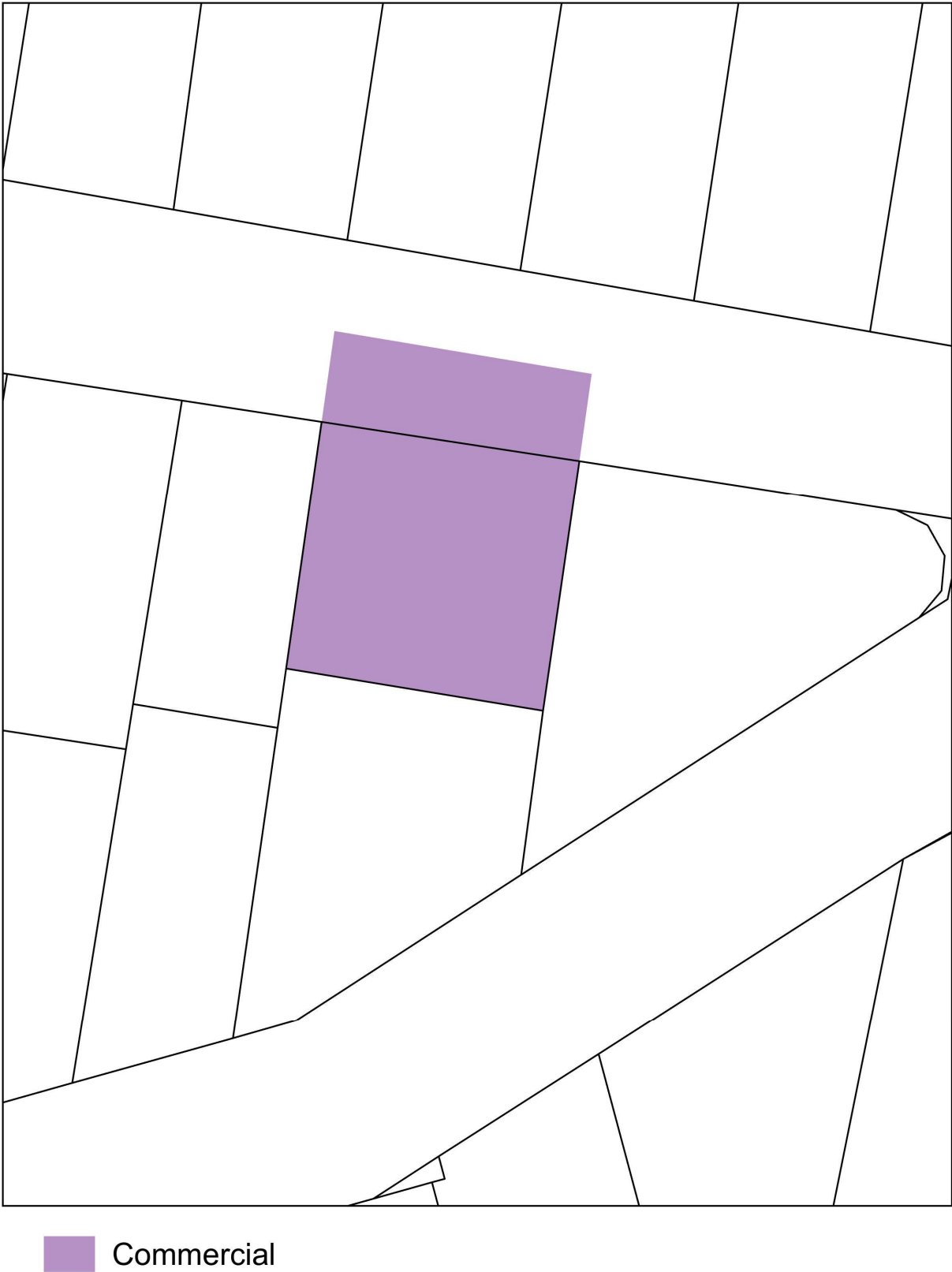
The proposed service station, carwash and drive through takeaway are deemed to be appropriate for the site, having been assessed against the relevant clauses of the planning scheme. However, the 24 hour operation proposed for the site is not seen as appropriate, given the proximity to existing residential dwellings and the potential noise issues identified.

It is recommended that the hours of operation be limited to comply with the acceptable solutions contained within clause 17.3.1 A1 of the *Tasmanian Planning Scheme – Devonport*.

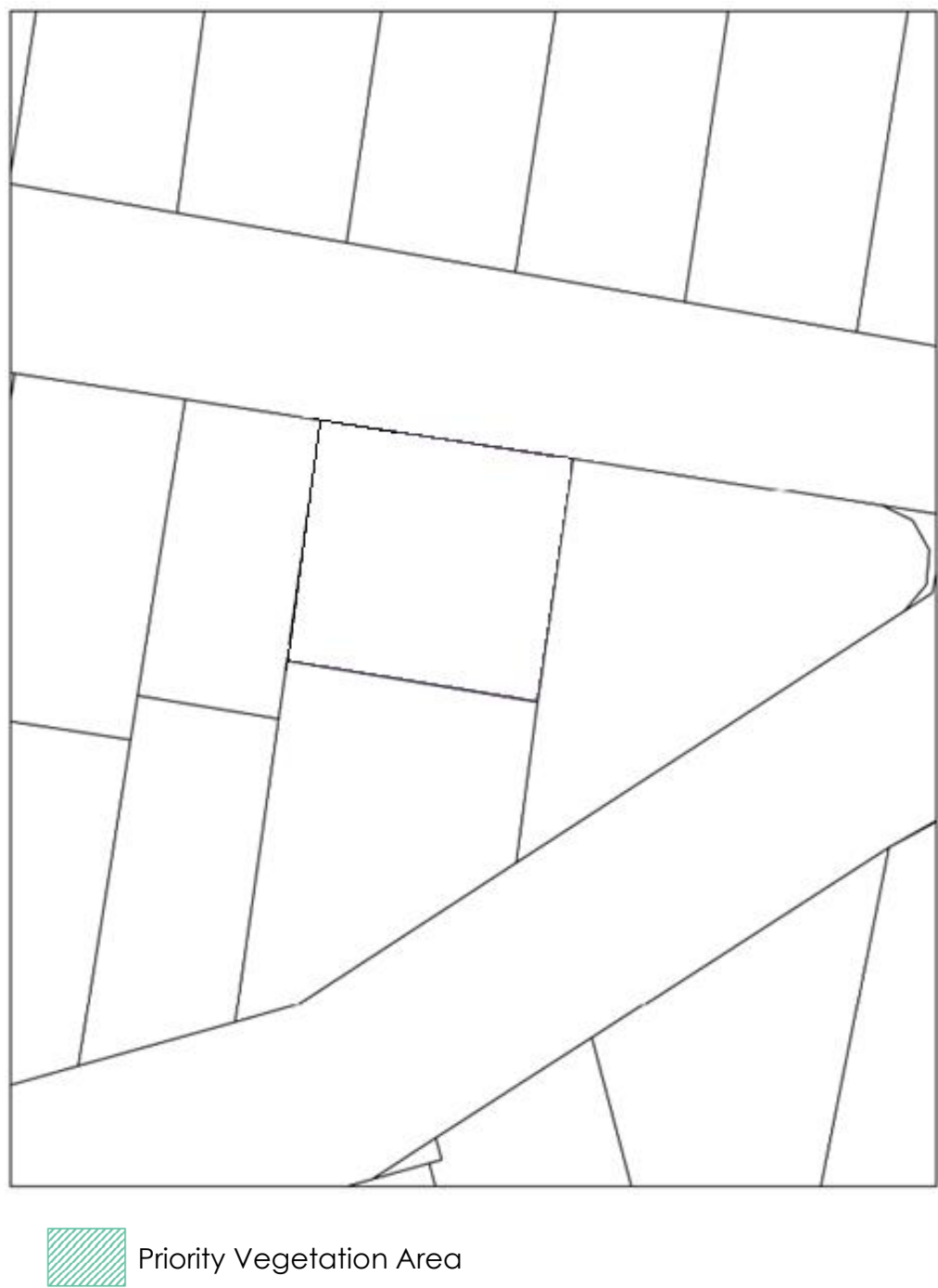
ATTACHMENTS

1. Zoning Maps - 171 Steele, Devonport [**4.1.1** - 2 pages]
2. Assessment against the requirements of the Land Use Planning and Approvals Act 1993 [**4.1.2** - 2 pages]
3. Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport [**4.1.3** - 563 pages]

Attachment 4.1.1 Zoning Maps - 171 Steele, Devonport



Attachment 4.1.1 Zoning Maps - 171 Steele, Devonport



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.

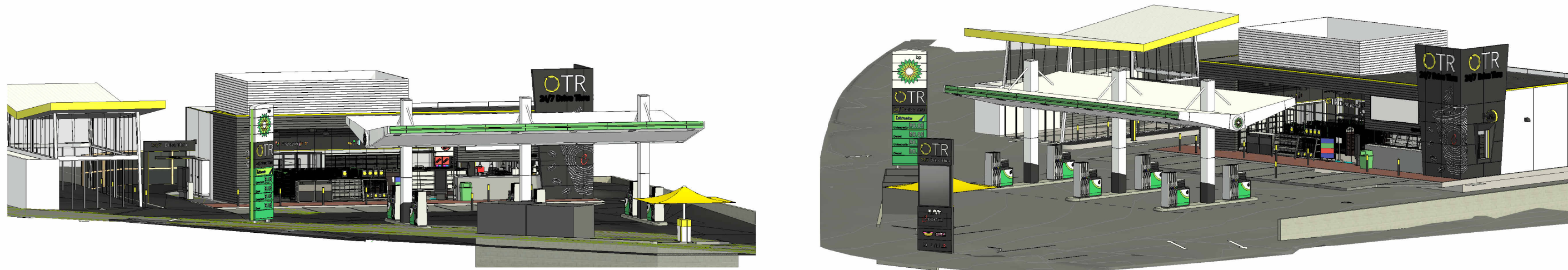
- (3) An amendment of an LPS, or a draft amendment of an LPS, is taken to meet the LPS criteria if the amendment of the LPS, or the draft amendment of the LPS, if made, will not have the effect that the LPS, as amended, will cease to meet the LPS criteria.**

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
1 : 200

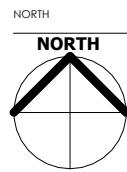
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Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright 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
B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022
E	RESPONSE TO TASHWATER RFI	06/04/23

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT
CLIENT
PC INFRASTRUCTURE



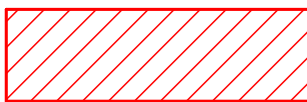
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PROJECT ID
2237
CHECKED BY
A. HILL

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C.L.J.

DRAWING NUMBER
DA01
DRAWING NAME
DEMOLITION PLAN

LEGEND - DEMOLITION



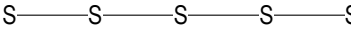
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DEMOLISH



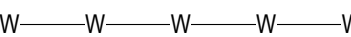
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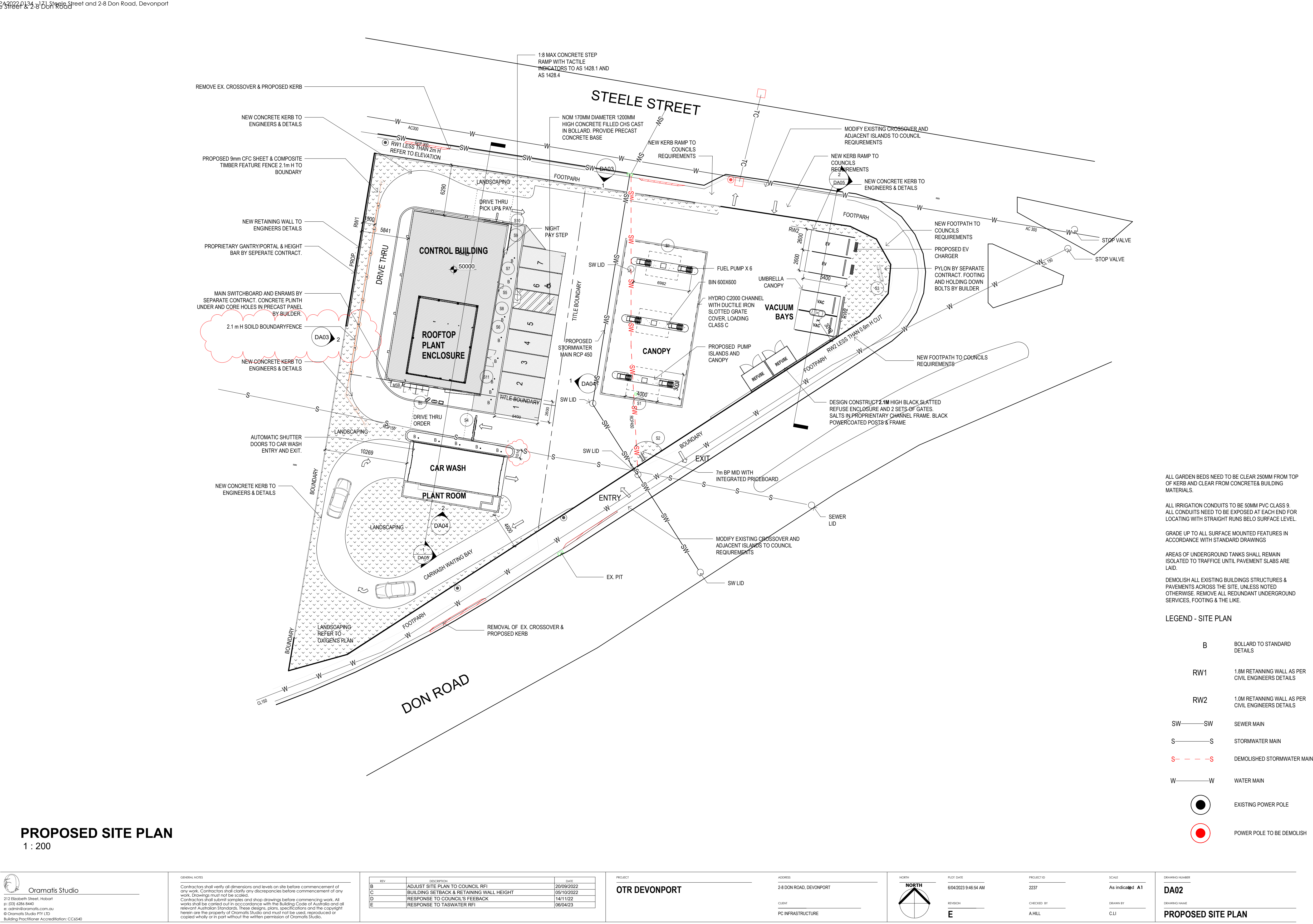
STORMWATER MAIN

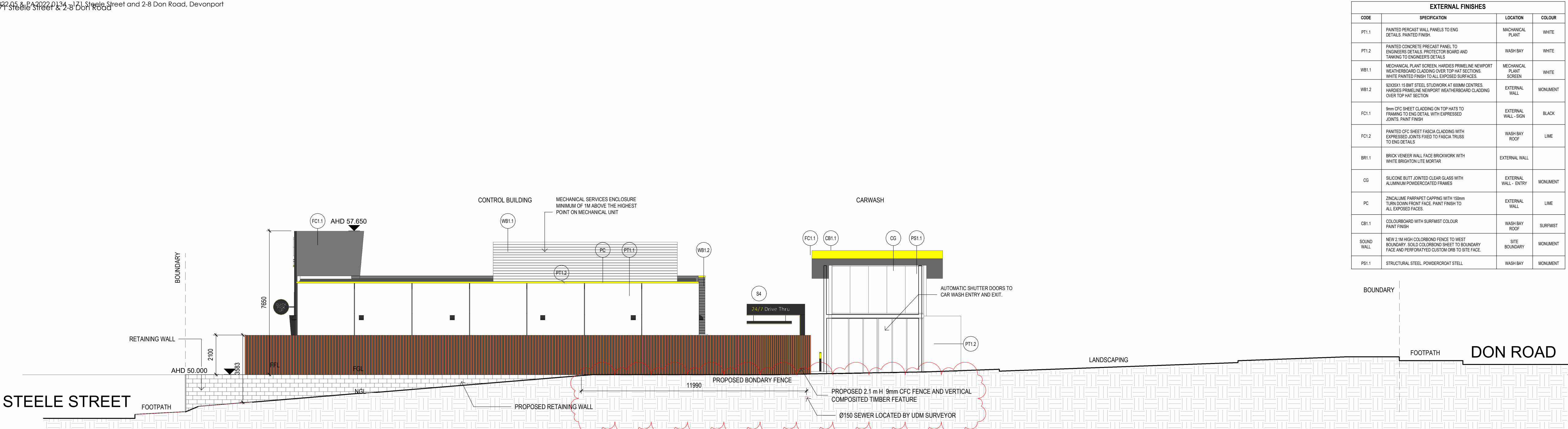


SEWER MAIN



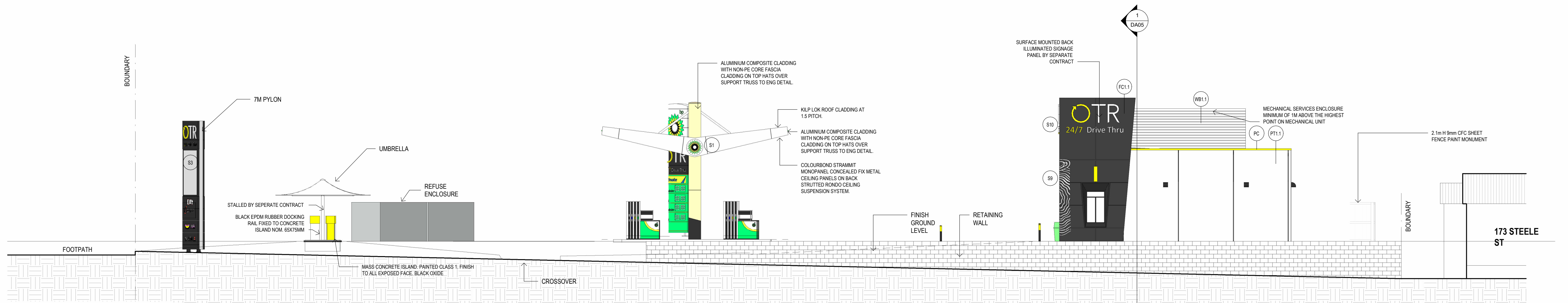
WATER MAIN





EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOR
PT1.1	PAINTED PERCAST WALL PANELS TO ENG DETAILS. PAINTED FINISH.	MECHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND FINISH 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	620X85X16 S&P STEEL STUDWORK AT 600MM CENTRES. HARDIES 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 FACIA CLADDING WITH EXPRESSED JOINTS FIXED TO FACIA 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 ALUMINUM 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	COLORBOARD WITH SURFMIST COLOUR PAINT FINISH.	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1m HIGH COLORBOARD FENCE TO WEST BOUNDARY. 5000 COLORBOARD 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

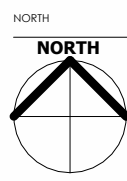
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REV	DESCRIPTION	DATE
D	RESPONSE TO COUNCIL'S FEEDBACK	14/11/22
E	RESPONSE TO TASHWATER RFI	06/04/23

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT
CLIENT
PC INFRASTRUCTURE



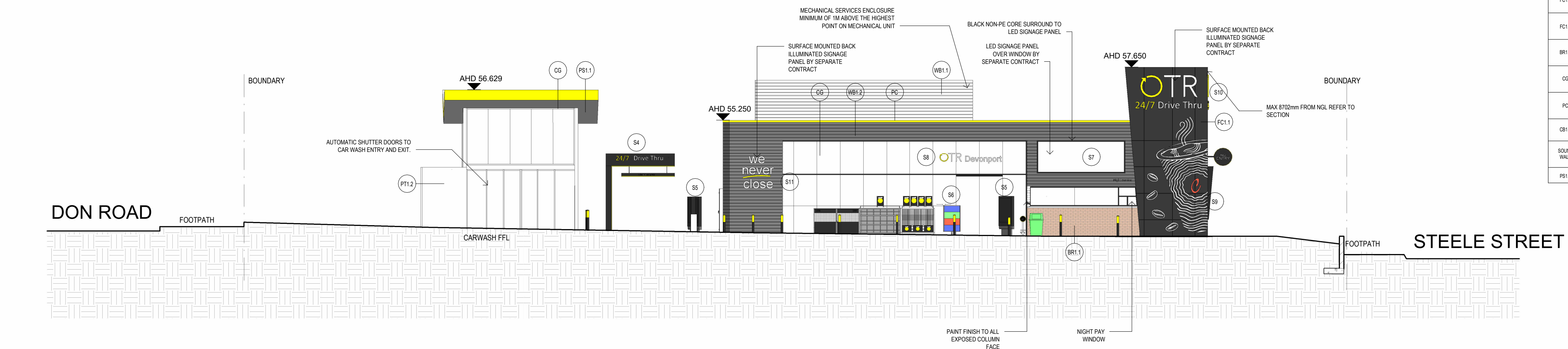
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A.HILL

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Author

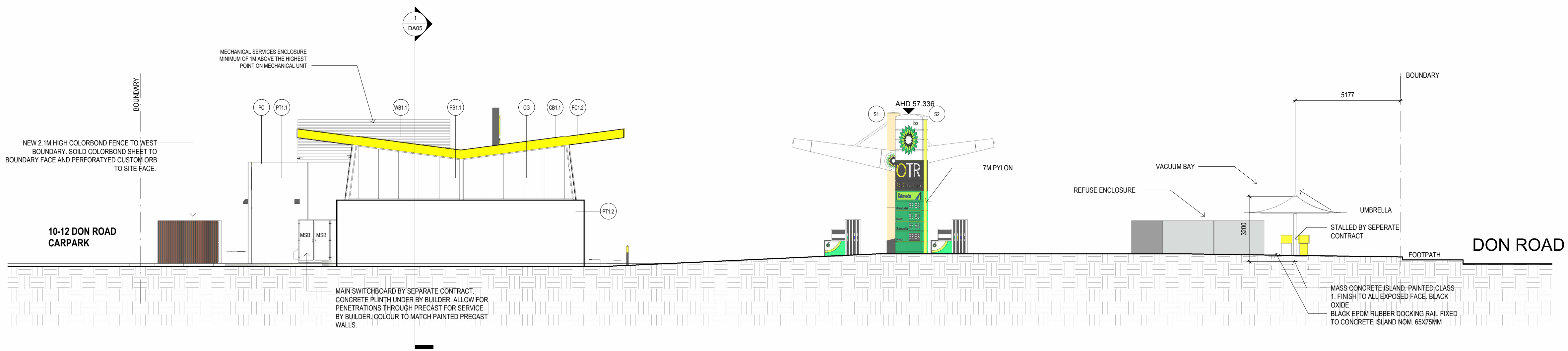
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DA03
DRAWING NAME
SITE ELEVATION

EXTERNAL FINISHES			
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FP1.2	PAINTED CONCRETE PRECAST PANEL WITH DETAILS. PAINTED BOARD AND TRIMMING TO ENGINEER'S DETAILS	WASH BASIN	WHITE
WB.1	MECHANICAL PLANT SCREEN, HARGREAVE PANELS, NEW POVERTY HARGREAVE CLADDING BOARD ON 1/2" SECTION. WHITE PAINTED FINISH ON ALL EXPOSED SURFACES	MECHANICAL PLANT	WHITE
WB.2	3000X15 1/8" STEEL STUDS ON 600MM CENTRES. HARGREAVE PANELS, NEW HARGREAVE CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8mm GFCI SHEET CLADDING ON TOP HATS TO MATCH EXISTING CLADDING WITH EXPRESSED JOINTS. PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PANTRY GFCI SHEET FACIA CLADDING WITH EXPRESSED JOINTS FIXED TO FACIA TRUSS TO STRUCTURES	WASH BASIN	WHITE
BR.1	BROWN VENEER LITE MORTAR FACE BROWN WITH WHITE BROWN LITE MORTAR	EXTERNAL WALL	WHITE
CG	SILVER METAL JOINT CLEAN GLASS WITH ALUMINUM POWDERCOATED FINISH	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CORNING WITH 150mm TURN DOWN FACE. PAINT FINISH ON ALL EXPOSED FACES	EXTERNAL WALL	LINE
CB.1	COLORBAND WITH SURFACET COLOR PAINT FINISH	WASH BASIN	SURFMET
SOUND WALL	NEW 1/2" GRC COLORBAND FACE TO WEST BOUNDARY. SURF COLORBAND FACE TO BOUNDARY FACE AND PERFORATED CUTOFF DUE TO SITE FACE	SITE BOUNDARY	MONUMENT
PS1.1	STRUCTURAL STEEL, POWDERCOAT STEEL	WASH BASIN	WHITE





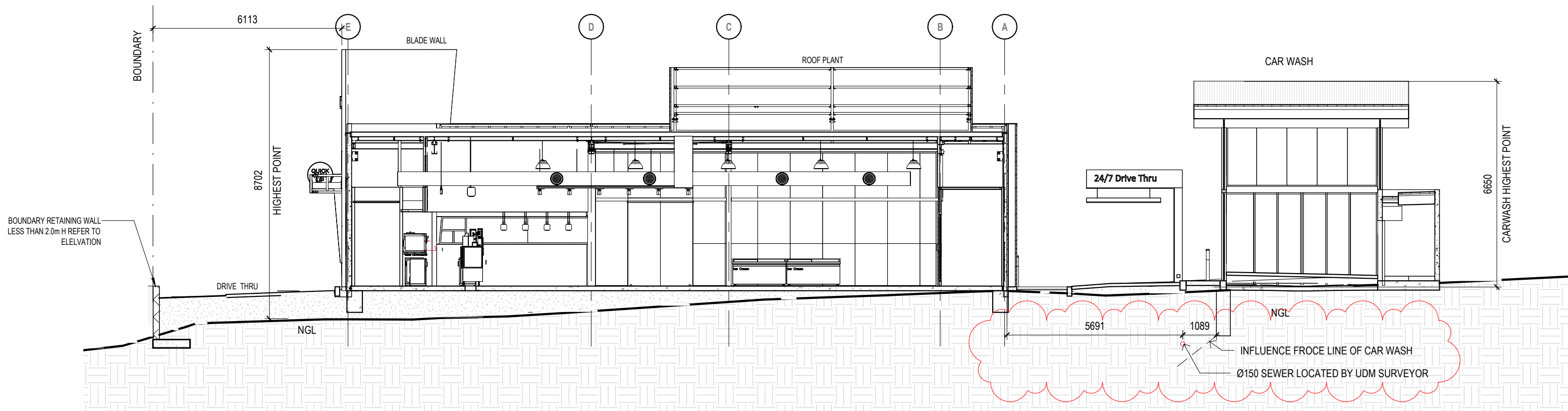
EAST ELEVATION

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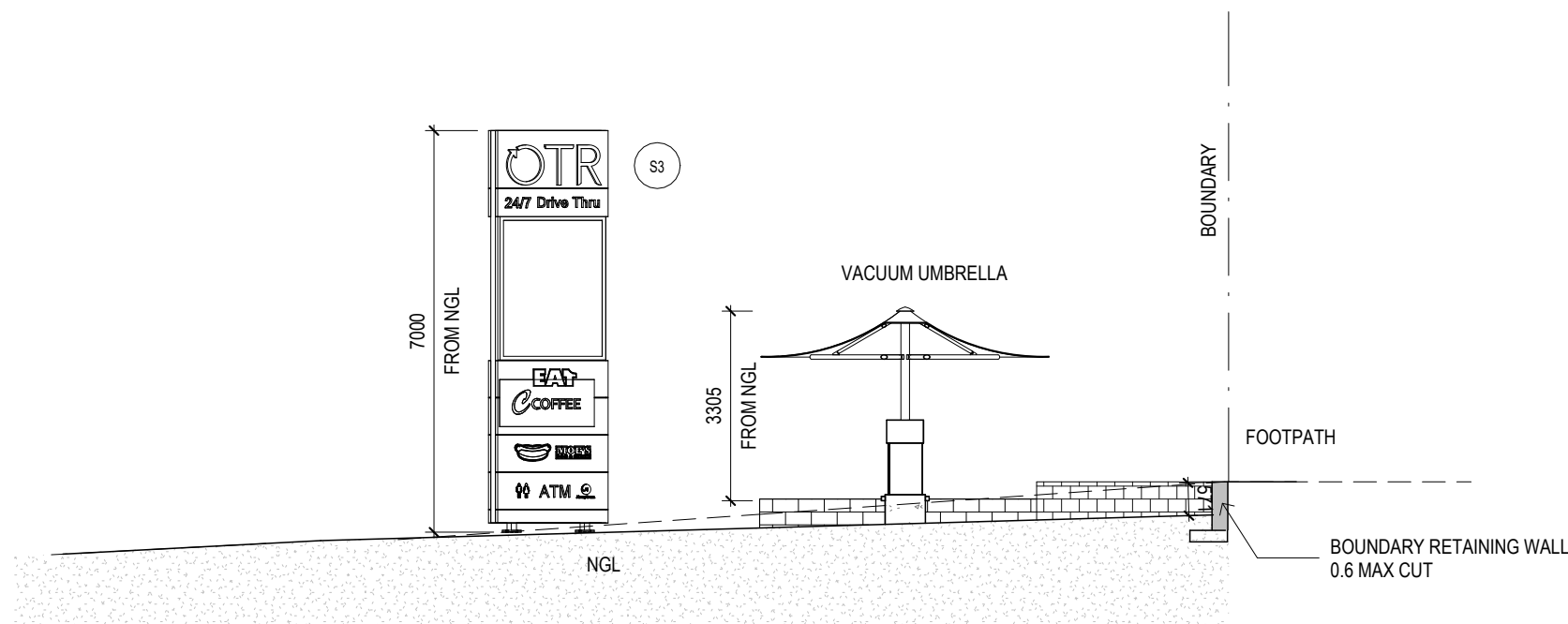


SOUTH ELEVATION CAR WASH

<div><div>Oramats Studio</div><div>212 Elizabeth Street, Hobart t: 031 456 4445 e: admin@oramat.com.au © Oramats Studio Pty Ltd Building Practitioner Accreditation: CC6450</div></div>	GENERAL NOTES		PROJECT		ADDRESS		NORTH		FLOIT DATE		PROJECT ID		SCALE		DRAWING NUMBER	
	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.		OTR DEVONPORT		24 DON ROAD, DEVONPORT				6042023.84724.2M		2237		As indicated: A1		DA04	
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SECTION1
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SECTION 2
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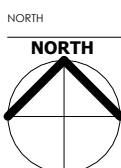
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REV	DESCRIPTION	DATE
E	RESPONSE TO TASWATER RFI	06/04/23

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT
CLIENT
PC INFRASTRUCTURE

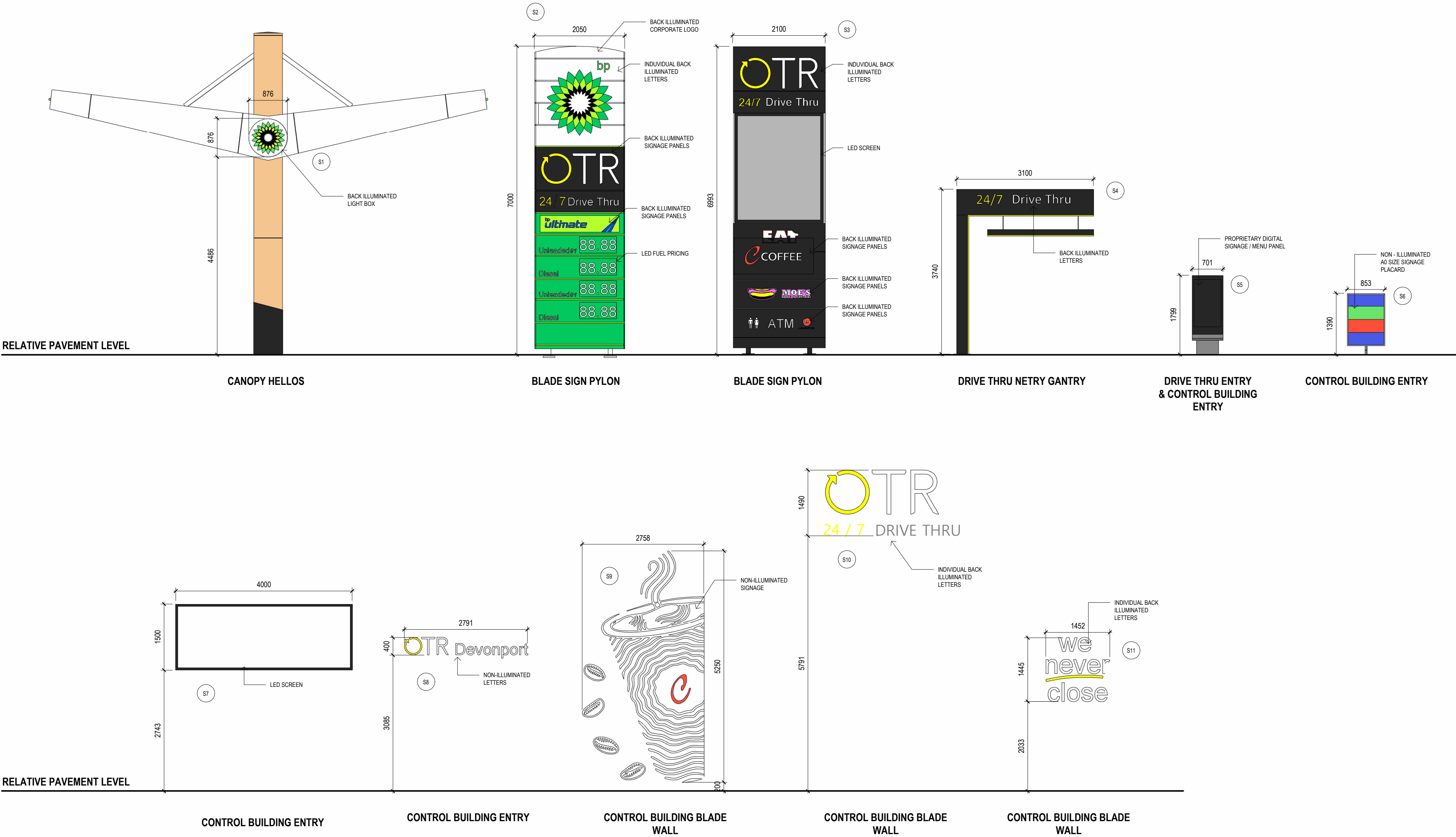


PLOT DATE
6/04/2023 9:47:25 AM
REVISION
E

PROJECT ID
2237
CHECKED BY
A.HILL

SCALE
1:100 @ A1
DRAWN BY
Author

DRAWING NUMBER
DA05
DRAWING NAME
SITE SECTION



SIGNAGE ELEVATIONS
1 : 50



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

PROJECT

OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

NORTH



PLOT DATE

6/04/2023 9:47:29 AM

PROJECT ID

2237

SCALE

1 : 50 @ A1

DRAWING NUMBER

DA06

DRAWING NAME

SIGNAGE ELEVATIONS

CURB

PC INFRASTRUCTURE

REVISION

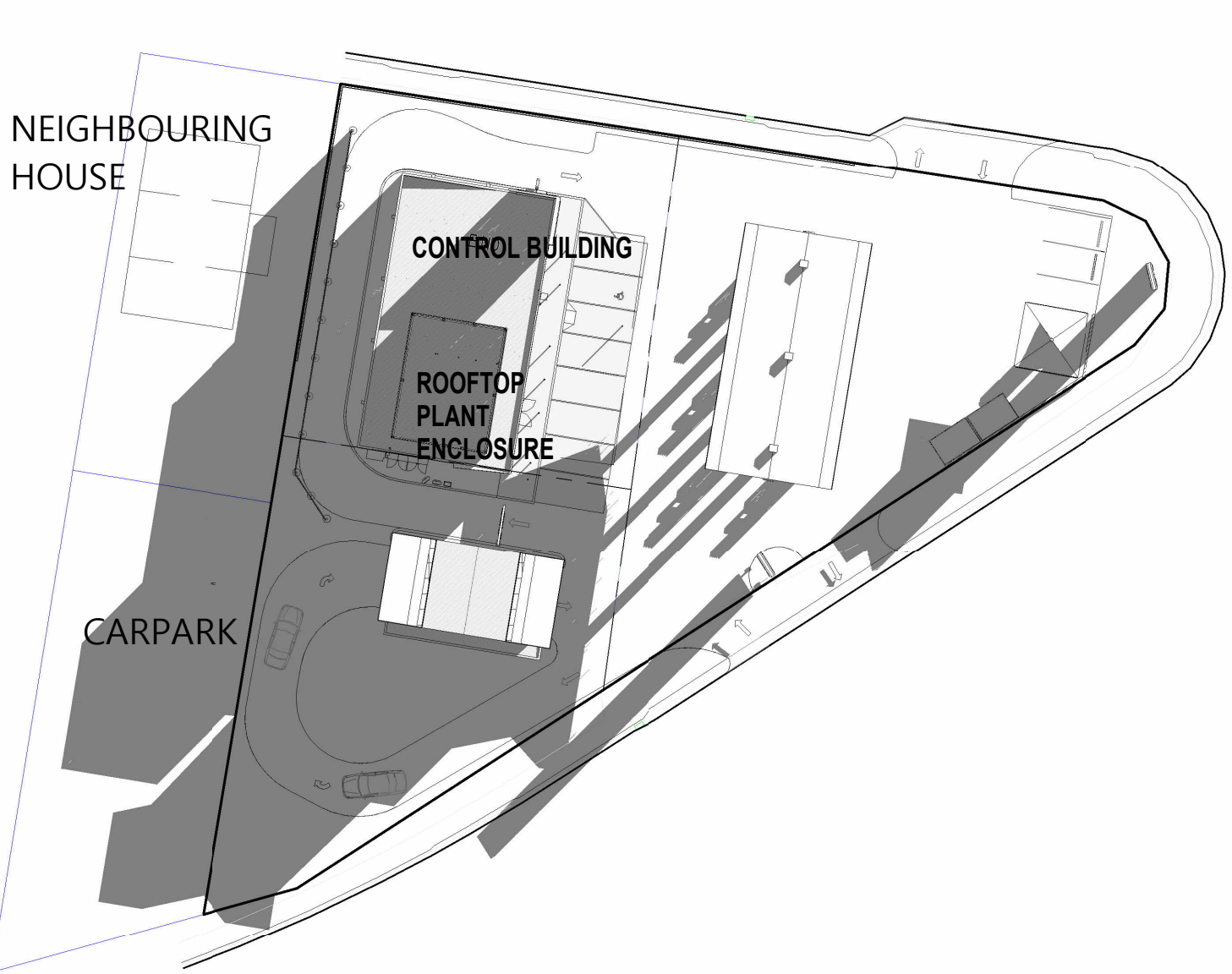
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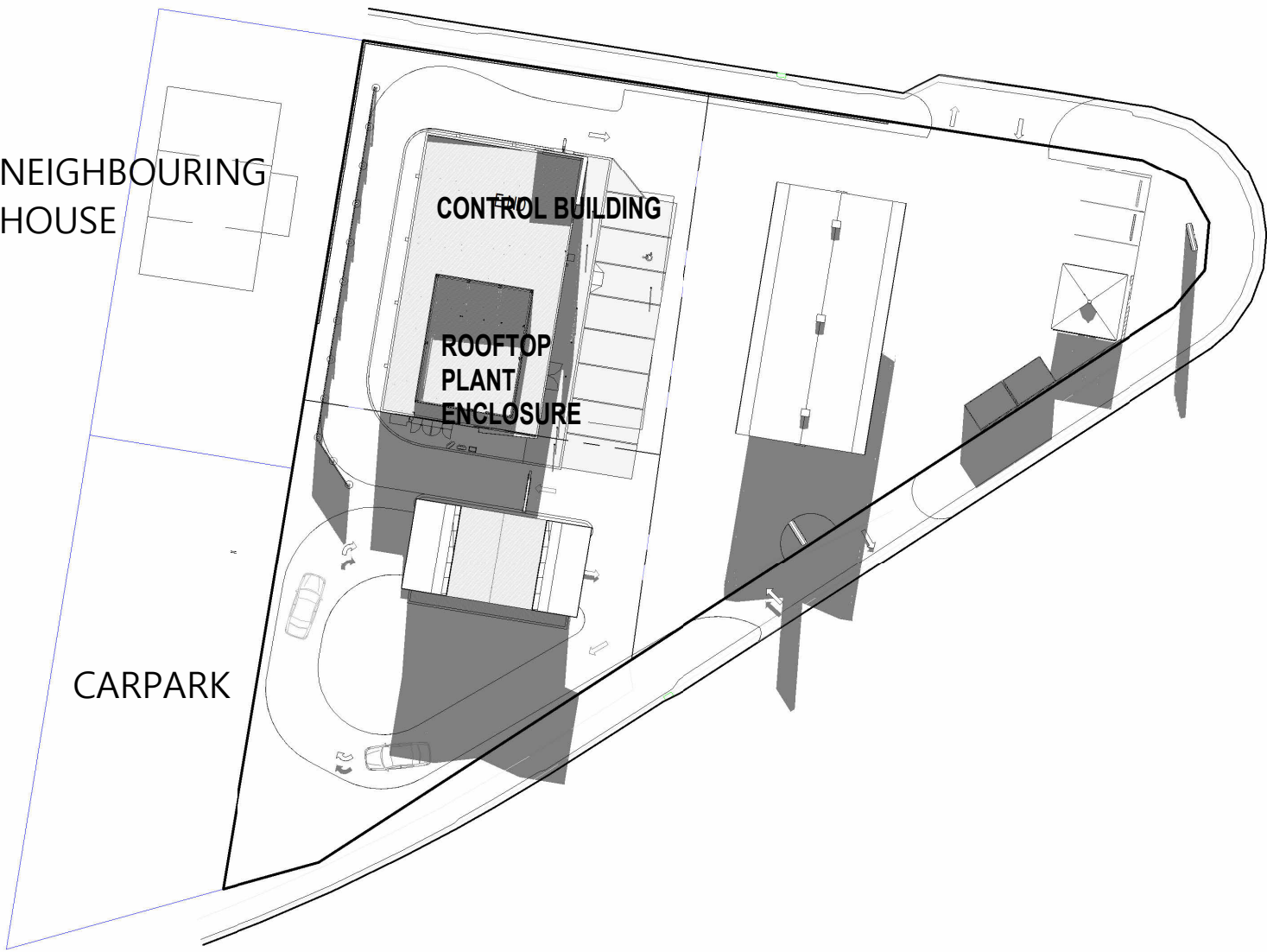
A.HILL

DRAWN BY

Author



SHADOW DIAGRAM 9am JUNE 21
1 : 400



SHADOW DIAGRAM 12pm JUNE 21
1 : 400



SHADOW DIAGRAM 3pm JUNE 21
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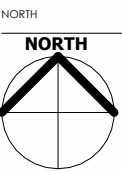
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REV	DESCRIPTION	DATE

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

CHECKED BY

A.HILL

SCALE

1 : 400 @ **A1**

DRAWN BY
C.LI

DRAWING NUMBER

DA07

DRAWING NAME

SHADOW STUDY



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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Cremorne VIC 3121	Geelong VIC 3220	Bairnsdale VIC 3875	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

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Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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Appendix A	Certificates of Title
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Section 40T Report – 2-8 Ron Road & 171 Steele Street, Devonport

3

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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 Oxygen Pty Ltd.



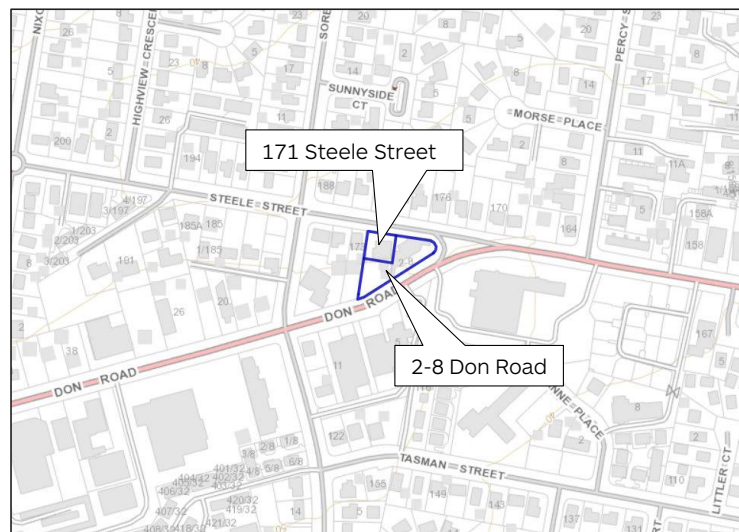
2 Site Analysis:

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

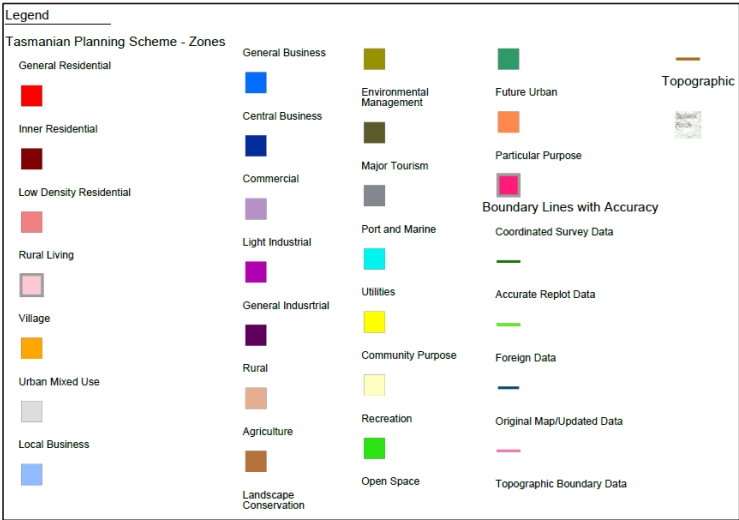
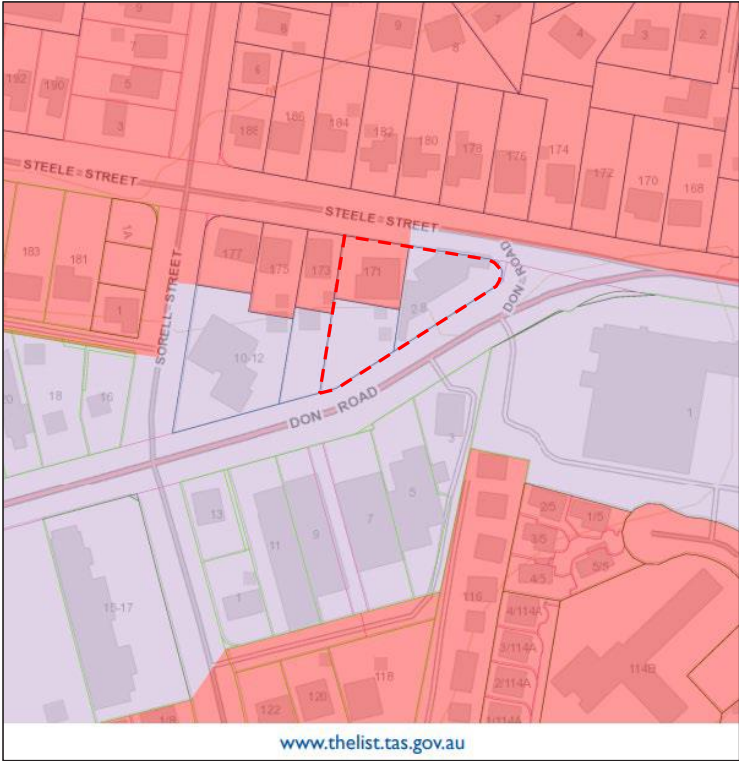
171 Steele Street is currently zoned **General Residential** (refer to **Figure 2.3**). It is adjoined by the **General Residential** zone to the west, north-west, north and north-east.

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**).

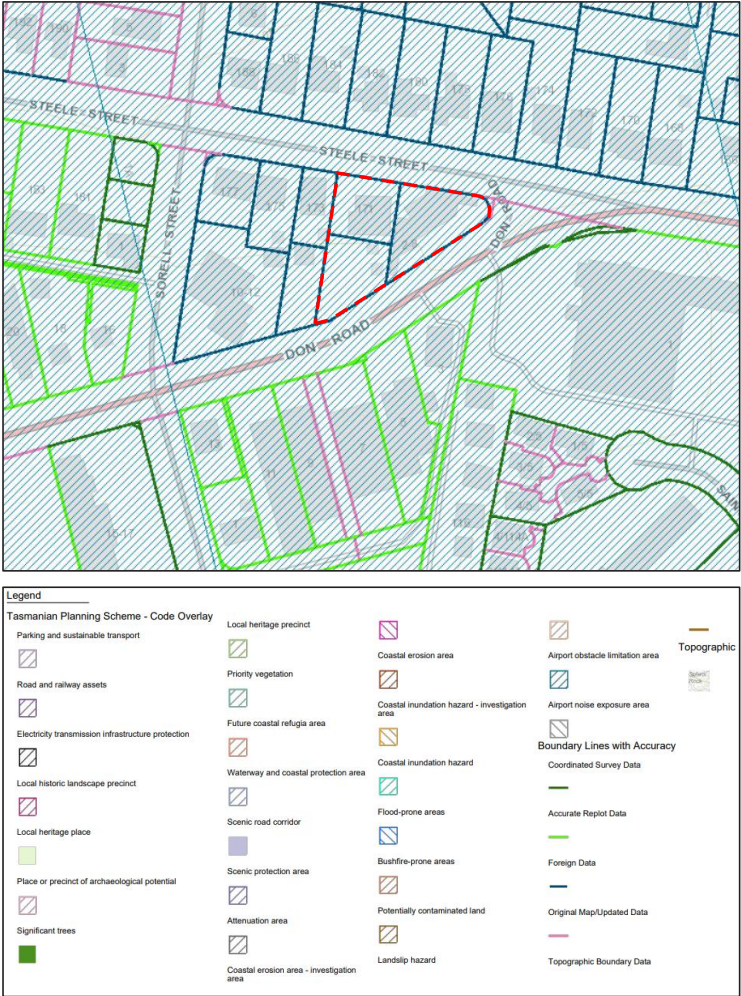
Figure 2.3: Zoning map



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



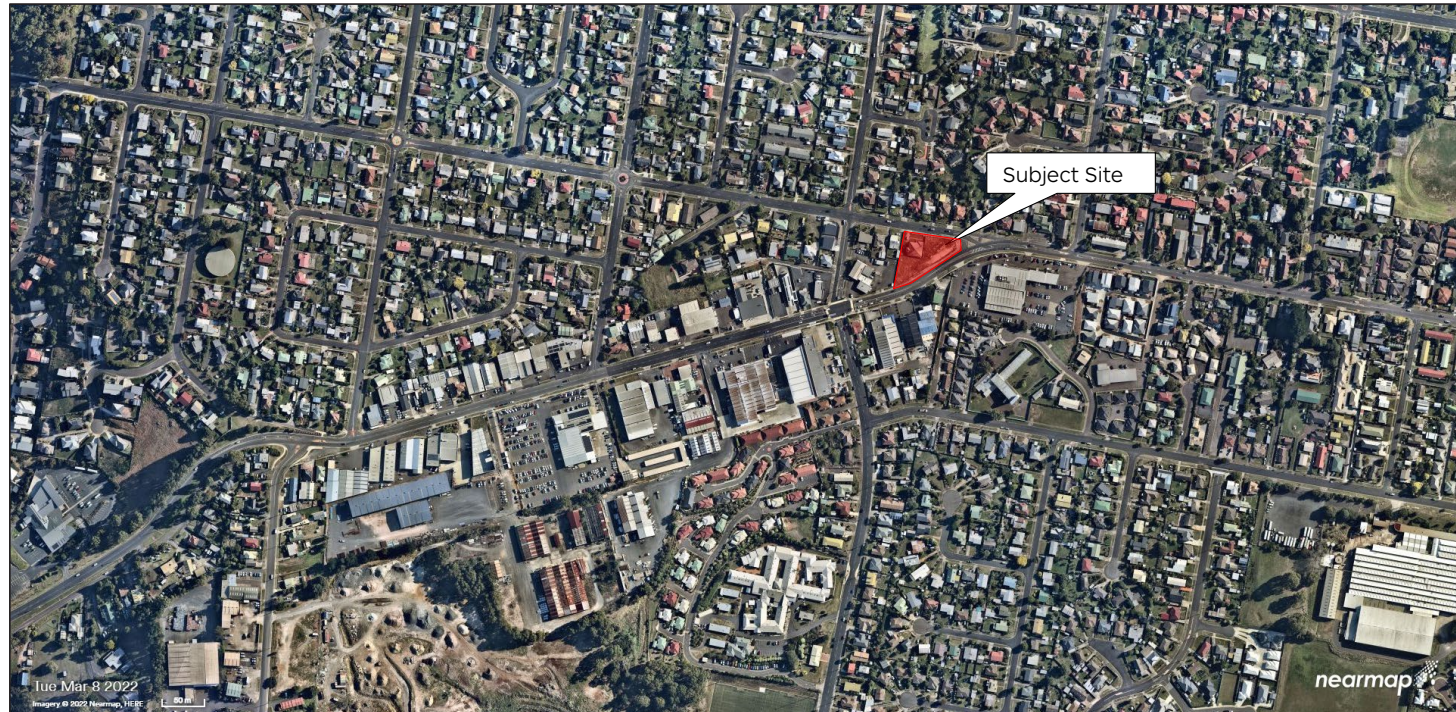
Source: <https://www.nearmap.com/au/en>



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>



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

19

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).

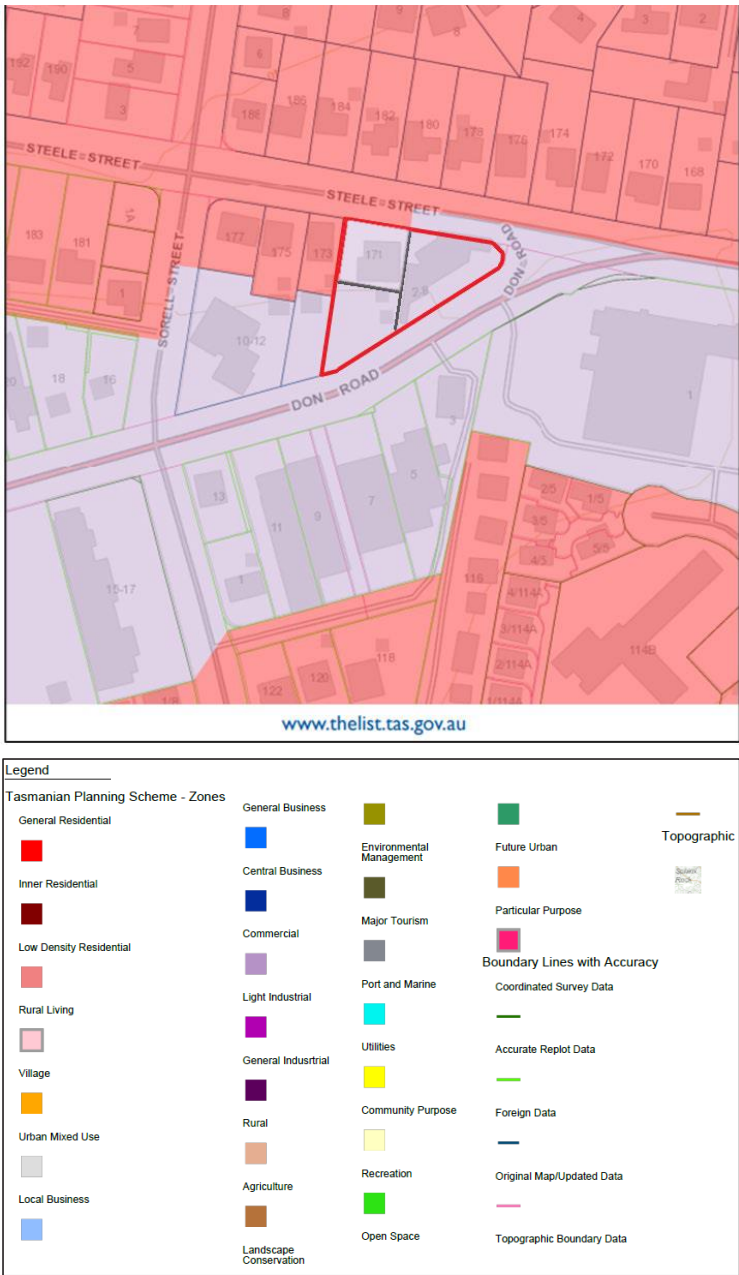
In our view, the proposed rezoning will facilitate a better future development outcome for the subject site and adjoining properties for the following reasons:

- 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
Subsection (1) <i>A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –</i> (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> (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>	Complies 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. 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.
Subsection (2) <i>An application for a permit</i>	Complies This application for a permit is



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

<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

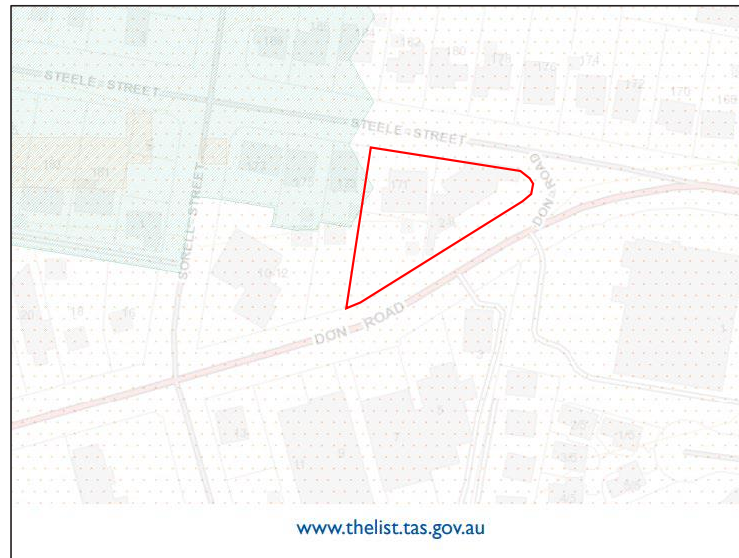
- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

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 valuedSTRATEGIC 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, reforestation 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

Land use planning processes for –

4.3.1 Urban Settlement Areas

- a) *Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration.*
- b) *Promote established settlement areas as the focus for growth and development.*
- c) *Promote optimum use of land capability and the capacity of available and planned infrastructure service.*
- d) *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.*
- e) *Accommodate growth and development for each of the centres identified in Table B4.5 through either –*
 - i. *A Stable Growth Strategy which promotes growth and development within the established boundaries of the*



- 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 landslide.*
- 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, 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



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level) to the top of the blade wall.

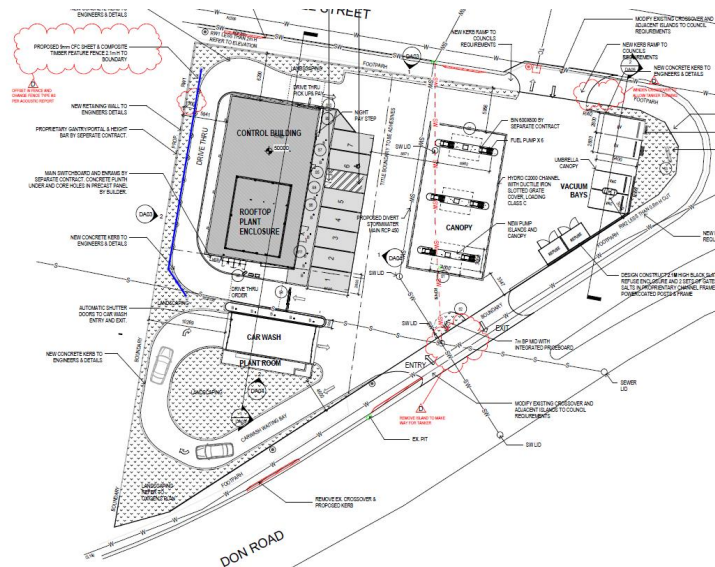
- The control building is setback a minimum 6.36 metres from the site's northern boundary (Steele Street) and 5.85 metres from the site's western boundary (interface with No. 173 Steele Street). Pedestrian access to the building is provided to the eastern façade whilst the drive wraps around the building's west.
 - The petrol canopy which provides weather protection to 3 x double sided petrol bowers (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



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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	The following Codes are applicable to the proposal: <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> a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays	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> a) the timing, duration or extent of vehicle movements; and b) noise, lighting or other emissions.
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) the characteristics of the site;</p> <p>b) the size and scale of the proposed use;</p> <p>c) the functions of the activity centre and the surrounding activity centres; and</p> <p>d) the extent that the proposed use impacts on other activity centres.</p>
<p>Assessment – Complies with P1</p> <p>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).</p> <p>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.</p> <p>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.</p>	

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]



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- 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.*

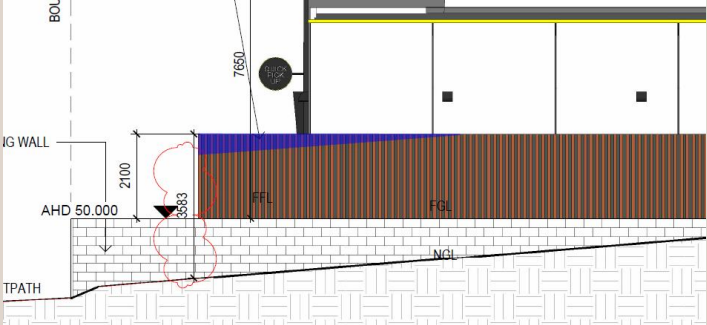
Performance Criteria

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*



		when viewed from the adjoining property.
<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>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.</p>	<p>Performance Criteria</p> <p>P3</p> <p>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</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>Buildings must be designed to satisfy all the following:</p> <ul style="list-style-type: none"> 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 doors on a façade facing the frontage or other public places; e) provide awnings over a public footpath if existing on the site or on adjoining properties; and 	<p>Performance Criteria</p> <p>P1</p> <p>Buildings must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> 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 spaces only if essential for the security of the premises and other alternatives are not practical; e) the need for provision of awnings over a public footpath; and



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>
Assessment – Complies with A1 The proposed development has been designed to satisfy the requirements of A1: <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	
Objective: <i>That fencing:</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 <i>No Acceptable Solution.</i>	Performance Criteria P1 <i>A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:</i> <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>
Assessment – Not Applicable There is no fencing proposed within the Don Road or Steele Street frontages.	
Acceptable Solution A1 <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>	Performance Criteria P1 <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>



a) <i>have a height above existing ground level of not more than 2.1m; and not contain barbed wire.</i>	a) <i>their height, design, location and extent; and the proposed materials and construction.</i>
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> <ul style="list-style-type: none"> a) <i>to a depth of not less than 5.5m; or</i> b) <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> <ul style="list-style-type: none"> a) <i>the width of the setback;</i> b) <i>the width of the frontage;</i> c) <i>the topography of the site;</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.	

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	Performance Criteria
A1 A sign must: <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, excluding for the following sign types, for which there is no Acceptable Solution: <ul style="list-style-type: none"> i. Roof sign; ii. Sky sign; and iii. Billboard. 	P1.1 A sign must: <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. 	



<p>— 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>	
<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>
<p>Assessment – Complies with A2</p> <p>None of the illuminated signs will feature flashing, movement or animation.</p>	

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	Performance Criteria
<p>A1</p> <p>Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must involve less than 250m³ of site disturbance.</p>	<p>P1</p> <p>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:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.
<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



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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ratio:

Dear Carolyn,

8 December 2022

Carolyn Miles
Senior Town Planner
Devonport City Council

Email: cmiles@devonporttas.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:

19127t-Let02-F01

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 bowzers are occupied, along with swept paths demonstrating how vehicles can exit onto Don Road when the bowzers 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.

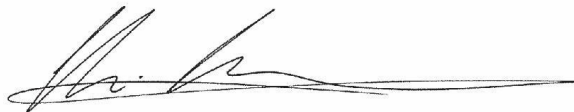
This removes the need for Tankers to access the site via the Steele Street / Sorell Street intersection.

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**

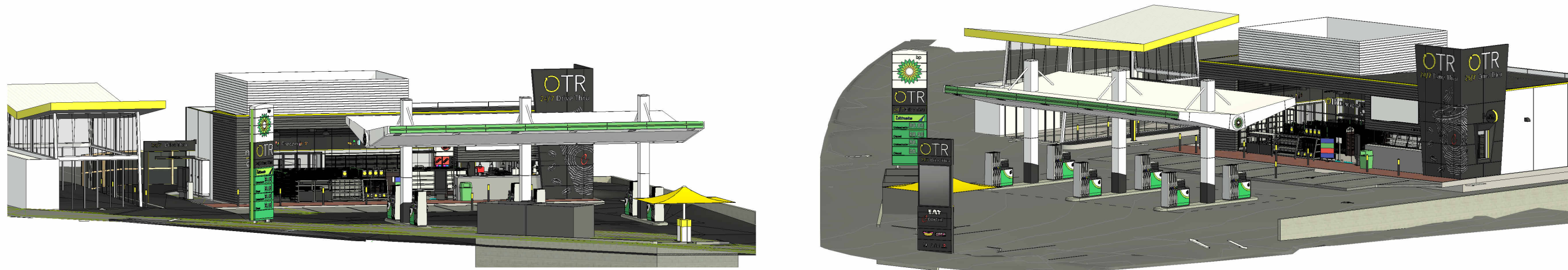


Appendix A Amended Architectural Plan:



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
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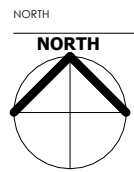
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REV	DESCRIPTION	DATE
B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022

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.HH

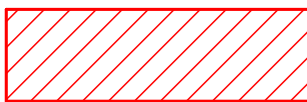
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DRAWN BY
C.LJ

DRAWING NUMBER
DA01

DRAWING NAME
DEMOLITION PLAN

LEGEND - DEMOLITION



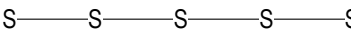
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DEMOLISH



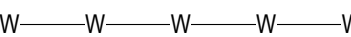
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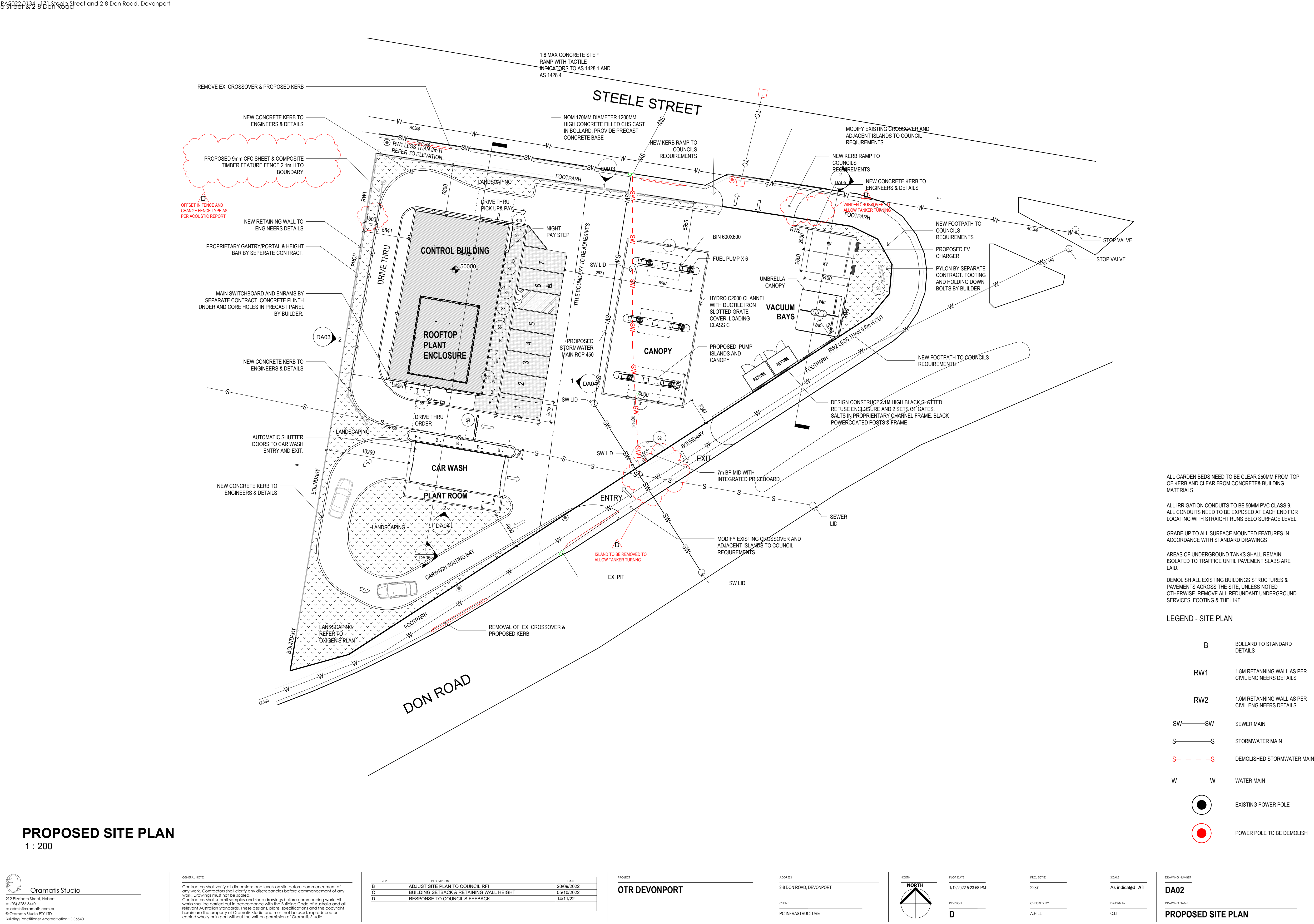
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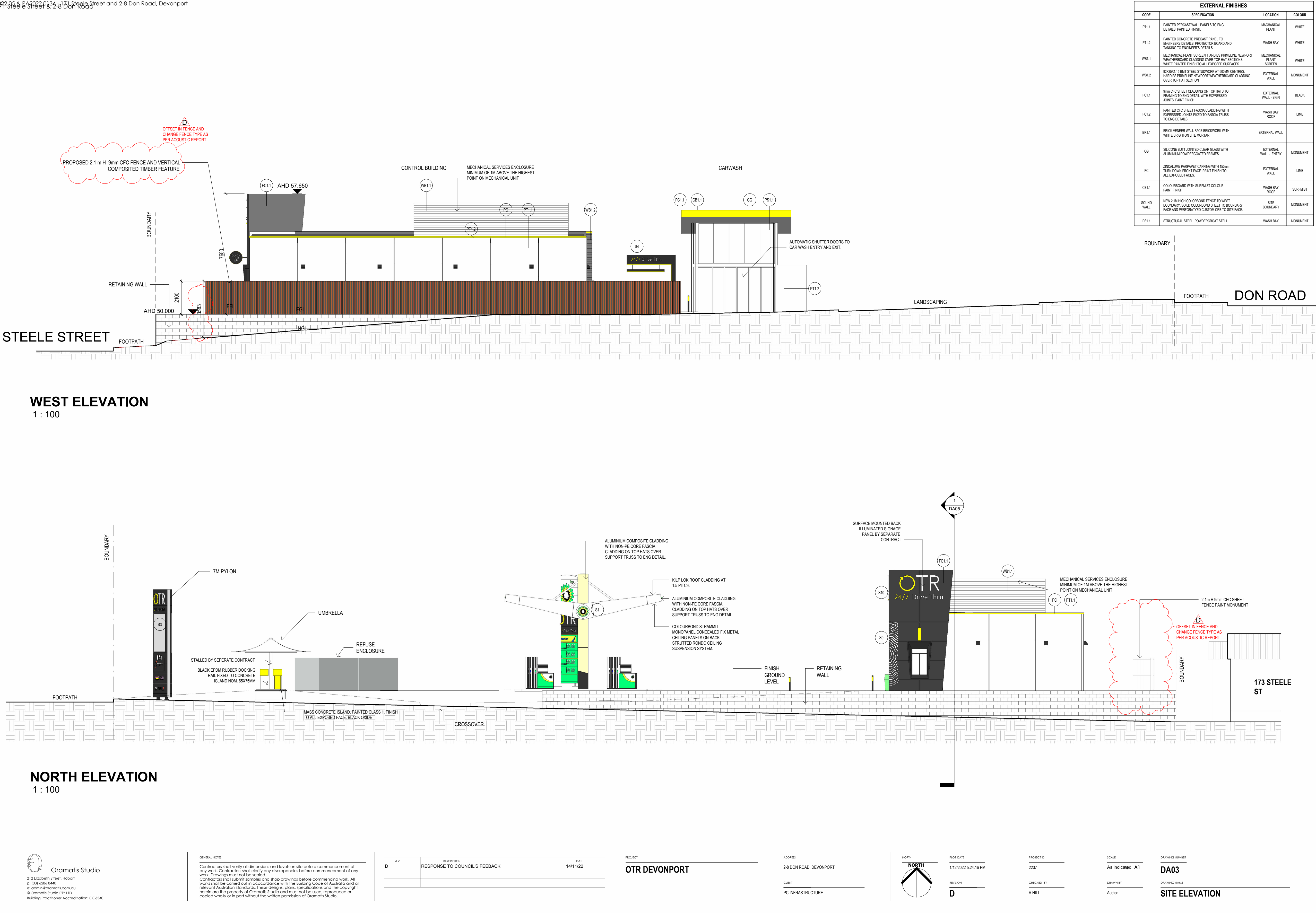


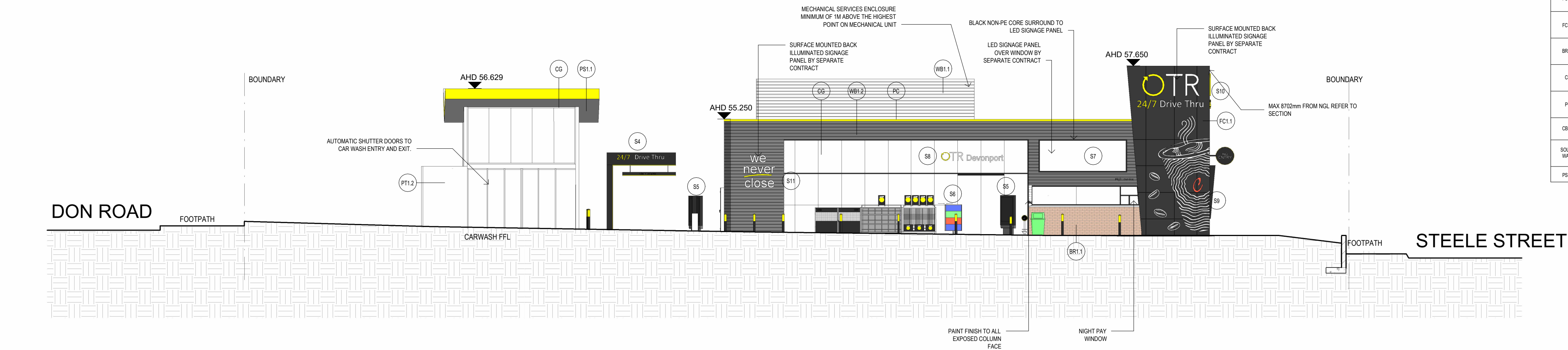
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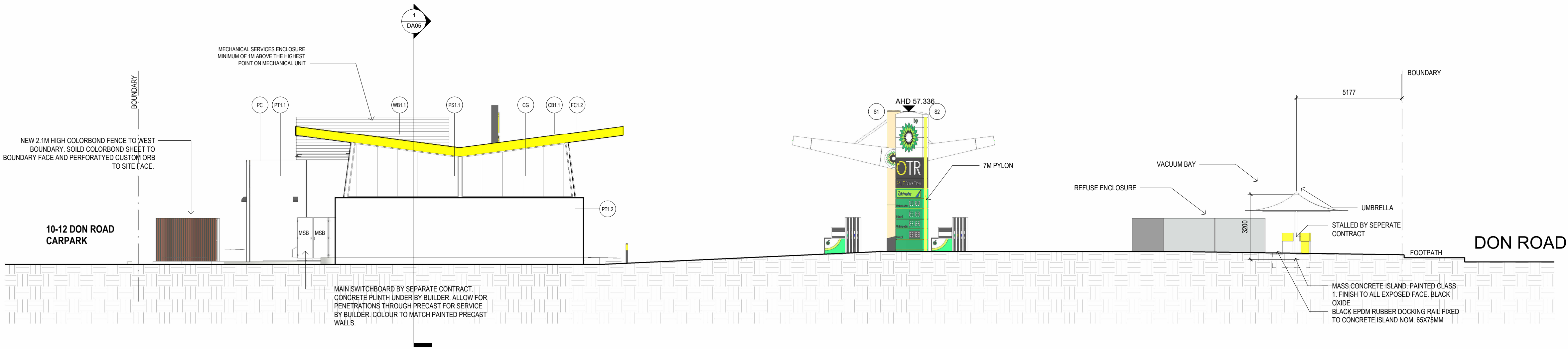
WATER MAIN







EAST ELEVATION
1 : 100



SOUTH ELEVATION CAR WASH
1 : 100

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REV

DESCRIPTION

DATE

C

BUILDING SETBACK & RETAINING WALL HEIGHT

05/10/2022

PROJECT

OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

CLIMATE

PC INFRASTRUCTURE

NORTH

PLOT DATE

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REVISION

C

PROJECT ID

2237

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A.HILL

SCALE

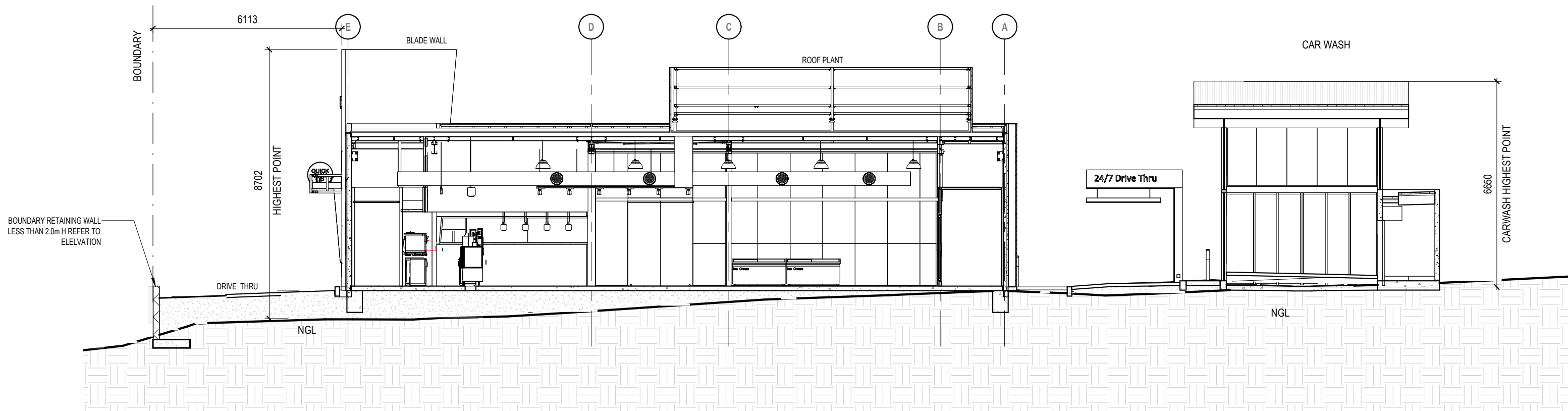
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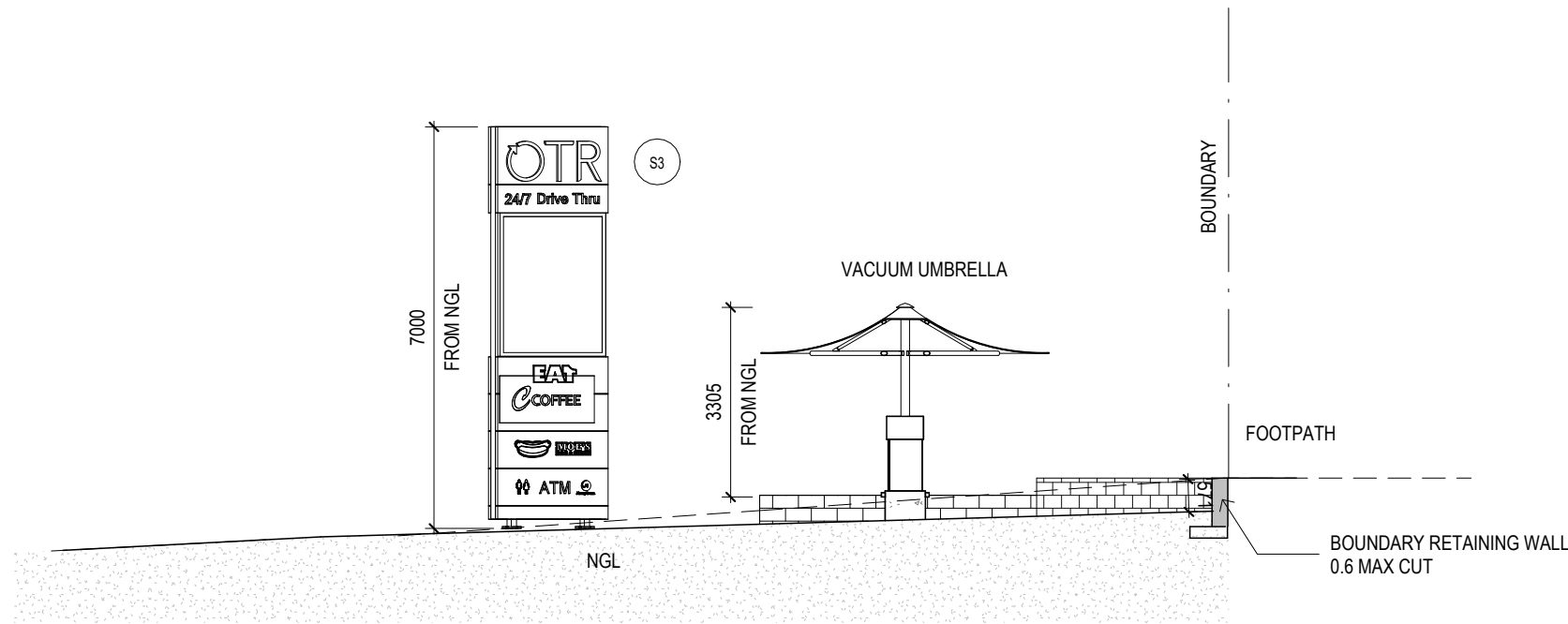
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SITE ELEVATION



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SECTION 2
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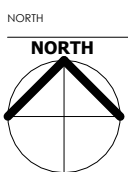
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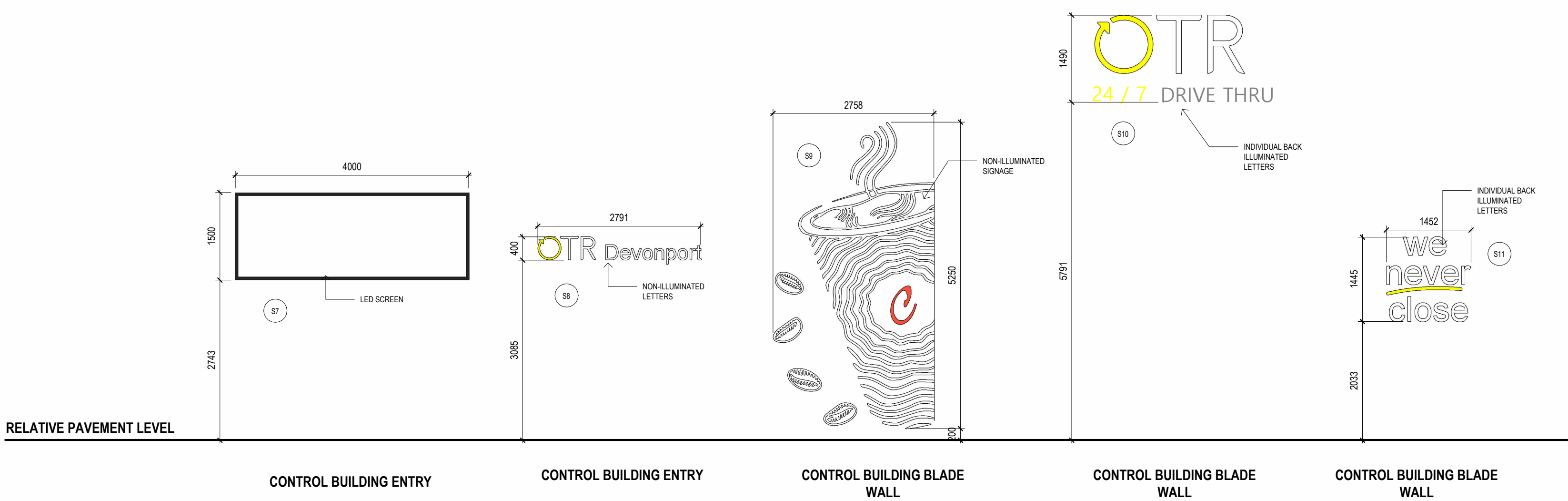
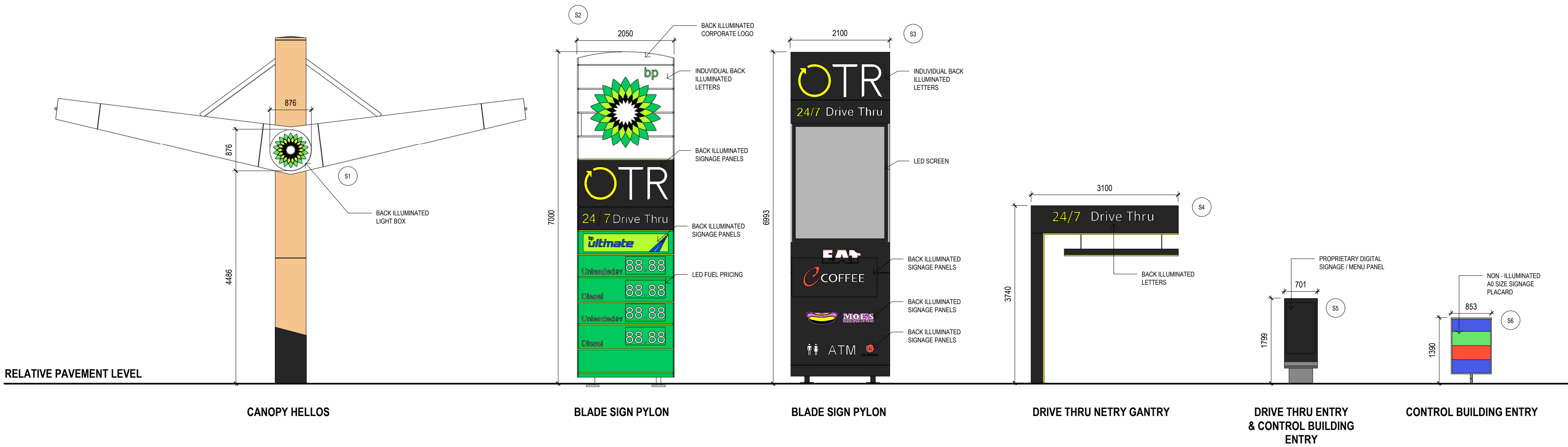


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PROJECT ID
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Author

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DA05
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SITE SECTION



SIGNAGE ELEVATIONS
1 : 50



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

PROJECT

OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT



NORTH

PLOT DATE

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PROJECT ID

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DRAWING NAME

SIGNAGE ELEVATIONS

CLIENT

PC INFRASTRUCTURE

REVISION

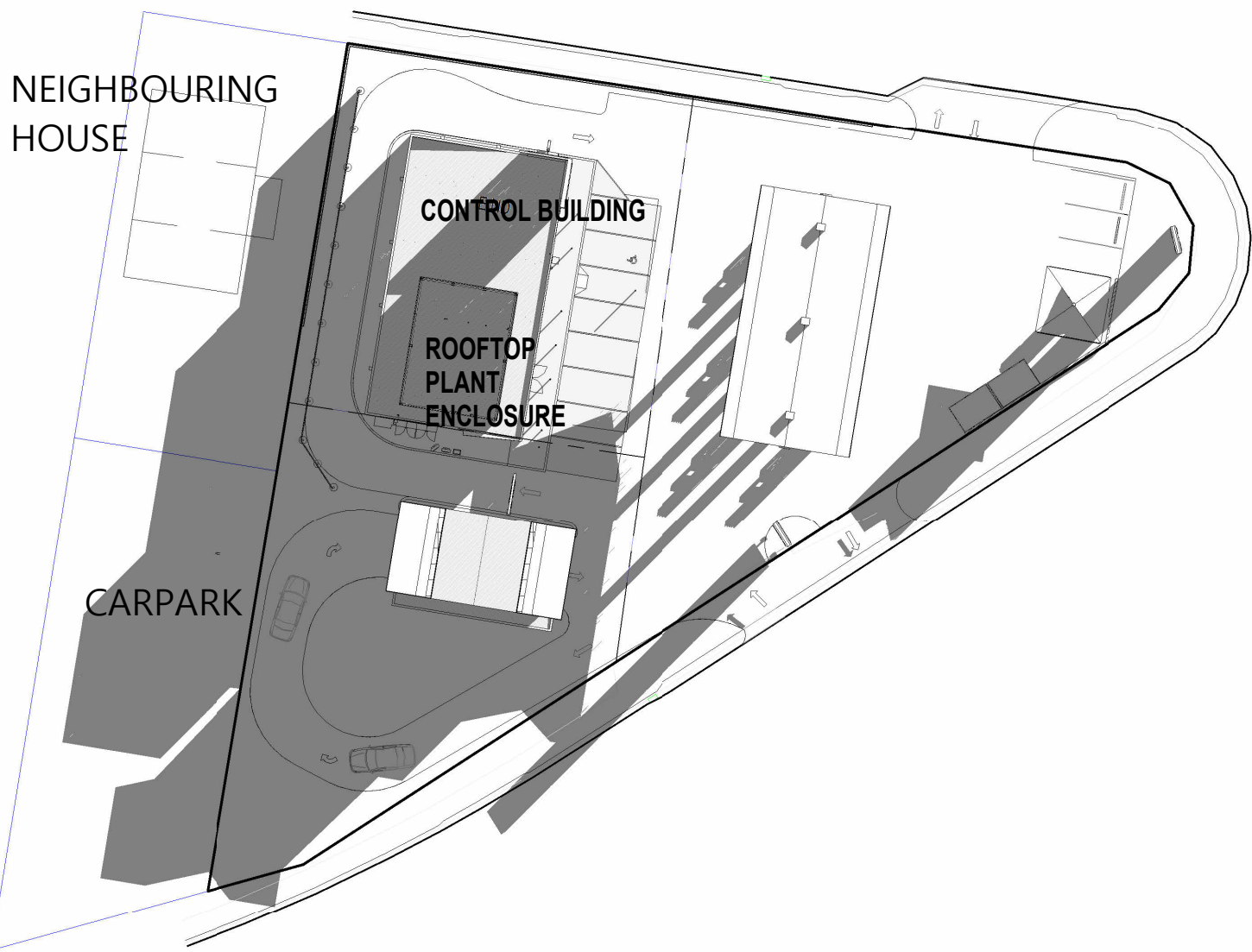
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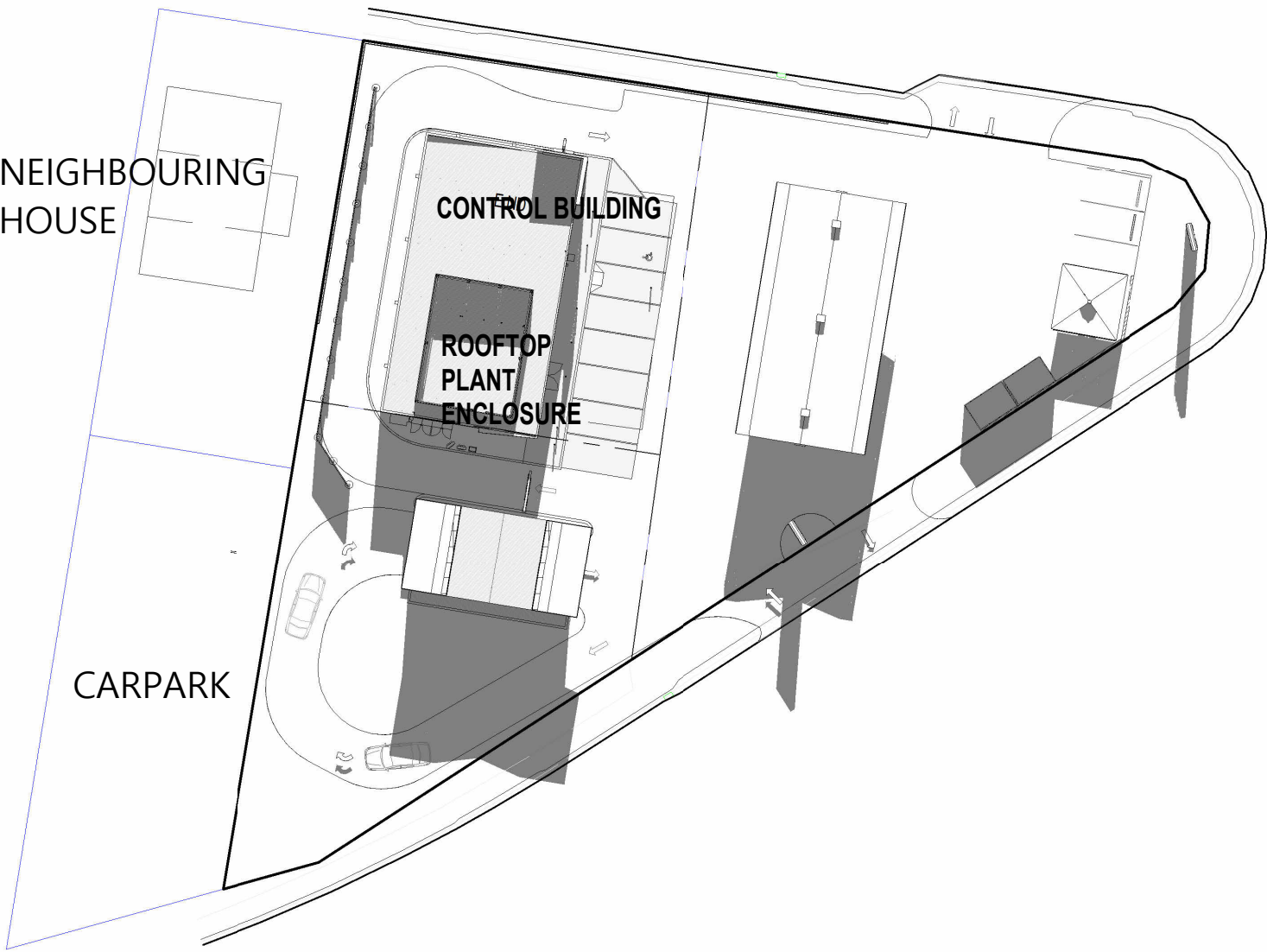
A.HILL

DRAWN BY

Author



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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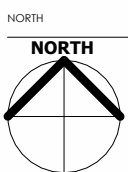
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REV	DESCRIPTION	DATE

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CLIENT
PC INFRASTRUCTURE



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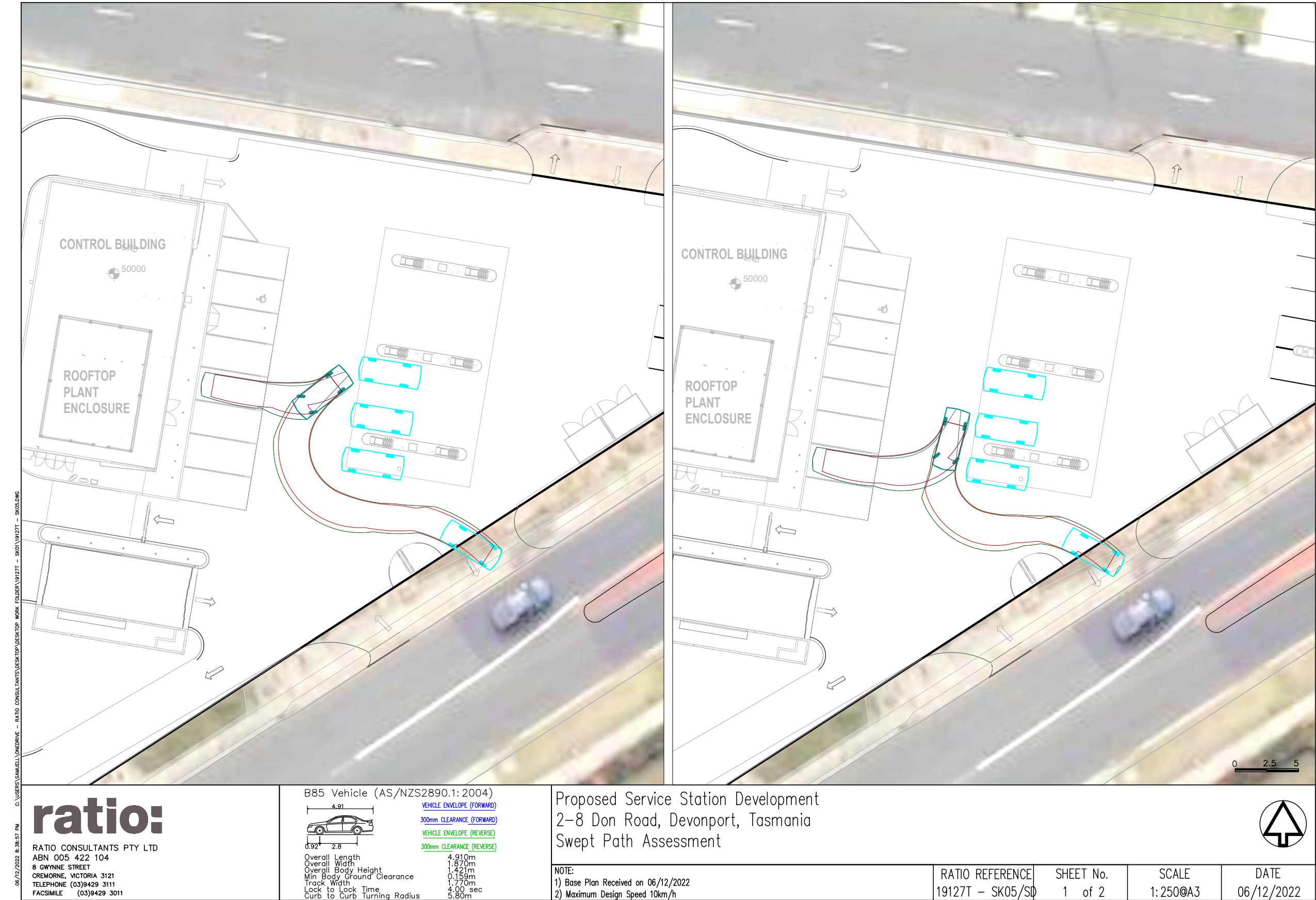
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SHADOW STUDY

Appendix B Swept Path Assessment:



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport



First response to request for information

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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Appendix A Certificates of Title

Appendix B Landowner Consent Form



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

3

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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 Oxygen Pty Ltd.



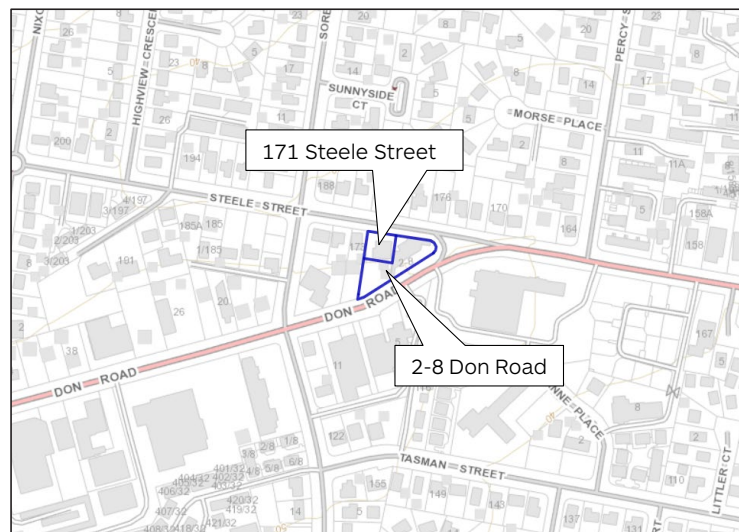
2 Site Analysis:

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

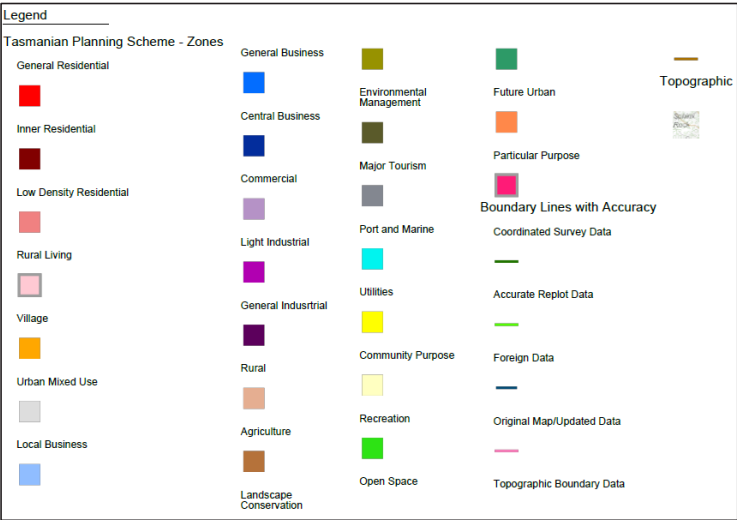
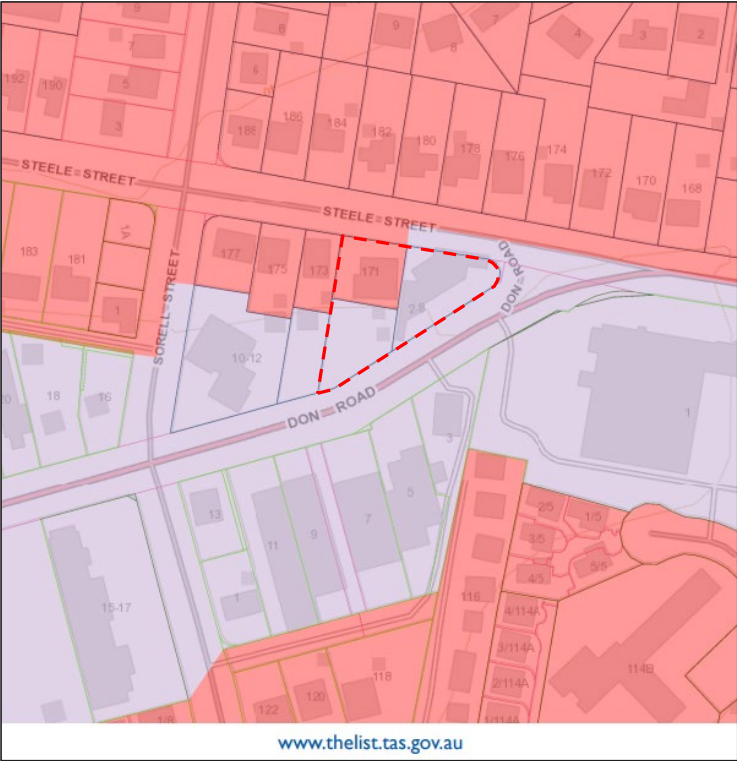
171 Steele Street is currently zoned **General Residential** (refer to **Figure 2.3**). It is adjoined by the **General Residential** zone to the west, north-west, north and north-east.

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.

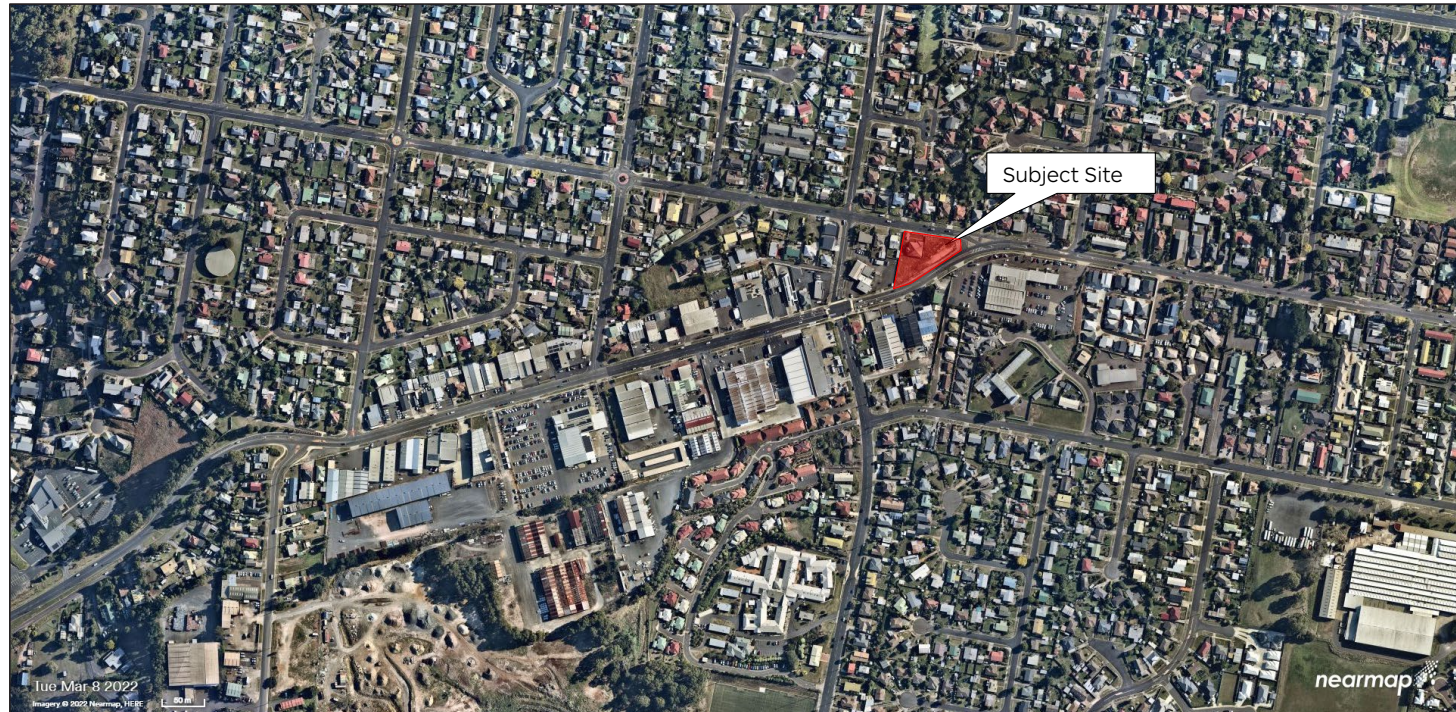
Figure 2.6: Aerial photograph of the subject site and adjoining properties



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



Figure 2.7: Aerial photograph of Don Road



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



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

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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).

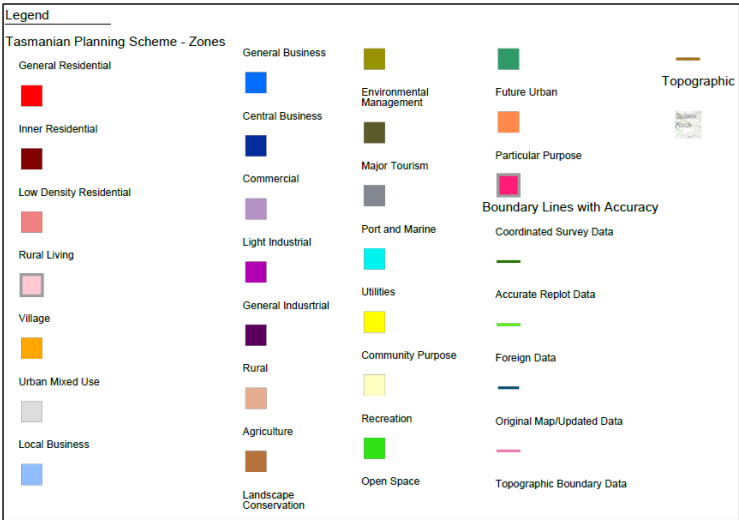
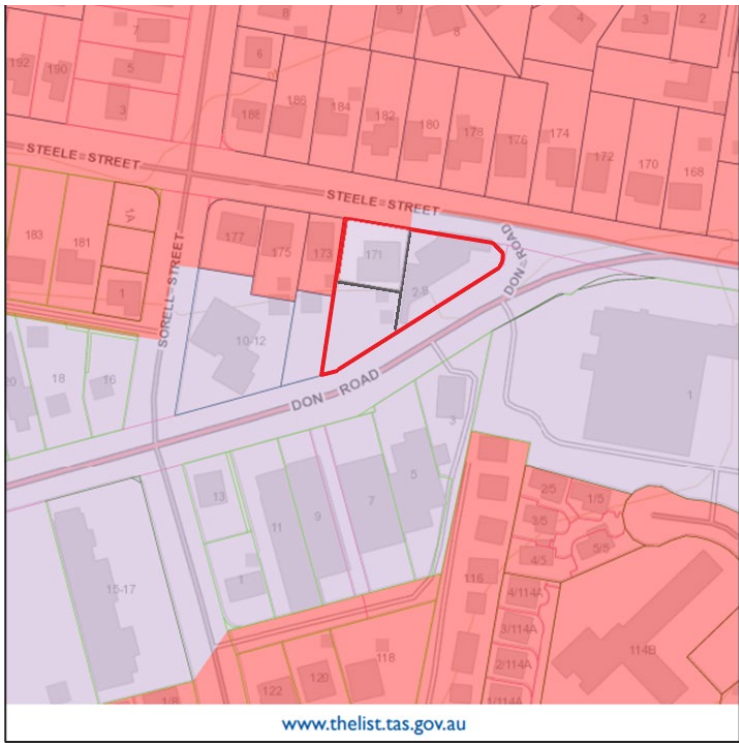
In our view, the proposed rezoning will facilitate a better future development outcome for the subject site and adjoining properties for the following reasons:

- 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
Subsection (1) <i>A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –</i> (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> (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>	Complies 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. 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.
Subsection (2) <i>An application for a permit</i>	Complies This application for a permit is



<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

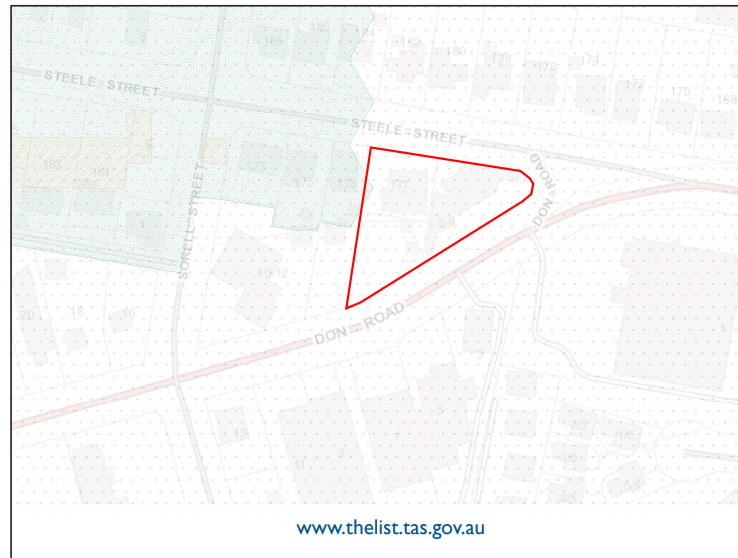
- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

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 LPs), 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 valuedSTRATEGIC 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, reforestation 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

Land use planning processes for –

4.3.1 Urban Settlement Areas

- a) *Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration.*
- b) *Promote established settlement areas as the focus for growth and development.*
- c) *Promote optimum use of land capability and the capacity of available and planned infrastructure service.*
- d) *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.*
- e) *Accommodate growth and development for each of the centres identified in Table B4.5 through either –*
 - i. *A Stable Growth Strategy which promotes growth and development within the established boundaries of the*



- 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, 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



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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 bowsers (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



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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	The following Codes are applicable to the proposal: <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> a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays	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> a) the timing, duration or extent of vehicle movements; and b) noise, lighting or other emissions.
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) the characteristics of the site;</p> <p>b) the size and scale of the proposed use;</p> <p>c) the functions of the activity centre and the surrounding activity centres; and</p> <p>d) the extent that the proposed use impacts on other activity centres.</p>
<p>Assessment – Complies with P1</p> <p>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).</p> <p>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.</p> <p>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.</p>	

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.



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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> <ol style="list-style-type: none"> <i>is compatible with the streetscape; and</i> <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> <ol style="list-style-type: none"> <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>Buildings must have a setback from a frontage of:</p> <ul style="list-style-type: none"> 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. 	<p>Performance Criteria</p> <p>P1</p> <p>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</p> <ul style="list-style-type: none"> a) the topography of the site; b) the setback of buildings on adjacent properties; and c) the safety of road users.
<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>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:</p> <ul style="list-style-type: none"> a) 4m; or b) half the wall height of the building, whichever is the greater. 	<p>Performance Criteria</p> <p>P2</p> <p>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:</p> <ul style="list-style-type: none"> 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 when viewed from the adjoining property.
<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>Air extraction, pumping, refrigeration systems or compressors must be separated</p>	<p>Performance Criteria</p> <p>P3</p> <p>Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within</p>



<p>a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone.</p>	<p>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:</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>Buildings must be designed to satisfy all the following:</p> <ul style="list-style-type: none"> 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 	<p>Performance Criteria</p> <p>P1</p> <p>Buildings must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> 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>doors on a façade facing the frontage or other public places;</p> <p>e) provide awnings over a public footpath if existing on the site or on adjoining properties; and</p> <p>f) provide external lighting to illuminate external vehicle parking areas and pathways.</p>	<p>spaces only if essential for the security of the premises and other alternatives are not practical;</p> <p>e) the need for provision of awnings over a public footpath; and</p> <p>f) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</p>
<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. 	
<p>17.4.4 - Fencing</p>	
<p>Objective:</p> <p><i>That fencing:</i></p> <p>a) <i>is compatible with the streetscape; and</i></p> <p>b) <i>does not cause an unreasonable loss of amenity to adjoining residential zones.</i></p>	
<p>Acceptable Solution</p> <p>No Acceptable Solution.</p>	<p>Performance Criteria</p> <p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:</p> <p>a) its height, design, location and extent;</p> <p>b) its degree of transparency; and</p> <p>c) the proposed materials and construction.</p>
<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>A1</p>	<p>Performance Criteria</p> <p>P1</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><i>a) have a height above existing ground level of not more than 2.1m; and not contain barbed wire.</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> <p><i>a) their height, design, location and extent; and 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><i>a) to a depth of not less than 5.5m; or</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><i>a) the width of the setback;</i></p> <p><i>b) the width of the frontage;</i></p> <p><i>c) the topography of the site;</i></p>



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 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 site and on adjacent properties; and vi. The impact on the safe and efficient movement of vehicles and pedestrians. 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	Performance Criteria
A2 <i>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.</i>	P2 <i>A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</i> <ul style="list-style-type: none"> a) <i>The topography of the site and the surrounding area;</i> b) <i>The relative location of buildings, habitable rooms of dwellings and private open space;</i> c) <i>Any overshadowing; and</i> d) <i>The nature and type of the sign.</i>

Assessment – Complies with A2

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

Acceptable Solution	Performance Criteria
A3 <i>The number of signs for each business or tenancy on a road</i>	P3 <i>The number of signs for each business or tenancy on a street frontage must:</i>



<p>frontage of a building must be no more than:</p> <ul style="list-style-type: none"> 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, <p>excluding the following sign types, for which there is no limit:</p> <ul style="list-style-type: none"> i. Name plate; and ii. Temporary sign. 	<ul style="list-style-type: none"> 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.
<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>That:</p> <ul style="list-style-type: none"> 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. 	
<p>Acceptable Solution</p> <p>No Acceptable Solution.</p>	<p>Performance Criteria</p> <p>P1</p> <p>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:</p> <ul style="list-style-type: none"> a) The location of the sign; b) The size of the sign; c) The intensity of the lighting;



	<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><i>No Performance Criterion.</i></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:

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*

Performance Criteria

*P1
Excavation, excluding on land subject to the Macquarie Point*



<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





Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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
F02	3/10/22	Amended Final	S Lewis	C Greenland

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Appendices:

Appendix A	Development Plans
Appendix B	Existing SIDRA Assessment
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Appendix D	Future SIDRA Assessment
Appendix E	Site Access 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 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).



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

- 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.



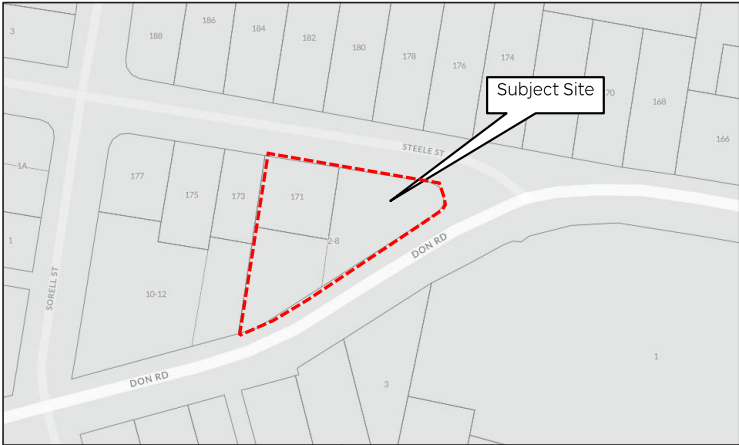
2 Existing Conditions:

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

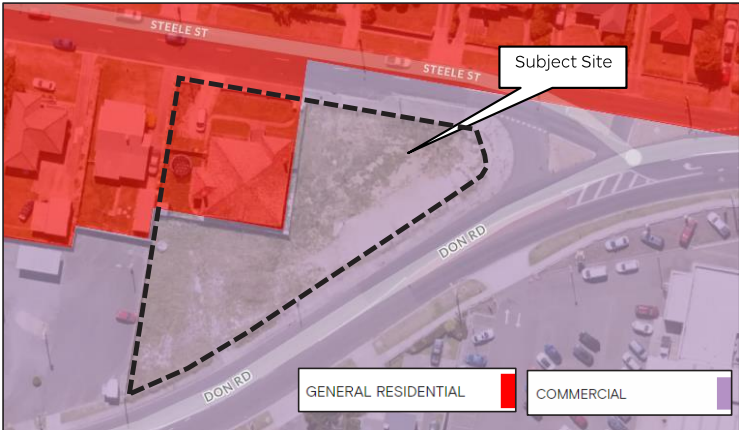


The site at 2-8 Don Road & 171 Steele Street is irregular in shape with frontage to Don Road of approximately 87m, a frontage to Steele Street of approximately 64m, for an overall site area of approximately 2,500sqm.

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

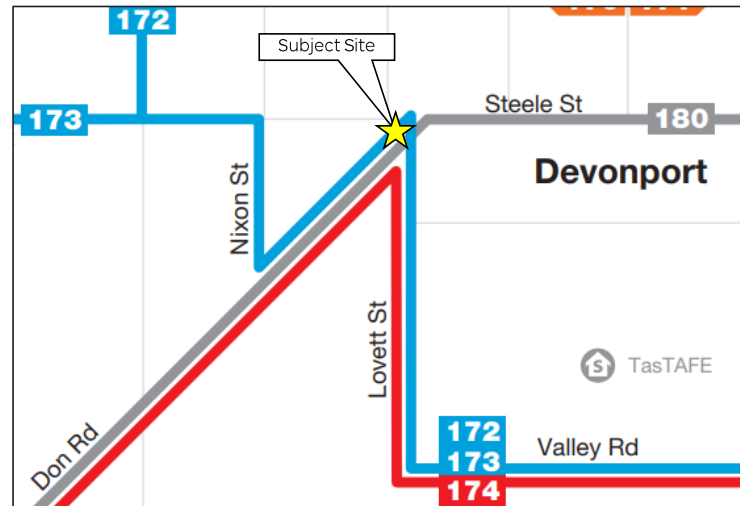
Public Transport

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.

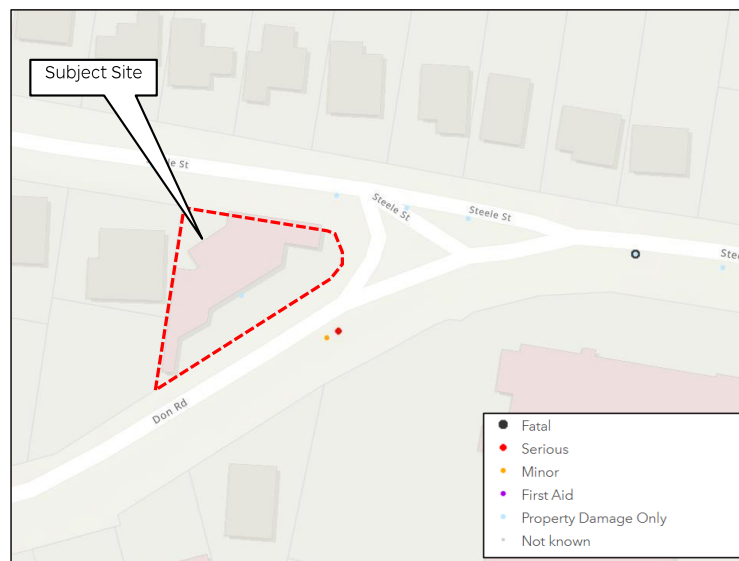
A summary of the accidents in the vicinity of the subject site since 1 January 2011 is presented in the below table. It should be noted that the industry standard review of accident data is typically for the previous five-year period.

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.

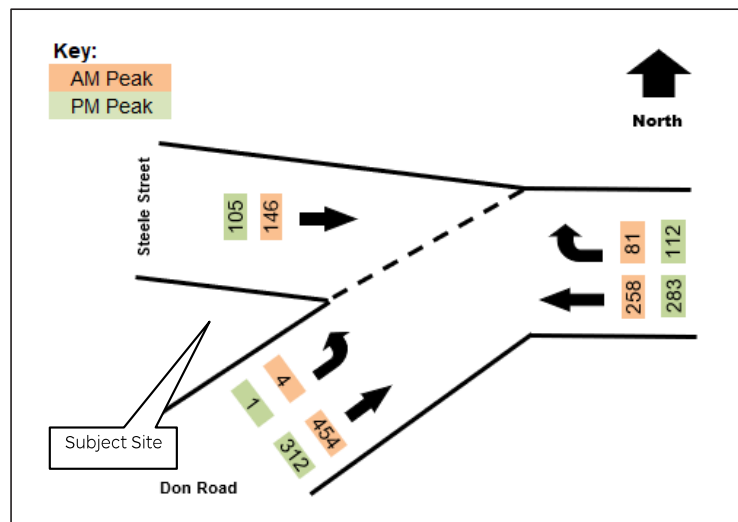
Given the road classifications and associated traffic volumes, it is considered that the road network is operating in a relatively safe manner.

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.

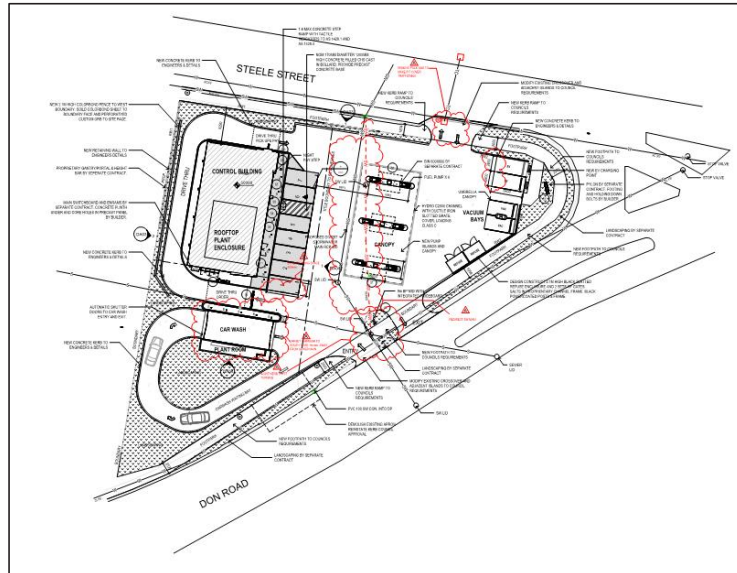
[4] Comprising 6 standard car parking spaces, 1 parking space for people with disabilities (car space 5) and 2 spaces for EV charging.

[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.



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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 bowsers.

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 bowsers 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 bowsers 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 Council's 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.



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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 each 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.



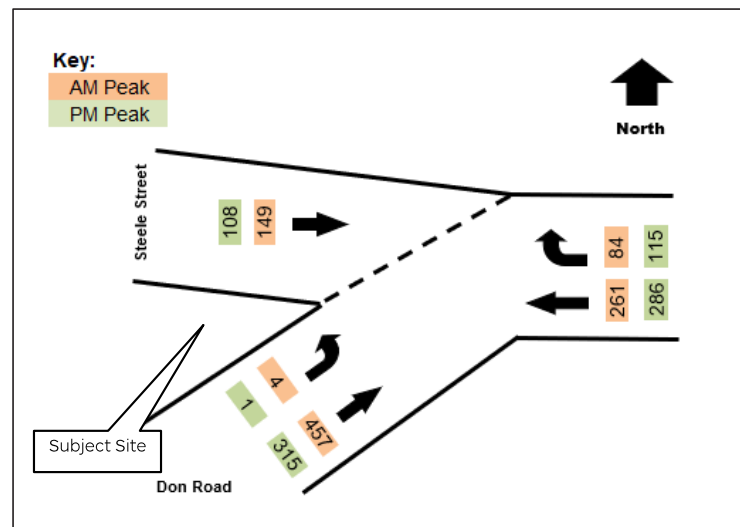
7.5 Traffic Distribution

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 bowzers (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.



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

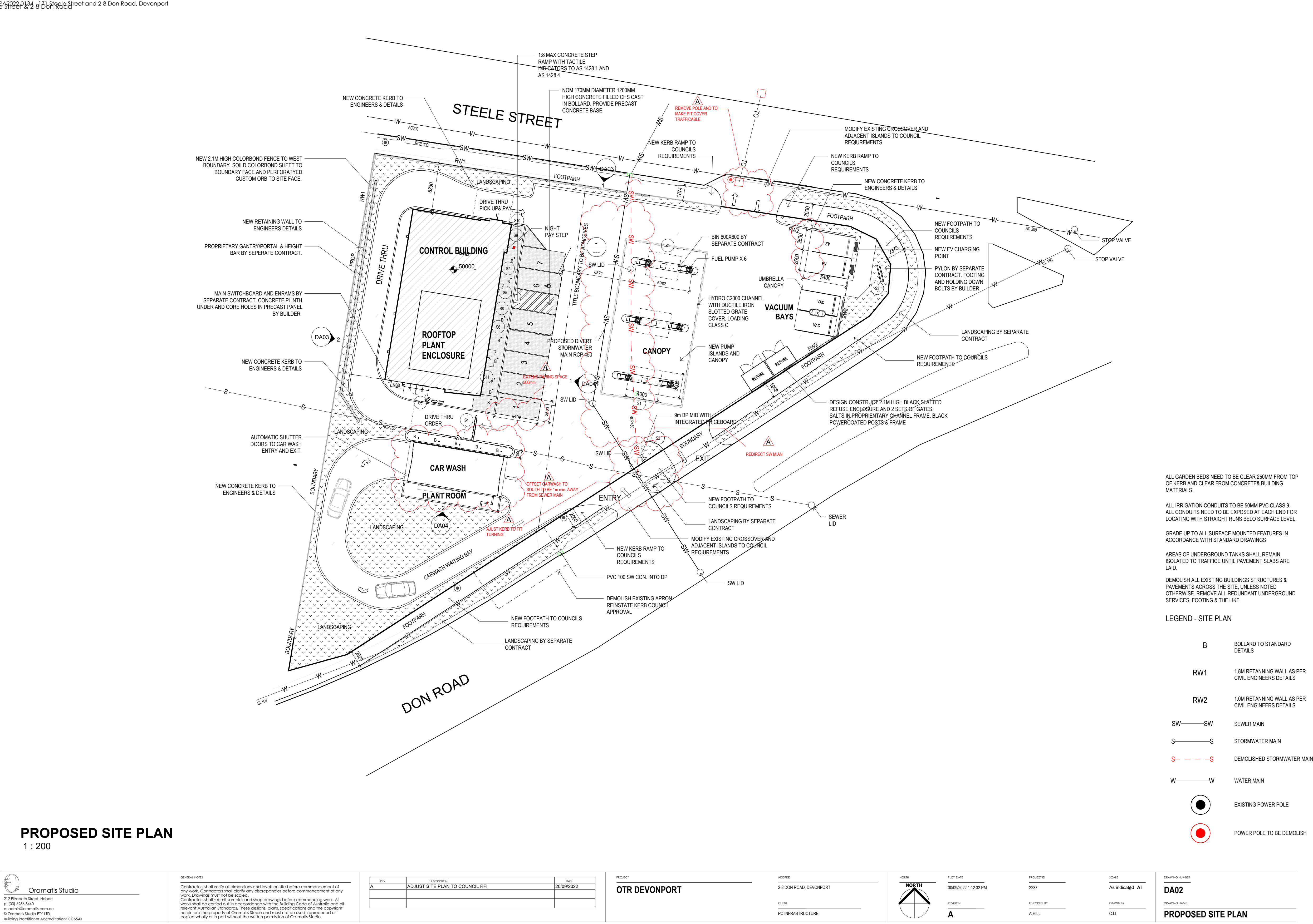
- It should also be noted that customers for the retail component of the control building are expected to entirely part of the multi-purpose trips to the site (i.e. vehicles already visiting the service station).
- Against the existing traffic volumes on Steele Street and Don Road, the estimated site 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





Appendix B Existing SIDRA Assessment

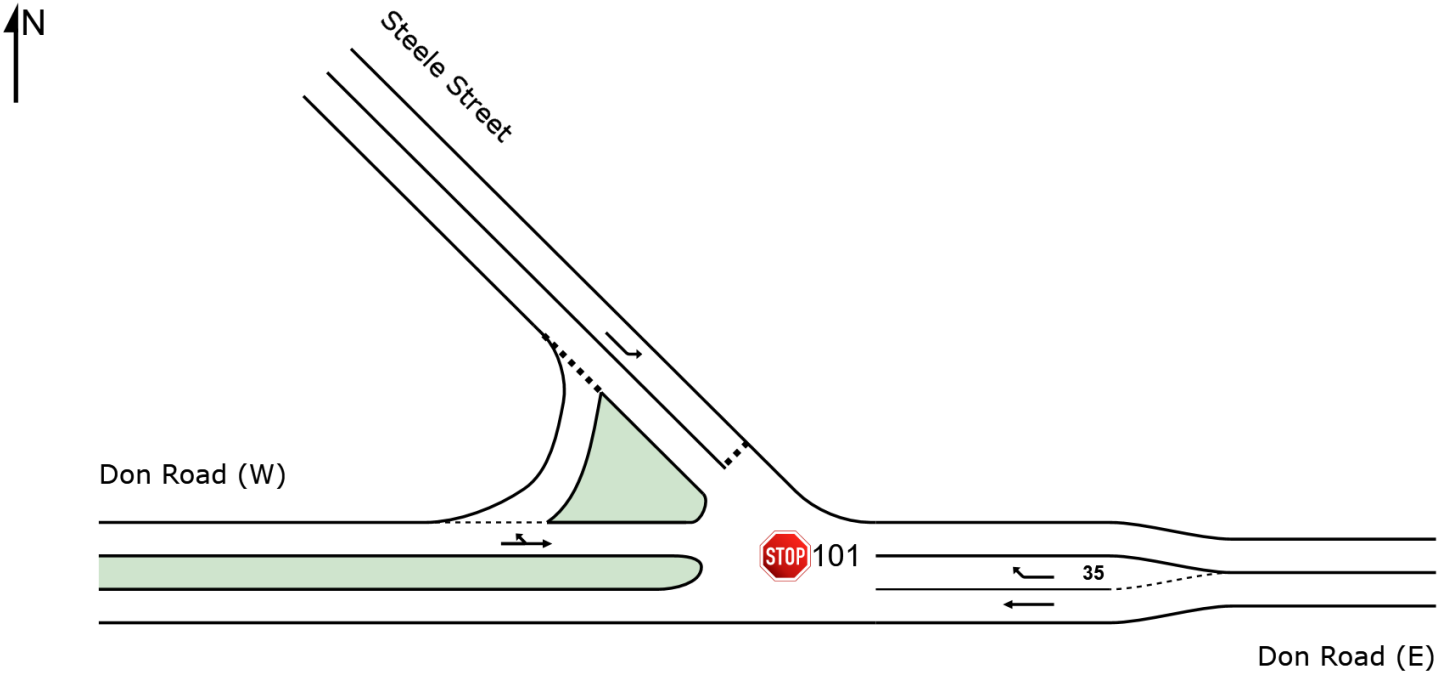


SITE LAYOUT

 **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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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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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.

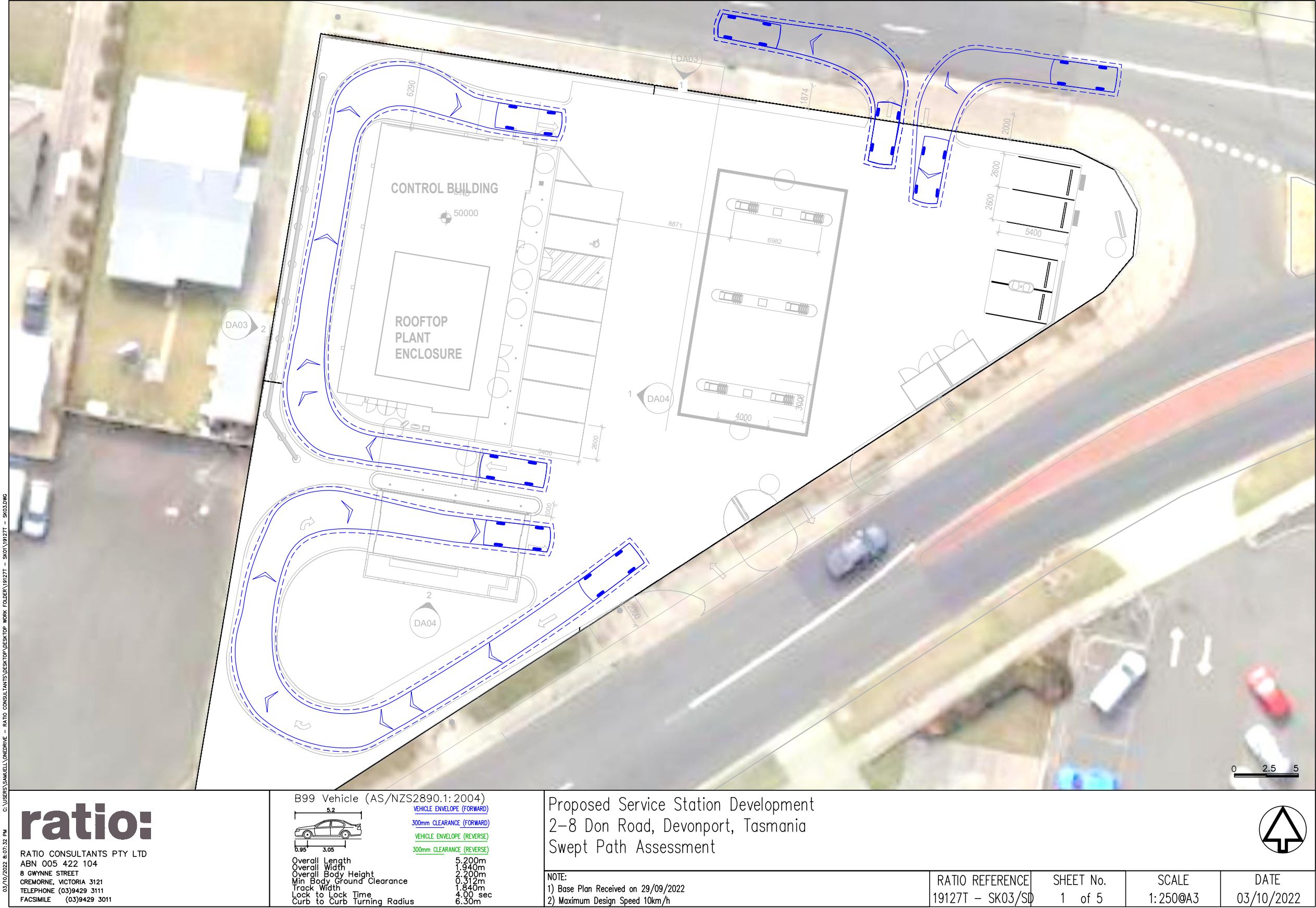
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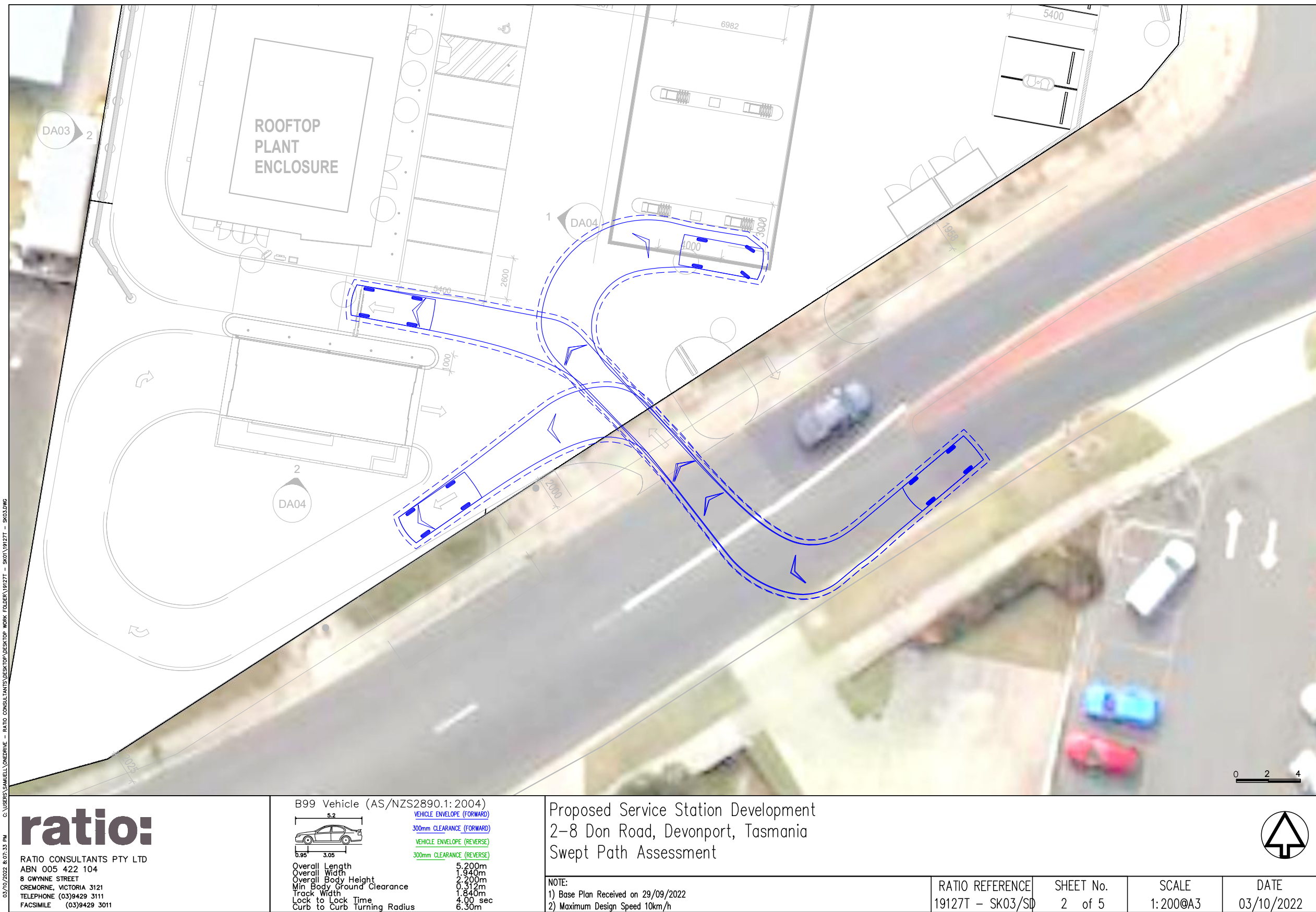
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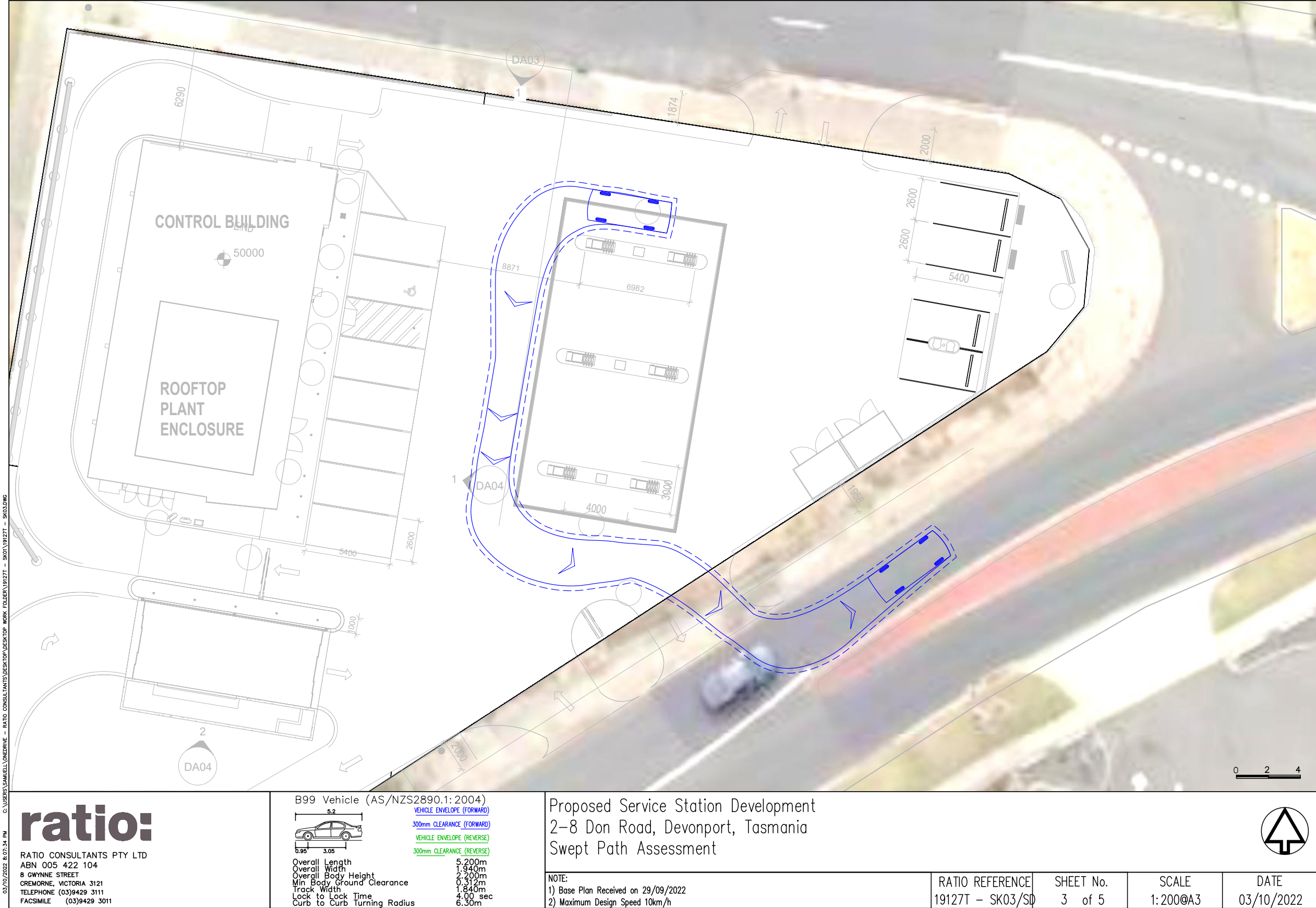
Appendix C **Swept Path Assessment**

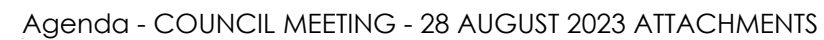




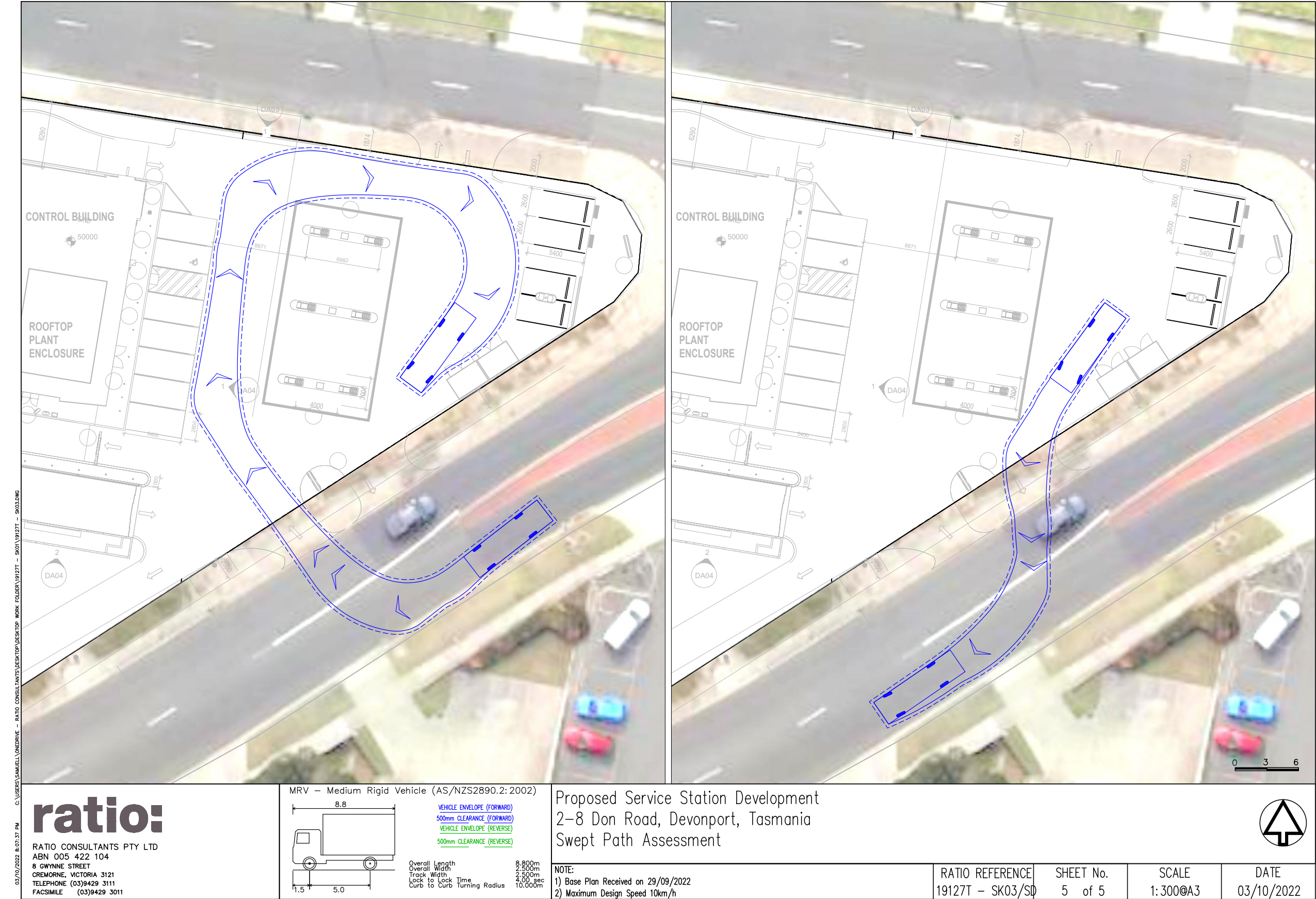
Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport







Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport



Appendix D Future SIDRA Assessment

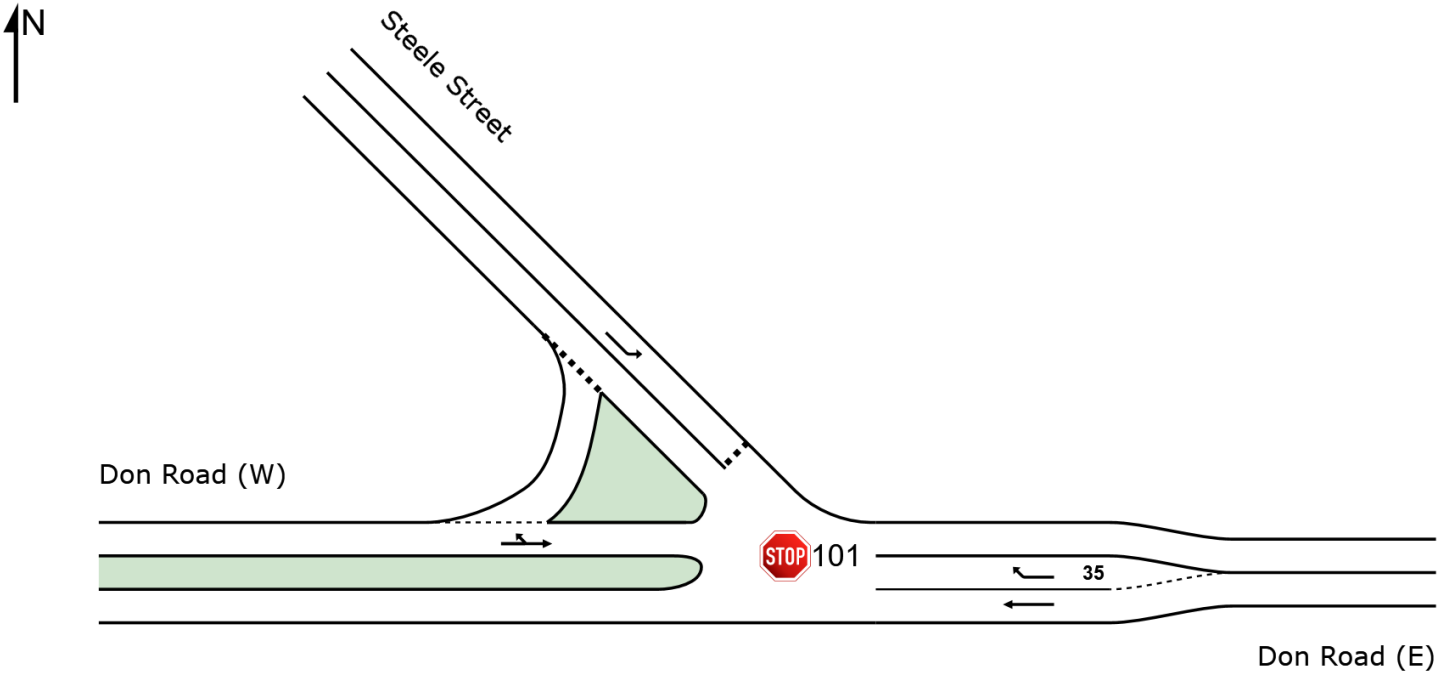


SITE LAYOUT

 **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 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	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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Appendix E **Site Access SIDRA Assessment**

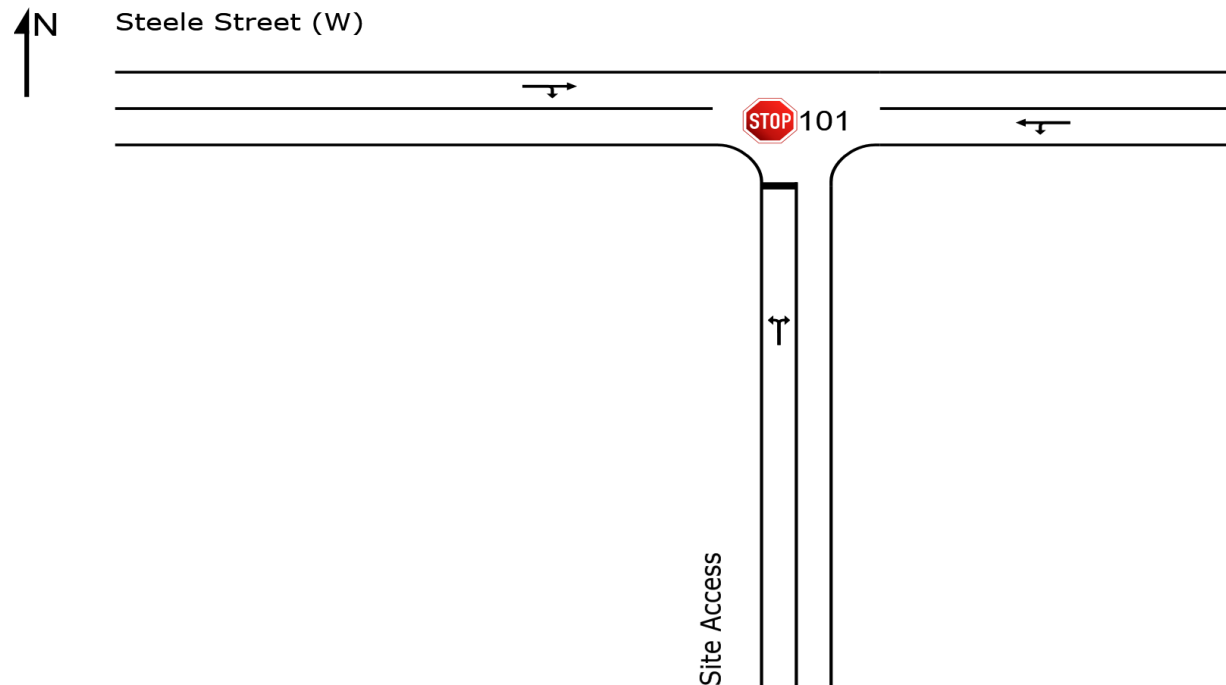


SITE LAYOUT

 **Site: 101 [Steele Street / Site Access - Future AM Peak (Site Folder: General)]**

New Site
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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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.

SITE LAYOUT

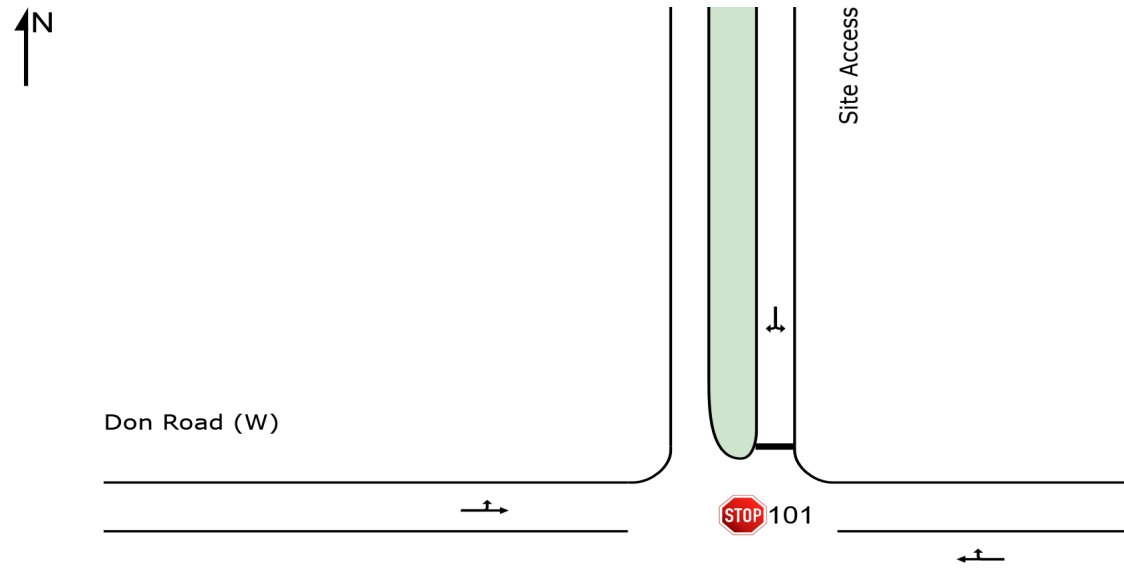
 **Site: 101 [Don Road / Site Access - Future AM Peak (Site Folder: General)]**

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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Project: C:\Users\samuell\OneDrive - Ratio Consultants\Desktop\Desktop Work Folder\19127T - SIDRA Analysis.sip9

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.

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).

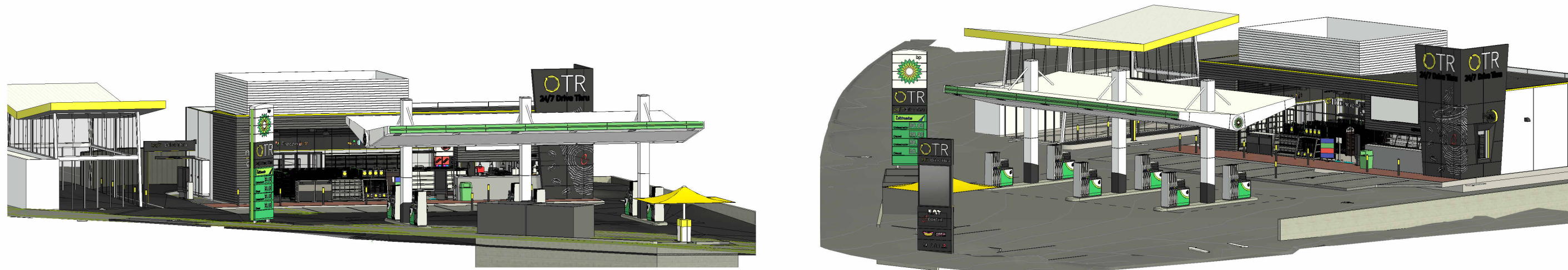
Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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 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	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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DEMOLISHED SITE PLAN
1 : 200

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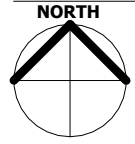
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REV	DESCRIPTION	DATE
B	ADJUST SITE PLAN TO COUNCIL RFI	20/09/2022

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CLIENT
PC INFRASTRUCTURE

NORTH


PLOT DATE
6/10/2022 1:20:18 PM

REVISION
B

PROJECT ID
2237

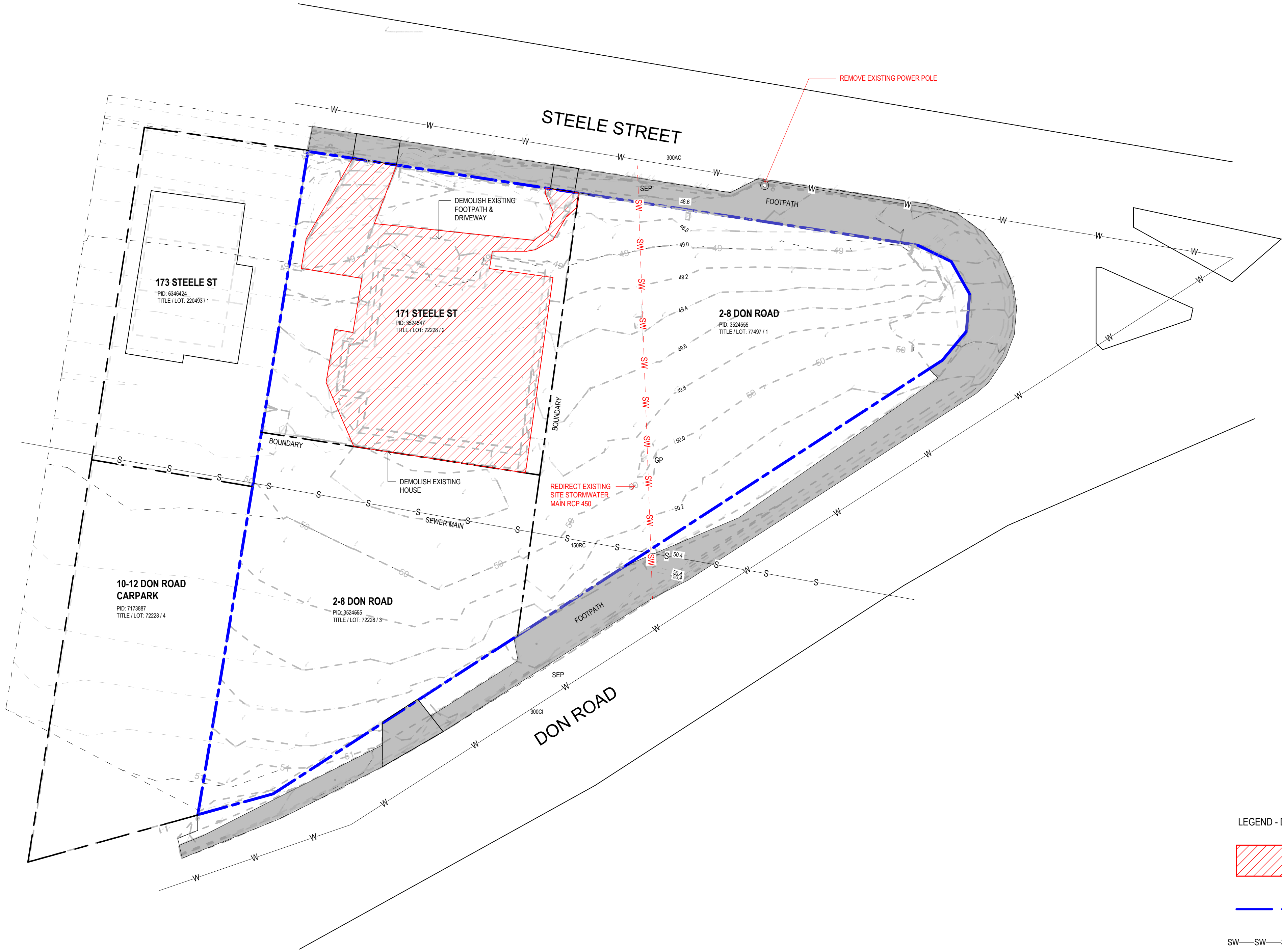
SCALE
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CHECKED BY
A.HH

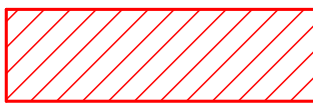
DRAWN BY
C.LJ

DRAWING NUMBER
DA01

DRAWING NAME
DEMOLITION PLAN



LEGEND - DEMOLITION



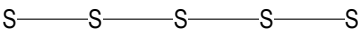
EX. ELEMENTS TO BE
DEMOLISH



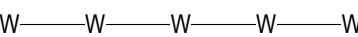
SITE BOUNDARY LINE



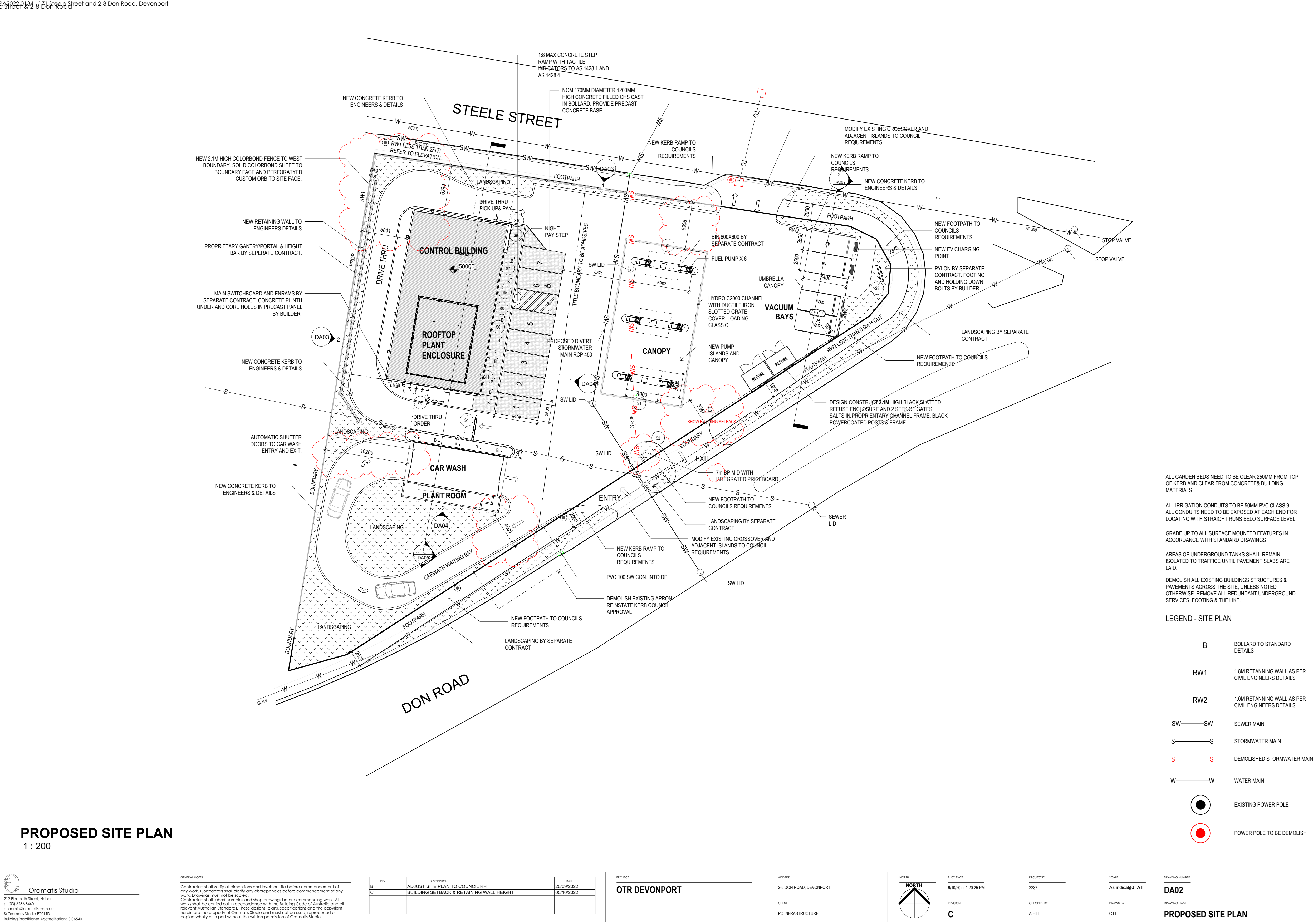
STORMWATER MAIN

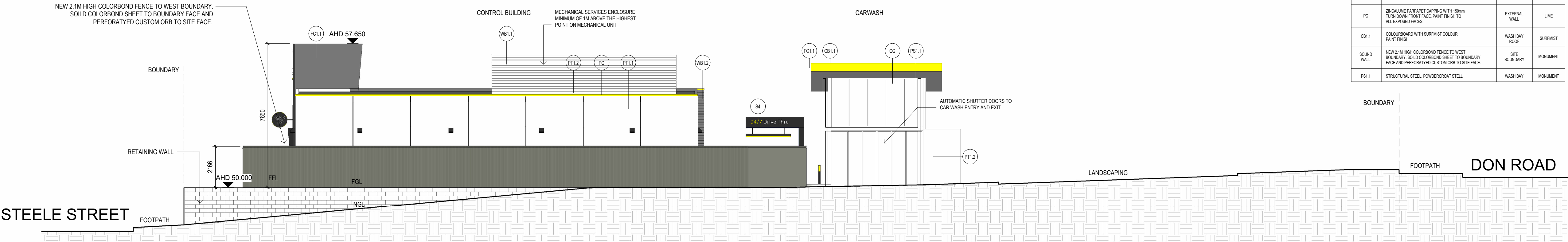


SEWER MAIN



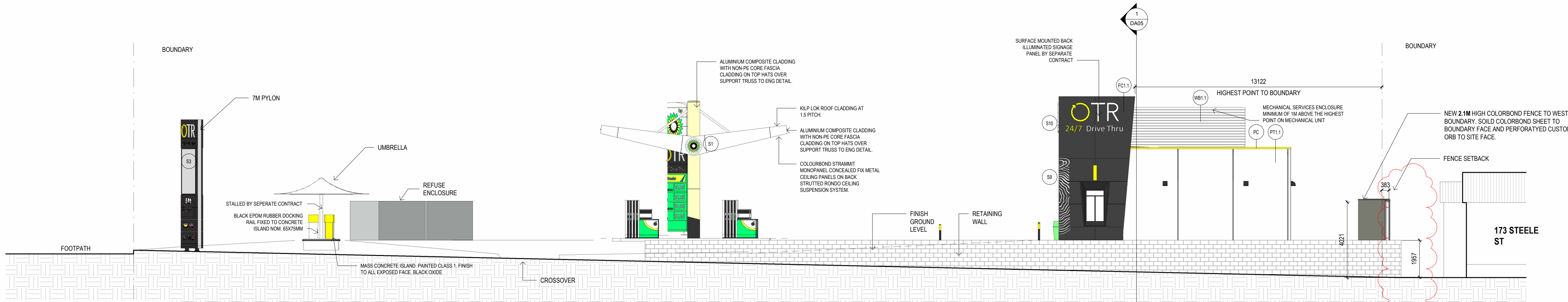
WATER MAIN





EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	CLOUR
PT1.1	PAINTED PERCAST WALL PANELS TO ENG DETAILS. PAINTED FINISH.	MECHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS. PROTECTOR BOARD AND FINISH 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	62X85X1.16 BMT STEEL STUDWORK AT 800MM CENTRES. HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION.	EXTERNAL WALL	MONUMENT
FC1.1	8mm 12FC SHEET CLADDING ON TOP HATS TO FRAMING TO ENG DETAIL WITH EXPRESSED JOINTS. PAINT FINISH.	EXTERNAL WALL - SIGN	BLACK
FC1.2	PAINTED 0FC SHEET FACIA CLADDING WITH EXPRESSED JOINTS FACED TO FACIA 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 ALUMINUM 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 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

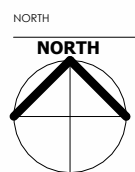
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REV	DESCRIPTION	DATE
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

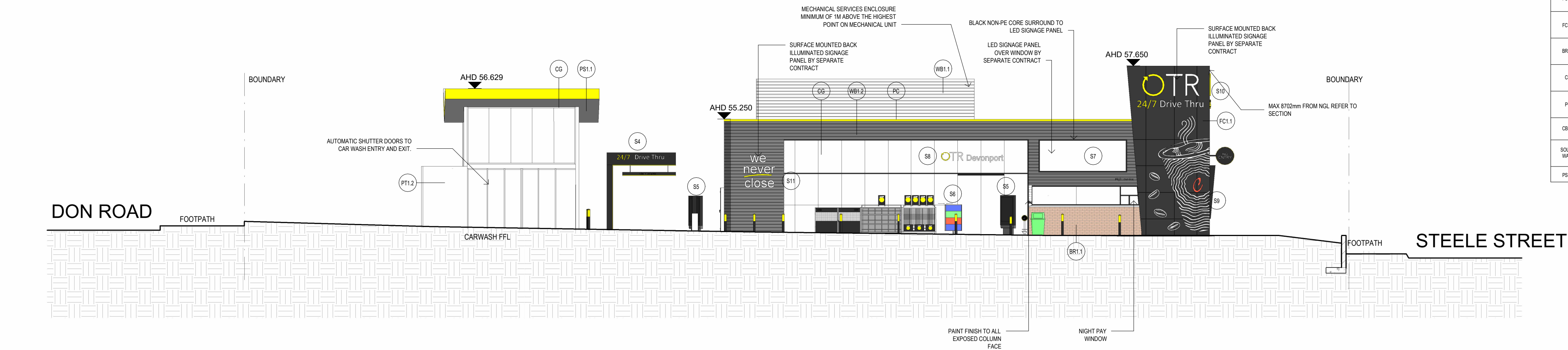
PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT
CLIENT
PC INFRASTRUCTURE

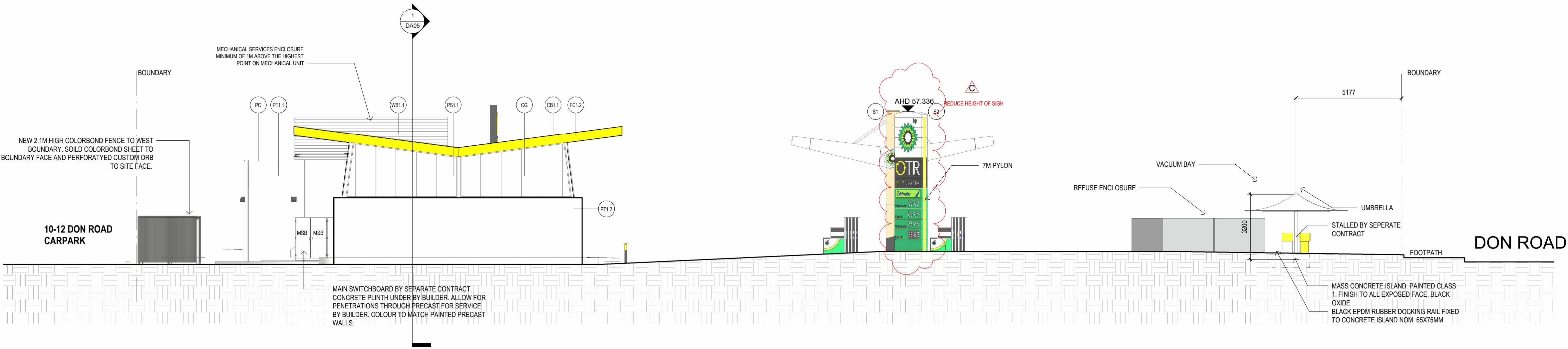
NORTH

PLOT DATE
6/10/2022 1:20:42 PM
REVISION
C

PROJECT ID
2237
CHECKED BY
Checker
SCALE
As indicated A1
DRAWN BY
Author

DRAWING NUMBER
DA03
DRAWING NAME
SITE ELEVATION





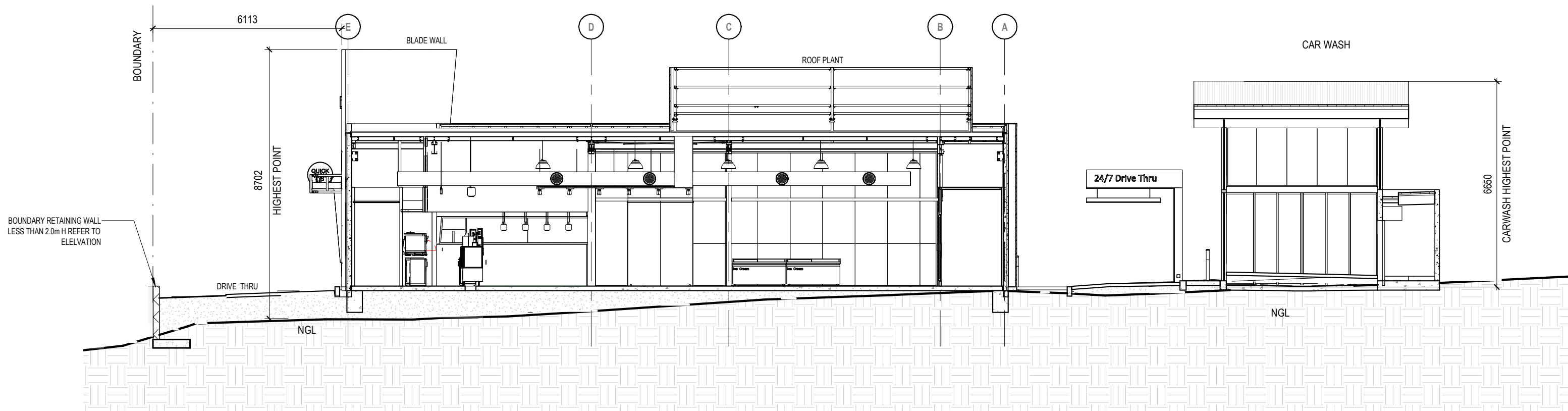
EAST ELEVATION
1 : 100



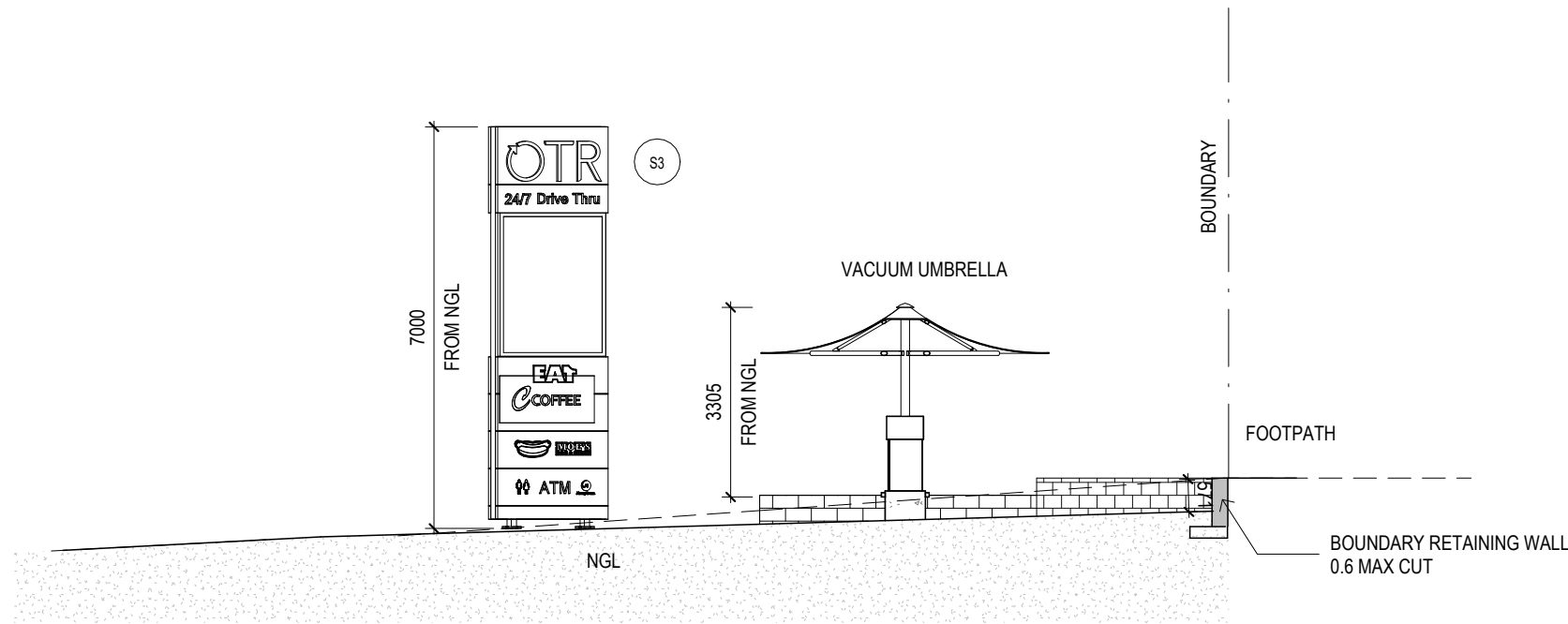
SOUTH ELEVATION CAR WASH
1 : 100

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOR
PT1.1	PAINTED PRECAST WALL PANELS TO ENG DETAILS PAINTED FINISH	MECHANICAL PLANT	WHITE
PT1.2	PAINTED CONCRETE PRECAST PANEL TO ENGINEERS DETAILS PROTECTION BOARD AND TANKING 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	800X14 BMT STEEL STUDWORK AT 600MM CENTRES HARDIES PRIMELINE NEWPORT WEATHERBOARD CLADDING OVER TOP HAT SECTION	EXTERNAL WALL	MONUMENT
FC1.1	8mm GFC SHEET CLADDING ON TOP HATS TO FRAMING TO ENG DETAIL WITH EXPRESSED JOINTS PAINT FINISH	EXTERNAL WALL - SIGN	BLACK
FC1.2	PAINTED GFC 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 ALUMINUM POWDERCOATED FRAMES	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME PARAPET CAPPING WITH 100mm TURN DOWN FRONT FACE PAINT FINISH TO ALL EXPOSED FACES	EXTERNAL WALL	LIME
CB1.1	COLORBOARD WITH SURFMIST COLOUR PAINT FINISH	WASH BAY ROOF	SURFMIST
SOUND WALL	NEW 2.1M HIGH COLORBOND FENCE TO WEST BOUNDARY 800 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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	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.		OTR DEVONPORT		2-8 DON ROAD, DEVONPORT				6/10/2022 1:20:55 PM		2237		As indicated A1		DA04	
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											Checker		Author			
															SITE ELEVATION	



SECTION1
1 : 100



SECTION 2
1 : 100

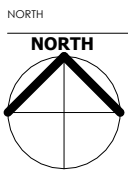
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REV	DESCRIPTION	DATE

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT
CLIENT
PC INFRASTRUCTURE

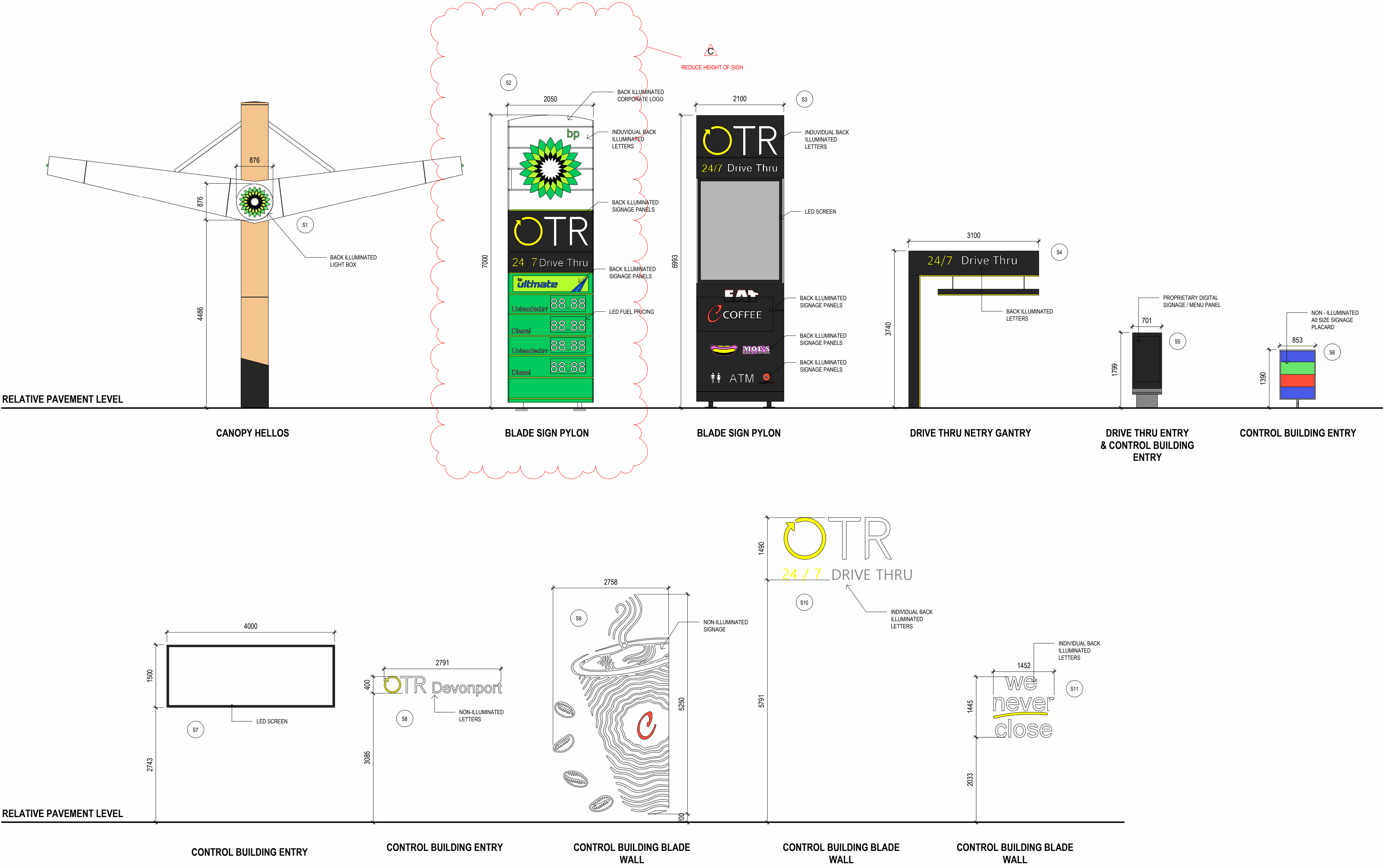


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REVISION

PROJECT ID
2237
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Checker

SCALE
1:100 @ **A1**
DRAWN BY
Author

DRAWING NUMBER
DA05
DRAWING NAME
SITE SECTION



SIGNAGE ELEVATIONS
1 : 50

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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
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

PROJECT

OTR DEVONPORT

ADDRESS

2-8 DON ROAD, DEVONPORT

CURSE

PC INFRASTRUCTURE

NORTH



REVISION

C

PLOT DATE

6/10/2022 1:21:00 PM

CHECKED BY

Checker

PROJECT ID

2237

DRAWN BY

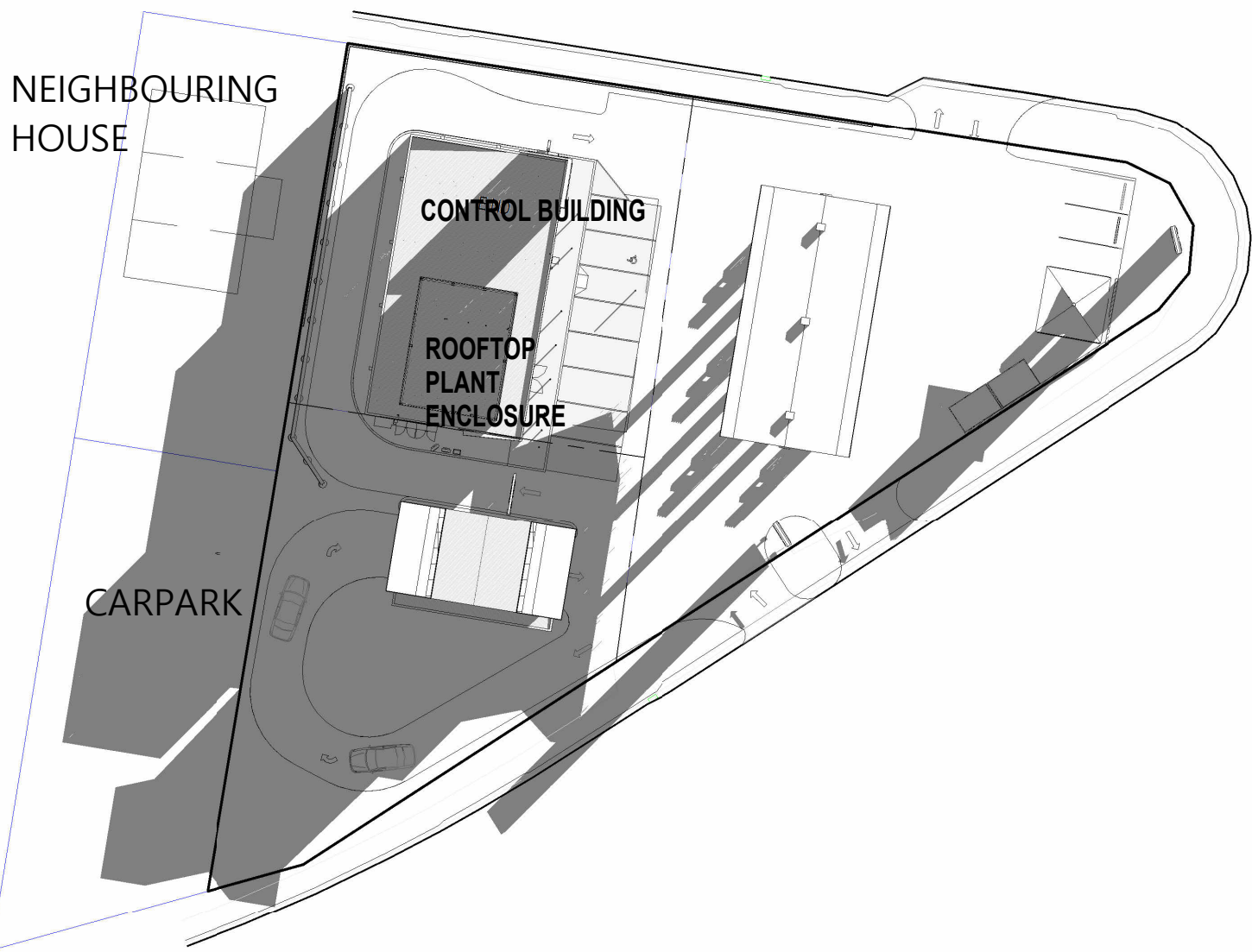
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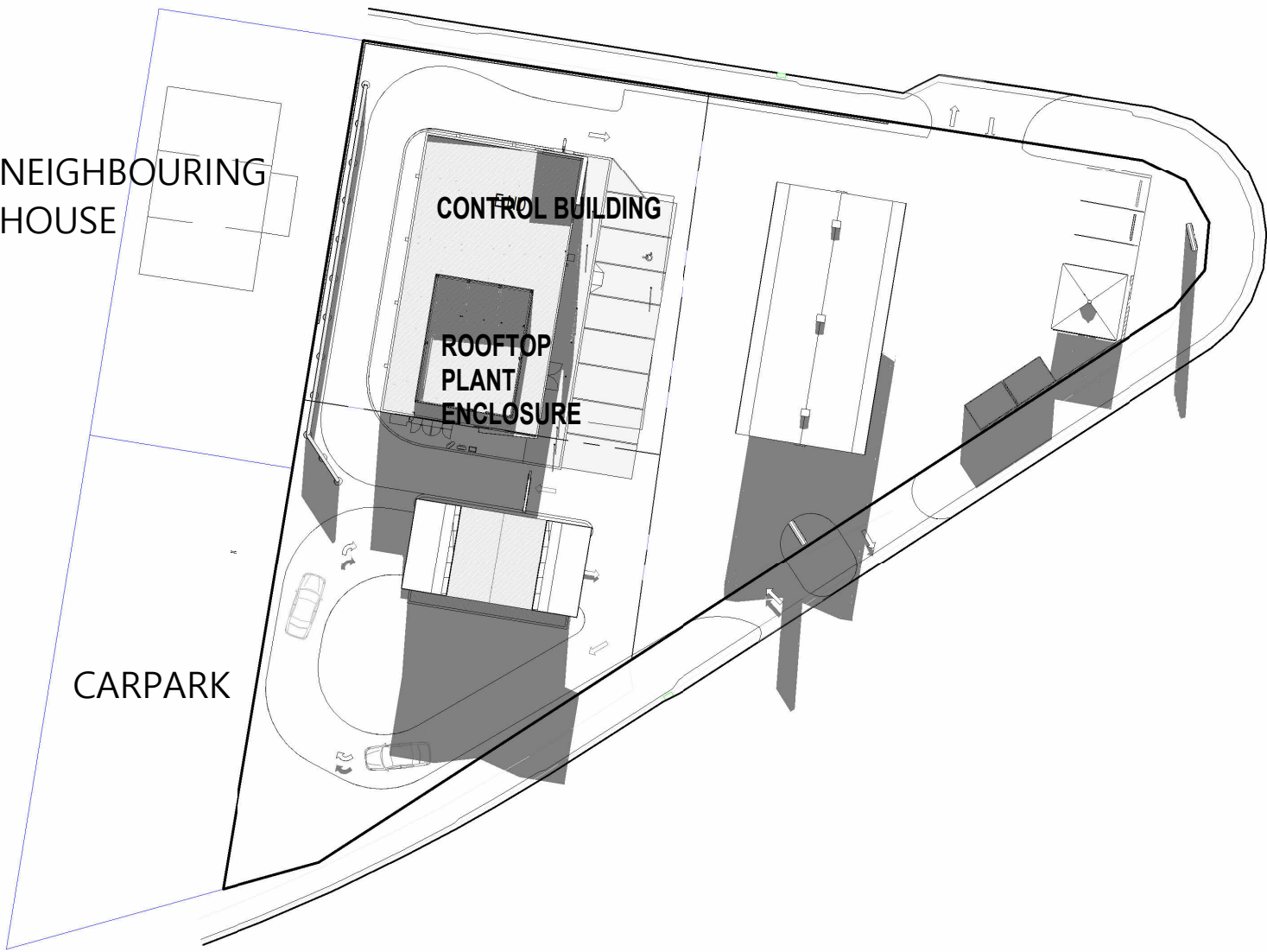
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DRAWING NAME

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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p: (03) 6286 8440
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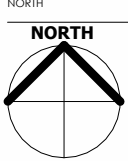
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REV	DESCRIPTION	DATE
C	BUILDING SETBACK & RETAINING WALL HEIGHT	05/10/2022

PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CLIENT
PC INFRASTRUCTURE



PLOT DATE
6/10/2022 1:21:18 PM

REVISION
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PROJECT ID
2237

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1 : 400 @ **A1**

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Author

DRAWING NUMBER
DA07

DRAWING NAME
SHADOW STUDY

Original application detail

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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):

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

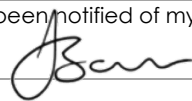
Applications may be lodged by email to Council - council@devonport.tas.gov.au
The following information and plans must be provided as part of an application unless the planning authority is satisfied that the information or plan is not relevant to the assessment of the application:

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.

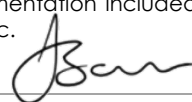
Signature

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.



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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Appendix A Certificates of Title

Appendix B Landowner Consent Form



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

3

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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 Oxygen Pty Ltd.



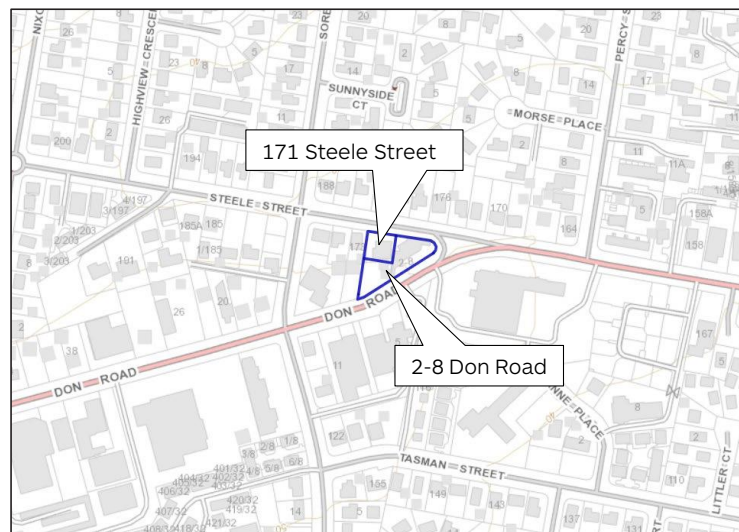
2 Site Analysis:

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

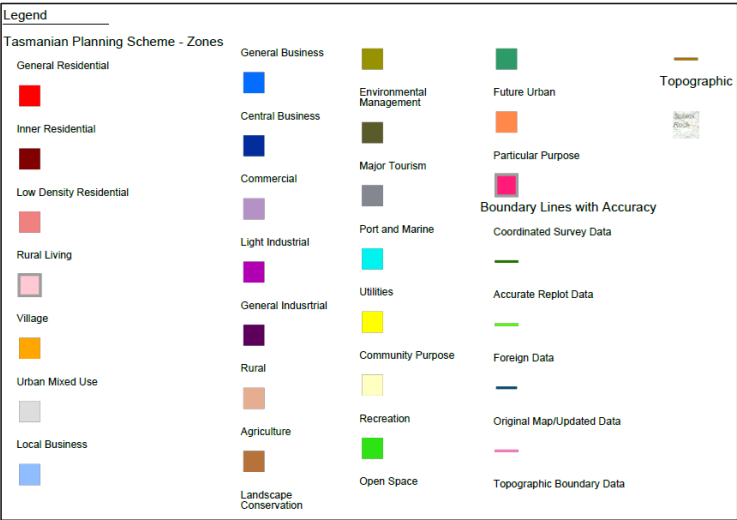
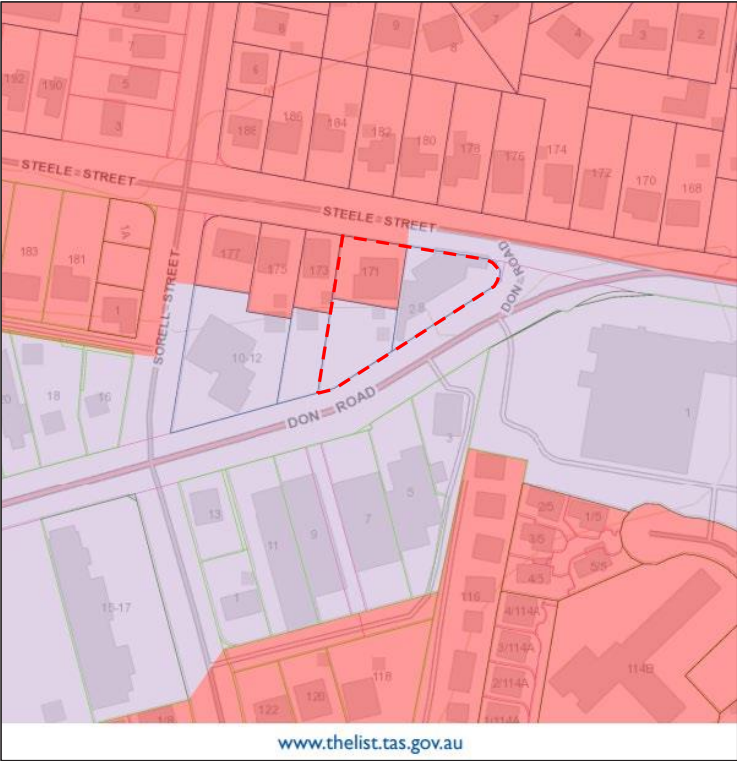
171 Steele Street is currently zoned **General Residential** (refer to **Figure 2.3**). It is adjoined by the **General Residential** zone to the west, north-west, north and north-east.

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>



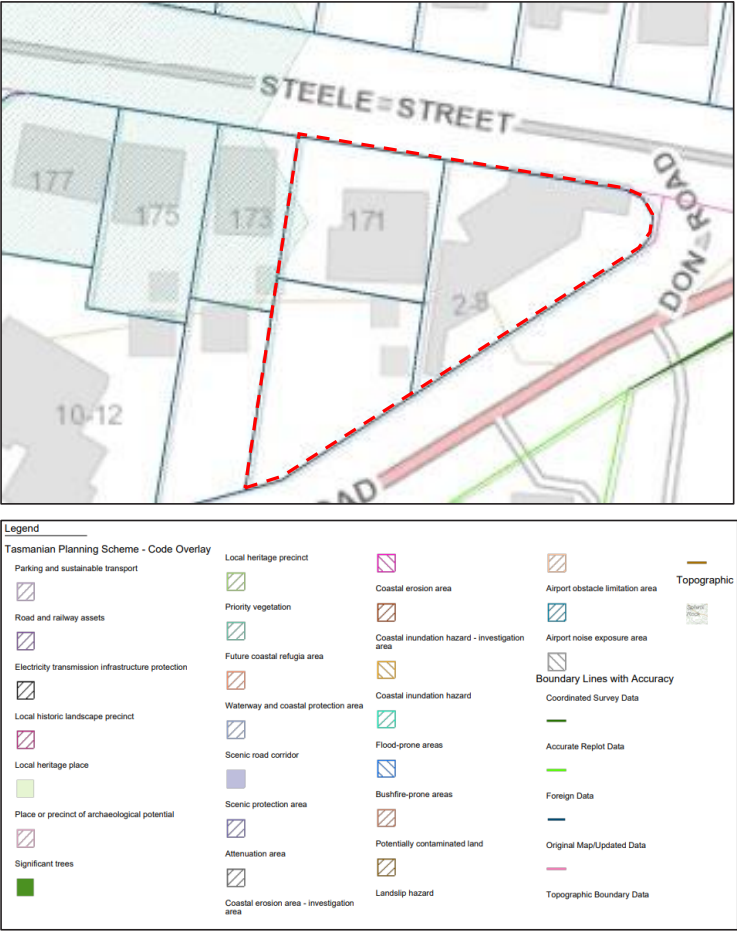
Figure 2.4: Airport Obstacle Limit Code Overlay Map



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.

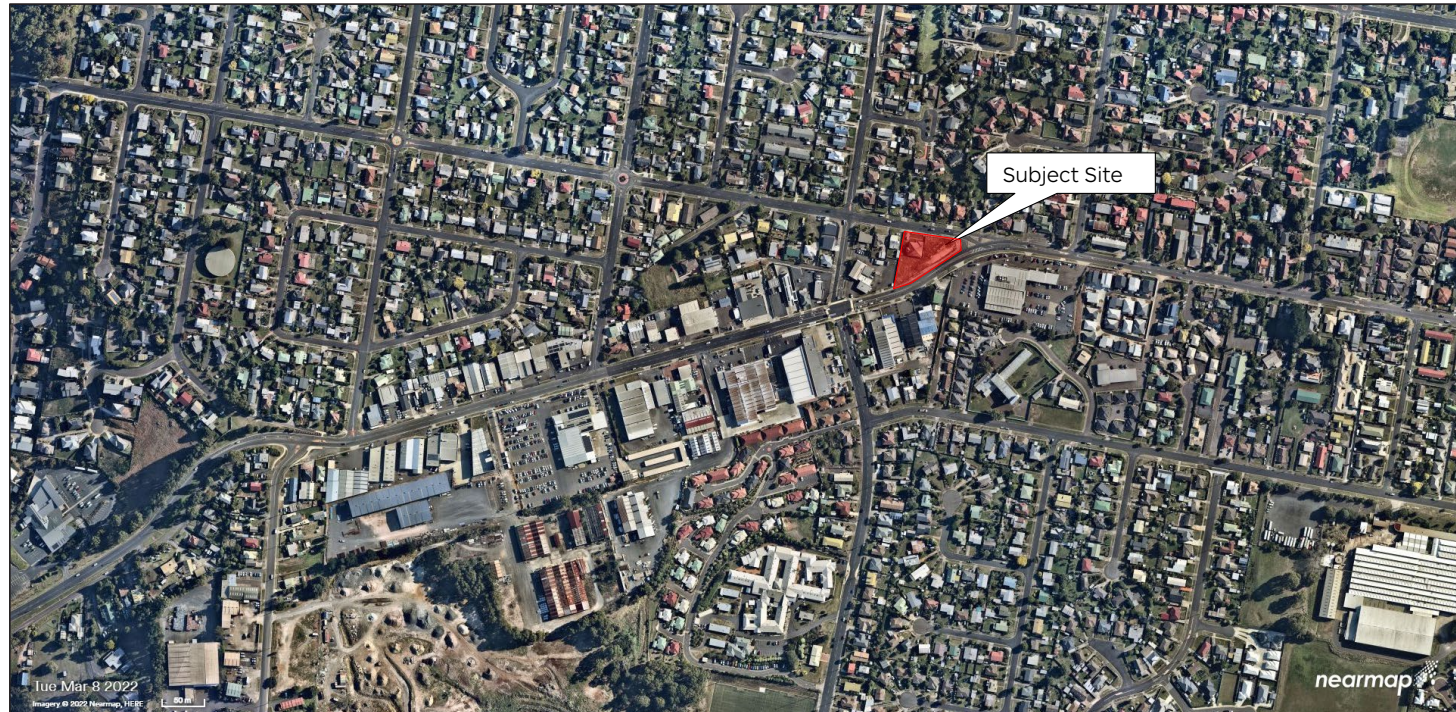
Figure 2.6: Aerial photograph of the subject site and adjoining properties



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



Figure 2.7: Aerial photograph of Don Road



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



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

19

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).

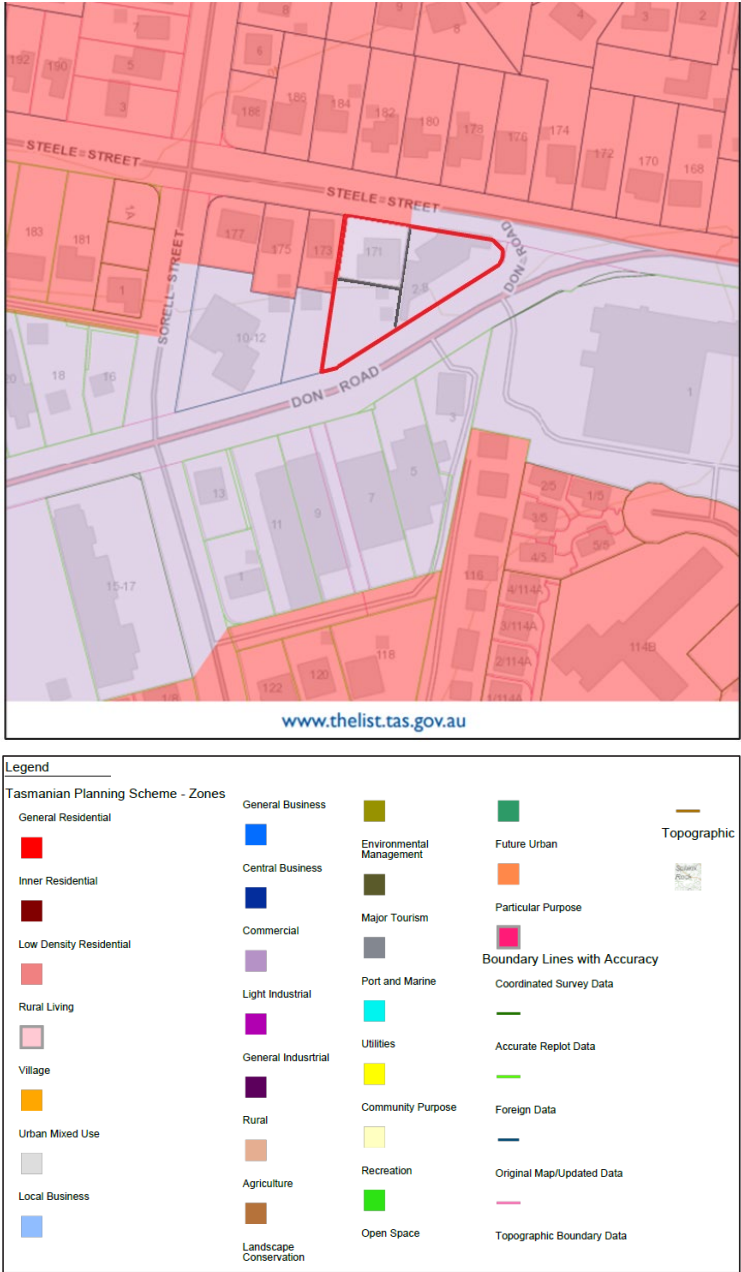
In our view, the proposed rezoning will facilitate a better future development outcome for the subject site and adjoining properties for the following reasons:

- 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
Subsection (1) <i>A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –</i> (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> (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>	Complies 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. 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.
Subsection (2) <i>An application for a permit</i>	Complies This application for a permit is



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

<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

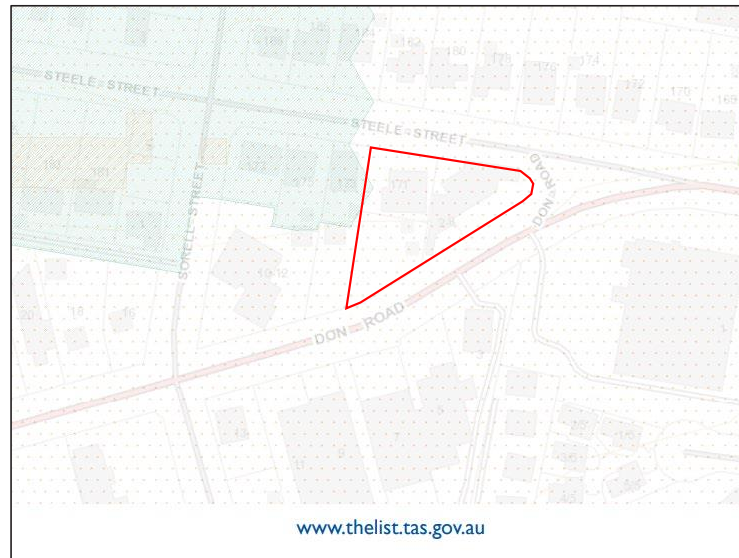
- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

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 LPs), 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 valuedSTRATEGIC 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, reforestation 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

Land use planning processes for –

4.3.1 Urban Settlement Areas

- a) *Assume a low growth scenario under which demand is driven by internal population change and low rates of inward migration.*
- b) *Promote established settlement areas as the focus for growth and development.*
- c) *Promote optimum use of land capability and the capacity of available and planned infrastructure service.*
- d) *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.*
- e) *Accommodate growth and development for each of the centres identified in Table B4.5 through either –*
 - i. *A Stable Growth Strategy which promotes growth and development within the established boundaries of the*



- 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 landslide.*
- 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, 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



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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 bowsers (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 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



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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	The following Codes are applicable to the proposal: <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> a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays	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> a) the timing, duration or extent of vehicle movements; and b) noise, lighting or other emissions.
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>
<p>Assessment – Complies with P1</p> <p>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).</p> <p>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.</p> <p>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.</p>	

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	
<p>Objective:</p> <p><i>That building height:</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>A1</p> <p><i>Building height must not be more than 12m.</i></p>	<p>Performance Criteria</p> <p>P1</p> <p><i>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</i></p> <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</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, whichever is the greater.</i> 	<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 a distance of not less than 10m from the General Residential Zone, Inner Residential Zone, Low</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</i></p>



Density Residential Zone, or Rural Living Zone.	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.
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: <ul style="list-style-type: none"> 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 doors on a façade facing the 	Performance Criteria P1 Buildings must be designed to be compatible with the streetscape, having regard to: <ul style="list-style-type: none"> 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 spaces only if essential for the security of the premises



<p>frontage or other public places;</p> <p>e) provide awnings over a public footpath if existing on the site or on adjoining properties; and</p> <p>f) provide external lighting to illuminate external vehicle parking areas and pathways.</p>	<p>and other alternatives are not practical;</p> <p>e) the need for provision of awnings over a public footpath; and</p> <p>f) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.</p>
<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. 	
<p>17.4.4 - Fencing</p>	
<p>Objective:</p> <p>That fencing:</p> <p>a) is compatible with the streetscape; and</p> <p>b) does not cause an unreasonable loss of amenity to adjoining residential zones.</p>	
<p>Acceptable Solution</p> <p>No Acceptable Solution.</p>	<p>Performance Criteria</p> <p>P1</p> <p>A fence (including a free-standing wall) within 4.5m of a frontage must be compatible with the streetscape, having regard to:</p> <p>a) its height, design, location and extent;</p> <p>b) its degree of transparency; and</p> <p>c) the proposed materials and construction.</p>
<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>A1</p> <p>Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low</p>	<p>Performance Criteria</p> <p>P1</p> <p>Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low</p>



<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>b) <i>Meet the sign standards for the relevant sign type in Table C1.6; and</i></p> <p>c) <i>Not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:</i></p> <ol style="list-style-type: none"> <i>The size and dimensions of the sign;</i> <i>The size and scale of the building upon which the sign is proposed;</i> <i>The amenity of surrounding properties;</i> <i>The repetition of messages or information;</i> <i>The number and density of signs on the site and on adjacent properties; and</i> <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> <p>The following proposed signs do not meet the Table C1.6 Sign Standards:</p> <ul style="list-style-type: none"> — 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	Performance Criteria
A2 <i>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.</i>	P2 <i>A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</i> <ul style="list-style-type: none"> a) <i>The topography of the site and the surrounding area;</i> b) <i>The relative location of buildings, habitable rooms of dwellings and private open space;</i> c) <i>Any overshadowing; and</i> d) <i>The nature and type of the sign.</i>

Assessment – Complies with A2

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

Acceptable Solution	Performance Criteria
A3 <i>The number of signs for each business or tenancy on a road frontage of a building must be no more than:</i> <ul style="list-style-type: none"> a) <i>1 of each sign type, unless otherwise stated in Table C1.6;</i> 	P3 <i>The number of signs for each business or tenancy on a street frontage must:</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</i>



<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>
<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> <p>a) Illuminated signs are compatible with the streetscape;</p> <p>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</p> <p>c) Any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.</p>	
<p>Acceptable Solution</p> <p>No Acceptable Solution.</p>	<p>Performance Criteria</p> <p>P1</p> <p>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:</p> <p>a) The location of the sign;</p> <p>b) The size of the sign;</p> <p>c) The intensity of the lighting;</p> <p>d) The hours of operation of the sign;</p> <p>e) The purpose of the sign;</p> <p>f) The sensitivity of the area in terms of view corridors, the</p>



	<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':



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

- 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*



	<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



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**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

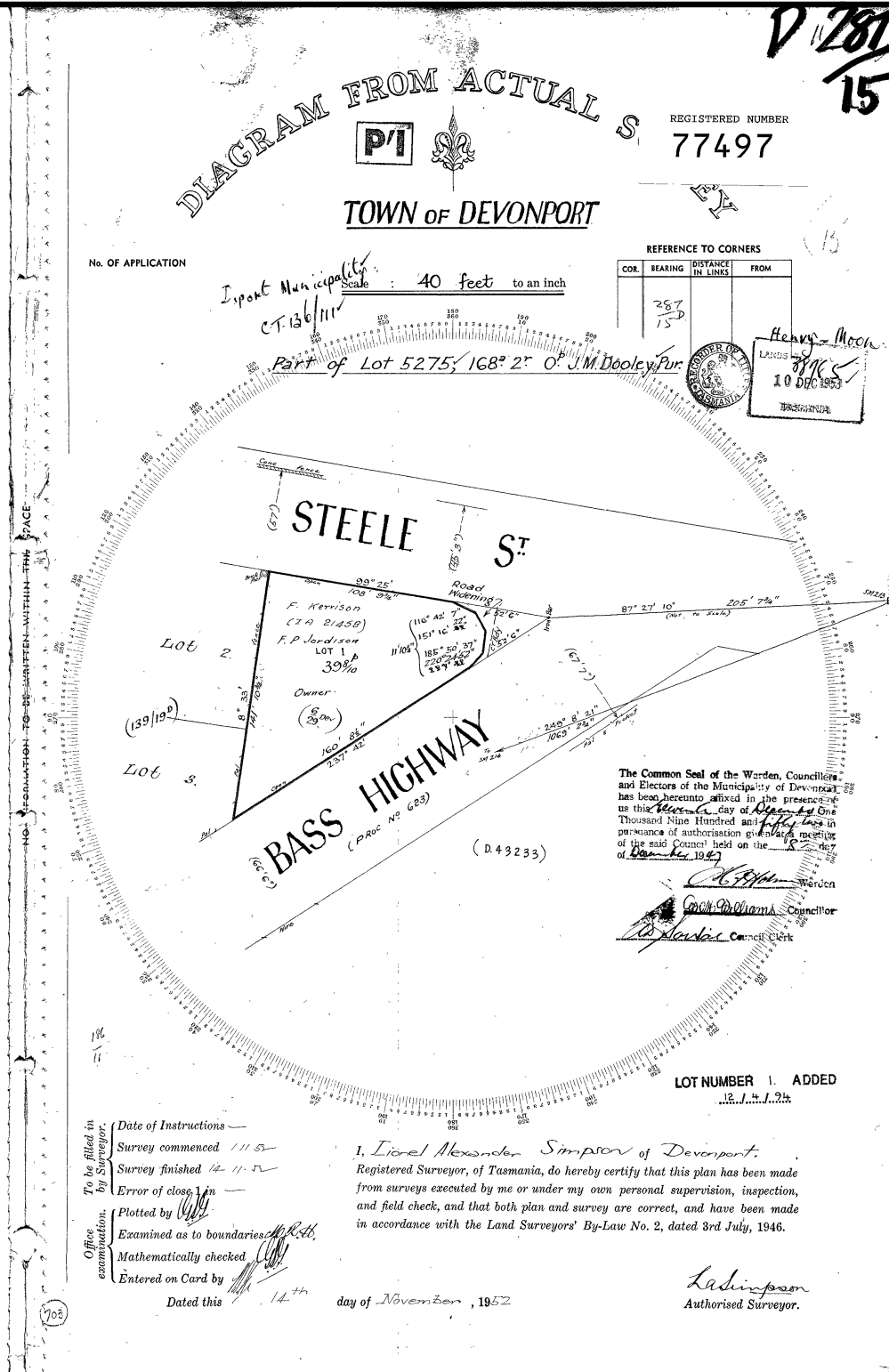
No unregistered dealings or other notations

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**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Search Date: 11 Jul 2022

Search Time: 11:21 AM

Volume Number: 77497

Revision Number: 01

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Department of Natural Resources and Environment Tasmania

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**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

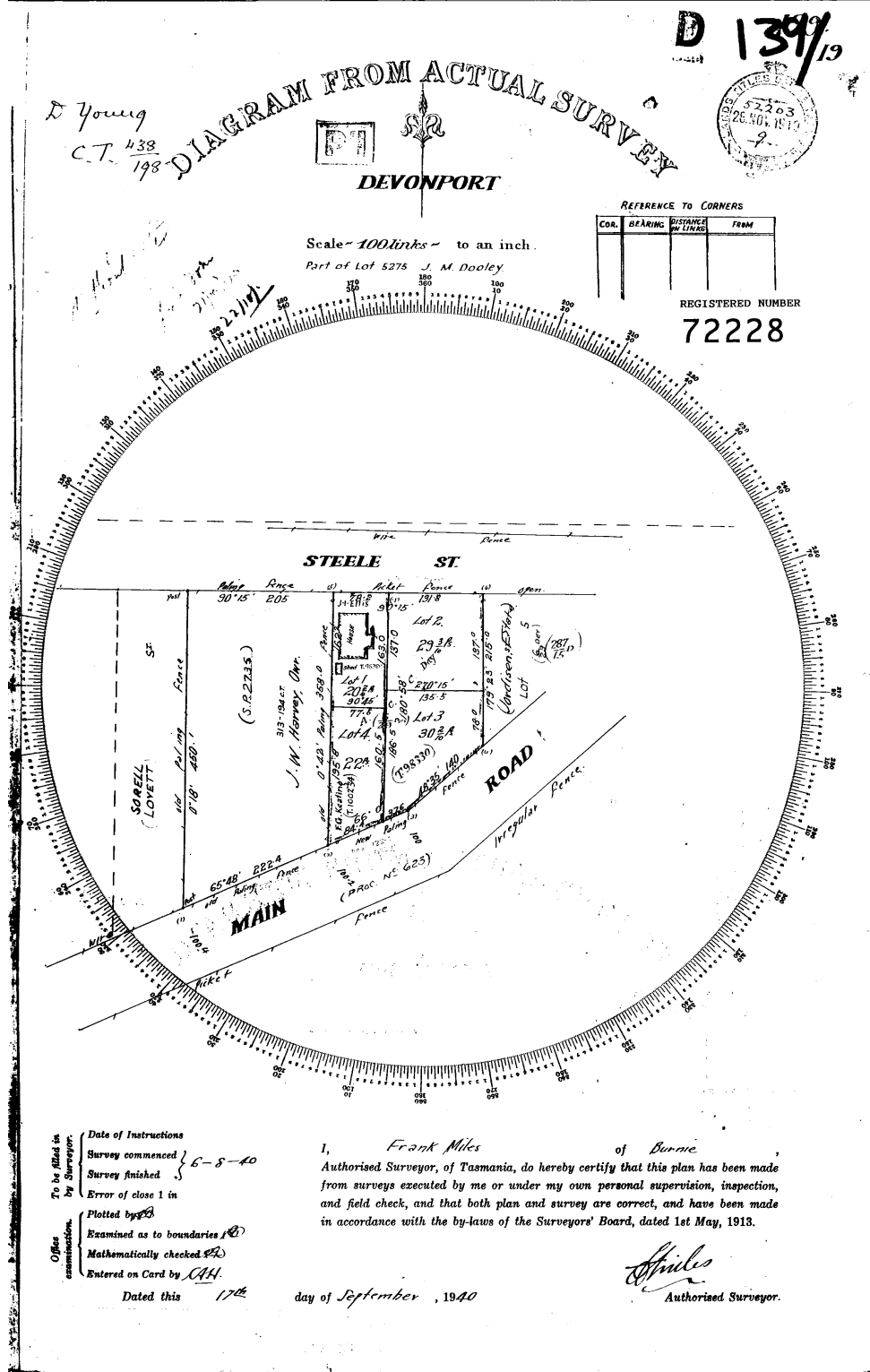
No unregistered dealings or other notations



FOLIO PLAN

RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980



Search Date: 11 Jul 2022

Search Time: 11:20 AM

Volume Number: 72228

Revision Number: 02

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Department of Natural Resources and Environment Tasmania

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Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

**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

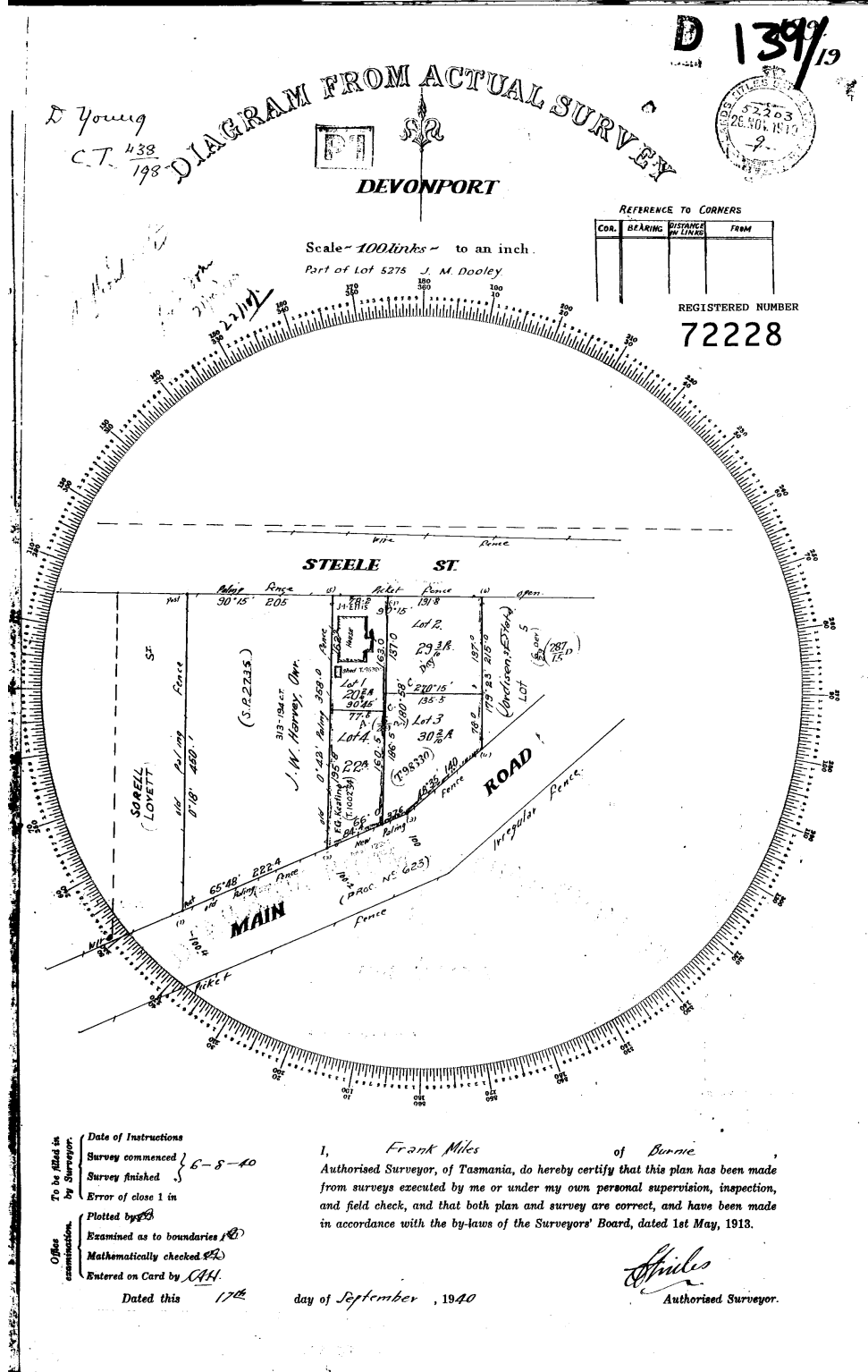
No unregistered dealings or other notations



FOLIO PLAN

RECORDED OF TITLES

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Search Date: 11 Jul 2022

Search Time: 11:21 AM

Volume Number: 72228

Revision Number: 02

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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: [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: [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:

2

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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport





Marshall Day Acoustics Pty Ltd
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T: +618 6189 1400
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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**

Disclaimer

Reports produced by Marshall Day Acoustics Pty Ltd are based on a specific scope, conditions and limitations, as agreed between Marshall Day Acoustics and the Client. Information and/or report(s) prepared by Marshall Day Acoustics may not be suitable for uses other than the specific project. No parties other than the Client should use any information and/or report(s) without first conferring with Marshall Day 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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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

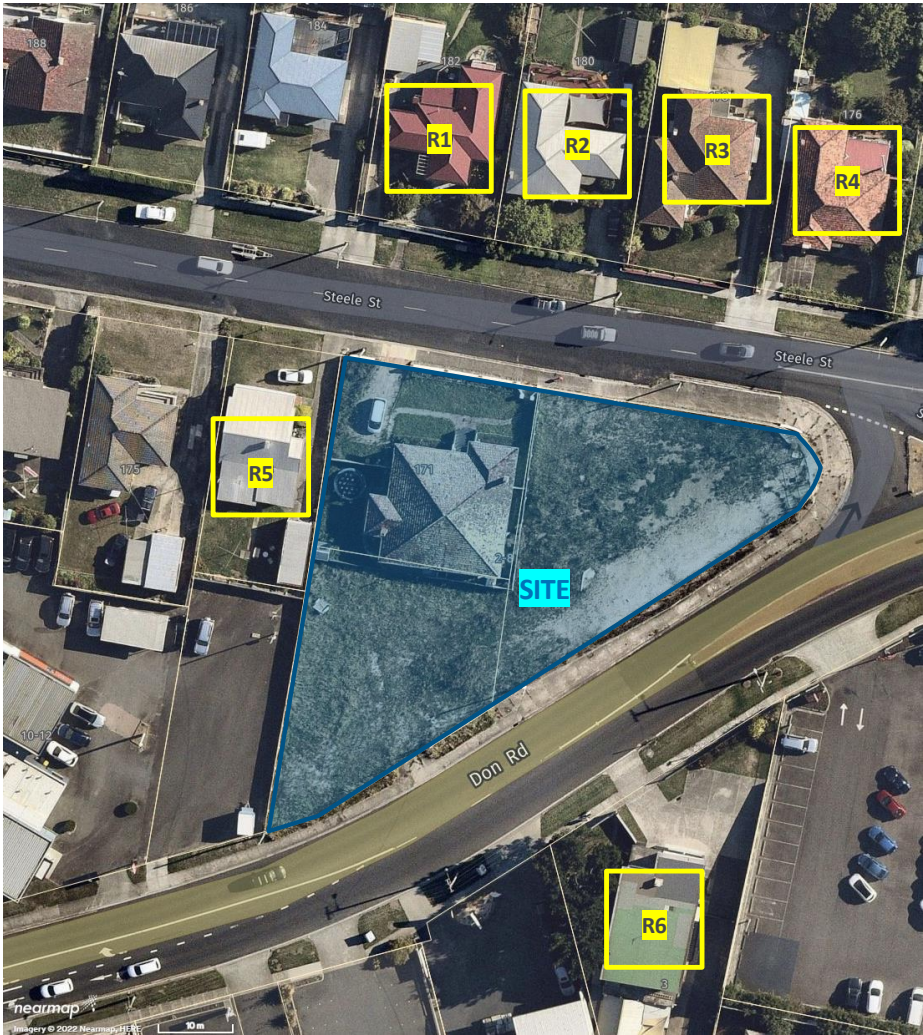
An overview of the subject site and surrounds is provided in Figure 1.

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.



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 LAeq
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 LAeq
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 LAmax
Monday – Sunday	10 pm	7 am	60

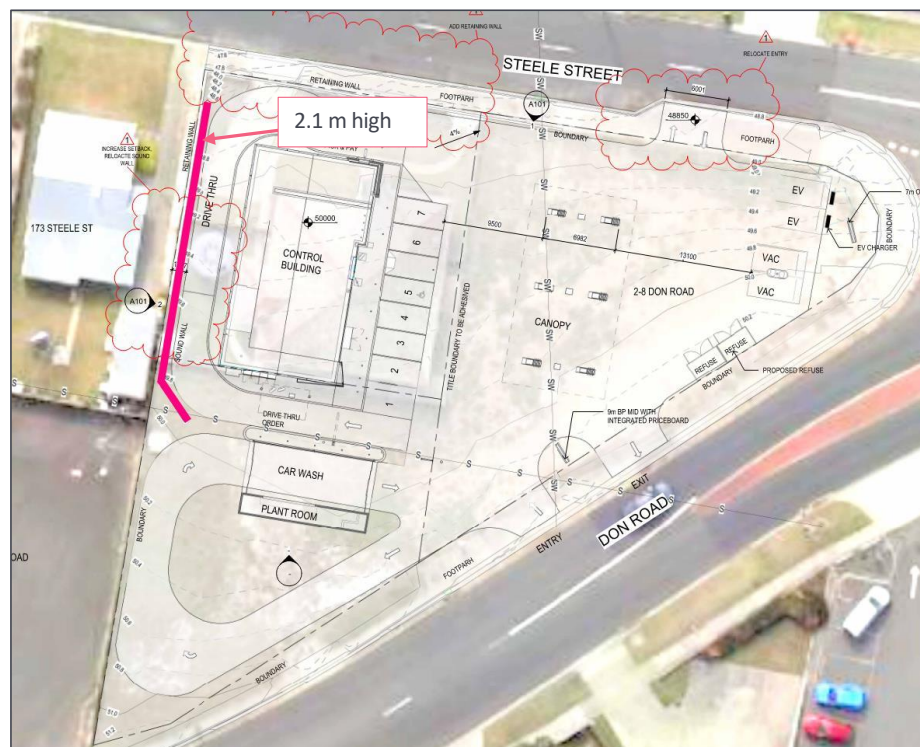
5.0 NOISE MITIGATION MEASURES

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 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 cowl 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}

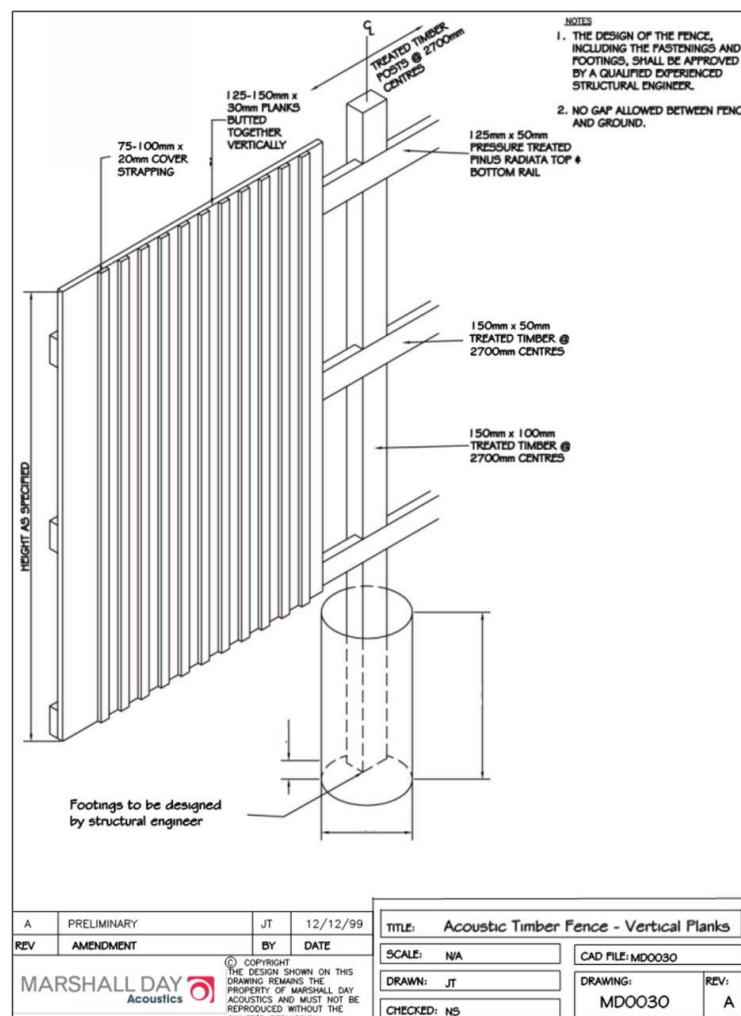
APPENDIX E ACOUSTIC FENCE

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.





Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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Prepared for:

PC Infrastructure Pty Ltd.
Our reference: 19127T-REP01-F01

Version	Date	Issue	Prepared By	Checked By
D01	07/07/22	Draft	S Lewis	C Greenland
D02	11/07/22	Amended Draft	S Lewis	C Greenland
F01	13/07/22	Final	S Lewis	C Greenland

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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 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.



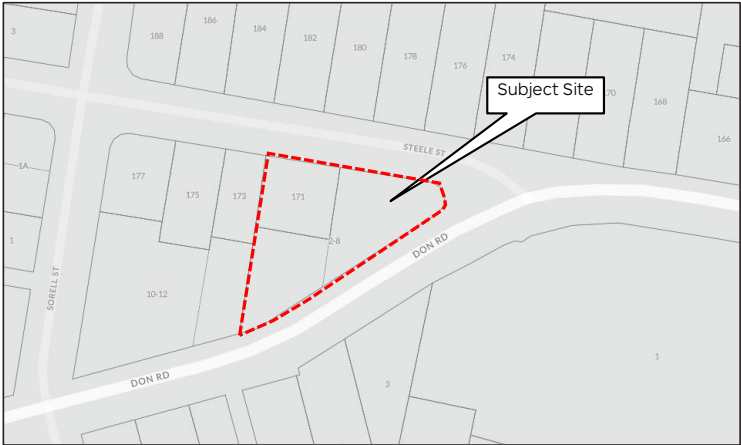
2 Existing Conditions:

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

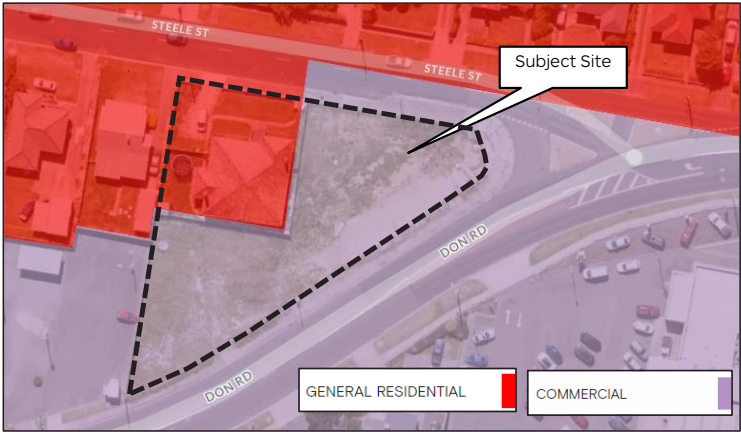


The site at 2-8 Don Road & 171 Steele Street is irregular in shape with frontage to Don Road of approximately 87m, a frontage to Steele Street of approximately 64m, for an overall site area of approximately 2,500sqm.

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



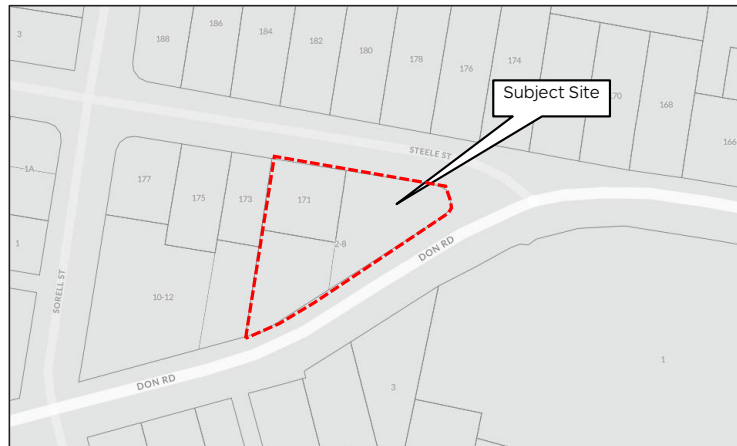
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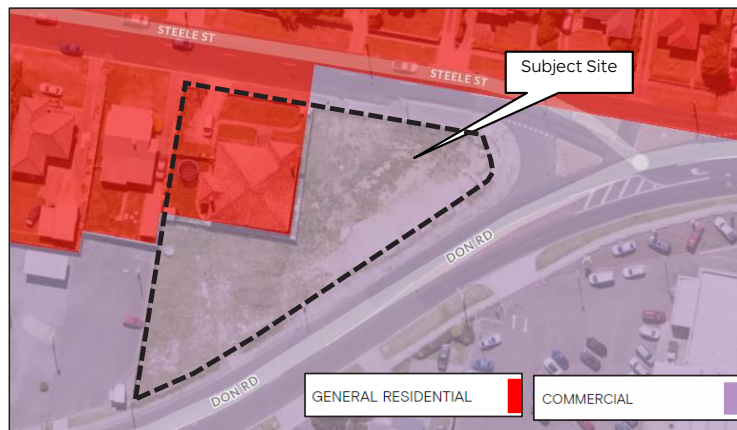


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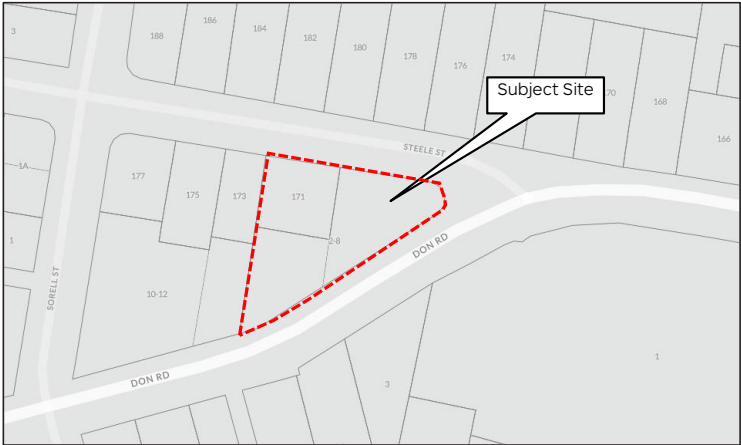
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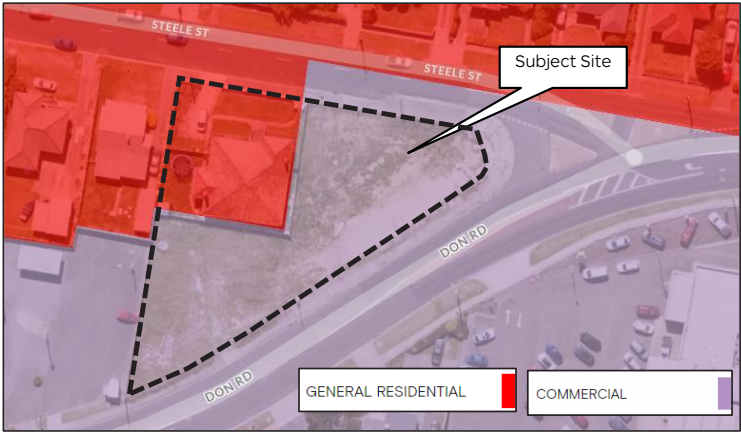


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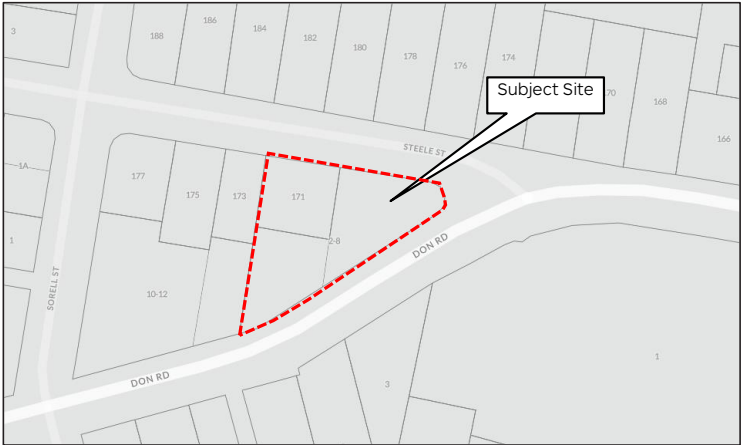
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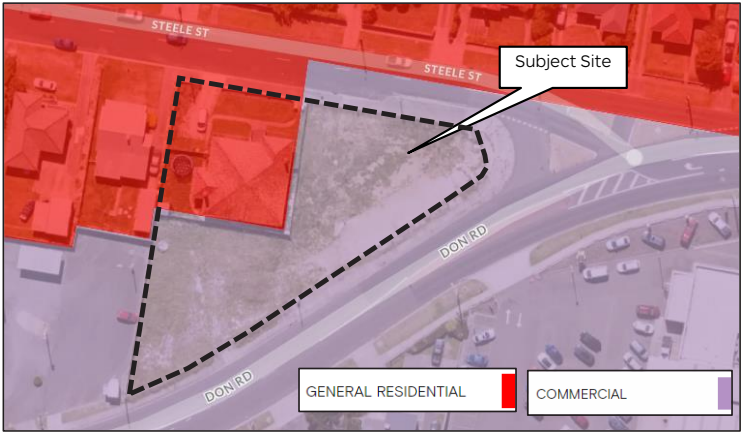


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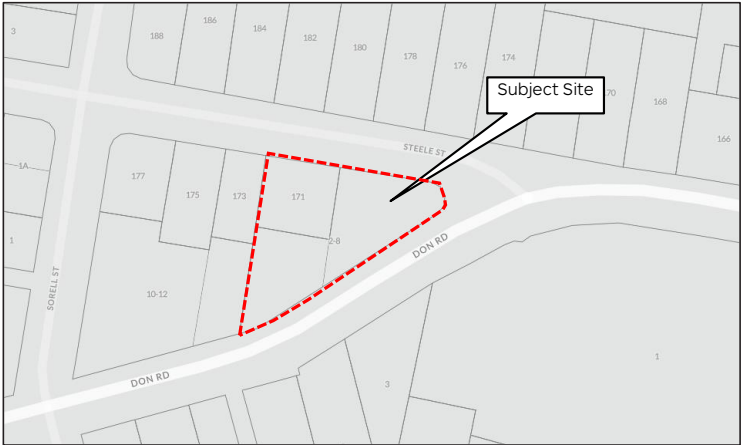
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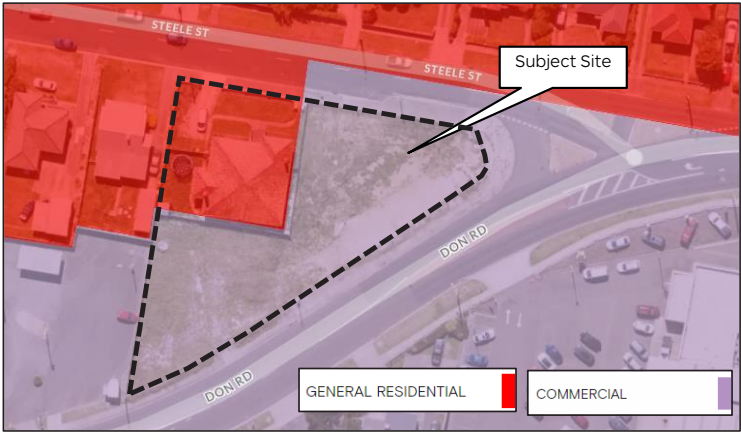


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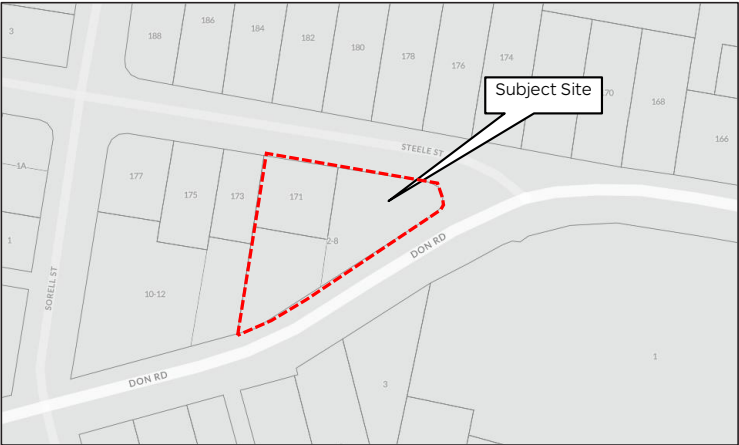
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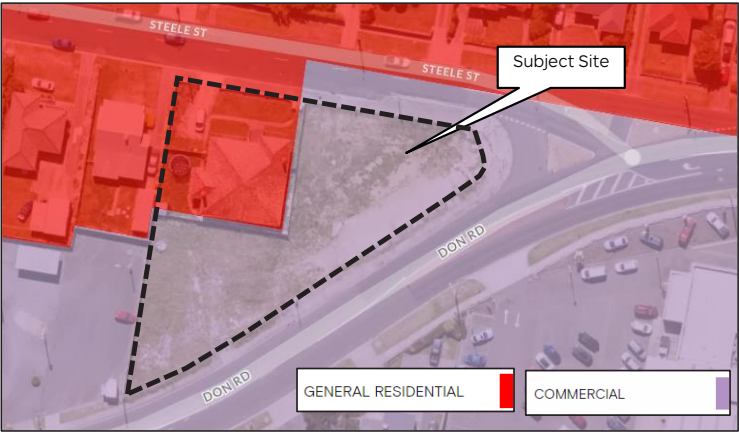


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Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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.



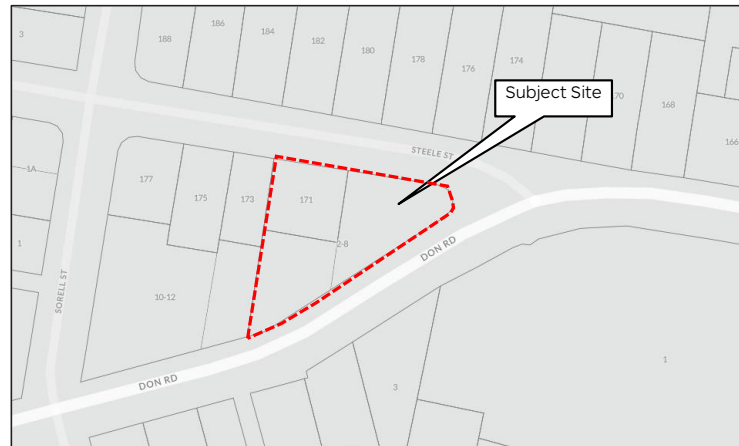
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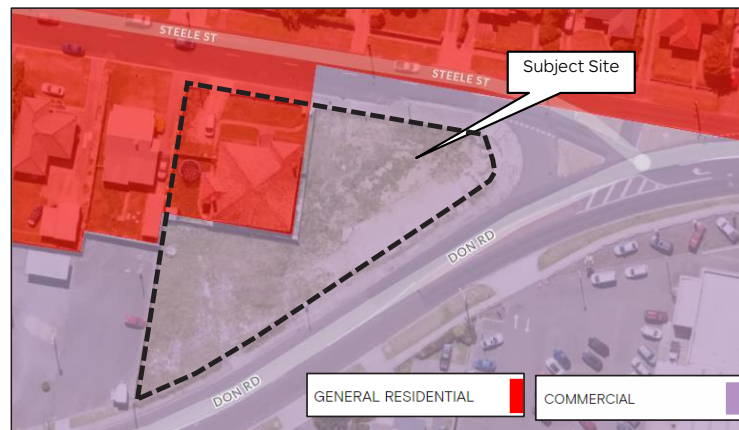


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Figure 2.2 identifies the Devonport Planning Scheme Zones.

Figure 2.2: Planning Scheme Zones



Source: Planning Maps Online

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.



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 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 bowsers.

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 bowsers 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 bowsers 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 each 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.



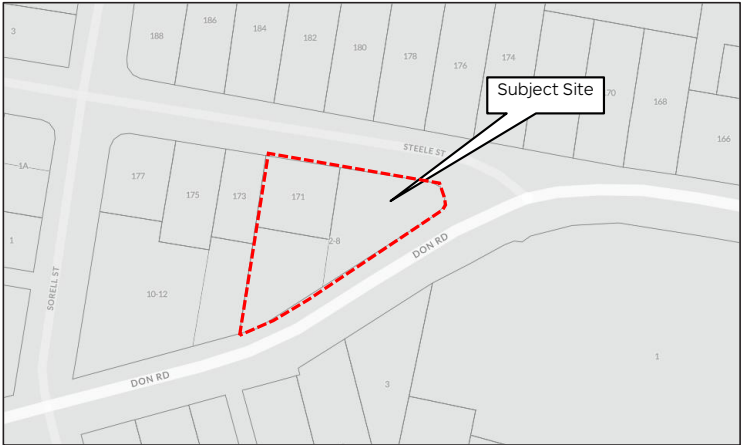
2 Existing Conditions:

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

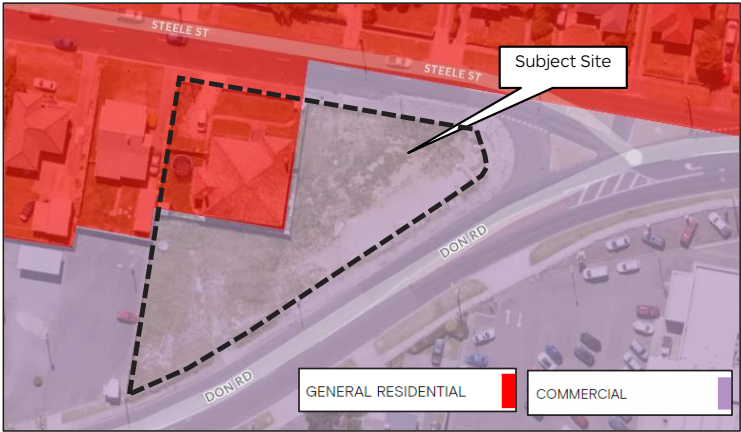


The site at 2-8 Don Road & 171 Steele Street is irregular in shape with frontage to Don Road of approximately 87m, a frontage to Steele Street of approximately 64m, for an overall site area of approximately 2,500sqm.

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



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 bowzers (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.



Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

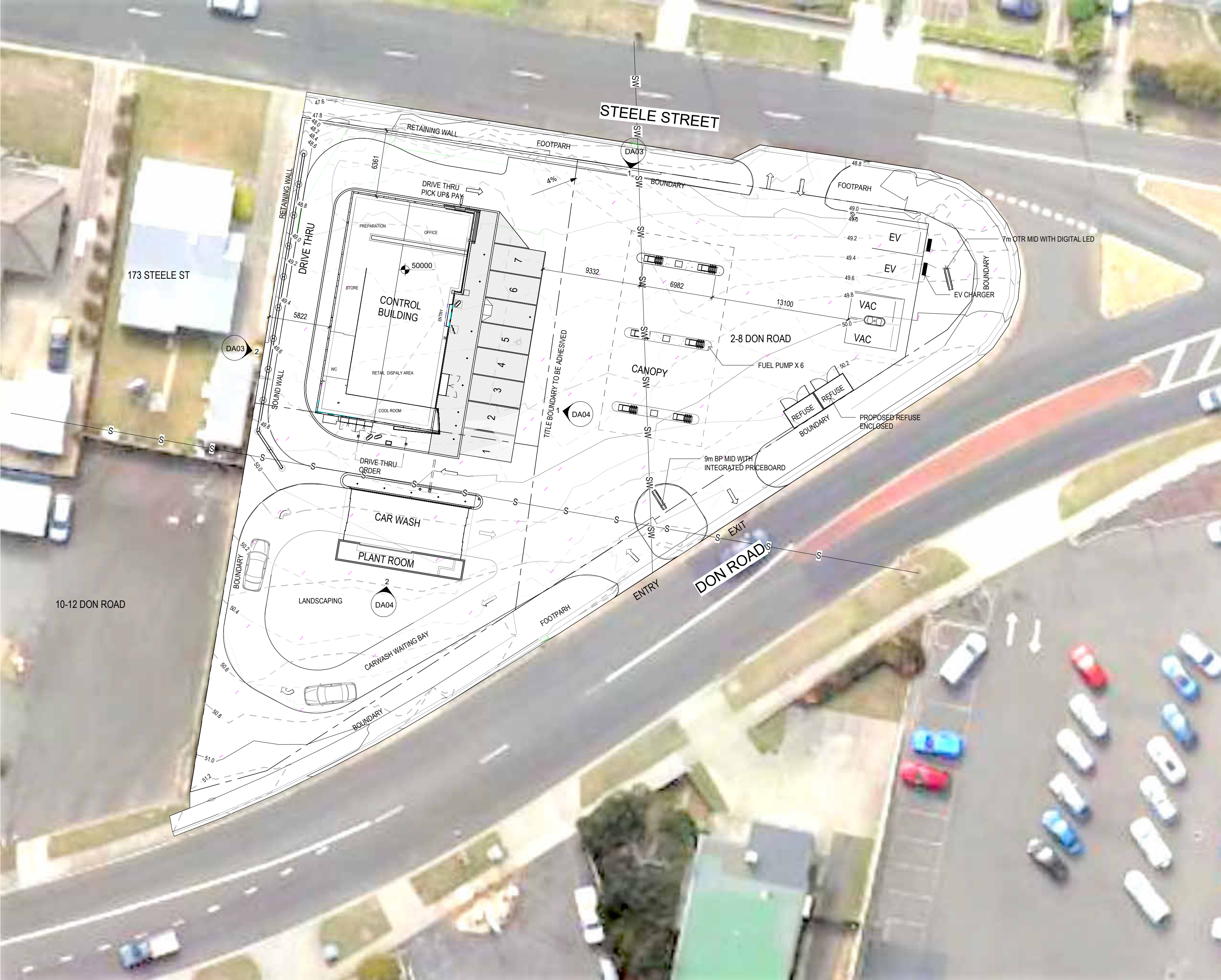
- It should also be noted that customers for the retail component of the control building are expected to entirely part of the multi-purpose trips to the site (i.e. vehicles already visiting the service station).
- Against the existing traffic volumes on Steele Street and Don Road, the estimated site 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

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© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC6540

GENERAL NOTES

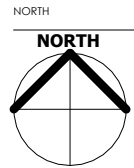
Contractors shall verify all dimensions and levels on site before commencement of any work. Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out 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



PLOT DATE
6/07/2022 4:33:43 PM

REVISION
1

PROJECT ID
2237

CHECKED BY
A.HILL

SCALE
1:200 @ A1

DRAWN BY
C.LJ

DRAWING NUMBER
DA02

DRAWING NAME
PROPOSED SITE PLAN

Appendix B Existing SIDRA Assessment



SITE LAYOUT

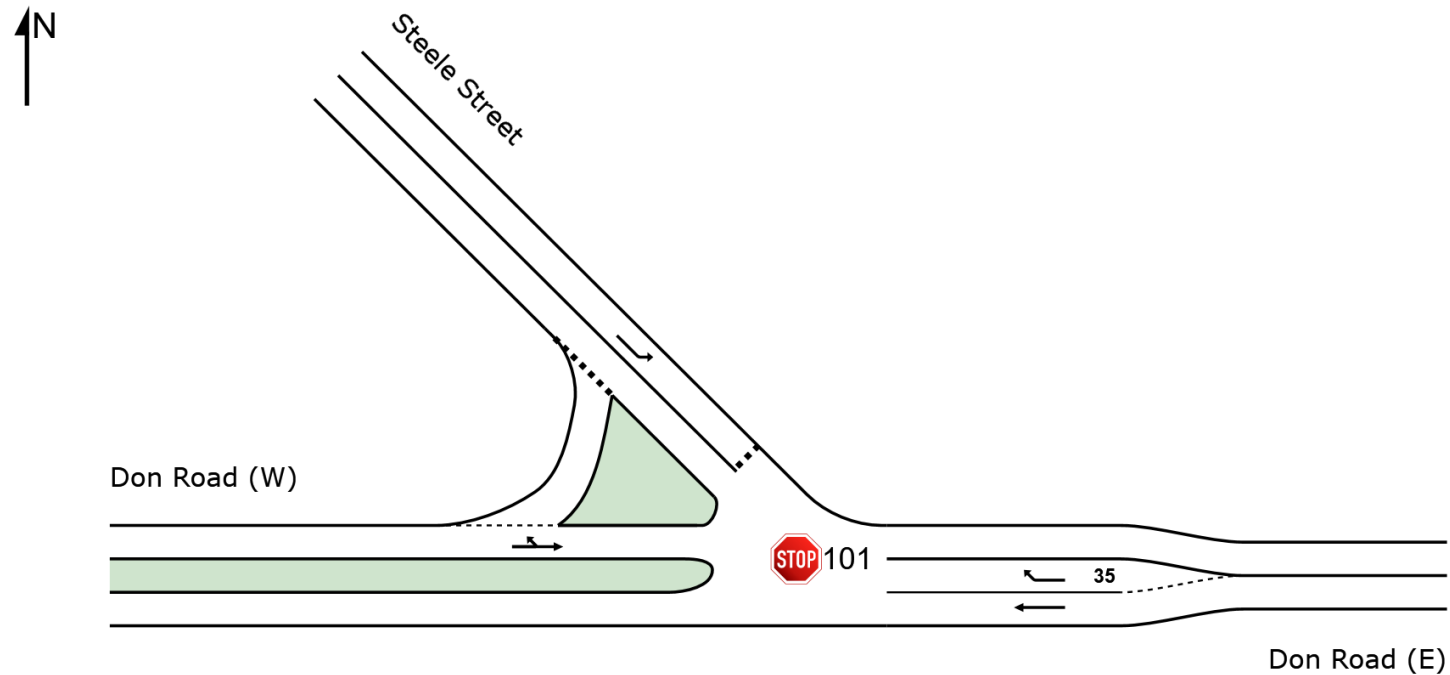
Site: 101 [Steele Street / Don Road - Existing AM Peak (Site Folder: General)]

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 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	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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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.

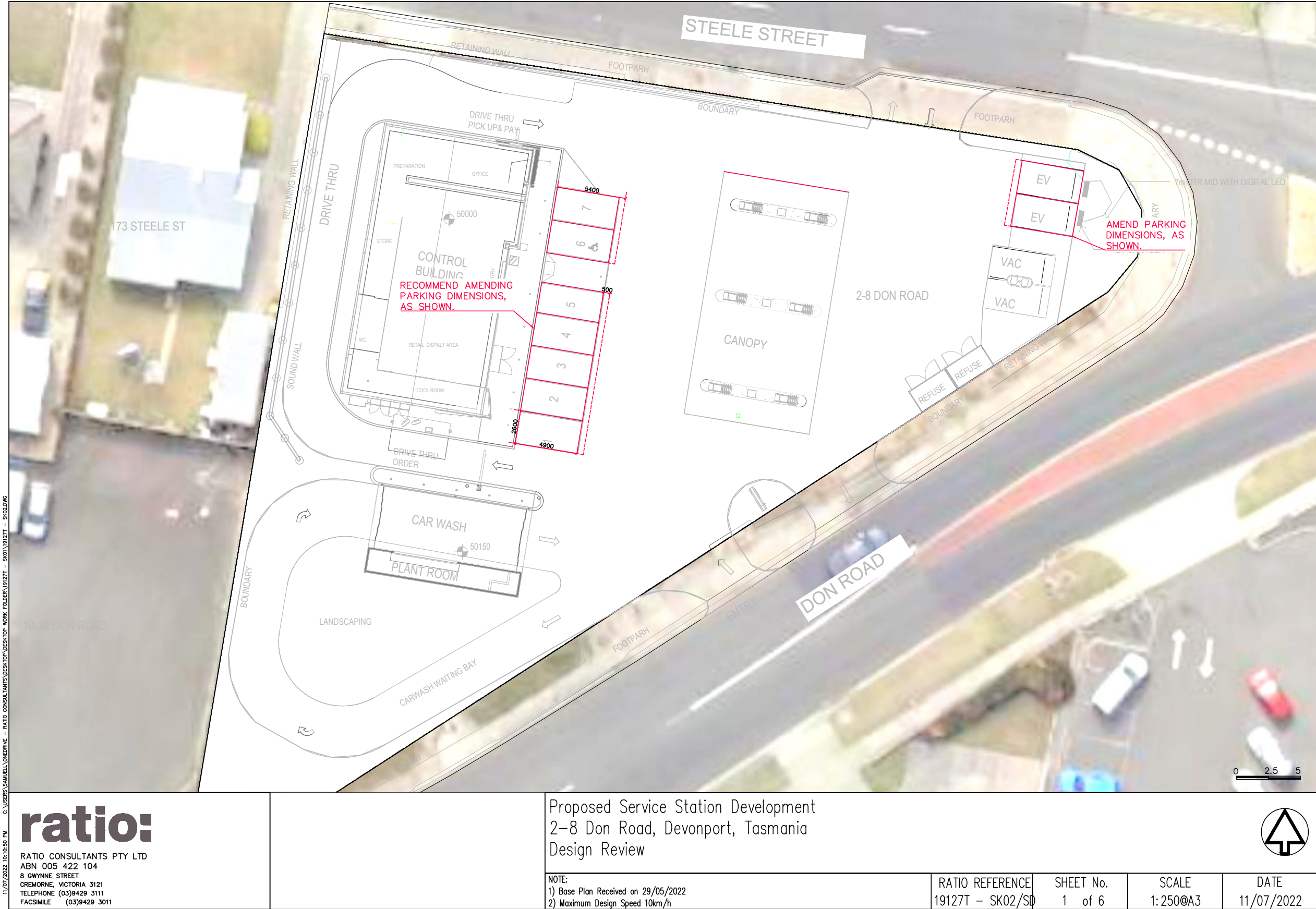
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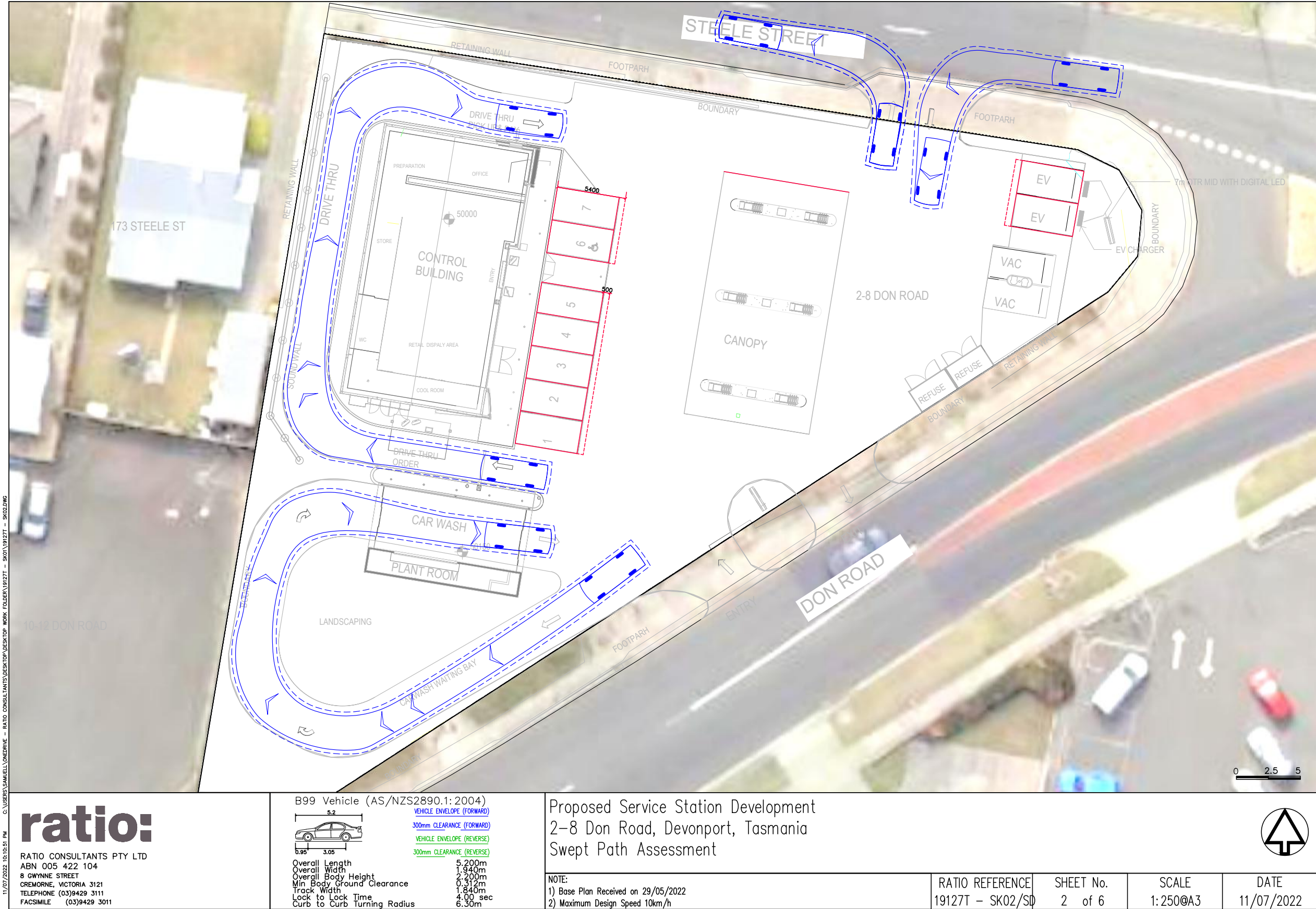
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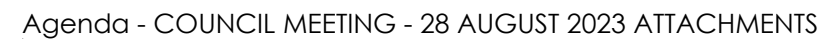
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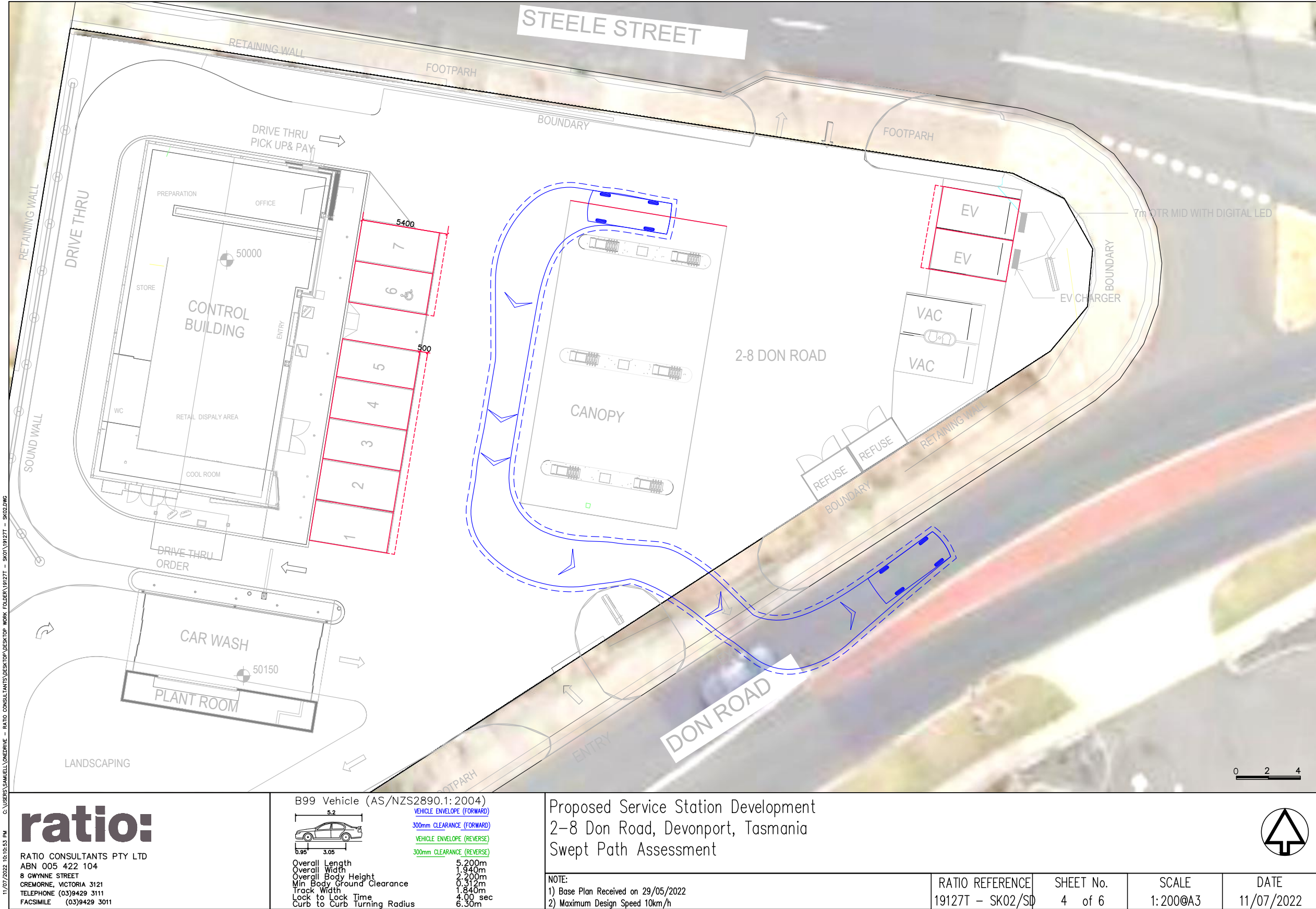
Appendix C Swept Path Assessment

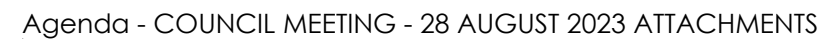




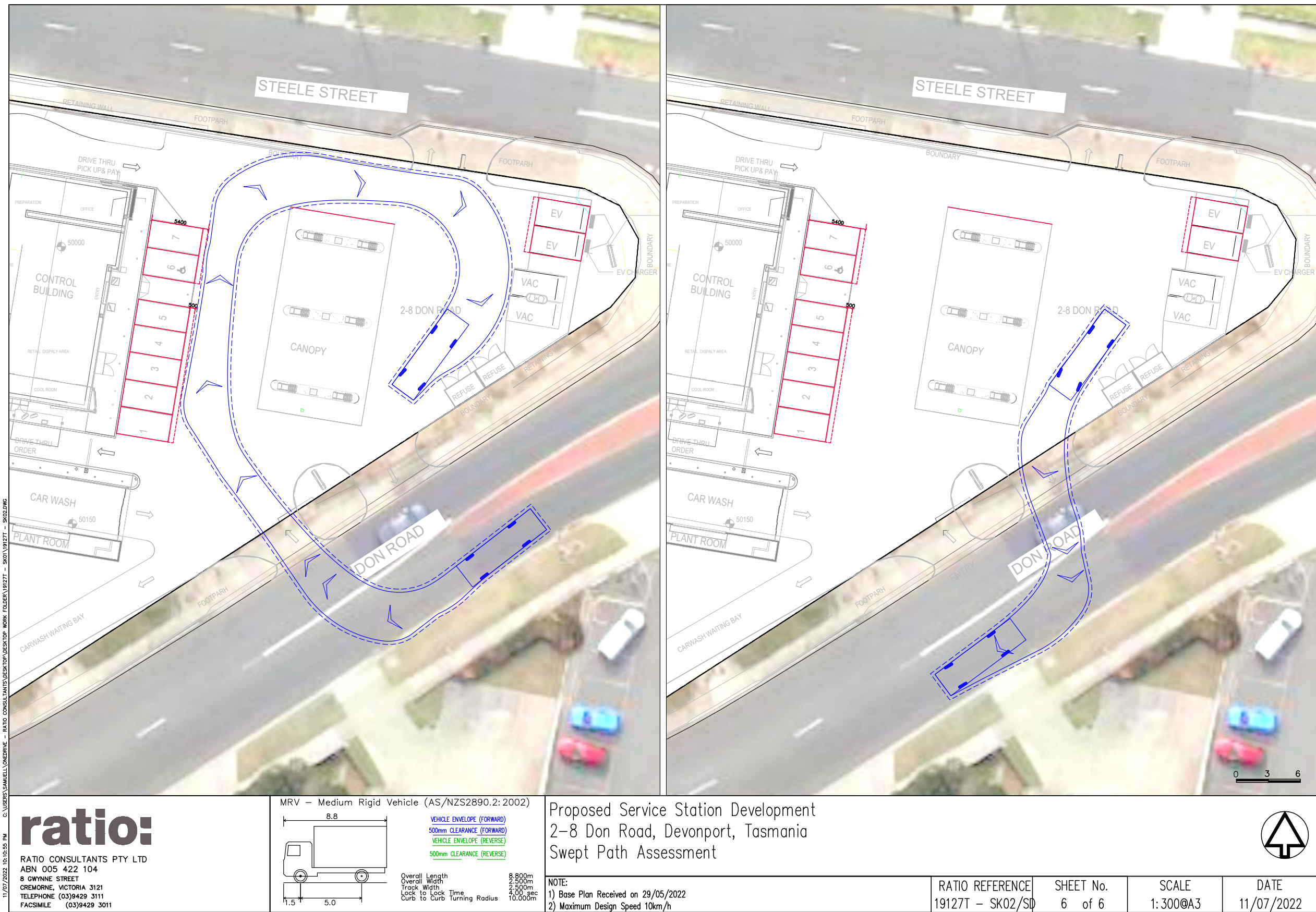








Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport



Appendix D Future SIDRA Assessment



SITE LAYOUT

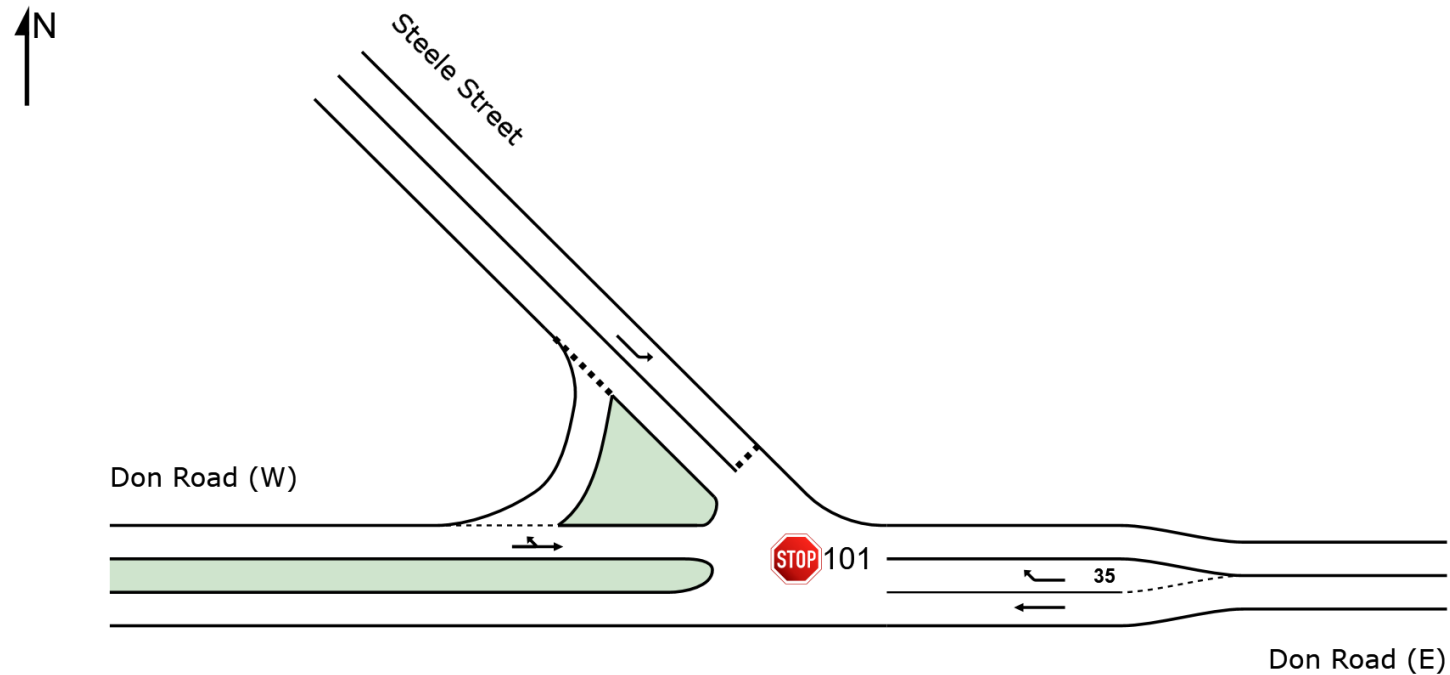
 **Site: 101 [Steele Street / Don Road - Future AM Peak (Site Folder: General)]**

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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EXISTING SITE PLAN
1 : 200

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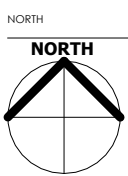
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Contractors shall submit samples and shop drawings before commencement of work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright 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

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OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CLIENT
PC INFRASTRUCTURE



PLOT DATE
13/07/2022 4:41:33 PM

REVISION

PROJECT ID
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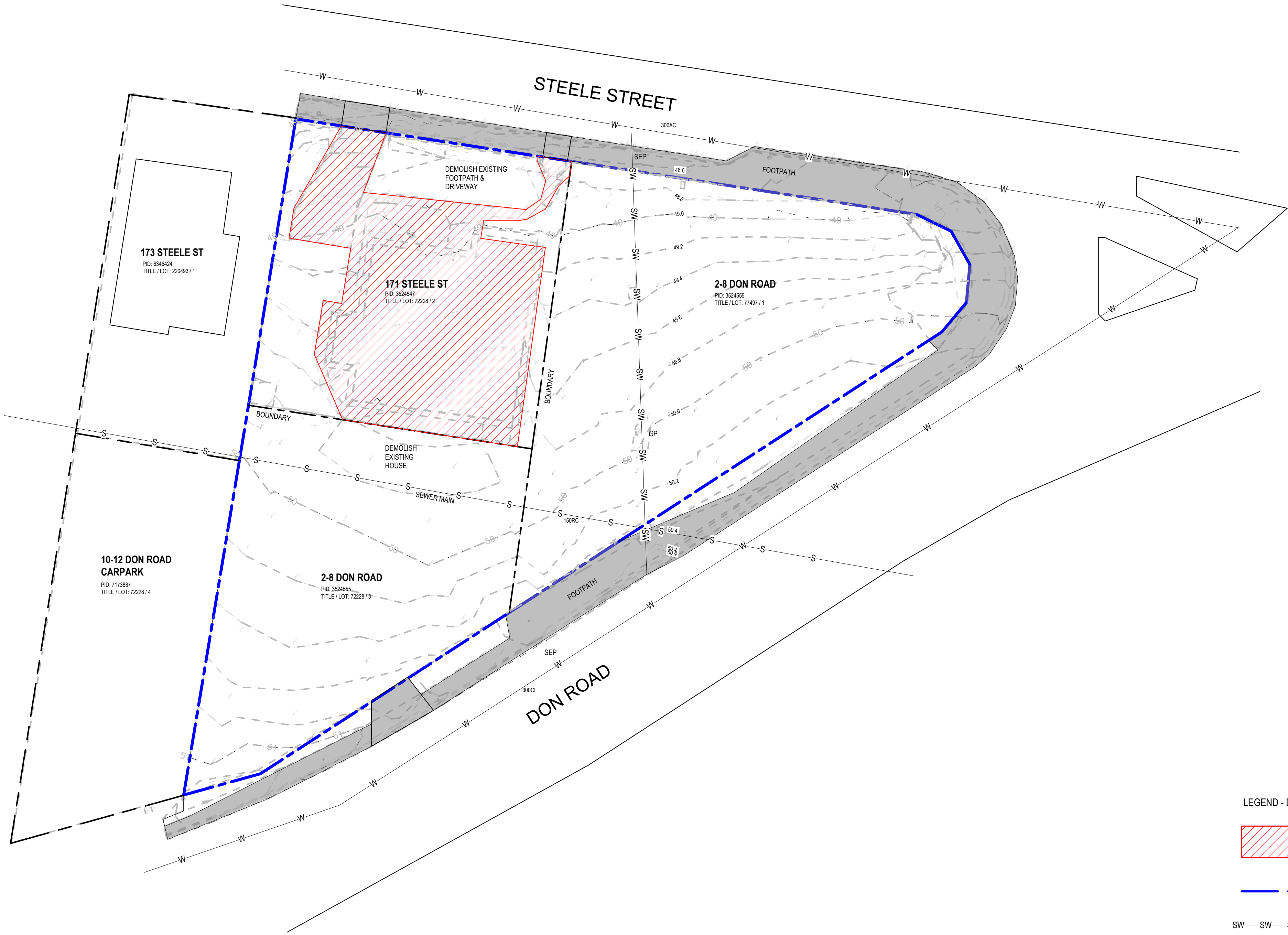
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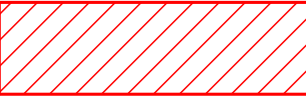
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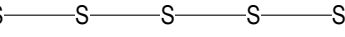
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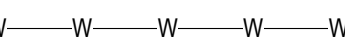
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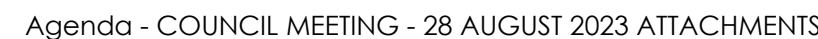
SEWER MAIN



STORMWATER MAIN



WATER MAIN



Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

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Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

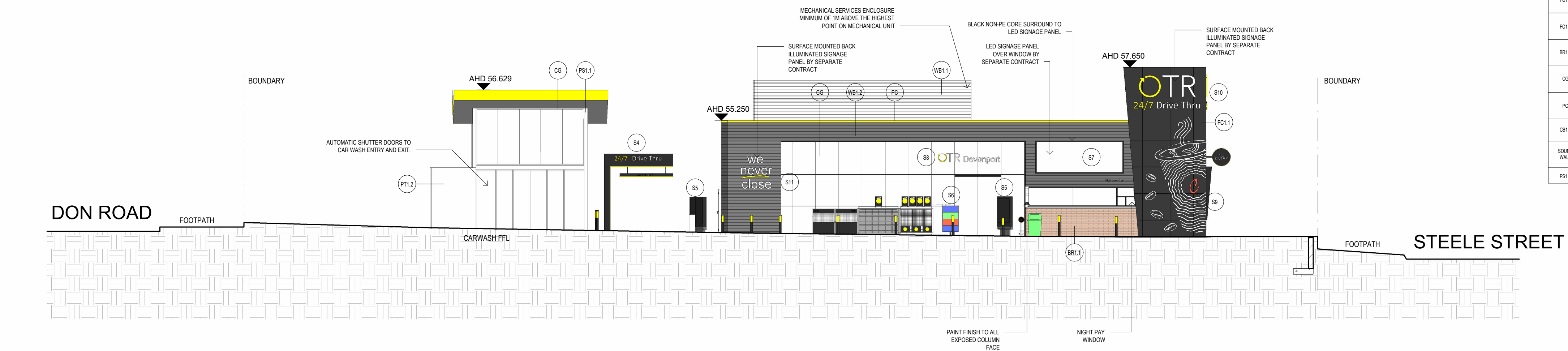
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Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS



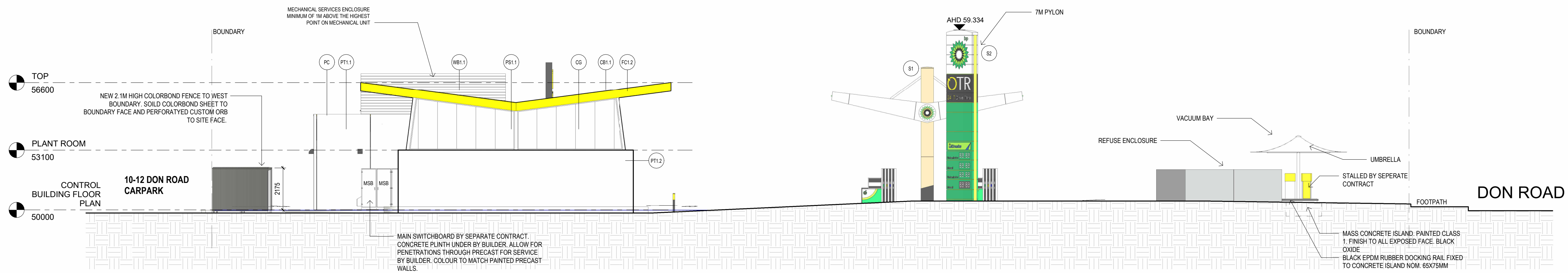
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	Checker	Author																																										
DRAWING NUMBER																																												
DA03																																												
DRAWING NAME																																												
SITE ELEVATION																																												

EXTERNAL FINISHES			
CODE	SPECIFICATION	LOCATION	COLOR
PT11	PAINTED PERCAT WALL PANELS TO FINISH DETAILS. PAINTED FINISH.	MECHANICAL PLANT	WHITE
PT12	PAINTED CEMENT PLASTER PANELS TO FINISH DETAILS. PAINT TO MATCH AND TACKLING TO ENGINEER'S DETAILS.	WASH-BAY	WHITE
WB01	MECHANICAL PLANT SCREENS HANGING PERFORATE NETWORK HIGHER THAN CEILING TO BE FINISHED WITH WHITE PAINTED FINISH TO ALL EXPOSED SURFACES.	MECHANICAL PLANT	WHITE
WB02	800X114 BUTT STEEL STUDWORK @ 600MM CENTERS. HANGERS HANGING PERFORATE NETWORK HIGHER THAN CEILING OVER TOP PART SECTION.	EXTERNAL HALL	MONUMENT
FC11	8mm GRC SHEET CLADDING ON TOP PARTS TO FINISH DETAILS WITH EXPRESSED JOINTS. PAINT FINISH.	EXTERNAL WALL - SIGN	BLACK
FC12	PAINTED GRC SHEET CLADDING WITH EXPRESSED JOINTS FINED TO GLASS FRUITS TO FINISH DETAILS.	WASH-BAY BAY	LIVE
BR11	BROWN ENAMEL WALL PANELS BROWN WITH WHITE BRIGHTON LITE MORTAR.	EXTERNAL HALL	LIVE
CG	SILICONE BUTT JOINTED CLEAR GLASS WITH ALUMINUM POWDERCOATED FRAMES.	EXTERNAL WALL - ENTRY	MONUMENT
PC	ZINCALUME FLAPBAPT CARPING WITH 100mm TURN DOWN PANEL. PAINT FINISH TO ALL EXPOSED FACES.	EXTERNAL WALL	LIVE
CB11	COLORBOND WITH SURFSET COLOR FINISH.	WASH-BAY BAY	SURFSET
SOUND WALL	NORX 14 MM COLORBOND SHEET TO MEET BOUNDARY. 450 COLORBOND SHEET TO BOUNDARY FACE AND PERFORATED COTTON 090 TO SITE FACE.	SITE BOUNDARY	WASH-BAY
PS11	STRUCTURAL STEEL. POWDERCOAT STEEL.	WASH-BAY	MONUMENT






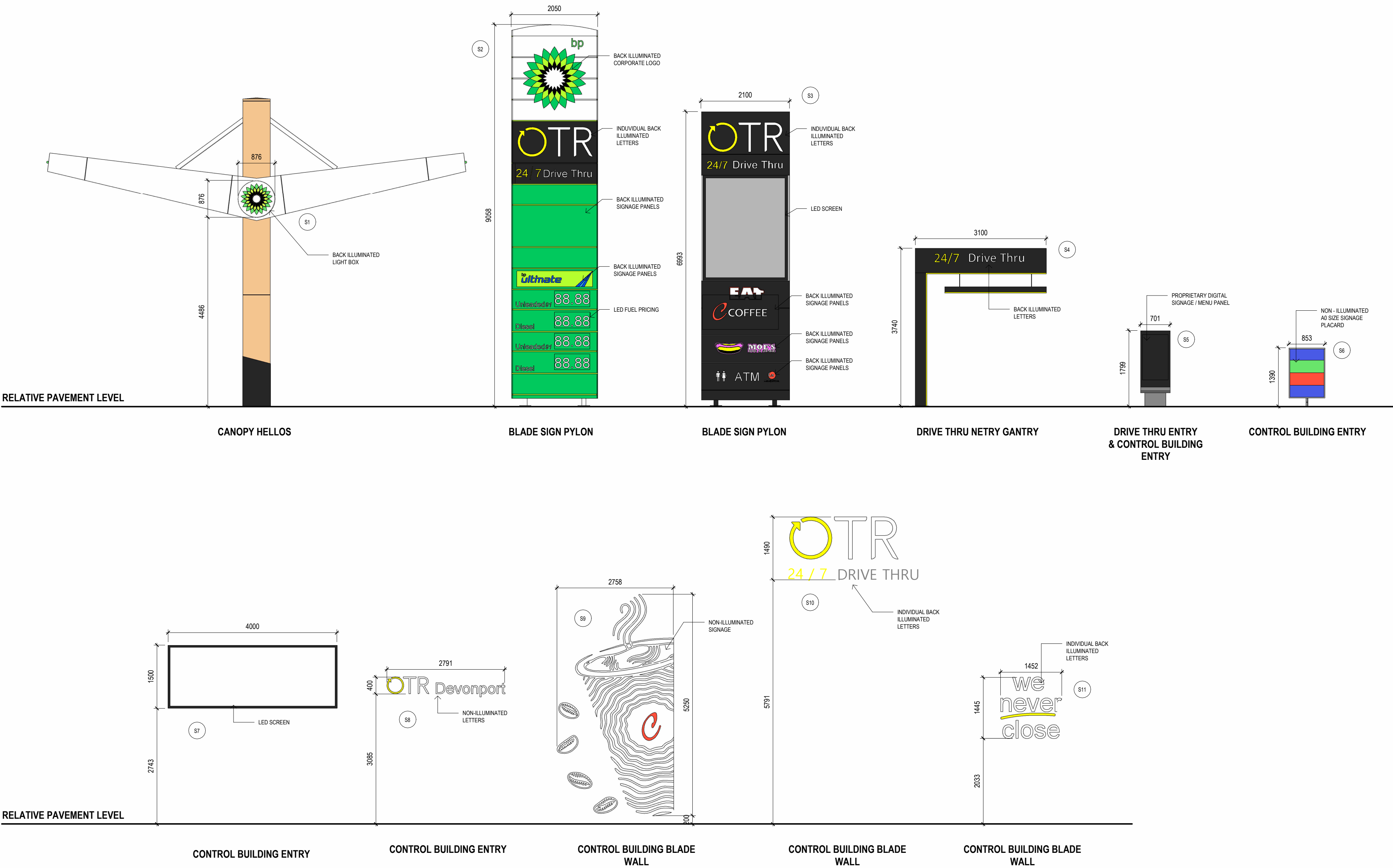
EAST ELEVATION

1 : 100



SOUTH ELEVATION CAR WASH

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	CURVE PC INFRASTRUCTURE		REVISION	CHECKED BY Checker	DRAWN BY Author	DRAWING NAME SITE ELEVATION													



SIGNAGE ELEVATIONS
1 : 50

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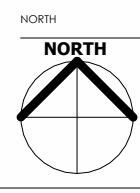
GENERAL NOTES
Contractors shall verify all dimensions and levels on site before commencement of any work. Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencement of work. All works 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.

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PROJECT
OTR DEVONPORT

ADDRESS
2-8 DON ROAD, DEVONPORT

CUSTOMER
PC INFRASTRUCTURE

NORTH


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13/07/2022 4:42:35 PM

REVISION

PROJECT ID
2237

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SCALE
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Author

DRAWING NUMBER
DA05

DRAWING NAME
SIGNAGE ELEVATIONS

NOTES

EXISTING SERVICES

THE CONTRACTOR MUST LOCATE AND MARK ALL
UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING

PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL. LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL, BLENDED WITH 20% ORGANIC MIX. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 250 x 250 x 50 x 50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS

CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPROVED 'ORGANIC MIX'. PLACE PLANTS IN THE CENTER OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM DEPTH OF COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 1 PLANTS/M²

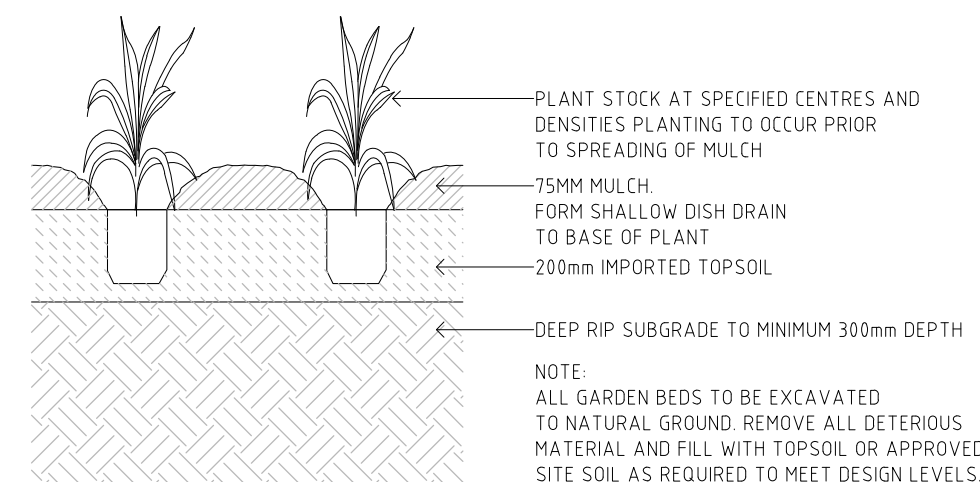
IRRIGATION

PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.

DRIP IRRIGATION SPECIFIED AS NETA-FIM TECHLINE 16 POLY TUBE 16Lph @ 0.5M SPACINGS OR SIMILAR APPROVED.
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).

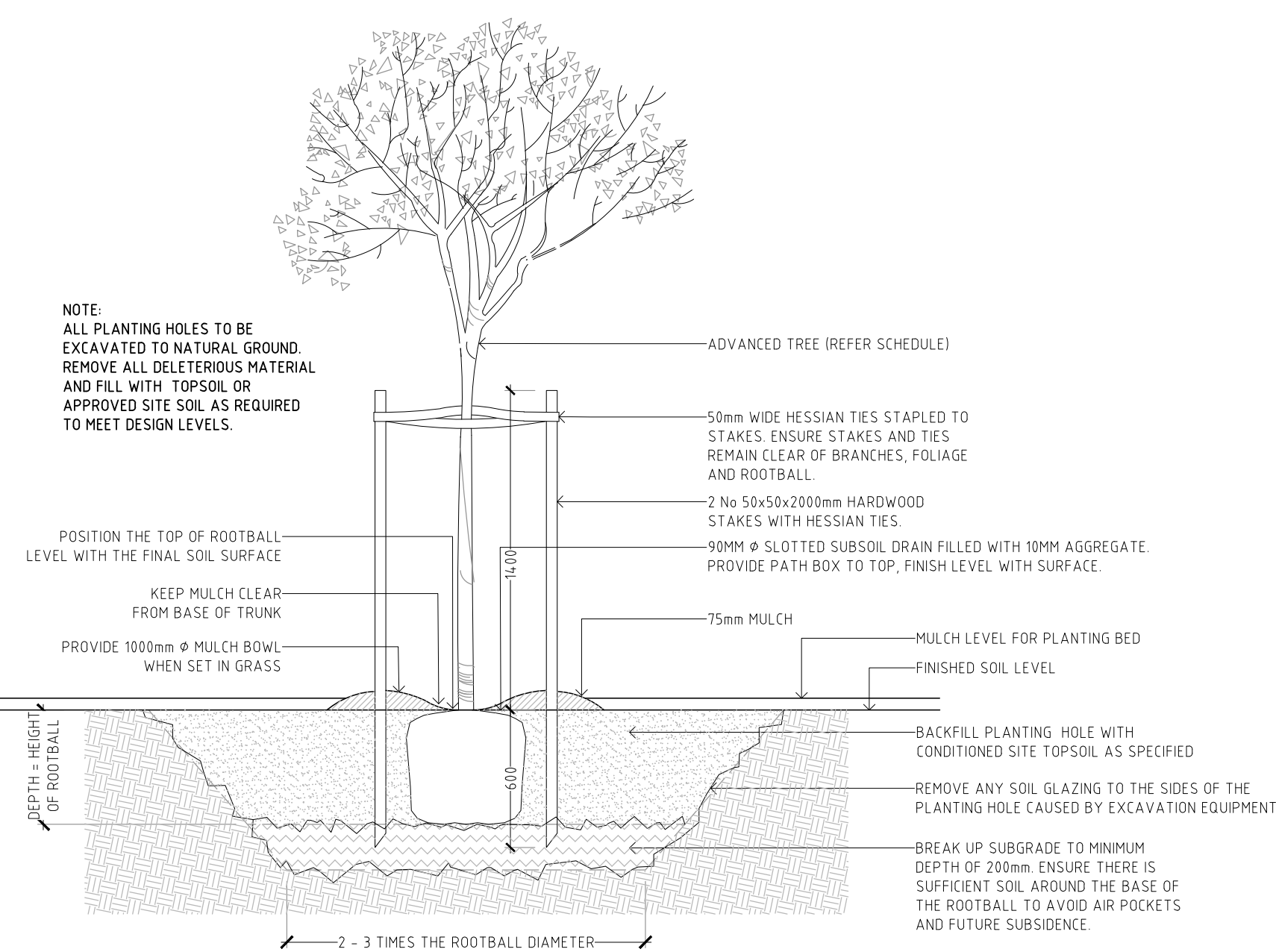
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.

PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER
AND OTHER DEVICES AS REQUIRED.



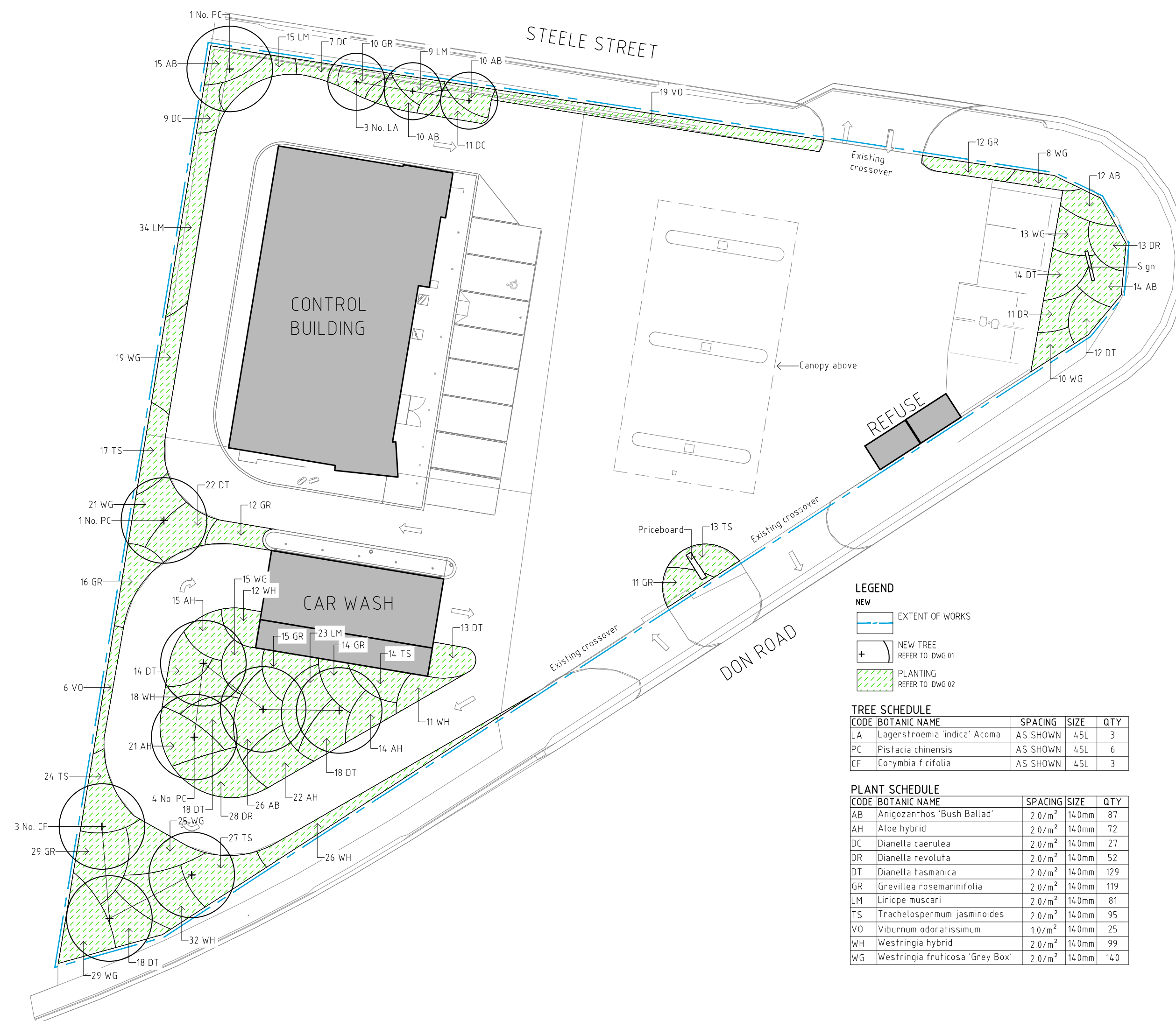
02 TYPICAL SHRUB PLANTING DETAIL

SCALE 1:10 @ A1



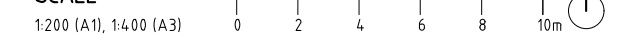
01 TYPICAL TREE IN MULCH DETAIL

SCALE 120 @ A1



This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencement of work. The Contractor is to notify the Superintendent of any discrepancies between the drawings or specifications. Drawings are not to be used for construction unless identified in the title block as "for construction". All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital setout and DWG files will be issued upon request. Copyright Oxigen Pty Ltd.

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LANDSCAPE PLAN

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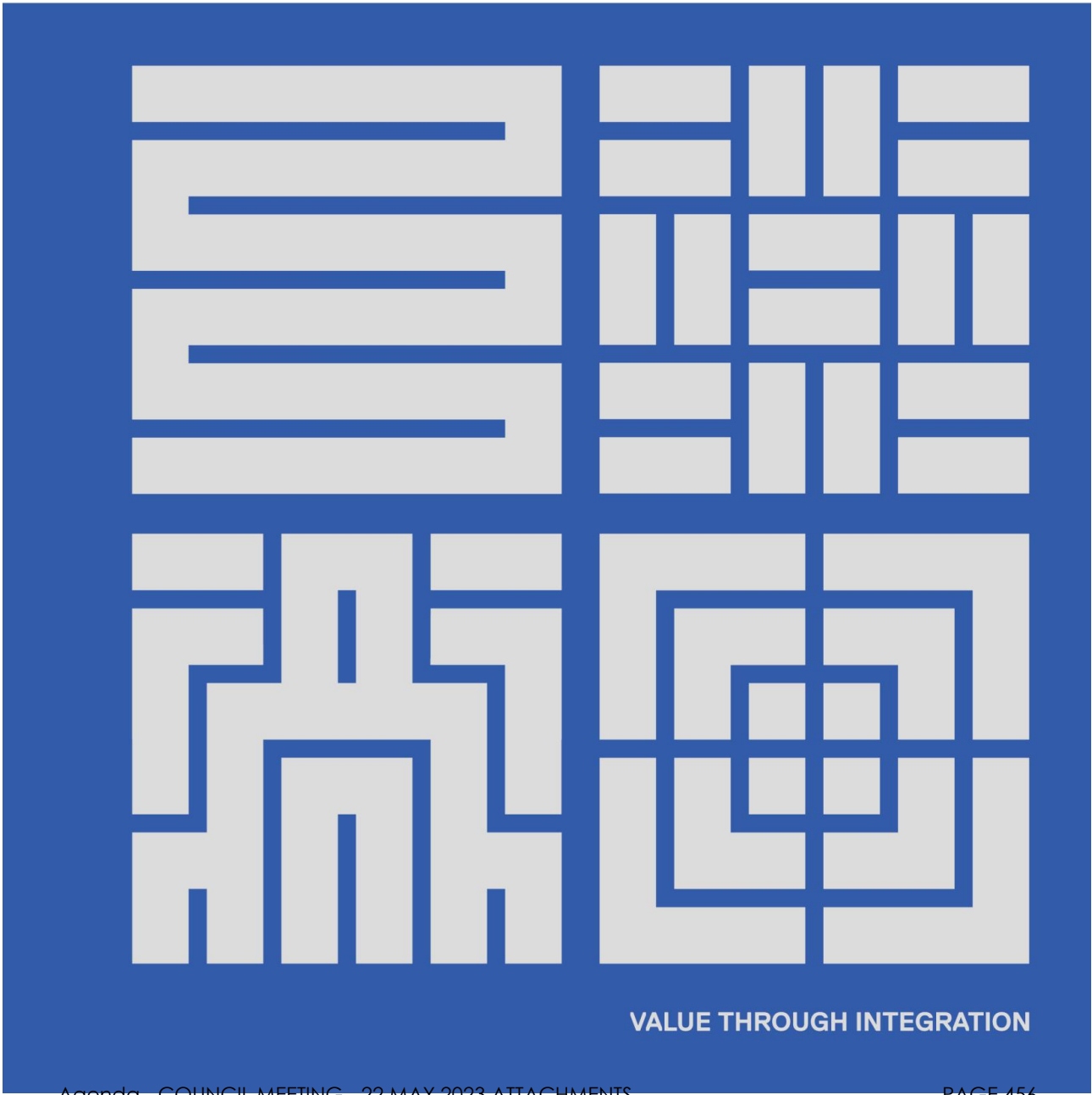
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**PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS**

REPORT | CLIENT REF: 81320-1 REV 0
PEREGRINE CORPORATION | 15 July 2022

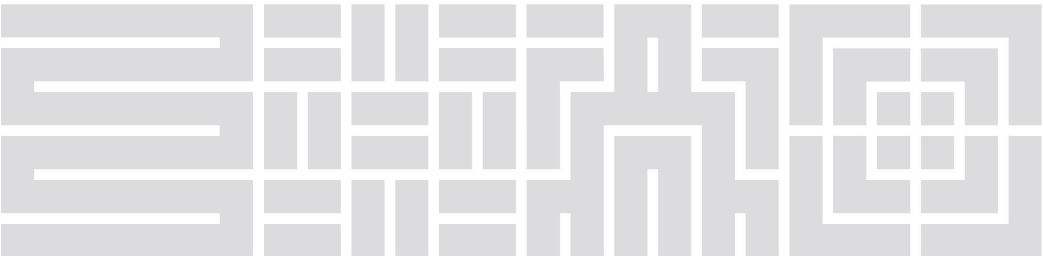




**PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS**

Environmental Site Assessment

Prepared for	Peregrine Corporation	Contact	Glenn Thiele
Prepared by	Fyfe Pty Ltd		Environmental Manager - Vic
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Date	15/07/2022	Reference	81320-1 REV 0



VALUE THROUGH INTEGRATION







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Document Information

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Issued to: Andrew Caspar	Senior Town Planner, Peregrine Corporation	Date: 15 July 2022

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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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Appendix G LABORATORY REPORTS AND CHAIN OF CUSTODY
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PROPOSED ON THE RUN (OTR) SERVICE STATION
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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.

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

PROPOSED ON THE RUN (OTR) SERVICE STATION
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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.

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



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.

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



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"> Is the site suitable in its current condition for the proposed use? 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"> Previous environmental reports. Publicly available information, including information held and summarised by the EPA. 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.

PROPOSED ON THE RUN (OTR) SERVICE STATION
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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.

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
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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 ² .

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.

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



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.

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
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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.

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
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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.

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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 bentofix 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.

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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.

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- 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.

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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.

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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.

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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.

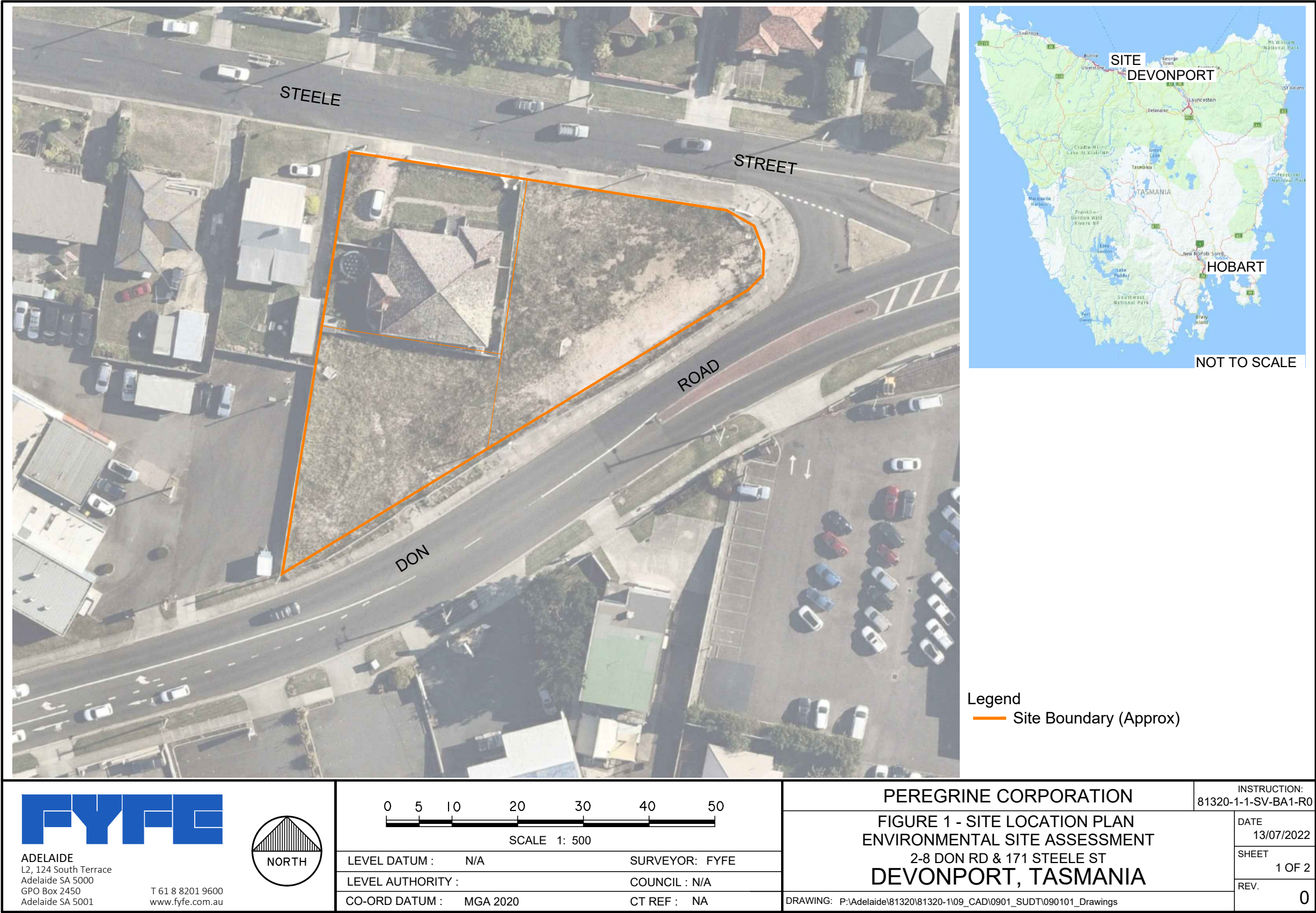
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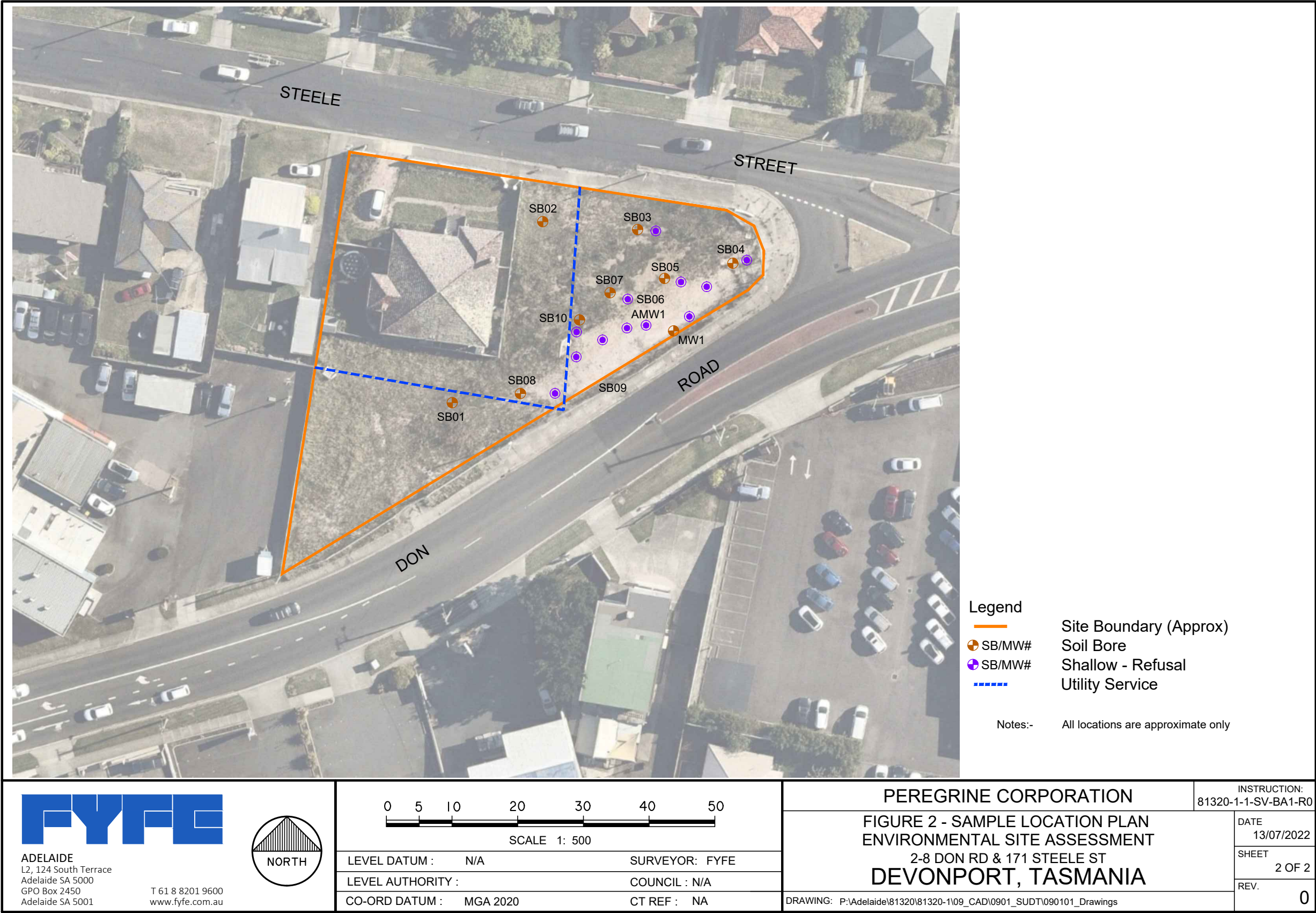


SITE PLANS



VALUE THROUGH INTEGRATION





PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



DATA SUMMARY TABLES



VALUE THROUGH INTEGRATION

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

81320-1
Devonport ESA

Summary of Soil Analytical Results



	BTXN								TRH												
	Benzene	Toluene	Ethylbenzene	Xylene (o)	Xylene (m & p)	Xylene Total	Total BTX	Naphthalene	ΣC10	>C10-C16	>C16-C24	>C24-C40	>C40-Σ40 (Sum of total)	F1 (ΣC10 minus BTX)	F2 (>C10-C16 minus Naphthalene)	ΣC9	C10-C14	C15-C28	ΣC9-C16	C10-C36 (Sum of total)	
EQI	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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB01_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
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	<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_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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
SB03_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
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<50	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	22	14	<50	<100	<100	<100	<50
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	<50	<100	<100	<50	15	<10	<10	<50	<100	<100	<50
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	<50	<100	<100	<50	<10	<10	<50	<100	<100	<100	<50
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	<50	<100	<100	<50	<10	<10	<50	<100	<100	<100	<50
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	<50	<100	<100	<50	<10	<10	<50	<100	<100	<100	<50
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	<50	<100	<100	<50	<10	<10	<50	<100	<100	<100	<50
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	<50	<100	<100	<50	<10	<10	<50	<100	<100	<100	<50
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	<50	<100	<100	<50	<10	<10					

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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Summary of Soil Analytical Results



				Metals																
				Antimony	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
EQI				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	Antimony	Barium	Beryllium	Cadmium	Chromium (hexavalent)	Chromium (III+VI)	Cobalt	Copper	Lead	Manganese	Mercury	Molybdenum	Nickel	Selenium	Silver	Tin	Zinc
AMW1_0.0-0.1	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_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	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
S801_1.0-1.1	EM2209756	24/05/2022	Primary	16			<1		95		6	16		0.1		9				16
S802_0.0-0.1	EM2209756	24/05/2022	Primary	17			<1		50		7	38		0.1		5				29
S802_0.5-0.6	EM2209756	24/05/2022	Primary	8			<1		45		<5	12		<0.1		10				12
S802_1.9-2.0	EM2209756	24/05/2022	Primary																	
S803_0.0-0.1	EM2209756	24/05/2022	Primary																	
S803_0.5-0.6	EM2209756	24/05/2022	Primary	15			<1		84		8	11		0.3		11				27
S803_1.0-1.1	EM2209756	24/05/2022	Primary	19			<1		109		10	10		0.4		23				11
S804_0.5-0.6	EM2209756	24/05/2022	Primary																	
S804_2.0-2.1	EM2209756	24/05/2022	Primary																	
S805_0.0-0.1	EM2209756	24/05/2022	Primary																	
S805_0.5-0.6	EM2209756	24/05/2022	Primary																	
S805_1.5-1.6	EM2209756	24/05/2022	Primary	<5			<1		54		6	12		0.2		12				71
S805_2.0-2.1	EM2209756	24/05/2022	Primary																	
S805_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
S805_3.7-3.8	EM2209756	24/05/2022	Primary																	
S806_0.5-0.6	EM2209756	24/05/2022	Primary																	
S807_0.5-0.6	EM2209756	24/05/2022	Primary																	
S807_1.0-1.1	EM2209756	24/05/2022	Primary																	
S808_0.5-0.6	EM2209756	24/05/2022	Primary																	
S808_1.0-1.1	EM2209756	24/05/2022	Primary																	
S809_0.5-0.6	EM2209756	24/05/2022	Primary	9			<1		32		7	15		<0.1		5				15
S809_1.0-1.1	EM2209756	24/05/2022	Primary																	
S809_2.0-2.1	EM2209756	24/05/2022	Primary	28			<1		127		11	13		0.4		17				11
S809_3.0-3.1	EM2209756	24/05/2022	Primary																	
S810_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
S810_0.5-0.6	EM2209756	24/05/2022	Primary																	
S810_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
S810_4.0-4.1	EM2209756	24/05/2022	Primary																	
S810_5.7-5.8	EM2209756	24/05/2022	Primary																	
Duplicate samples																				
S805_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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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-dichloropropane	1,2,3-trichloropropane	1,2-dibromo 3-chloropropane	1,2-dichloroethane	1,2-dichloropropane	1,3-dichloropropane	2,2-dichloropropane	Bromodichloromethane	Bromoform	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	0.5	0.5	5	0.5	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																														
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ASC NEPM (1999) Vapour intrusion HSL Commercial/Industrial D, Sand, 4 m+																														
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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	<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																											

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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-dibromoethane	Bromomethane	Dichlorodifluoromethane	Iodomethane	Trichlorofluoromethane	1,2,4-trimethylbenzene	1,3,5-trimethylbenzene	Isopropylbenzene	n-butylbenzene	n-propylbenzene	p-isopropyltoluene	sec-butylbenzene	Styrene	tert-butylbenzene		
EQL	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	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-dibromoethane	Bromomethane	Dichlorodifluoromethane	Iodomethane	Trichlorofluoromethane	1,2,4-trimethylbenzene	1,3,5-trimethylbenzene	Isopropylbenzene	n-butylbenzene	n-propylbenzene	p-isopropyltoluene	sec-butylbenzene	Styrene	tert-butylbenzene
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	<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_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																							
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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Summary of Soil Analytical Results



	Solvents					Phenols												
	Methyl Ethyl Ketone	2-hexanone (MIBK)	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
EOL	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					<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<2	<0.5	<0.5
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					<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<2	<0.5	<0.5
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	<5	<5	<5	<0.5	<5											
SB10 0.0-0.1	EM2209756	24/05/2022	Primary					<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<2	<0.5	<0.5
SB10 0.5-0.6	EM2209756	24/05/2022	Primary																
SB10 3.0-3.1	EM2209756	24/05/2022	Primary					<1	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<2	<0.5	<0.5
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																
QC5	EM2209756	24/05/2022	Intra-lab duplicate																
RPD %																			

Comments

* Criteria are inclusive of all cresol isomers

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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-cd)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)	Fluoride
	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	0.05	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	3	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



	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
EOL	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						

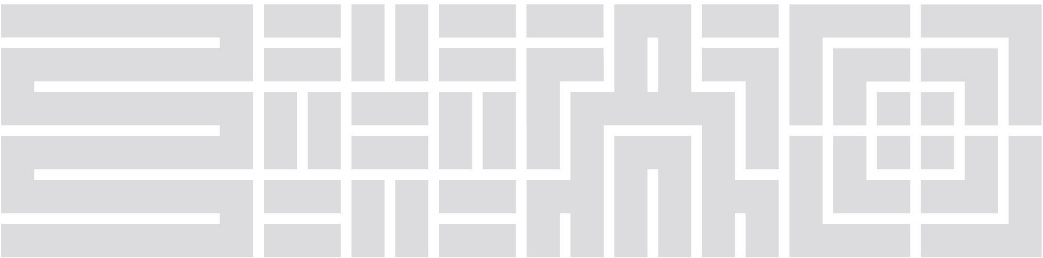
Sample No.	Lab Report Number	Date	Sample Type						
AMW1_0.0-0.1	EM2209756	24/05/2022	Primary					2.8	
AMW1_0.5-0.6	EM2209756	24/05/2022	Primary				<1	1.9	<0.1
AMW1_1.0-1.1	EM2209756	24/05/2022	Primary					1.7	
MW1_0.0-0.1	EM2209756	24/05/2022	Primary					15.6	
MW1_0.5-0.6	EM2209756	24/05/2022	Primary					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

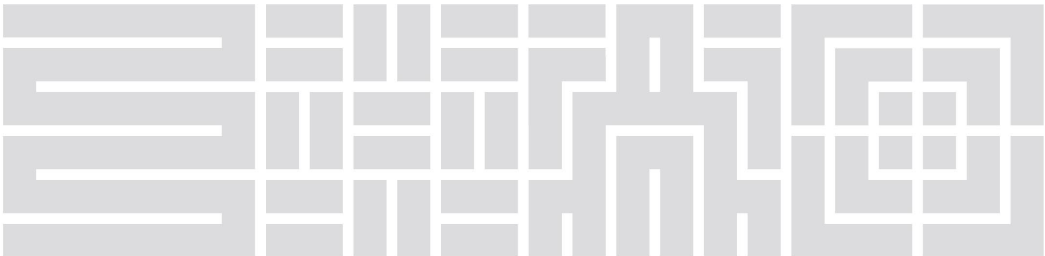


Photograph 10. Drilling adjacent residential property facing south-west

PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



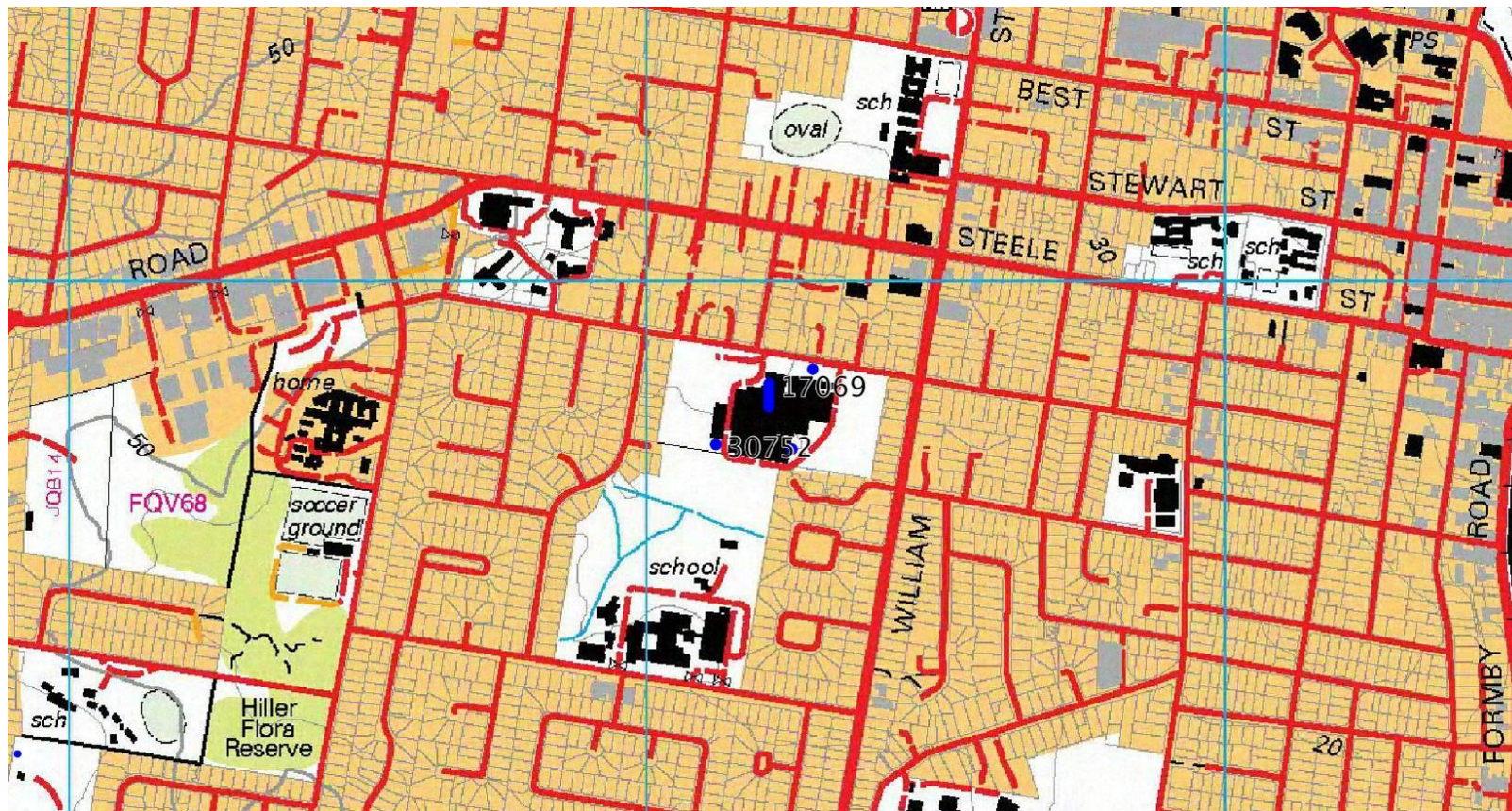
APPENDIX B
GROUNDWATER INFORMATION



VALUE THROUGH INTEGRATION



Groundwater Feature Detailed Report



Disclaimer and Copyright. Map data is compiled from a variety of sources and hence its accuracy is variable. If you wish to make decisions based on this data you should consult with professional advisers. Apart from any use permitted under the Copyright Act 1968, no part of this report may be copied without the permission of the General Manager, Agriculture and Water Business Unit, Department of Natural Resources and Environment Tasmania, PO Box 41, Hobart, TAS 7001.

**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

08/07/2022

Page 4

**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)
	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)
	20/03/2001	42.7	
			Cumulative yield
			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):

08/07/2022

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**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

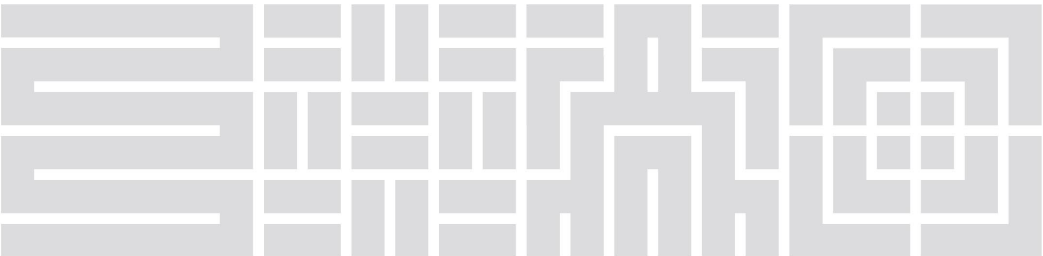


Google Earth: November 2021

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.

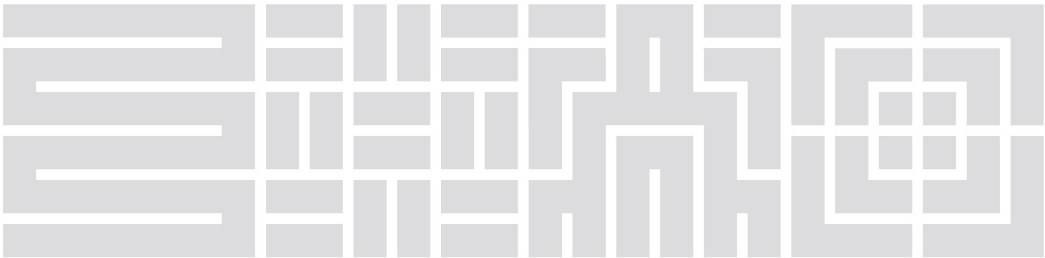


PROJECT BEGINS: Devonport's Kerrisons Corner service station is undergoing remediation work caused by leaking fuel tanks. Picture: Jason Hollister.

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



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



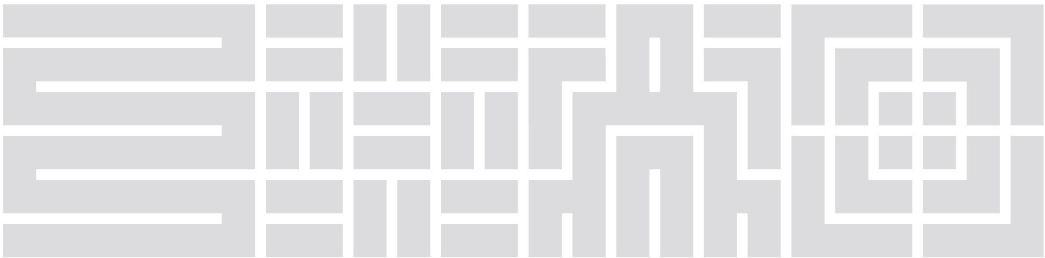
Liz Canning
SENIOR ENVIRONMENTAL OFFICER - CONTAMINATED SITES

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
			SILT, dark brown, trace rootlets, dry	SB01_0.0-0.1 QC1 QC2		
0.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB01_0.5-0.6	0.0	
1				SB01_1.0-1.1	0.0	
1.5				SB01_1.5-1.6		
2			Termination Depth at: 2.00 m.	SB01_1.9-2.0	0.0	
2.5						
3						
3.5						
4						
4.5						
5						
5.5						

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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
			FILL: sand, pale brown, trace rootlets, dry	SB02_0.0-0.1	0.0	
0.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB02_0.5-0.6		
1				SB02_1.0-1.1		
1.5				SB02_1.5-1.6 QC3 QC4		
2				SB02_1.9-2.0		
2.5			Termination Depth at: 2.00 m.			
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			Termination Depth at: 4.00 m.	SB03_3.9-4.0	0.0	
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			Termination Depth at: 4.00 m.	SB04_3.9-4.0	0.0	
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	0.0	
				SB05_0.5-0.6		
1				SB05_1.0-1.1		
1.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist, slight HC odour	SB05_1.5-1.6	0.6	
2				SB05_2.0-2.1	0.5	
2.5			CLAY, pale brown, low plasticity, slightly moist, slight HC odour		7.6	
3				SB05_3.0-3.1		
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		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) 1.10		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						
2			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist	SB07_1.5-1.6		
2			CLAY, brown, low plasticity, slightly moist	SB07_2.0-2.1	0.0	
2.5						
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
			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
			FILL: sandy clay, grey brown, low plasticity, dry			
0.5			CLAY, pale brown mottled grey brown, medium plasticity, slightly moist, slight HC odour	SB09_0.5-0.6	0.0	
1				SB09_1.0-1.1	0.0	
1.5				SB09_1.5-1.6		
2				SB09_2.0-2.1	0.0	
2.5						
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	
			Termination Depth at: 4.00 m.			
4.5						
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
			SILT, dark brown, trace rootlets, dry	SB10_0.0-0.1		HC odour noted once augers were removed from hole Initial PID at top of hole 100 ppm
0.5			CLAY, grey brown, low plasticity, slightly moist	SB10_0.5-0.6	0.0	
1				SB10_1.0-1.1	0.0	
1.5				SB10_1.5-1.6		
2				SB10_2.0-2.1	0.0	
2.5				SB10_2.5-2.6		
3				SB10_3.0-3.1	0.0	
3.5						
4			CLAY, brown, low plasticity, slightly moist, slight HC odour	SB10_4.0-4.1	0.0	
4.5						
5				SB10_5.0-5.1	0.0	
5.5				SB10_5.7-5.8		
			Termination Depth at: 5.80 m.			

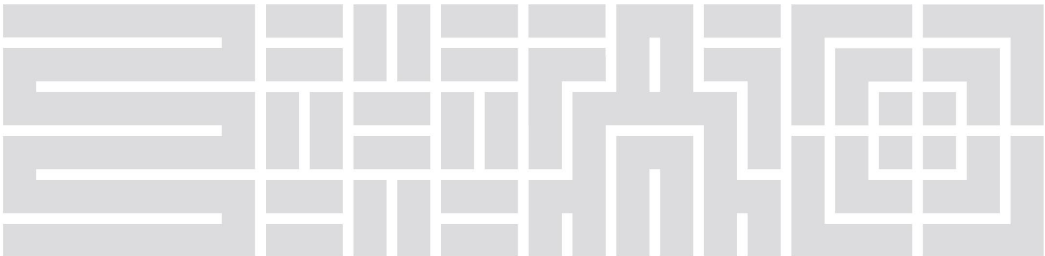
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PROPOSED ON THE RUN (OTR) SERVICE STATION
2-8 DON ROAD AND 171 STEELE STREET, DEVONPORT, TAS
ENVIRONMENTAL SITE ASSESSMENT



APPENDIX G
LABORATORY REPORTS AND CHAIN OF CUSTODY



VALUE THROUGH INTEGRATION



CERTIFICATE OF ANALYSIS

Work Order	: EM2209756	Page	: 1 of 29
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 13:00
Order number	: 11415	Date Analysis Commenced	: 31-May-2022
C-O-C number	: 81320-1_COC_MAY22	Issue Date	: 03-Jun-2022 10:47
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 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.

<i>Signatories</i>	<i>Position</i>	<i>Accreditation Category</i>
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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.

Page : 3 of 29
 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
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
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	----	----	----

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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	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
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

Page : 8 of 29
 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
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
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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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
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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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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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	
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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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
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
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
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		<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
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

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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
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
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
					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	----	----	----
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		14	38	<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
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		22	52	15	<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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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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
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
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	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	%		----	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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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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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 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
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		----	----	<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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 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
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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 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
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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 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
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
2-Chlorophenol	95-57-8	0.5	mg/kg		----	----	<0.5	----	<0.5
2-Methylphenol	95-48-7	0.5	mg/kg		----	----	<0.5	----	<0.5
3- & 4-Methylphenol	1319-77-3	1	mg/kg		----	----	<1	----	<1
2-Nitrophenol	88-75-5	0.5	mg/kg		----	----	<0.5	----	<0.5
2.4-Dimethylphenol	105-67-9	0.5	mg/kg		----	----	<0.5	----	<0.5
2.4-Dichlorophenol	120-83-2	0.5	mg/kg		----	----	<0.5	----	<0.5
2.6-Dichlorophenol	87-65-0	0.5	mg/kg		----	----	<0.5	----	<0.5
4-Chloro-3-methylphenol	59-50-7	0.5	mg/kg		----	----	<0.5	----	<0.5
2.4.6-Trichlorophenol	88-06-2	0.5	mg/kg		----	----	<0.5	----	<0.5
2.4.5-Trichlorophenol	95-95-4	0.5	mg/kg		----	----	<0.5	----	<0.5
Pentachlorophenol	87-86-5	2	mg/kg		----	----	<2	----	<2
^A Sum of Phenols	----	0.5	mg/kg		----	----	<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
Benz(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
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
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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 Work Order : EM2209756
 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
 Project : PEREGRINE SOIL & WATER SAMPLES



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>
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 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.

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**

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%

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

Page : 3 of 18
 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

Page : 4 of 18
 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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 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 (%)
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

Page : 6 of 18
 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 (%)
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
		EP074: Chlorobenzene	108-90-7	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
EM2209985-005	Anonymous	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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

Page : 7 of 18
 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 (%)
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
			205-82-3						
		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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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 (%)
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	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		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
EM2209756-031	SB04_0.5-0.6	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	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		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	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		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
EM2209756-072	SB10_5.7-5.8	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	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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 (%)
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
EM2209985-005	Anonymous	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

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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			
					Spike Concentration	Spike Recovery (%) LCS	Acceptable Limits (%) Low High	
Method: Compound	CAS Number	LOR	Unit	Result				
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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	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)								

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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	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)								

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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	Acceptable Limits (%)	
							Low	High
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
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): Dibenzo(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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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	Acceptable Limits (%)	
							Low	High
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	108-38-3 106-42-3	0.5	mg/kg	<0.5	4 mg/kg	97.1	64.8	134
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	108-38-3 106-42-3	0.5	mg/kg	<0.5	4 mg/kg	104	64.8	134
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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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 (%)	Acceptable Limits (%)	
						LCS	Low	High
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

Sub-Matrix: SOIL				Matrix Spike (MS) Report			
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Spike Concentration	Spike Recovery (%)	Acceptable Limits (%)	
					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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

Page : 17 of 18
 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)							

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 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.

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 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, 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_0.0-0.1,							
SB10_0.5-0.6,	SB10_3.0-3.1,							
SB10_4.0-4.1,	SB10_5.7-5.8							

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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	✓

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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, 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	✓
EP075B: Polynuclear Aromatic Hydrocarbons								
Soil Glass Jar - Unpreserved (EP075-TAS) 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	✓	31-May-2022	10-Jul-2022	✓

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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)								
AMW1_0.0-0.1, AMW1_1.0-1.1, MW1_0.5-0.6, MW1_2.0-2.1, 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_0.0-0.1,	AMW1_0.5-0.6, MW1_0.0-0.1, MW1_1.0-1.1, 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, SB09_3.0-3.1, 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	✔
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions								
Soil Glass Jar - Unpreserved (EP080)								
AMW1_0.0-0.1, AMW1_1.0-1.1, MW1_0.5-0.6, MW1_2.0-2.1, 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_0.0-0.1,	AMW1_0.5-0.6, MW1_0.0-0.1, MW1_1.0-1.1, 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, SB09_3.0-3.1, 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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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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)		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_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,							
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							

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 Work Order : EM2209756
 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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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 Client : FYFE PTY LTD
 Project : PEREGRINE SOIL & WATER SAMPLES



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).

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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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, Na2SO4 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, Na2SO4 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.



SAMPLE RECEIPT NOTIFICATION (SRN)

Work Order : EM2209756

<p>Client : FYFE PTY LTD</p> <p>Contact : ANGUS SMART</p> <p>Address : LEVEL 1, 124 SOUTH TERRACE ADELAIDE SOUTH AUSTRALIA 5000</p> <p>E-mail : angus.smart@fyfe.com.au</p> <p>Telephone : ----</p> <p>Facsimile : ----</p> <p>Project : PEREGRINE SOIL & WATER SAMPLES</p> <p>Order number : 11415</p> <p>C-O-C number : 81320-1_COC_MAY22</p> <p>Site :</p> <p>Sampler :</p>	<p>Laboratory : Environmental Division Melbourne</p> <p>Contact : Kieren Burns</p> <p>Address : 4 Westall Rd Springvale VIC Australia 3171</p> <p>E-mail : Kieren.Burns@alsglobal.com</p> <p>Telephone : +61881625130</p> <p>Facsimile : +61-3-8549 9626</p> <p>Page : 1 of 5</p> <p>Quote number : EM2021FYFEAR0003 (AD/060/21)</p> <p>QC Level : NEPM 2013 B3 & ALS QC Standard</p>
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Dates

<p>Date Samples Received : 26-May-2022 13:00</p> <p>Client Requested Due Date : 02-Jun-2022</p>	<p>Issue Date : 30-May-2022</p> <p>Scheduled Reporting Date : 02-Jun-2022</p>
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Delivery Details

<p>Mode of Delivery : Carrier</p> <p>No. of coolers/boxes : 3</p> <p>Receipt Detail :</p>	<p>Security Seal : Intact.</p> <p>Temperature : 8.05°C - Ice Bricks present</p> <p>No. of samples received / analysed : 81 / 38</p>
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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.

RIGHT SOLUTIONS | RIGHT PARTNER

Issue Date : 30-May-2022
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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-201 TAS EPA 105 (no TBT)	SOIL - S-02 8 Metals (incl. Digestion)	SOIL - S-05 TRH/ETEX/8 Metals	SOIL - S-09 TRH/VOC	SOIL - S-18 TRH/C6-C9/ETEXN
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	✓						

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

Issue Date : 30-May-2022
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 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
EM2209756-036	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		✓					✓

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 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.

Attachment 4.1.3 Application detail - AM2022.05 & PA2022.0134 - 171 Steele Street and 2-8 Don Road, Devonport

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 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 :		CONSIGNMENT NOTE NO.	
OF: Fyfe		TIME:		OF:			
NAME :		DATE:		NAME :		TRANSPORT CO. NAME:	
OF:		TIME:		OF:			
P.O. NO.:		COMMENTS/SPECIAL HANDLING/STORAGE OR DISPOSAL:		ANALYSIS REQUIRED			
FOR LAB USE ONLY		Please forward results and invoice to:		BTEN/TRH CG-C10 TRI/BTEN/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	NO.	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: 26/05/2022 13.00 Carrier: TASFAST
 C/note: 896418
 Temp: 8.05 °C Seal: Y/N
 Ice / Icebricks / NA EC ALS


Telephone : 61-3-8549 9600

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NTEDPublished: 01/09/2021
Printed: 25/05/2022

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					
RELINQUISHED BY:		RECEIVED BY:				METHOD OF SHIPMENT: Overnight	
NAME : Angus Smart		DATE:		NAME :		CONSIGNMENT NOTE NO.	
OF: Fyfe		TIME:		OF:		TIME:	
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:					
COOLER SEAL		glenn.theile@fyfe.com.au					
Yes No		adam.triffett@fyfe.com.au					
Broken Intact							
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					

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Printed: 25/05/2022Page 2 of 4
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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 :		CONSIGNMENT NOTE NO.	
OF: Fyfe		TIME:		OF:		TIME:	
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:					
COOLER SEAL		glenn.theile@fyfe.com.au					
Yes No		adam.triffett@fyfe.com.au					
Broken Intact							
COOLER TEMP: deg. °C							
SAMPLE DATA		*CONTAINER DATA					
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PRESERVATIVE	NO.	pH field	
SB06 0.5-0.6	Soil	24/05/2022					
SB06 1.0-1.1	Soil	24/05/2022					
SB07 0.5-0.6	Soil	24/05/2022					
SB07 1.0-1.1	Soil	24/05/2022					
SB07 1.5-1.6	Soil	24/05/2022					
SB07 2.0-2.1	Soil	24/05/2022					
SB07 3.0-3.1	Soil	24/05/2022					
SB07 4.0-4.1	Soil	24/05/2022					
SB08 0.5-0.6	Soil	24/05/2022					
SB08 1.0-1.1	Soil	24/05/2022					
SB08 1.5-1.6	Soil	24/05/2022					
SB08 2.0-2.1	Soil	24/05/2022					
SB08 3.0-3.1	Soil	24/05/2022					
SB09 0.5-0.6	Soil	24/05/2022					
SB09 1.0-1.1	Soil	24/05/2022					
SB09 1.5-1.6	Soil	24/05/2022					
SB09 2.0-2.1	Soil	24/05/2022					
SB09 3.0-3.1	Soil	24/05/2022					
SB09 3.9-4.0	Soil	24/05/2022					

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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					
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 & PRESERVATIVE	NO.	pH field	NOTES
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		METHOD OF SHIPMENT: Overnight	
FOR LAB USE ONLY		Please forward results and invoice to:				CONSIGNMENT NOTE NO.	
COOLER SEAL							
Yes No		glenn.thelle@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					
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					

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:		QUOTE #: AD/060/21 and EN-122-21		REPORT FORMAT: HARD:NO FAX: NO E-MAIL: YES		48 Hour Turnaround: yes / no	
PROJECT ID: 81320-1							
RELINQUISHED BY:				RECEIVED BY:			
NAME : Angus Smart		DATE:		NAME :		DATE:	
OF: Pyfe		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:		HOLD *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@pyfe.com.au					
Broken Intact		adam.triffett@pyfe.com.au					
COOLER TEMP: deg. °C							
SAMPLE DATA				*CONTAINER DATA			
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PH	NO.	pH field	NOTES
SB02 0.0-0.1	Soil	24/05/2022					fill, 0, refusal on cement rubble
SB02 0.5-0.6	Soil	24/05/2022					clay, 0
SB02 1.0-1.1	Soil	24/05/2022					1 clay, 0
SB02 1.5-1.6	Soil	24/05/2022					1 clay, 0
SB02 1.9-2.0	Soil	24/05/2022					1 clay, 0
SB03 0.0-0.1	Soil	24/05/2022					fill
SB03 0.5-0.6	Soil	24/05/2022					clay
SB03 1.0-1.1	Soil	24/05/2022					clay
SB03 1.5-1.6	Soil	24/05/2022					1 clay
SB03 2.0-2.1	Soil	24/05/2022					1 clay
SB03 3.0-3.1	Soil	24/05/2022					1 clay
SB03 3.9-4.0	Soil	24/05/2022					1 clay
SB04 0.5-0.6	Soil	24/05/2022					clay
SB04 1.0-1.1	Soil	24/05/2022					1 clay
SB04 1.5-1.6	Soil	24/05/2022					clay
SB04 2.0-2.1	Soil	24/05/2022					clay
SB04 3.0-3.1	Soil	24/05/2022					1 clay
SB04 3.9-4.0	Soil	24/05/2022					1 clay
SB05 0.0-0.1	Soil	24/05/2022					FILL
SB05 0.5-0.6	Soil	24/05/2022					FILL
SB05 1.0-1.1	Soil	24/05/2022					1 FILL
SB05 1.5-1.6	Soil	24/05/2022					clay, slight HC odour
SB05 2.0-2.1	Soil	24/05/2022					clay, slight HC odour
SB05 3.0-3.1	Soil	24/05/2022					clay, 7.6, slight HC odour
SB05 3.7-3.8	Soil	24/05/2022					clay, slight HC odour, refusal on rock

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Printed: 26/05/2022Page 2 of 4
DOCUMENT UNCONTROLLED WHEN PRINTED

QF_927 CHAIN OF CUSTODY DOCUMENTATION



CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_CO_C May22		SAMPLERS: ACS		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		METHOD OF SHIPMENT: Overnight	
FOR LAB USE ONLY		Please forward results and invoice to:				CONSIGNMENT NOTE NO.	
COOLER SEAL		glenn.theille@fyfe.com.au				TRANSPORT CO. NAME:	
Yes No		adam.triffett@fyfe.com.au					
Broken Intact							
COOLER TEMP: deg. °C							
SAMPLE DATA		*CONTAINER DATA					
SAMPLE ID	MATRIX	DATE	TIME	TYPE & PR	NO.	pH field	NOTES
SB06_0.5-0.6	Soil	24/05/2022					FILL sandy clay
SB06_1.0-1.1	Soil	24/05/2022					FILL sandy clay
SB07_0.5-0.6	Soil	24/05/2022					FILL
SB07_1.0-1.1	Soil	24/05/2022					FILL
SB07_1.5-1.6	Soil	24/05/2022					1 CLAY
SB07_2.0-2.1	Soil	24/05/2022					1 CLAY
SB07_3.0-3.1	Soil	24/05/2022					1 CLAY
SB07_4.0-4.1	Soil	24/05/2022					1 CLAY
SB08_0.5-0.6	Soil	24/05/2022					CLAY
SB08_1.0-1.1	Soil	24/05/2022					CLAY
SB08_1.5-1.6	Soil	24/05/2022					1 CLAY
SB08_2.0-2.1	Soil	24/05/2022					1 CLAY
SB08_3.0-3.1	Soil	24/05/2022					1 CLAY, refusal on rock
SB09_0.5-0.6	Soil	24/05/2022					clay, slight HC odour
SB09_1.0-1.1	Soil	24/05/2022					clay, slight HC odour
SB09_1.5-1.6	Soil	24/05/2022					1 clay, slight HC odour
SB09_2.0-2.1	Soil	24/05/2022					clay, slight HC odour
SB09_3.0-3.1	Soil	24/05/2022					clay, 0.4
SB09_3.9-4.0	Soil	24/05/2022					1 clay

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Printed: 26/05/2022Page 3 of 4
DOCUMENT UNCONTROLLED WHEN PRINTED

QF_927 CHAIN OF CUSTODY DOCUMENTATION



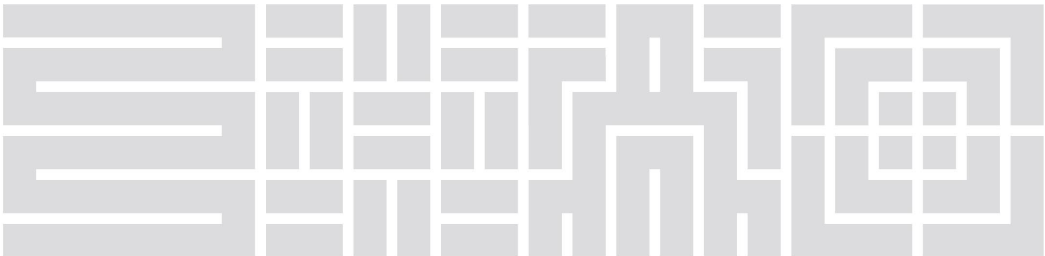
CLIENT: Peregrine		LABORATORY: ALS		LABORATORY BATCH NO.:		TURNAROUND TIME:	
PROJECT: OTR Devonport		COC Reference #: 81320-1_COC_May22		SAMPLERS:		Standard: yes	
SEND REPORT TO: Adam Triffett		SEND INVOICE TO:		PHONE:		24 Hour Turnaround: yes / no	
DATA/ REPORT NEEDED BY:		REPORT FORMAT: HARD/NO FAX: 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		METHOD OF SHIPMENT: Overnight	
FOR LAB USE ONLY		Please forward results and invoice to:				CONSIGNMENT NOTE NO.	
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 & 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					1 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

100
Received

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**

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
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Planning, Transport, Urban Design & Waste Management.

26 June 2023

Devonport City Council
137 Rooke Street
DEVONPORT TAS 7310

**Amendment AM2022.05 & Planning Application No. PA2022.0134
2-8 Don Road & 171 Steele Street, Devonport
Representation on behalf of the permit applicant**

Dear Councillors and Officers

Ratio Consultants continues to act on behalf of the permit applicant in this matter.

We write in response to the public exhibition of Amendment AM2022.05 and application PA2022.0134 and, in particular, to make a representation in relation to the planning application in accordance with Section 41 of the *Land Use Planning & Approvals Act 1993*.

Representation – Reconsideration of Conditions 2 and 10

While we are pleased that Council has resolved to certify amendment AM2022.05 to the Devonport Local Provisions Schedule and to approve application PA2022.0134, we respectfully request that Council reconsiders its position in relation to the proposed hours of operation associated with the service station.

Our application to Council included sound justification against Clause 17.3.1 P1 which demonstrates that the proposed 24/7 operation will not cause an unreasonable loss of amenity to adjoining residential properties.

The proposed 24/7 operation is central to the business strategy and nature of the services provided by OTR. OTR operates approximately 180 stores in South Australia, Victoria, New South Wales, Western Australia, Tasmania and the Northern Territory.

The vast majority of these sites operate on a 24-hour per day, 7 day per week basis. They provide access to essential goods and daily needs on a convenient basis. This convenience is highly valued by customers who are unable to shop within traditional retail trading hours, and customers who live nearby and access the sites on foot, by bicycle and by other means not necessarily requiring a motor vehicle.

The applicant appreciates concerns that arise in relation to potential amenity impacts, particularly where sites adjoin or are in close proximity to residential areas. The applicant is proud of its record of working with neighbours and authorities to develop sites that respect and enhance their environs. In the applicant's experience, even where serious concerns are expressed about potential impacts on residential neighbours, once a site is up and running complaints about noise and other impacts are rare and readily resolved. From the inception of the project, it has been a priority to ensure the proposal meets relevant environmental regulations to ensure a 24/7 operation can be supported by Council and the Tasmania Planning Commission (TPC).

— The interface with surrounding residential uses is a common characteristic of commercial zones and not an abnormality of the subject site.

ratio:

19127P_Applicant Representation_2-8 Don Road 171 Steele Street
Devonport_MDA review 15062023 (002) P1

ratio.com.au

- The extent of the 24/7 operation is limited to the control building and associated drive-through. Other components of the proposal will operate within normal hours generally in accordance with the relevant acceptable solution.
- 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 have been widely accepted by TASCAT¹ to guide *desirable* noise levels for different activities.
- 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 conducive to noise propagation.
- 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.
- 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 are estimated for worst case car activity and still meet the design sleep disturbance level (60 dB LAmax), except for a minor (<2 dB) exceedance for receptors 1 to 3 on the northern side of Steele Street.
 - It should be noted that receptors 1 to 3 are identified in the report as the properties at Nos. 178, 180 and 182 Steele Street which are opposite the site. It is relevant to consider that each of these dwellings are setback by a minimum of approximately 24 metres from the northern boundary of the site, and in this context, we submit that the variations are extremely minor.
 - These maximum noise levels are associated with short term events and are of limited frequency. Existing vehicular traffic on Steele Street, located closer the receptors, are likely to generate similar or greater maximum noise levels than for activity associated with the proposed development. It is therefore expected that the minor predicted exceedance of the maximum noise design level will not detrimentally affect amenity of the nearest noise-affected premises.
 - In its assessment of the proposal against Clause 17.3.1 P1 Council's Planning Officer has contended that noise mitigation in the form of 'suggestions that customers leave quietly' is not an appropriate measure and indicative that there is an 'obvious' noise issue at play. We respectfully rebut the officer's position that the minor worst car activity variations to the design sleep disturbance level are indicative of a broader noise issue, as these are the only instances where design noise levels are not achieved, that is specific to cars operating in a 'worst case' manner.
 - We also rebut the assertion that managerial controls are not an appropriate mitigation measure. The suggested controls, including signage requesting that patrons consider residential amenity when leaving the premises are in fact standard measures which are implemented in circumstances where non-compliance is minor and where physical interventions (for example acoustic walls) are impractical or not appropriate.

¹ Marching Ants (Tas) Pty Ltd v Launceston City Council and Ors [2021]

- Finally, we also respectfully point out to Council that there are examples within Devonport where there are 24 hour operations that are within 50m of a residential property. Specifically:
 - Shell Petrol station at 150 Tarelton Street, East Devonport – 24/7 petrol station in the Light Industrial Zone, opposite properties to the east in the General Residential Zone.
 - Ampol Service Station at 118 William Street, Devonport – 24/7 petrol station in the Urban Mixed Use Zone, opposite properties to the west in the General Residential Zone.

In our view the distinction between the Commercial Zone and the Light Industrial and Urban Mixed Use Zones is immaterial to the matter at hand, what is relevant is that these are similar commercial developments operating with 24/7 hours with similar residential interfaces. In both cases, the residential properties are on the opposite side of the street with similar setbacks from the commercial properties as those at receptors 1 to 3 as identified in the Marshall Day report.

- Should Council remain concerned about the above, we respectfully suggest that patron behaviour and management can be regulated through the provision of a patron management plan that can be endorsed under any permit issued. This would, amongst other things as set out below, outline a process for the management of patron behaviour within the site after hours, and would include a complaints management component to deal with any issues raised by adjoining and surrounding residential properties. As an endorsed document under the permit, Council would have the ability to review the contents of the document and ensure that it is applied through enforcement.

Suggested condition wording as follows:

Before the use starts/development is occupied a Site Noise Management Plan shall be provided to the responsible authority for approval. Once approved the Site Noise Management Plan will form part of the permit. The Site Noise Management Plan as a minimum should:

- a) *Provide details about the management of noise complaints, including the creation and maintenance of a complaints register.*
- b) *Indicate how and when communications will be undertaken with patrons to ensure that they are aware of their expected behaviour during arrival and departure from the venue. This will include minimising unreasonably loud communication, and operating vehicles in a 'reasonable' manner.*
- c) *Provide clear signage within the venue that notifies patrons to be aware of their surroundings and to conduct themselves in a 'reasonable' manner.*

The Site Noise Management Plan should accord with the recommendations and findings in the Marshall Day Environmental Noise Assessment dated 13 July 2022.

- A similar development application from our client at 10-11 Formby Road, Devonport was approved earlier this year (PA2022.0035). It is notable that the Environmental Noise Assessment for that proposal demonstrated a similar level of compliance with relevant noise regulations as those in the current matter.
- The report concludes the proposal meets relevant Tasmania EPA legislation and guidelines based on the following recommendations:
 - Noise mitigation features and managerial controls including 2.1 m high acoustic fence, full perimeter screening of all mechanical services and relevant signage directed at patrons.

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19127P_Applicant Representation_2-8 Don Road 171 Steele Street
Devonport_MDA review 15062023 (002) P3

ratio.com.au

- Fuel deliveries and waste collections to occur during the day/evening period.
- Vacuum units to operate during the day/evening period only.

Marshall Day Acoustics are qualified environmental noise and military aircraft noise specialists with extensive experience in the preparation of noise assessments.

We thank you for the consideration of this combined planning scheme amendment and development application.

Kind regards



Justin Scriha
Associate: Planning

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 Toorak Place, Devonport

Certificate of Title Reference No.: 56857/1

Applicant's Details

Full Name/Company Name: Tasmanian Consulting Service

Postal Address: PO Box 1047 Devonport 7310

Telephone: 03 64249085

Email: leigh@tascon.com.au

Owner's Details (if more than one owner, all names must be provided)

Full Name/Company Name: Bryan Tuit

Postal Address: 2 Toorak Place, Devonport

Telephone: _____

Email: thetuits@bigpond.com



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?: Property subdivision

Description of how the use will operate: Please refer to drawings and supporting documents

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

\$ 15000

Notification of Landowner/s (s.52 *Land Use Planning and Approvals Act 1993*)

If land is not in applicant's ownership

I, Leigh Bryan declare that the owner/s of the land has/have been notified of my intention to make this application.

Applicant's signature: _____ Date: 16-05-23

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: 16-05-23

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.

Development Application – Supporting Information

Development: Bryan Tuit
Property Subdivision

Location: 2 Toorak Place, Devonport

Owner: Bryan Tuit

Developer: Bryan Tuit

Authority: Devonport Council

Tasmanian Consulting Service Pty Ltd

74 Oldaker Street, Devonport 7310

Document: 9295-w-230516
Issued for: Development Application
Date: 16th May 2023
Revision: 0

Author: Leigh Bryan

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5.3 Zone Compliance 13

Appendix ‘A’ – Drawings



Tasmanian Consulting Service
Engineering. Design. Planning. Management. Construction.
PO Box 1047; 74 Oldaker St. Devonport Tasmania 7310

p: 03 6424-9085
f: 03 6424-5709
mail@tascon.com.au
ABN: 40 009 579 453

1. Property Description

Address: 2 Toorak Place, Devonport

Property ID: 6316866

Title Reference: 56857/1

Planning Instrument: Tasmanian Planning Scheme – Devonport

Scheme Zone: 8.0 General Residential



Location Plan: 2 Toorak Place, Devonport



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ABN: 40 009 579 453

2. Site and Surrounds

The development is situated at 2 Toorak Place, Devonport.

The property is surrounded by:

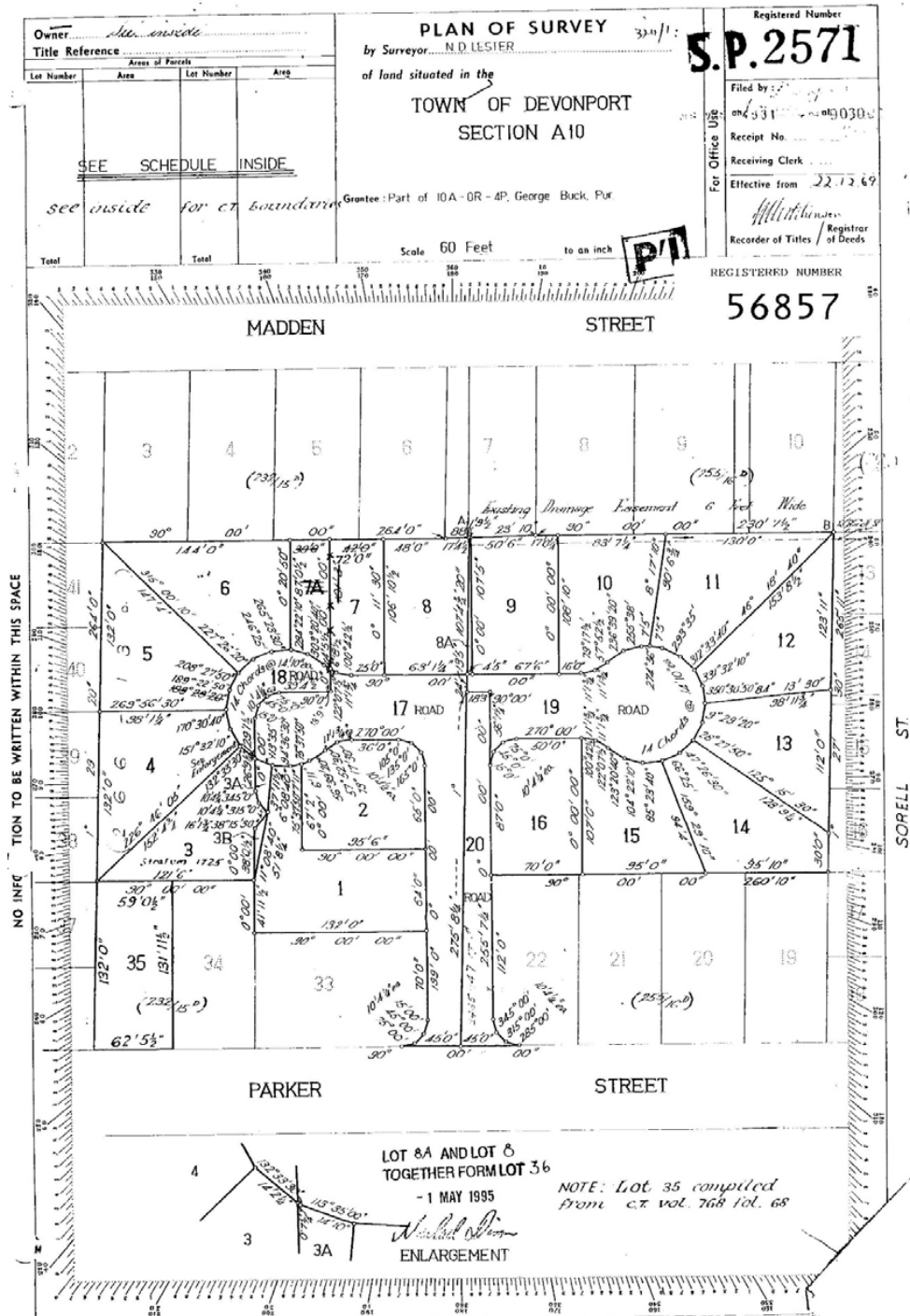
- Residential Housing to the north, south, east and west (zoned as General Residential)

Cadastral parcels information and plan of title are included below.



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**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980**SEARCH OF TORRENS TITLE**

VOLUME 56857	FOLIO 1
EDITION 4	DATE OF ISSUE 14-Oct-2011

SEARCH DATE : 16-May-2023
 SEARCH TIME : 09.54 AM

DESCRIPTION OF LAND

City of DEVONPORT
 Lot 1 on Sealed Plan 56857 (formerly being SP2571)
 Derivation : Part of 10 Acres 4 Perches Gtd. to G. Buck
 Prior CT 2578/40

SCHEDULE 1

M349161 TRANSFER to BRYAN SCOTT TUIT Registered 14-Oct-2011
 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP 2571 COVENANTS in Schedule of Easements
 D33007 MORTGAGE to Australia and New Zealand Banking Group
 Limited Registered 14-Oct-2011 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



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Land Tasmania

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Page: 2 of 3

Cadastral Parcels (one feature)

Feature	
Property Address	2 TOORAK PL DEVONPORT TAS 7310
Property ID	6316866
Title Reference	56857/1

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3. Existing Use & Zoning

The property has two frontages to Toorak Place and existing access from the north. There is an existing dwelling and a shed/garage.

The development (this permit application) is located within the General Residential zone (Zone 8).

The properties surrounding to the north, east, south and west is zoned General Residential.

Included below is the zoning map for the property and adjacent areas.



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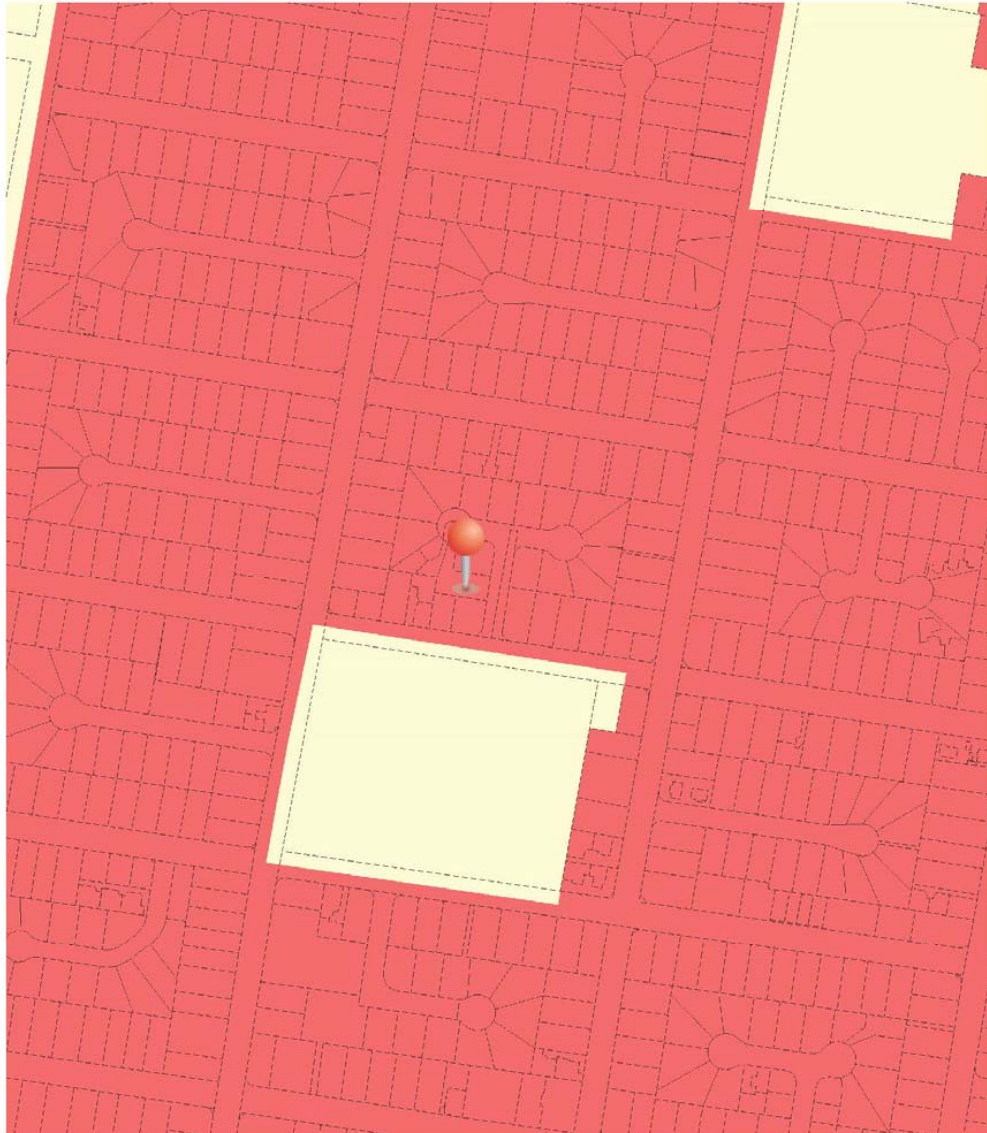
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Legend

Cadastral Parcels



Tasmanian Planning Scheme - Zones

General Residential



Inner Residential



Low Density Residential



Rural Living



Village



Urban Mixed Use



Local Business



General Business



Central Business



Commercial



Light Industrial



General Industrial



Rural



Agriculture



Landscape Conservation



Environmental Management



Major Tourism



Port and Marine



Utilities



Community Purpose



Recreation



Open Space



Future Urban



Particular Purpose



No Base Layer

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Page: 4 of 4

Tasmanian Planning Scheme - Zones (one feature)

Feature	
Local Provisions Schedule	Devonport Local Provisions Schedule
Zone Number	8
Zone	General Residential
Notes	Alterations of electronic planning map made under s.80O of LUPAA

www.thelist.tas.gov.au

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p: 03 6424-9085
f: 03 6424-5709
mail@tascon.com.au
ABN: 40 009 579 453

4. Proposed Development

A Planning Permit for a property subdivision is sought, in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993* and Clause 6.8.1 of the *Tasmanian Planning Scheme – Devonport*.

It is proposed that 2 Toorak Place (currently 943m² nom) be subdivided and 430m² transferred to 2A Toorak Place.

2 Toorak Place is to receive a new access driveway and crossover to the existing eastern frontage.

2A Toorak Place is to utilize the existing northern access and frontage and receive new services connections from the north.

5. Planning Scheme Compliance

5.1 Scheme Reference

This application is made in accordance with the *Tasmanian Planning Scheme – Devonport*.

5.2 Zone

The existing property is zoned General Residential zone 8.



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ABN: 40 009 579 453

5.3 Zone Compliance

Section 8.2 Use Table

Permitted	Qualification	This Application Compliance
Residential	If not listed as No Permit Required.	Permitted use

8.6.1 Lot design

Objective

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone;
- (b) is provided with appropriate access to a road;
- (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and
- (d) is orientated to provide solar access for future dwellings.

Requirements	This Application
P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) the intended location of buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area. 	The proposed boundary for the new lot has been chosen to optimize setbacks with regards the existing and future dwellings while staying consistent with existing surrounding developments. The proposed lot can contain the minimum required dwelling area of 10m x 15m and both proposed lots have adequate and proportionate private open space. There are no natural hazards.



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ABN: 40 009 579 453

P2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- (a) the width of frontage proposed, if any;
- (b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;
- (c) the topography of the site;
- (d) the functionality and useability of the frontage;
- (e) the ability to manoeuvre vehicles on the site; and
- (f) the pattern of development existing on established properties in the area,

and is not less than 3.6m wide.

Due to its L-shape the existing property at 2 Toorak Place has two frontages, the new lot will have a northern frontage nominally 7m wide, while the existing property will have an eastern frontage 19.5m wide.

Currently, only the 7m northern frontage is used for access and has proven adequate for usability and maneuverability.

The proposed frontages are consistent with established properties in the area.

A3

Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

Complies with A3. The existing property will have a new 3.6m wide access on the western frontage to Toorak Place. The driveway will be constructed in accordance with LGAT standards and has adequate site distance in each direction.

The new lot will utilize the (currently used) existing access on the northern frontage to Toorak Place.

Currently, only the 7m northern frontage is used for access and has proven adequate for usability and maneuverability.



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8.6.3 Services

Objective

That the subdivision of land provides services for the future use and development of the land.

Requirements	This Application
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	Complies with A1. The northern allotment will be provided with a new water connection in accordance with TasWater standards. The eastern allotment will utilize the existing connection.
A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	Complies with A2 The northern allotment will be provided with a new sewer connection in accordance with TasWater standards. The eastern allotment will utilize the existing connection.
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	Complies with A3 The northern allotment will be provided with a new stormwater connection to the kerb and channel. The eastern allotment will utilize the existing connection repositioned to avoid the proposed new driveway.



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Appendix 'A' – Drawings

The drawings listed below help describe the proposed development and are attached to this document.

Drawing Number	Drawing Description
9295-000 P1	COVER PAGE AND DRAWING SCHEDULE
9295-001 P1	EXISTING PROPERTY; LOCATION PLAN
9295-002 P1	PROPOSED SUBDIVISION; PLAN

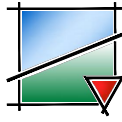


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BRYAN TUIT
SUBDIVISION
2 TOORAK PLACE, DEVONPORT

DRAWING NUMBER	DRAWING DESCRIPTION	ISSUE P1	ISSUE P2	ISSUE -
9295-000	COVER PAGE & DRAWING SCHEDULE	31-03-23	05-07-23	
9295-001	EXISTING PROPERTY; LOCATION PLAN	31-03-23		
9295-002	PROPOSED PROPERTY SUBDIVISION; PLAN	31-03-23	05-07-23	



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PO Box 1047, Devonport,
Tasmania, Australia

Issue:

Date:

Description:

P1

31-03-23

ISSUED FOR PLANNING

P2

05-07-23

DRAWINGS UPDATED

Checked

Approved

L.R.B.

L.R.B.

L.R.B.

L.R.B.

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Datum:

BRYAN TUIT
SUBDIVISION
2 TOORAK PLACE
DEVONPORT

COVER PAGE AND
DRAWING SCHEDULE


NOT FOR CONSTRUCTION

Drawing:
9295-000
Issue: P2

Agenda - COUNCIL MEETING - 28 AUGUST 2023 ATTACHMENTS

PAGE 701

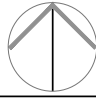




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Issue:	Date:	Description:	Checked	Approved
P1	31-03-23	ISSUED FOR PLANNING	L.R.B.	L.R.B.



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A3 SCALE: 1:500

Datum:

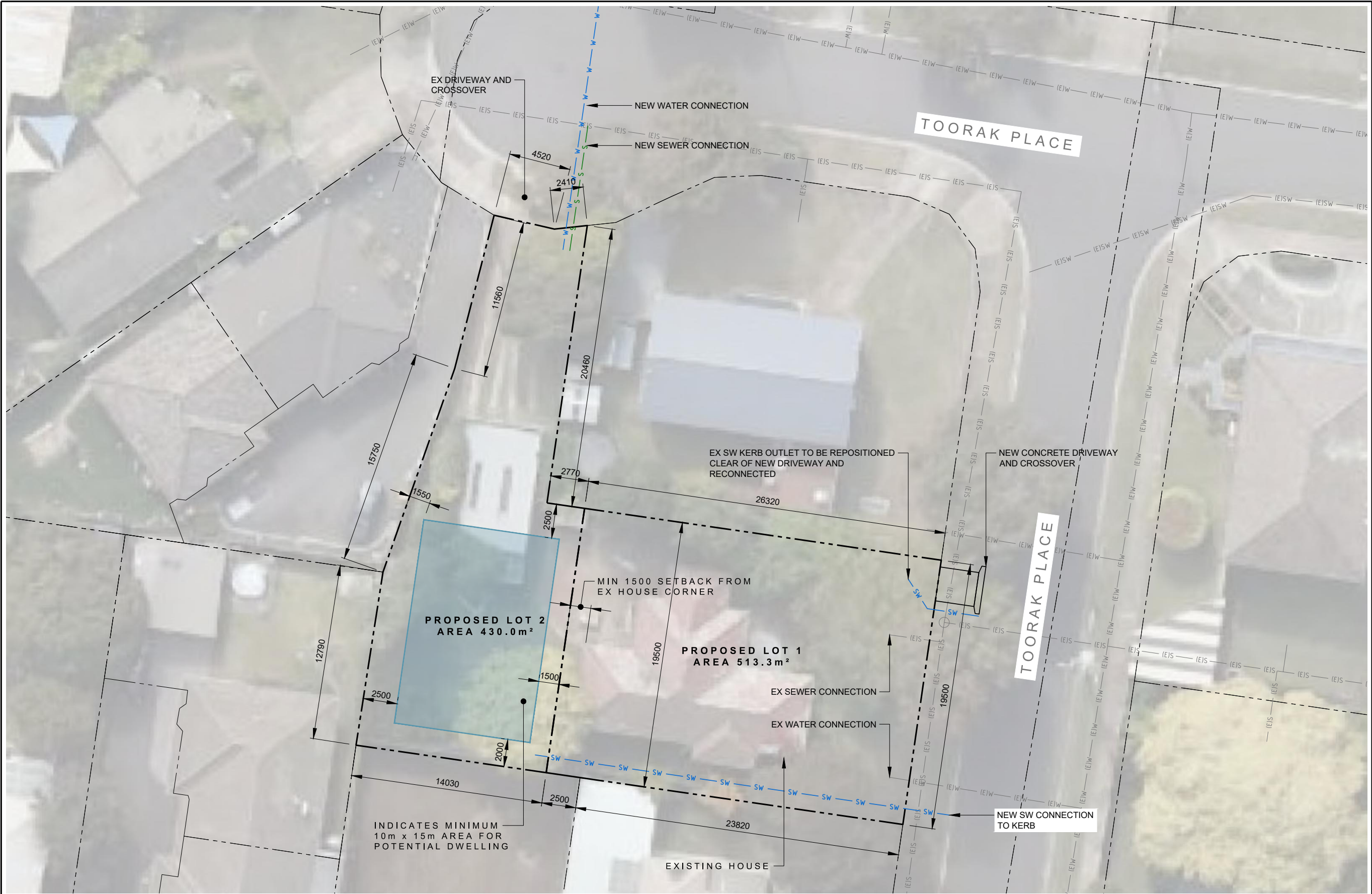
**BRYAN TUIT
SUBDIVISION
2 TOORAK PLACE
DEVONPORT**


**EXISTING PROPERTY
LOCATION PLAN**

NOT FOR CONSTRUCTION

Drawing:
9295-001


Issue: P1





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Issue:	Date:	Description:	Checked	Approved
P1	31-03-23	ISSUED FOR PLANNING	L.R.B.	L.R.B.
P2	05-07-23	STORMWATER LINE REVISED	L.R.B.	L.R.B.



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A3 SCALE: 1:250 Datum:

**BRYAN TUIT
SUBDIVISION
2 TOORAK PLACE
DEVONPORT**

**PROPOSED SUBDIVISION
PLAN**

NOT FOR CONSTRUCTION

Drawing:
9295-002

Issue: P2



Submission to Planning Authority Notice

Council Planning Permit No.	PA2023.0076	Council notice date	31/05/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00696-DCC	Date of response	06/06/2023
TasWater Contact	Jake Walley	Phone No.	0467 625 805
Response issued to			
Council name	DEVONPORT COUNCIL		
Contact details	council@devonport.tas.gov.au		
Development details			
Address	2 TOORAK PL, DEVONPORT	Property ID (PID)	6316866
Description of development	Subdivision 2 lots		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Tasmanian Consulting Service	9295-002 Proposed Subdivision Plan	P1	31/03/2023
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection and sewerage system and connection to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>FINAL PLANS, EASEMENTS & ENDORSEMENTS</p> <ol style="list-style-type: none"> 4. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made. <i>Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.</i> <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 5. The applicant or landowner as the case may be, must pay a development assessment fee of \$226.71 and a Consent to Register a Legal Document fee of \$239.90 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater. 			



Advice			
<p>General</p> <p>For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards</p> <p>For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form</p> <p>Service Locations</p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <p>(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.</p> <p>(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies.</p> <p>(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.</p>			
Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



DEVONPORT
CITY COUNCIL

STRATEGIC PLAN

2009 - 2030

(2023 UPDATE)



DEVONPORT CITY COUNCIL STRATEGIC PLAN

In 2008, Devonport City Council invited the community to help us define who we are as a council and as a community, and to create a bold and ambitious plan for the future.

From extensive consultation and engagement, emerged Devonport's Strategic Plan 2009-2030. The Plan was reviewed in 2014, 2019 and now in 2023, resulting in this current updated version.

Devonport's Strategic Plan 2009-2030 clearly defines the shared hopes and goals of the

community and now over halfway through its life, the aspirations remain as relevant and important as ever. The 2023 review has highlighted significant progress towards the desired vision for Devonport.

Specific detailed strategies previously captured in the Strategic Plan have been removed as part of this 2023 review, with this more detailed focus now outlined in Council's Term Plan 2026.





ACKNOWLEDGEMENT OF COUNTRY

Devonport City Council acknowledges and pays respect to the palawa-pakana people as the traditional and original owners of lutrawita and continuing custodians of this land.

We also acknowledge and pay our respects to the Tasmanian Aboriginal elders past and present.

CONTENT

- 04 Mission, Vision & Values
- 07 Goal 1 - Living Lightly on our Environment
- 08 Goal 2 - Building a Unique City
- 09 Goal 3 - Growing a Vibrant Economy
- 10 Goal 4 - Building Quality of Life
- 11 Goal 5 - Practicing Excellence in Governance
- 12 Strategic Planning Framework

MISSION

We are committed to excellence in leadership and service.



VALUES



DEDICATION

to our customers and
community

We are driven to understand the needs of our customers so we can connect them to the right solutions.



CHAMPION

and respect one
another

We respect and cheer on one another, working together to serve the community.



PIONEER

positive
improvement

We chase innovation and improvement, so we can keep getting better.

VISION

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

Strong, thriving and welcoming

Devonport is a regional leader with a strong economy. It is a great place to live, work and play.

Valuing the past, caring for the present, embracing the future

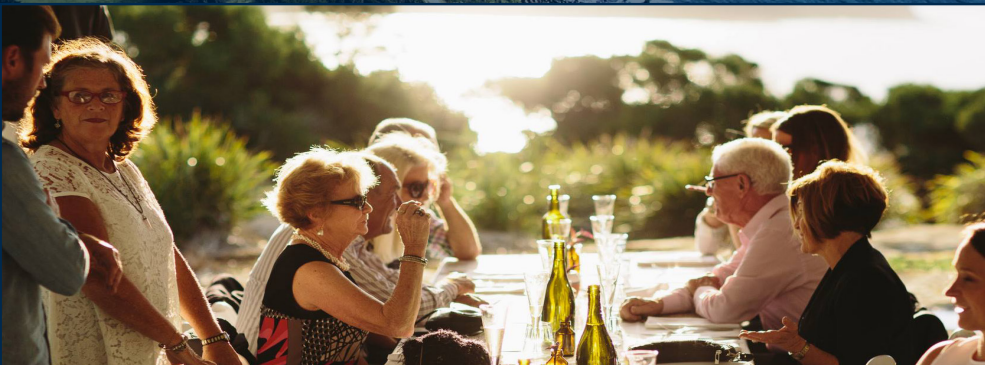
We have been shaped by a rich cultural heritage and enthusiastically embrace present challenges and future opportunities.

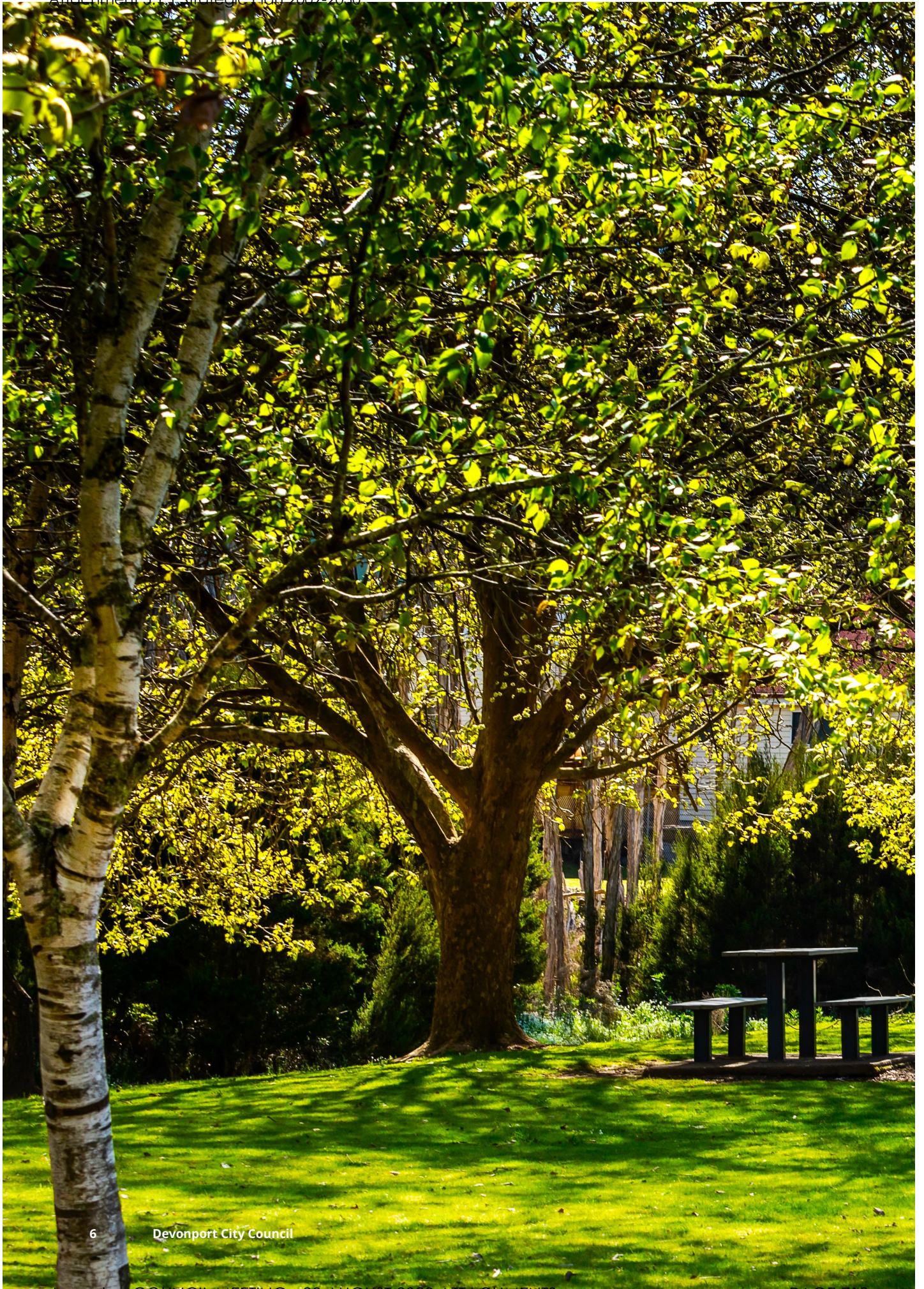
Engaging with the world

We have an outward focus and send quality products and experiences to the world. We welcome all to share our beautiful City and all it offers.

Living lightly by river and sea

We live lightly on our valued natural environment of clean rivers, waterways and beaches; rich agricultural land; and coastal landscapes so future generations can also enjoy this special place.





STRATEGIC GOALS

GOAL 1

LIVING LIGHTLY ON OUR ENVIRONMENT

Through the integration of sustainable practices, we will ensure Devonport's viability socially, economically and environmentally, preserving our natural geography and landscapes for future generations. Planned and sustainable management of energy, air, water and waste will assist in the delivery of a healthy environment.

OUTCOMES

- 1.1 Devonport is an energy efficient City.
- 1.2 Sustainability is promoted and integrated across all sectors.
- 1.3 "Living lightly" is promoted and encouraged.
- 1.4 Our energy use is reduced.
- 1.5 Water is actively conserved and well managed.

GOAL 2 BUILDING A UNIQUE CITY

Devonport continues to develop its uniqueness as a City. The City's location provides a desirable position and ready-made advantages to guide future development and urban design. Land use planning and building on current strengths shall assist in the creation of precincts linking the river and coast, and offer a range of cultural, recreational and entertainment experiences. Strategic branding and marketing will underpin future development and growth, promoting the City as the place to live, invest, work, shop and visit.

OUTCOMES

- 2.1 Council's Planning Scheme facilitates appropriate property use and development.
- 2.2 The Devonport brand supports our marketing and promotion.
- 2.3 Active asset renewal program and clear infrastructure priorities for funding.
- 2.4 Promote the development of the CBD in a manner which achieves the LIVING CITY Master Plan.

GOAL 3

GROWING A VIBRANT ECONOMY

Devonport's location supports its position as the service and retail centre for North West Tasmania. Accessibility in, around and out of the City will be supported by sound planning and management. Devonport's natural beauty, its location as the sea gateway to Tasmania and home of the Spirit of Tasmania, provides the foundations for developing experiences and unique events to attract and retain visitors. Rich agricultural surrounds provide the opportunity to further develop food production, processing and experiences. With modern communication technology, Devonport engages with the world's markets, consumers and travellers.

OUTCOMES

- 3.1 Devonport is the business, service and retail leader for North West Tasmania.
- 3.2 Devonport's visitor industry is developed around its natural assets, history and location.
- 3.3 Access in to, out of, and around the City is well planned and managed.
- 3.4 Our economic progress continuously improves.



GOAL 4 BUILDING QUALITY OF LIFE

The quality of life enjoyed by the community depends largely on its connectedness, access to a range of community services and facilities, and the degree to which people feel safe, secure and included. Provision of education and health services are vital to the well-being of the community, as are recreational and community facilities for sport and individual pursuits, cultural activities which assist people to connect and engage with each other in developing a strong sense of belonging, community spirit and quality of life.

OUTCOMES

- 4.1 Sport and recreation facilities and programs meet community needs.
- 4.2 A vibrant City is created through the provision of cultural activities, events and facilities.
- 4.3 Heritage is valued.
- 4.4 Our community & visitors are safe and secure.
- 4.5 Education and learning is accessible and responsive.
- 4.6 Integrated health and well-being services and facilities are accessible.
- 4.7 An engaged community promotes and values diversity and equity.
- 4.8 Young people are recognised and valued allowing them to reach their full potential.



GOAL 5

PRACTICING EXCELLENCE IN GOVERNANCE

The changing role of local government contributes to the importance of regional cooperation. Devonport ensures that it has best practice governance processes and systems in place to help provide leadership and develop the skills and performance of the Council. Close liaison and strategic alliances across the three tiers of government continue to be developed and sustained to ensure the future aspirations of the Devonport community can be achieved.

OUTCOMES

- 5.1 Regional co-operation is achieved through purposeful participation.
- 5.2 Promote active and purposeful community engagement and participation.
- 5.3 Council looks to employ best practice governance, risk and financial management.
- 5.4 Council is recognised for its customer service delivery.
- 5.5 Skilled, engaged and motivated employees have a supportive environment.
- 5.6 Council is a modern, efficient and digital first approach.



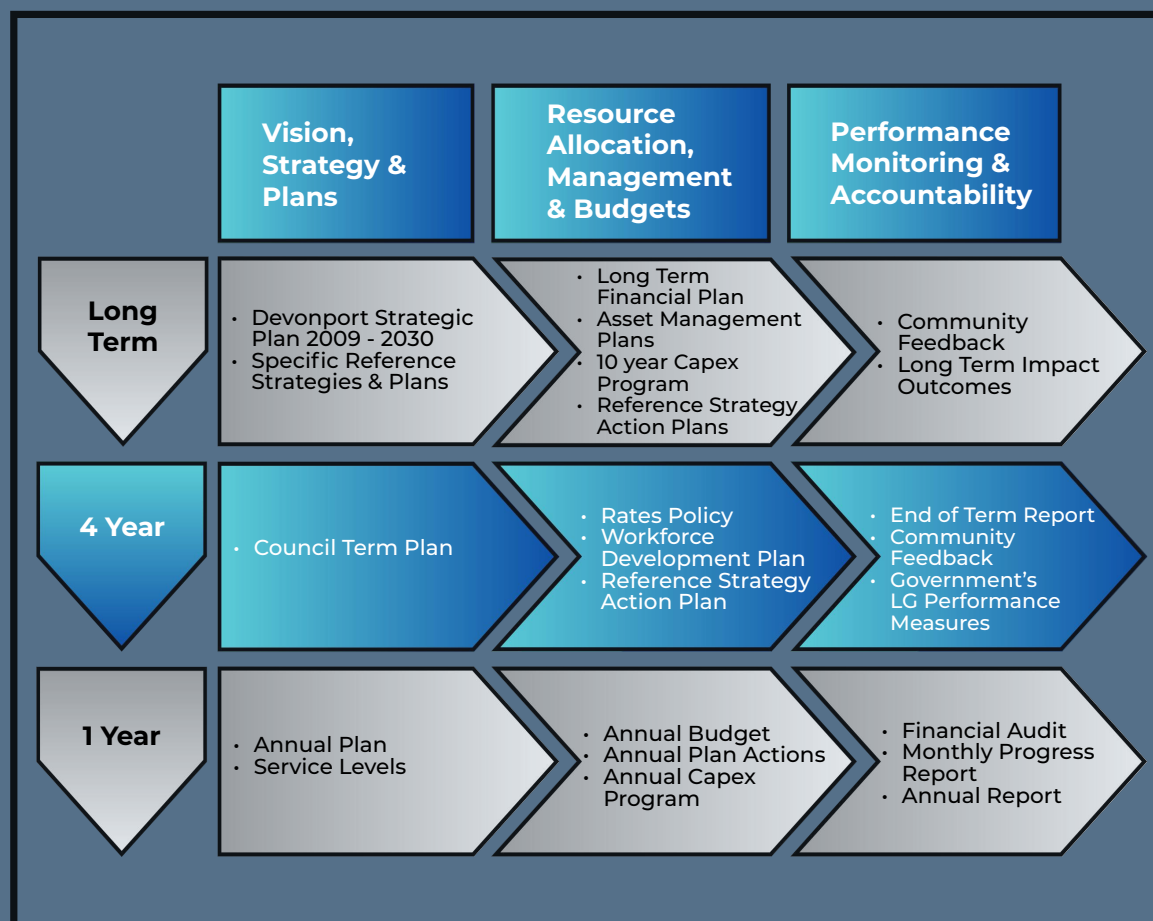
Devonport City Council

STRATEGIC PLANNING FRAMEWORK

Devonport City Council has a strategic planning framework, which begins with the community's 2030 strategic plan, progressively sharpening the focus with mid term priorities, which are then further refined into an annual plan to inform day to day operations, capital expenditure and specific targeted actions.

This holistic planning framework both informs and is informed by Council's numerous reference strategies and plans to provide guidance on specific matters.

Accountability and performance is regularly monitored and assessed with periodic reporting to the community.





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pp.10-11: Ian McLeod.

DEVONPORT CITY COUNCIL PARKING BY-LAW NO 1 OF 2023

BY-LAW made under section 145 of the *Local Government Act 1993* for the purpose of regulating and controlling the use of car parks belonging to or controlled by the Devonport City Council and section 100 of the *Local Government (Highways) Act 1982* for the purpose of prescribing compositions under that section.

PART 1

PRELIMINARY

SHORT TITLE

1. This by-law may be cited as the Parking By-Law No.1 of 2023.

REPEAL

2. Parking By-Law No.1 of 2013 notified in the Tasmanian Gazette on 27 November 2013 is repealed.

APPLICATION

3.
 - (a) With the exception of clause 33, this by-law applies to all off street car parks in the municipal area of the City of Devonport operated by the Council.
 - (b) Clause 33 of this by-law relates to infringement notice penalties pursuant to section 100 of the *Local Government (Highways) Act 1982*.

INTERPRETATION

4. In this by-law:
 - "authorised officer" means any employee of the Council authorised by the General Manager for the purposes of this by-law;
 - "car park" means any area owned by or under the control of the Council and designated for the parking of vehicles and all buildings equipment, signs, access ways, land, fences, chattels and structures used or connected in any way with the car park;
 - "Council" means the Devonport City Council;
 - "General Manager" means the General Manager of the Devonport City Council;
 - "infringement notice" means a notice complying with sections 149 and 170 of the *Local Government Act 1993*;
 - "note" means the monetary unit of Australia as defined in the *Currency Act 1965*;

“park” means to leave a vehicle in a stationary position whether attended or not;

“parking space” means a space within a car park indicated by lines or other marks on the ground or indicated by any other method, of sufficient clear space to accommodate a vehicle within that space;

“penalty unit” means a sum prescribed under the provisions of the *Penalty Units and Other Penalties Act 1987*;

“registered operator” of a motor vehicle or trailer includes:

- (a) the meaning assigned to that expression in the *Vehicle and Traffic Act 1999*; or
- (b) the registered operator of the vehicle within the meaning of the law of another jurisdiction; or
- (c) in the case of a vehicle to which a trade plate or similar device is affixed under the *Vehicle and Traffic Act 1999* or the law of another jurisdiction – the person to whom the trade plate has been issued; or
- (d) in the case of a vehicle to which a short term unregistered vehicle permit or similar permit has been issued under the *Vehicle and Traffic Act 1999* or the law of another jurisdiction – the person to whom the permit has been issued.

“reserved car park” means an area designated by Council for long term parking;

“reserved parking space” means a space designated by Council for long term parking;

“shopping trolley” includes any wheeled apparatus used for conveying items from one place to another;

“trolley bay” means a place in a car park designated for the temporary storage of shopping trolleys;

“voucher” means a document issued by a voucher machine;

“voucher machine” is a device installed by or for Council that issues a voucher or document after payment has been made

and:

- (a) indicates that the holder may park a vehicle in a space in the car park where the voucher was purchased; and
- (b) bears the date and time of issue.

DRIVING OF VEHICLES

PAYMENT OF FEE

5. A person must not park a vehicle in a car park without payment of the fee required by the conditions of entry to that car park, which conditions are indicated by signs displayed in the car park.

Penalty: a fine not exceeding 5 penalty units

PARKING LONGER THAN MAXIMUM PERIOD

6. A person must not allow a vehicle to remain in a car park if a voucher machine is installed and operating for longer than the person has paid for.

Penalty: a fine not exceeding 5 penalty units

USE OF VOUCHER MACHINES

7. A person parking a vehicle in a car park if a ticket dispensing machine is installed and operating, must not operate the ticket vending machine except in accordance with any notice or sign displayed or erected on or near the machine.

Penalty: a fine not exceeding 5 penalty units

INTERFERENCE WITH VOUCHER MACHINES

8. A person must not interfere with any voucher machine other than to take a voucher from a machine or to make payment for a voucher of the kind notified on the machine and take a voucher from the machine.

Penalty: a fine not exceeding 5 penalty units

PARKING VOUCHERS

- 9.
- (a) A person must not park a vehicle in a car park in which a voucher machine is installed and operating unless that person has displayed on the driver's side of the vehicle's dashboard an unexpired voucher.
 - (b) A voucher must be displayed so that the date and time of issue is clearly visible from outside the vehicle.

Penalty: a fine not exceeding 5 penalty units

- (c) A person must produce or display any voucher in a car park if the person is instructed to do so by an authorised officer, or if there is an instruction or direction to do so printed on the voucher or on a sign or notice posted in the car park.

Penalty: a fine not exceeding 2 penalty units

PARKING OF VEHICLES

- 10.
- (a) A person must not park a vehicle which is:
 - (a) not wholly within one parking space or which is not parked as directed by an authorised officer; and
 - (b) in a position where it obstructs the entry or exit of a vehicle to another parking space.

Penalty: a fine not exceeding 5 penalty units

- (b) An authorised officer or a police officer may remove a voucher if it contravenes this clause.

ENTRY AND EXIT OF CAR PARKS

11. A person driving a vehicle must not enter or leave a car park except by an access point designated by a Council sign.

Penalty: a fine not exceeding 5 penalty units

DRIVING OF VEHICLES

12. A person must not drive a vehicle in a car park at more than 15 kilometres per hour.

Penalty: a fine not exceeding 5 penalty units

PARKING EXCEEDING MAXIMUM TIME

13. A person must not park a vehicle in a car park if the period of parking is fixed for any duration exceeding that period. If the period is not fixed then the period must not exceed 24 hours unless approved by Council.

Penalty: a fine not exceeding 5 penalty units

PARKING IN AREAS SET ASIDE FOR CERTAIN VEHICLES

14. A person must not park a vehicle in any area of the car park which is set aside for certain class or kind of vehicle to be parked in that area, and there are signs, notices or other directions indicating that the area is set aside for that purpose, unless the vehicle is of the class or kind authorised by the sign, notice or other direction.

Penalty: a fine not exceeding 5 penalty units

PARKING IN AREAS SET ASIDE FOR CERTAIN PEOPLE

15. A person must not park a vehicle in any area of the car park which is set aside or reserved for use by a certain class of people, and there are signs, notices or other directions indicating that the area is set aside for that purpose, unless the person is of the class or kind authorised by the sign, notice or other direction.

Penalty: a fine not exceeding 5 penalty units

TOW AWAY

16. If a vehicle is parked in a car park in contravention of any provision of this by-law, the Council may remove the vehicle to a place of safety and keep it there until any fine, forfeit or composition has been made in accordance with

this by-law for the contravention. Council will recover all expenses incurred by it relating to the removal and holding of the vehicle.

INSTRUCTIONS BY AUTHORISED OFFICER

17. A person in a car park must not fail to comply with any signal or reasonable direction or instruction by an authorised officer.

Penalty: a fine not exceeding 2 penalty units

RESERVED SPACES

- 18.
- (a) The General Manager may create reserved car parks and spaces on land owned or under the control of the Council.
 - (b) A person must not park or leave a vehicle in a parking space or car park which is designated "Reserved" unless authorised to do so.

Penalty: a fine not exceeding 5 penalty units

- (c) An authorised officer may remove a vehicle if it contravenes this clause.

UNAUTHORISED REMOVAL OF INFRINGEMENT NOTICE

19. A person other than the registered operator of a motor vehicle or person in charge of a vehicle must not remove or cause to be removed an infringement notice affixed to a vehicle.

Penalty: a fine not exceeding 5 penalty units

SKIDDING OF VEHICLES

- 20.
- (a) A person must not drive a vehicle so:
 - (a) it skids; or
 - (b) it leaves rubber from its tyres on the surface of the car park.

Penalty: a fine not exceeding 5 penalty units

- (b) A police officer may arrest a person found offending under this clause.

DISTRIBUTION OF ADVERTISEMENTS

21. A person must not distribute or cause to be distributed any advertisement, book, card, handbill, notice, pamphlet, print, paper or placard within a car park without the written permission of an authorised officer.

Penalty: a fine not exceeding 5 penalty units

DAMAGE TO COUNCIL PROPERTY

22.

- (a) A person must not remove or damage Council property within any car park.

Penalty: a fine not exceeding 10 penalty units

- (b) A police officer may arrest a person found offending under this clause.

GRAFFITI

23.

- (a) A person must not mark, write on or in any other way deface Council property within any car park.

Penalty: a fine not exceeding 5 penalty units

- (b) The General Manager of Council may give written approval for painting or a similar activity to occur in a car park.
- (c) A police officer may arrest a person found offending under this clause.

PROHIBITED CONDUCT

24.

- (a) A person must not threaten, or use abusive language to an authorised officer acting in the course of their employment in relation to or in connection with any matter relating to a car park.

Penalty: a fine not exceeding 5 penalty units

- (b) A police officer may arrest a person found offending under this clause.

USE OF SKATES AND CYCLES

25.

- (a) A person is not to ride a machine propelled by human power which includes a skateboard, bicycle, scooter, in-line skates and roller skates during hours indicated by signs in a car park.

Penalty: a fine not exceeding 2 penalty units

- (b) A person may ride a bicycle in a car park in order to park it.

OBSTRUCTION AND SHOPPING TROLLEYS

26.

- (a) A person must not cause any obstruction to vehicle or foot traffic in a car park.

Penalty: a fine not exceeding 5 penalty units

- (b) A person must not leave unattended or abandon a shopping trolley anywhere in a car park other than in a trolley bay.

Penalty: a fine not exceeding 5 penalty units

SUPPLY OF NAME AND ADDRESS

27.

- (a) A person within a car park must supply their correct and full name and permanent or present temporary address if requested by an authorised officer or by a police officer.
- (b) A police officer may arrest a person if the officer or an authorised officer finds the person offending against this clause.

Penalty: a fine not exceeding 5 penalty units

REQUEST TO LEAVE AN AREA

28.

- (a) A police officer or authorised officer may ask a person whom they reasonably believe is offending against this by-law to leave a car park.
- (b) A person who does not obey the directions of a police officer or an authorised officer is guilty of an offence.

Penalty: a fine not exceeding 5 penalty units

- (c) A police officer or authorised officer may remove any person from the car park who is offending under this clause.

CLOSURE OF CAR PARKS

29. An authorised officer may close any car park or portion of it.

USE OF CAR PARKS FOR OTHER PURPOSES

30. An authorised officer may give written approval for a car park to be used for any purpose and impose conditions for its use.

ACTING CONTRARY TO SIGNS OR DIRECTIONS

31.

- (a) A person must not do anything in the car park contrary to any direction or instruction on any notice or sign erected, displayed, or shown or contrary to any sign or instruction given by any authorised officer.

Penalty: a fine not exceeding 2 penalty units

PART 2

PENALTIES

INFRINGEMENT NOTICES

32.

- (a) In this clause “**specified offence**” means an offence against the clause specified in Column 1 of Schedule 1.
- (b) An infringement notice may be used in respect of a specified offence and the monetary penalty set out adjacent to the offence in Column 3 of Schedule 1 is the penalty payable under the infringement notice for that offence.

AMOUNTS PAYABLE

33.

- (a) An authorised officer may:
 - (a) Issue an infringement notice of a person that the authorised officer has reason to believe is guilty of a specified offence;
 - (b) Issue one infringement notice in respect of more than one specified offence.
- (b) An infringement notice alleging that a vehicle has been used in relation to a specified offence may be served by affixing it to that vehicle, by mailing to registered address or by electronic means.
- (c) The *Monetary Penalties Enforcement Act 2005* applies to an infringement notice issued under this by-law.
- (d) Payment of an infringement notice issued under this by-law must be made to the General Manager within 28 days of the issue of the infringement notice to avoid the infringement notice being referred to the Director, Monetary Penalties Enforcement Service.

34. For the purposes section 100(4) of the *Local Government (Highways) Act 1982*, the prescribed penalty for an infringement notice issued for an offence under section 97, 98 or 99 of that Act is the applicable sum specified adjacent to the offence in the following table and shall be rounded down to the nearest dollar:

Section	Description of Offence	Penalty (Penalty Units)	Reduced penalty if paid to Council within 14 days from date of service of the Infringement Notice (Penalty Units)	Reduced penalty if paid to Council after 14 days but within 28 days from date of service of the Infringement Notice (Penalty Units)
Section 97(1)(a)(i)	Remaining parked whilst meter not running	.55	.16	.27
Section 97(1)(a)(ii)	Exceeding maximum parking voucher displayed	.55	.16	.27
Section 97(1)(b)(i)	Parking without parking voucher displayed	.55	.16	.27

Section	Description of Offence	Penalty (Penalty Units)	Reduced penalty if paid to Council within 14 days from date of service of the Infringement Notice	Reduced penalty if paid to Council after 14 days but within 28 days from date of service of the Infringement Notice
Section 97(1)(b)(ii)	Parking longer than authorised by a parking voucher	.55	.16	.27
Section 97(1)(c)	Parking more than one motor vehicle in a space	.55	.16	.27
Section 97(1)(d)	Parking a motor vehicle partly inside and partly outside a space	.55	.16	.27
Section 98	Obstructing use of parking space	.55	.16	.27
Section 99	Parking whilst space closed	.55	.16	.27

SCHEDULE 1

Column 1 CLAUSE	Column 2 GENERAL DESCRIPTION OF OFFENCE	Column 3 Penalty (Penalty Units)	Column 4 Reduced penalty if paid to Council after 14 days from date of service of Infringement Notice (Penalty Units)	Column 5 Reduced penalty if paid to Council after 14 days but within 28 days from date of service of Infringement Notice (Penalty Units)
6	Parking longer than maximum period	.55	.16	.27
7	Use of voucher machine	.55	.16	.27
8	Interference with voucher machines	1	0.5	.75
9	Parking in car park without displaying current voucher	.55	.16	.27
10	Parking outside parking space	.55	.16	.27
11	Entry and exit to car park except by access point	1	0.5	.75
12	Excessive or unsafe speed in parking space	1	0.5	.75
13	Parking exceeding maximum time	.55	.16	.27
14	Parking in areas set aside for certain vehicles	.55	.16	.27
15	Parking in areas set aside for certain people	.55	.16	.27
17	Instructions by authorised officer	1	0.5	.75
18	Reserved spaces	.55	.16	.27

11

DEVONPORT CITY COUNCIL
PARKING BY-LAW – NO. 1 OF 2023

CLAUSE	GENERAL DESCRIPTION OF OFFENCE	Penalty	Reduced penalty if paid to Council after 14 days from date of service of Infringement Notice	Reduced penalty if paid to Council after 14 days but within 28 days from date of service of Infringement Notice
19	Removal of infringement notice	1	0.5	.75
20	Skidding vehicles in car park	1	0.5	.75
21	Distribution of advertising and other material in car park	1	0.5	.75
Column 1	Column 2	Column 3 (Penalty Units)	Column 4 (Penalty Units)	Column 5 (Penalty Units)
22	Damaging equipment in car park	1	0.5	.75
23	Graffiti in car park	1	0.5	.75
24	Prohibited conduct	1	0.5	.75
25	Use of skateboards etc in car park	1	0.5	.75
26	Obstruction of pedestrians and shopping trolleys in car park	1	0.5	.75
27	Supplying name and address	1	0.5	.75
31	Acting contrary to signs or directions	1	0.5	.75

Certified as being in accordance with the law by, Legal Practitioner.

.....
LEGAL PRACTITIONER

Certified as being in accordance with the *Local Government Act 1993* by the
General Manager.

.....
GENERAL MANAGER

The common seal of the Devonport City Council has been hereunto affixed pursuant
to a resolution of the Council passed on the 2023 in the presence of the General
Manager.

Dated this day of 2023 at Devonport.



Local Government Act 1993 **Section 156A**

CERTIFICATE

APPROVAL OF REGULATORY IMPACT STATEMENT

DEVONPORT CITY COUNCIL – PARKING BY-LAW No. 1 OF 2023.

The Regulatory Impact Statement for the Devonport City Council – PARKING BY-LAW No 1 OF 2023 has been examined for the purposes of compliance with section 156A of the *Local Government Act 1993*.

The Regulatory Impact Statement addresses the following statutory requirements:

- the objectives of the by-law and the means by which the by-law is to achieve them;
- the nature of any restriction on competition;
- an assessment of the costs and benefits of any restriction on competition;
- an assessment of the costs and benefits of any impact of the by-law upon the conduct of business;
- any alternative option considered by the council;
- an assessment of the greatest net benefit or least net cost to the community;
- an assessment of the direct and indirect economic, social and environmental impacts of the by-law; and
- the proposed public consultation process.

I therefore certify that for the purposes of section 156A of the *Local Government Act 1993* -

- (i) the Regulatory Impact Statement is satisfactory; and
- (ii) the Council may commence the public consultation process.

Dated this 29th day of May 2023

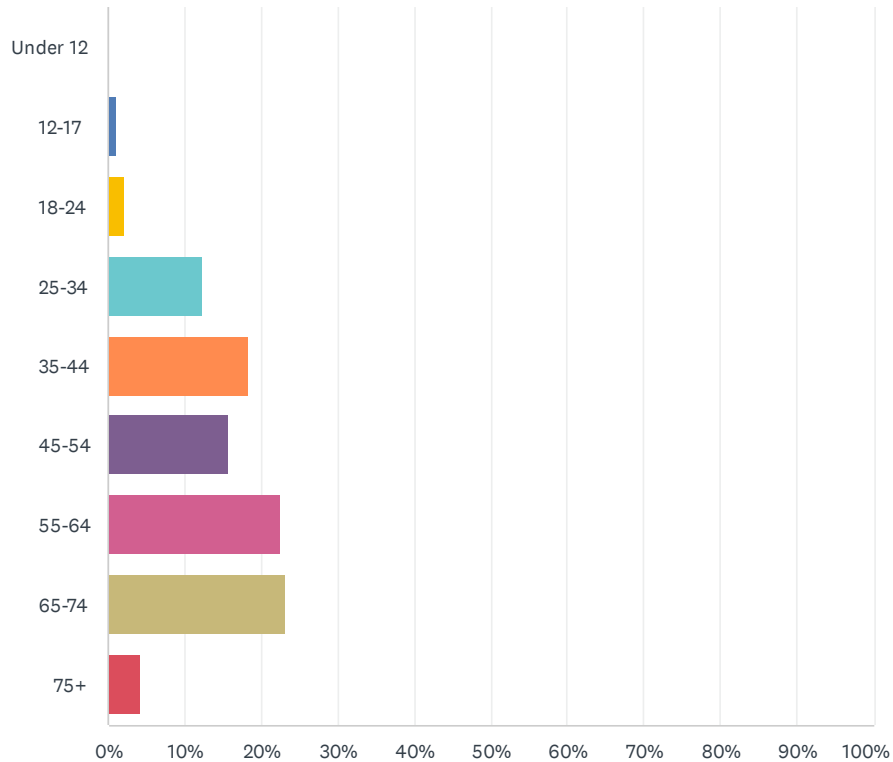
Mathew Healey
Director of Local Government

Department of Premier and Cabinet

Don Reserve - Community Survey

Q1 What is your age?

Answered: 185 Skipped: 0

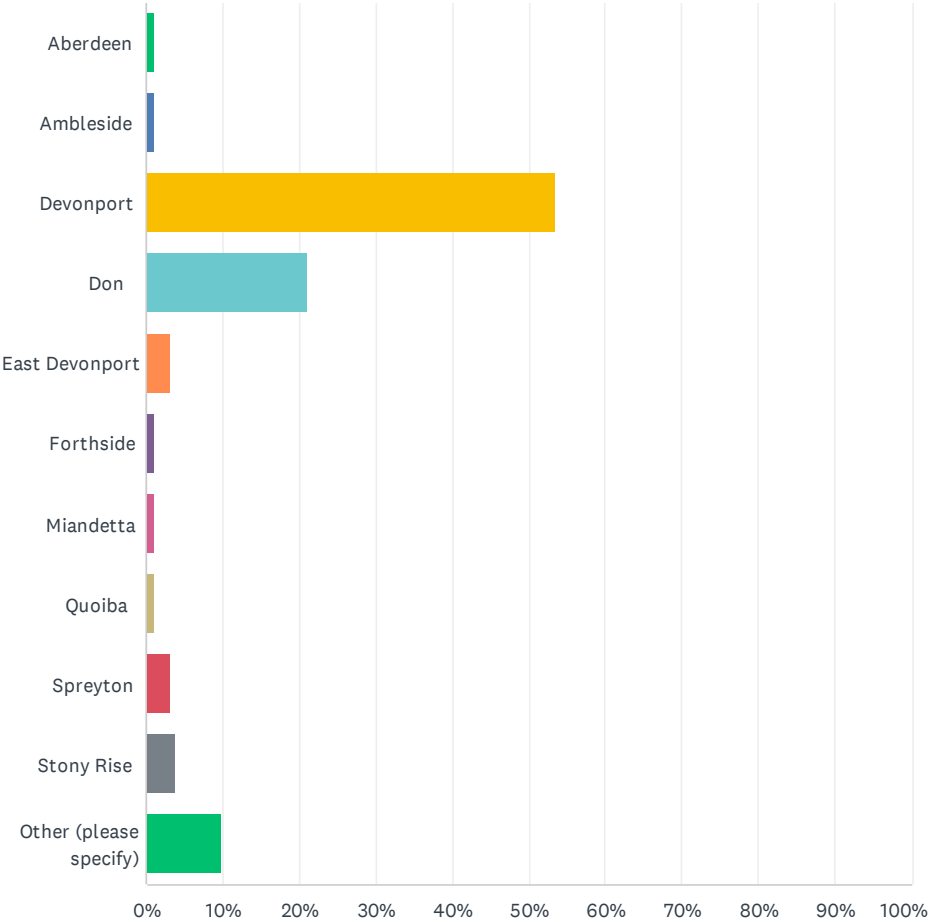


ANSWER CHOICES	RESPONSES	
Under 12	0.00%	0
12-17	1.08%	2
18-24	2.16%	4
25-34	12.43%	23
35-44	18.38%	34
45-54	15.68%	29
55-64	22.70%	42
65-74	23.24%	43
75+	4.32%	8
TOTAL		185

Don Reserve - Community Survey

Q2 What suburb do you live in?

Answered: 185 Skipped: 0



Don Reserve - Community Survey

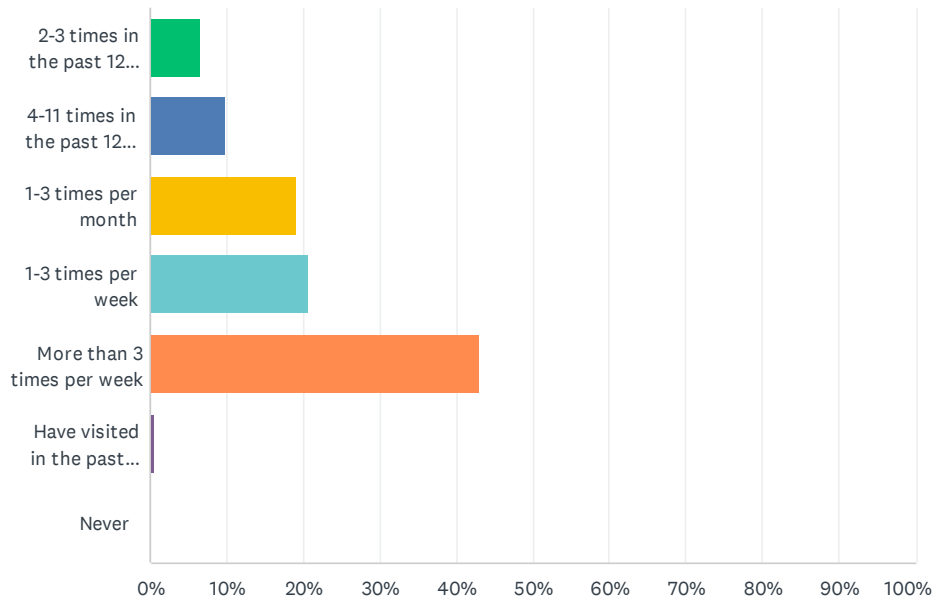
ANSWER CHOICES	RESPONSES	
Aberdeen	1.08%	2
Ambleside	1.08%	2
Devonport	53.51%	99
Don	21.08%	39
East Devonport	3.24%	6
Forthside	1.08%	2
Miandetta	1.08%	2
Quoiba	1.08%	2
Spreyton	3.24%	6
Stony Rise	3.78%	7
Other (please specify)	9.73%	18
TOTAL		185

#	OTHER (PLEASE SPECIFY)	DATE
1	NSW	1/15/2022 7:11 AM
2	Leith	1/13/2022 8:28 AM
3	South Spreyton	1/12/2022 9:16 PM
4	South Spreyton	1/12/2022 10:46 AM
5	St helens	1/11/2022 8:59 PM
6	Birrilee	1/8/2022 4:54 PM
7	Turners Beach	1/6/2022 3:06 PM
8	Ulverstone	1/6/2022 3:05 PM
9	Ulverstone	12/29/2021 6:55 PM
10	Forth	12/18/2021 1:36 PM
11	Taroona	12/12/2021 8:37 PM
12	Leith	12/12/2021 11:24 AM
13	Penguin	12/9/2021 1:36 PM
14	Kindred	12/8/2021 8:27 AM
15	Ulverstone	12/3/2021 6:14 AM
16	Latrobe	12/1/2021 5:29 PM
17	Tugrah	12/1/2021 9:37 AM
18	Port Sorell	12/1/2021 9:28 AM

Don Reserve - Community Survey

Q3 In the past 12 months, how many times have your visited the Don Reserve?

Answered: 183 Skipped: 2

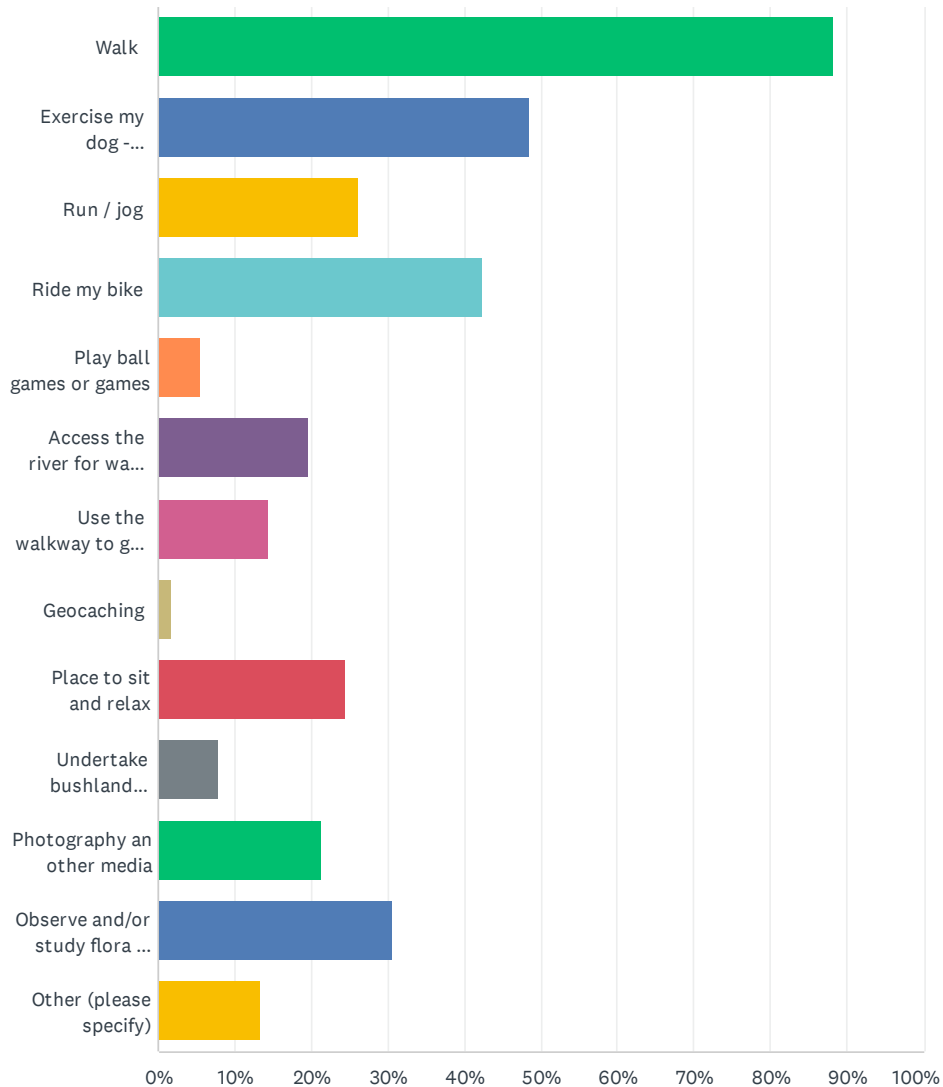


ANSWER CHOICES	RESPONSES	
2-3 times in the past 12 months	6.56%	12
4-11 times in the past 12 months	9.84%	18
1-3 times per month	19.13%	35
1-3 times per week	20.77%	38
More than 3 times per week	43.17%	79
Have visited in the past (longer than a year ago)	0.55%	1
Never	0.00%	0
TOTAL		183

Don Reserve - Community Survey

Q4 Why do you visit the Reserve? (Select as many that apply)

Answered: 179 Skipped: 6



Don Reserve - Community Survey

ANSWER CHOICES	RESPONSES	
Walk	88.27%	158
Exercise my dog - walking/swimming etc	48.60%	87
Run / jog	26.26%	47
Ride my bike	42.46%	76
Play ball games or games	5.59%	10
Access the river for water sports such as kayaking, fishing etc	19.55%	35
Use the walkway to get from A to B	14.53%	26
Geocaching	1.68%	3
Place to sit and relax	24.58%	44
Undertake bushland conservation (planting, weeding, etc)	7.82%	14
Photography an other media	21.23%	38
Observe and/or study flora and fauna, such as bird watching	30.73%	55
Other (please specify)	13.41%	24
Total Respondents: 179		

#	OTHER (PLEASE SPECIFY)	DATE
1	Introduce visitors and others to the early history and the ambience of the location.	1/16/2022 12:19 PM
2	I enjoy walking along the Don River and observing birds and plants and the changes of the seasons. I walk for relaxation and exercise.	1/14/2022 4:55 PM
3	Visit playground at splash	1/14/2022 5:59 AM
4	Wedding's Don River Railway	1/13/2022 1:34 PM
5	No facilities should be added to the reserve and only weed management and conservation should be undertaken. Roadways leading to the reserve are substandard and unsafe - speed humps must be added to all surrounding roads to reduce roadkill and protect the wildlife that lives in the reserve.	12/30/2021 10:44 AM
6	More attention needs to be taken towards weed management and rubbish/litter removal. There should be no upgrades to the reserve.	12/30/2021 10:42 AM
7	There should be speed humps on Waverley Rd as people speed there which makes it dangerous to get to the reserve.	12/30/2021 10:03 AM
8	Walking and birdwatching	12/29/2021 6:56 PM
9	Railway work	12/29/2021 1:43 AM
10	Social interaction	12/28/2021 2:19 PM
11	Use facilities	12/16/2021 11:24 AM
12	Also to access to Don Heads rocks and rockpools, Coles Beach, occasionally to Paradise Cove via railway bridge (up to now !). also to view the birds on the Don Heads islands (sometimes see pelicans, also terns etc). Saw an echidna yesterday crossing the track near the railway crossing just beyond Don College oval - beautiful ! Have also walked down to use the playground outside Splash with my grandson, and to view animal activity at dusk with him.	12/14/2021 2:01 PM
13	Ok	12/14/2021 11:03 AM
14	Collect rubbish and bring home.	12/13/2021 6:09 PM
15	Kayak fishing	12/13/2021 12:58 PM
16	Don River Railway volunteer	12/12/2021 8:38 PM

Attachment 5.5.1 Don Reserve Survey Responses

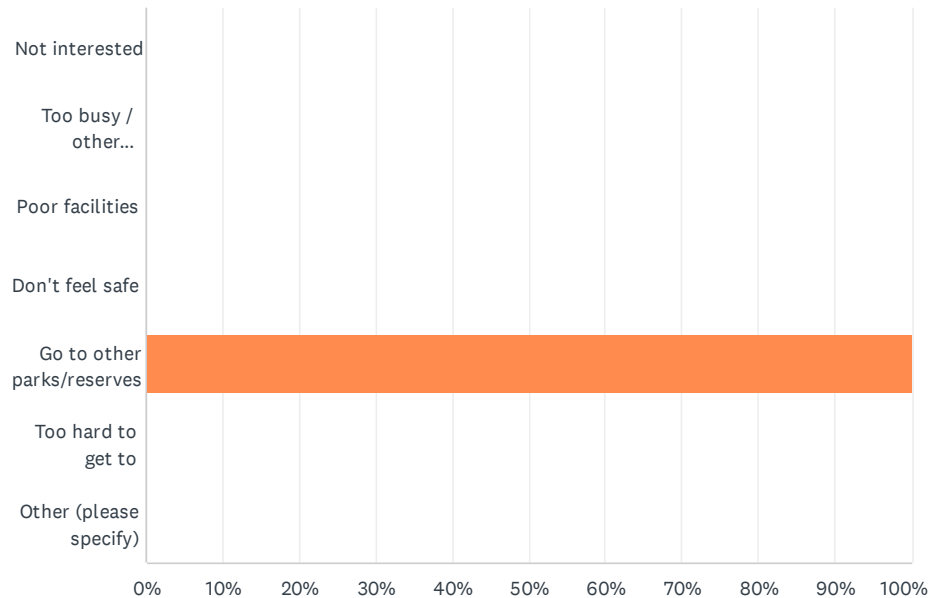
Don Reserve - Community Survey

17	We need more benches for the elderly to rest	12/12/2021 9:17 AM
18	Walk my dog always on a lead. Walk to and from Splash	12/10/2021 10:28 AM
19	Walking to splash and back for a gym session.	12/9/2021 3:40 PM
20	Access nature for well-being	12/2/2021 7:50 PM
21	Pick up litter.	12/2/2021 7:20 PM
22	Walk to the school bus and Town	12/2/2021 4:46 PM
23	Collecting lures and fishing gear off the snags at low tide	12/1/2021 12:08 PM
24	Going to the playground.	12/1/2021 9:53 AM

Don Reserve - Community Survey

Q5 If you have not visited in the past 12 months, what is the main reason(s)? Tick as many that apply.

Answered: 1 Skipped: 184



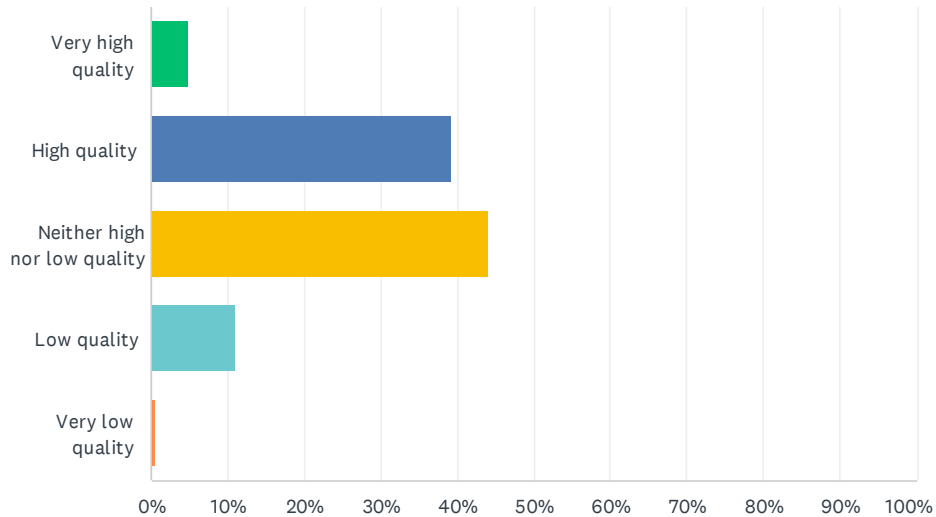
ANSWER CHOICES	RESPONSES
Not interested	0.00% 0
Too busy / other commitments	0.00% 0
Poor facilities	0.00% 0
Don't feel safe	0.00% 0
Go to other parks/reserves	100.00% 1
Too hard to get to	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 1	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Don Reserve - Community Survey

Q6 How would you rate the quality of the facilities in the Don Reserve?

Answered: 163 Skipped: 22

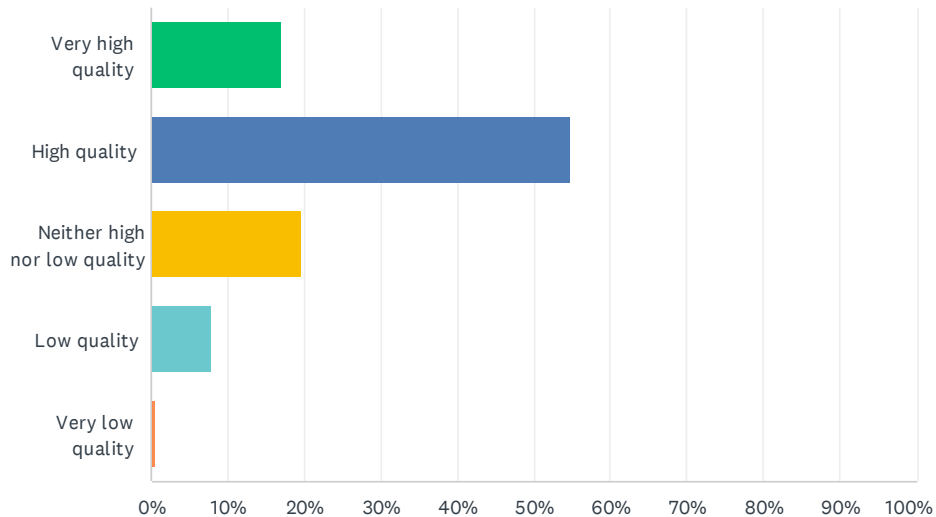


ANSWER CHOICES	RESPONSES	
Very high quality	4.91%	8
High quality	39.26%	64
Neither high nor low quality	44.17%	72
Low quality	11.04%	18
Very low quality	0.61%	1
TOTAL		163

Don Reserve - Community Survey

Q7 How would you rate the quality of the natural environment of the Don Reserve?

Answered: 164 Skipped: 21



ANSWER CHOICES	RESPONSES	
Very high quality	17.07%	28
High quality	54.88%	90
Neither high nor low quality	19.51%	32
Low quality	7.93%	13
Very low quality	0.61%	1
TOTAL		164

Don Reserve - Community Survey

Q8 Please list any issues that affect your experience in the Reserve and/or the quality of the natural environment.

Answered: 121 Skipped: 64

#	RESPONSES	DATE
1	Weeds such as thistles and gorse not adequately controlled. The condition of the "fitness track" leaves a lot to be desired. A couple of sections are not properly drained making them very wet and boggy during wet periods. Section of track in front of Don College where it crosses the rail corridor is a hangout for schoolies. Their trash bin needs some graphic instructions on how it is to be used as they obviously have no idea how to use it. A sand box would also lessen the chance of their cigarette butts lighting up the dry understorey when they discard them.	1/18/2022 1:53 PM
2	Presence of invasive species such as blackberries. The overall health of the trees. Large number dead or compromised.	1/18/2022 1:35 PM
3	Low hanging trees and bushes over track (I'm nearly 2m tall). Some sections of the track are quite rough due to roots from nearby trees.	1/17/2022 10:17 PM
4	The track is very damaged by tree roots in some spots, there is also a lot of long grass on the side of the track on the western side of the river which could do to be maintained. All future tracks should consider children on scooters as not all surface of this track are smooth enough to be suitable which is disappointing. Looking ahead this could easily be addressed with little effort and cost.	1/17/2022 10:15 PM
5	Too much eucalyptus Need more biodiversity	1/17/2022 7:58 PM
6	Parks sometimes could do with a sweep.	1/17/2022 6:57 PM
7	Dogs off lead Some antisocial behaviour eg youths breaking bottles near railway bridge, people deliberately killing wallabies and other animals. So much roadkill on streets around reserve.	1/17/2022 4:17 PM
8	Litter, vegetation in poor state alongside pathways	1/17/2022 3:48 PM
9	1. The area at the mouth of the river on the Western shore has been neglected for many years pretty much after the sewerage outlet was run through the location. (Since been disbanded.) Prior to this had been a level area consisting of shingle and discharged ballast from visiting vessels. This area lends itself to significant improvement at minimal cost for recreation and other similar uses. 2. Upstream the river is "clogged" up with trees and other debris that does little for the environment particularly at times of heavy rains. 3. The walking track from near the Don Hall along the Eastern bank of the river is not well defined and future developments hopefully will see this extended up to and past the location of the old Tugrah siding.	1/16/2022 4:38 PM
10	Dog excrement is everywhere. I collect my dogs. Invasion of weeds particularly ragwort and foxgloves.	1/16/2022 11:22 AM
11	Buzzies. Weed	1/15/2022 8:18 AM
12	1.Litter. 2. I'm elderly and sharing the track with bikes is frightening as I don't hear them coming and they are often going fast. 3. Loss of vegetation. The slashers take out too much of the understorey...no trees/plants can grow to replace those lost to storm and disease. 4. Spread of weeds. 5. Free roaming domestic and feral cats are clearing out native species.	1/14/2022 5:16 PM
13	Dogs off leash, dog poo not being bagged and disposed of properly, users of sealed paths not keeping left or respecting other users, illegal walking and bike tracks, clearing of vegetation by contractors, persistent litter, damage to plant	1/14/2022 3:34 PM
14	rubbish dropped by walkers and cyclists unrestrained dogs bikes speeding along paths	1/14/2022 10:58 AM
15	Rubbish	1/14/2022 7:17 AM
16	People don't clean up areas, away from the trails, the area cleaned up, by the unemployed, is a good example of what can be achieved. I finished their work 4 years ago, persistent work, can achieve just as much, as a burst of work like that area.	1/13/2022 9:11 AM
17	Dog excrement	1/13/2022 7:32 AM

Don Reserve - Community Survey

18	Weed control needs to be prioritised.	1/13/2022 7:17 AM
19	Some bushes along the path need trimming. Some of the path near the bridge has some really large cracks. I have tipped my pram numerous times going over these.	1/12/2022 9:41 PM
20	The reserve one of the loveliest parts of devonport and always maintained well.	1/12/2022 9:20 PM
21	Flooding of paths	1/12/2022 9:06 PM
22	Poor access from Surrey Street near Don college the service track that a lot of people use in very poor condition	1/12/2022 8:47 PM
23	Lack of public toilets between Don and Cole's Beach. The pool is not open at all times and not advertised that you can enter for free to use the toilet.	1/12/2022 8:31 PM
24	No public toilets at Splash.	1/12/2022 5:13 PM
25	the new walking bridge is a good idea but it is too low small pleasure craft would have a problem going under it and maybe even a paddle boarder standing at high tides , that was a shame	1/12/2022 4:45 PM
26	Need of directional signage	1/12/2022 10:46 AM
27	Not enough bins	1/12/2022 10:19 AM
28	Not enough bins.... general waste, pet waste etc.	1/12/2022 9:28 AM
29	The Melaleuca community is rare, and beautiful to walk through. Don estuary is lovely. Garden rubbish, weeds, off leash dogs detract from the experience.	1/10/2022 5:32 PM
30	Dangerous gum trees	1/10/2022 1:27 PM
31	People not picking up their dogs poo	1/9/2022 5:02 PM
32	Dogs off lead	1/9/2022 4:50 PM
33	No dog or rubbish bins.	1/9/2022 4:11 PM
34	Rubbish Bikes close encounters, off track diversions	1/7/2022 1:07 PM
35	There is no information or signage within the reserve that educates and enhances the environment.	1/7/2022 12:00 PM
36	I have said the quality of the facilities in the Don Reserve are of poor quality, such as the exercise equipment which was installed in the 1970s. While there is a need to upgrade these, this must not be at the expense of the natural environment, i.e. there should be no expansion of the area occupied. The only toilets in the southern part of the reserve are in the Splash Centre and these are not accessible when the Centre is closed. Outside toilets should be installed in the carpark but must not involve removal of native vegetation. Council works in the Reserve are often unsightly and involve damage to native vegetation, e.g. where attempts have been made to 'improve' drainage. There is no signage to educate users of the Reserve about its natural values and why the Reserve should be treasured by local residents. There are many unofficial tracks in the Reserve which need to be closed off and rehabilitated. Weeds are a problem in certain areas, such as along the steep bank between the road to Don Heads and the walking track along the western side of the River. Council needs to give greater support to the Friends of Don Reserve with their work in weed removal - how this could be achieved needs to be done in consultation with the Friends. Littering is a major problem in the Reserve and too often dogs are not kept on leads, although there are few signs to inform dog owners of their obligations.	1/6/2022 4:13 PM
37	Mostly, I have walked along the track/pathway from the Sawdust Bridge to the Forth Road. This is an excellent track and provides opportunity to see native vegetation, a variety of birds including several endemic species special to Tasmania and native animals such as platypus and rakali, right on the edge of town.	1/6/2022 3:44 PM
38	Wider tracks would be nice & flatten some lumps	1/5/2022 4:55 PM
39	Nil	1/5/2022 12:02 PM
40	Private dwellings should be limited as much as possible from intruding into the public land.	1/3/2022 9:46 PM
41	need more bins along the walk for dog poo, food wrappers etc. dog water/ tap would also be great	1/3/2022 5:16 PM
42	Bicycle people	1/2/2022 12:36 PM

Attachment 5.5.1 Don Reserve Survey Responses

Don Reserve - Community Survey

43	Path works, little rehab done to repair footprint works. Have allowed natural process to occur, but unfortunately the footprint is still unattractive and natural species have not re-established	12/30/2021 9:43 PM
44	Footpaths are very deteriorated in some areas, but in other areas it's fantastic.	12/30/2021 11:27 AM
45	Uneven paths in the older sections	12/30/2021 11:08 AM
46	Commercial rubbish dumping. Unsafe road usage and roadkill. Attempts to disrupt the natural environment by the addition of amenity areas. In a nutshell - leave it alone.	12/30/2021 10:51 AM
47	There are alot of weeds around like blackberries and Scotch thistle and also alot of little/rubbish like garbage bags, car tyres and takeaway containers that needs to me removed.	12/30/2021 10:51 AM
48	Lack of weed control, black berries, scotch thistle. Dumping of rubbish, garbage bags, tired, takeaway wrappers/containers.	12/30/2021 10:03 AM
49	Nil	12/29/2021 6:58 PM
50	Large patch of euphorbia on northern side of Don college oval. Poisonous and needs removing.	12/29/2021 10:07 AM
51	Urban encroachment.	12/28/2021 6:12 PM
52	The need to preserve everything.	12/28/2021 2:28 PM
53	Lack of bins to put my dogs waste in. No wonder so many don't pick it up, it isn't pleasant to carry with you on your walk.	12/27/2021 7:22 PM
54	Rubbish, dog excrement on pathway	12/24/2021 11:04 PM
55	Toilet facilities are only available inside of Splash. Drinking Water is located at one end of the reserve. Accessing the river to kayak is difficult. There are no fish cleaning facilities.	12/24/2021 6:09 PM
56	Toilet locations only at Splash Aquatic centre and Coles beach (if open and available) Lack of dog water stations Lack of dog waste/bag stations. Dog owners dumping waste and/or rubbish	12/24/2021 6:08 PM
57	Surface issues in parts of the sealed pathway.	12/24/2021 4:32 PM
58	Council works that do not consider the natural values of the reserve. Dogs off leads. Litter. Dumping of garden waste. Wood hooking. Shooting. Lack of signage letting visitors know about the natural values.	12/24/2021 2:40 PM
59	Lack of signage about the natural values, council works lacking sympathy with or understanding of the natural values, dogs off leads, litter, dumping of garden waste, wood hooking, shooting.	12/24/2021 2:10 PM
60	Some times kids make bike ramps around the place and impact the environment. Sometimes people go in to take firewood without authorisation.	12/22/2021 11:14 AM
61	Rather untidy	12/22/2021 10:19 AM
62	Some bike riders show little regard or consideration for walkers. Riding at high speed, failing to indicate their approach by simply calling 'passing' or using a bell. I was told by one rider that mountain bikes don't have bells when I suggested they use one to let me know they were approaching from behind. When i suggested they get one, the response was one finger up! I sometimes walk with a very elderly friend who is hard of hearing and has been alarmed at times by the speed some riders are travelling. There are often families with young children on training wheels being guided by their parents on the track. The high speed riders are a genuine threat to safety to many other users.	12/20/2021 9:32 AM
63	Can see some recent progress with new planting. This perhaps needs to be extended through the Don College area of the reserve.	12/19/2021 10:24 AM
64	Rather neglected, lots of dead trees causing a fire risk.	12/18/2021 5:15 PM
65	The thistles are up and need to been sprayed and/or chipped out. Also, on the Waverley Rd track (across from the white house) I saw what I suspect are juvenile foxgloves shooting. If you let these mature and seed you will never get rid of them.	12/18/2021 1:41 PM
66	Dog excrements	12/18/2021 11:59 AM
67	The resealing at the back of Jiloaway and all the unsealed tracks leading into residential areas require sealing. The track from the pool to coles beach needs to be completed(resealed) not just half done.	12/16/2021 8:57 PM

Don Reserve - Community Survey

68	Lack of suitable public facilities. Access to some existing public facilities.	12/16/2021 11:37 AM
69	People that don't obey the dog lead ordinance. There's a particular area in the Don reserve that would be fantastic for barbecues and family outings however it hasn't been kept in a good way for quite some time, the area I'm referring to is north of the pool	12/15/2021 7:28 PM
70	Litter & people making illegal tracks.	12/14/2021 7:36 PM
71	People not respecting this amazing environment. Mainly through ignorance. Dogs off leads. Rubbish left behind. Some tracks in poor condition.	12/14/2021 7:18 PM
72	It's disappointing that some of the infrastructure (eg railway crossing barriers) are vandalised and littered, especially close to the college, from time to time, especially when effort goes into improvements. Eyesore at old railway stop near the clearing near Splash- also vehicle tracks churning up soft ground in this area - unsightly and disrespectful of the environment.	12/14/2021 2:14 PM
73	Hot mix the walkway around under the train bridge and leading to the new bridge and remove trip hazards.	12/14/2021 11:09 AM
74	Remove dead trees, put up no smoking signs adjacent to Don college, of term people sitting on walking track smoking, signs for stay left, water fountains More native plants to encourage fauna	12/13/2021 1:51 PM
75	Repair work needed on some of the path	12/13/2021 5:35 AM
76	It is a great asset for Devonport and steadily improving. However it is let down by the tree and shrub rubbish that is left close to the pathway. It is a great eyesore as reported to me by overseas and local tourists. It would be great if the pathway was cleared by 2 meters on both sides and grassed but at least get rid of the un natural tree branches, stumps etc that have just been piled there. If there was a cleanup I and a few friends would certainly help.	12/12/2021 2:07 PM
77	There are weed incursions and evidence of degradation from people pressure and storm water ingress	12/11/2021 11:05 PM
78	Dogs not under control. Rubbish - particularly near Don College.	12/11/2021 1:19 PM
79	Occasion flooding and washing out of track surfaces	12/11/2021 10:56 AM
80	Some of the paths need attention due to tree roots	12/11/2021 9:49 AM
81	Lack of public toilets and rubbish bins	12/11/2021 9:44 AM
82	A lot of fallen trees (mainly Melaleucas), with no replacement. Few young eucalypts growing to replace aging ones. Weed management poor in certain areas. Erosion and illegal paths and cleared areas in several places. Dogs often not on leads and running into bush, especially near Don College oval.	12/10/2021 9:05 PM
83	No bin to put dog poo bags in	12/10/2021 7:16 PM
84	Around the path way not looked up trees get dumped and left there grass to Long needs more maintenance	12/10/2021 4:14 PM
85	People leaving rubbish	12/10/2021 10:33 AM
86	The track from splash down to the railway line is too steep. Very slippery when wet. I have also had to walk on the lawn to avoid cars in the side lane walking path next to splash.	12/9/2021 3:43 PM
87	Weeds - blackberries , noxious ivy	12/9/2021 1:50 PM
88	Exercise equipment needs improvement	12/9/2021 11:32 AM
89	Unrestrained dogs	12/9/2021 10:10 AM
90	There's often litter around on the walking tracks. Some more rubbish bins would be great.	12/8/2021 6:29 PM
91	Litter Occasional snake in summer	12/8/2021 4:05 PM
92	The track needs more bins, across the walking track from splash to the elimatta, there is no where near enough bins	12/8/2021 10:39 AM
93	If the Dog park is part of the reserve, I think better protection for the local wildlife should be put in place. Countless mornings I have seen wallabies and pademelons trapped in the dog park, unable to escape.	12/8/2021 9:55 AM
94	The path is breaking up in various places and is a trip hazard. Please fix it.	12/8/2021 8:30 AM
95	The path is uneven in places. I acknowledge that efforts have been made recently to fix	12/7/2021 8:38 PM

Don Reserve - Community Survey

	parts of it.	
96	Not enough tree pruning maintenance is done, only after the event when a tree falls. More safety needed especially in winter months when trees fall. Tree roots grow under the footpaths and gradually lift the footpath up causing my feet to catch and make me nearly trip. The rubbish bins near the Don Railway need emptying more often. The steel based footbridge that crosses the Don River near the dual highway needs a better surface because it freezes over in the winter.	12/7/2021 5:35 PM
97	Rubbish dropped by Don College students	12/7/2021 2:48 PM
98	Dogs, too many people allow their dogs free run and dogs should be prohibited (just as at Hawley Point). Small wildlife literally die of fright when chased by a dog. Vegetation clearing along tracks is pushed into the bush, it looks terrible and should be removed as it poses a serious fire hazard. Management of the creek which contains Engaeus granulatus need to improve, silt entry has been and still is a serious problem, as is polluted stormwater and litter. Have a look at the original management plan and abide by it's suggested fire management for the plant communities present. The last fire between the Don College and the old Parks Depot was not conducted in accordance with those plans, it was not a low intensity burn and should not have been allowed to burn the Melaleuca ericifolia forest, which has mostly died as a result.	12/5/2021 11:13 AM
99	Weeds left to seed...	12/5/2021 7:34 AM
100	Walking tracks could have more signage emphasising shared usage and cooperation.	12/4/2021 6:23 PM
101	Litter is a continual problem, especially close to Don College.	12/3/2021 11:26 PM
102	Some of the paths are becoming damaged by roots.	12/3/2021 3:06 PM
103	Limited number of bins for waste disposal leads to rubbish being dropped along the way.	12/3/2021 11:52 AM
104	I appreciate the footpath upgrades recently - trip hazards removed.	12/3/2021 10:56 AM
105	The number of illegal tracks being formed.	12/3/2021 6:21 AM
106	Sometimes there are vine like weeds that take over (strangle) certain trees that is awful to see particularly high up and along the River.	12/2/2021 7:54 PM
107	Lack of signage, rubbish bins, no enforcement of dog regulations, destruction of vegetation by contractors and public.	12/2/2021 7:29 PM
108	Trail bike riding	12/2/2021 7:15 PM
109	Often there are issues along the walkway. Raised pathway due to tree roots. Lifted wire. Fallen trees.	12/2/2021 4:52 PM
110	Fantastic natural environment, good walking tracks	12/2/2021 4:08 PM
111	The large amount of councils tree surround bags that are in the river and on the riverbank not surrounding trees. Trees are continually planted and not maintains and left for the grass to choke them. The amount of "habitat" dead trees and crap laying through the whole reserve is a disgrace and a fire hazard.	12/2/2021 12:24 PM
112	Off lead dogs and litter, much of which is generated by youths hanging around the rail crossing near Don College smoking etc.	12/1/2021 7:41 PM
113	Public toilets on the walking trail as this is a major issue not toilets over at the community centre or at the pool end but toilets between each area would be great	12/1/2021 5:35 PM
114	Weed growth and rubbish dumping on the Waverley road side and near Don College	12/1/2021 3:04 PM
115	I do think that the trees and the logs should not be taken out of the water ways ,as it gives protection to young fish and crustaceans from birds, bigger fish, and the sun,I have lived and grown up around Devonports waterways and have seen seahorses hanging on to the tea tree branches that are hanging in the water, I also know one tree down the Don which used by a Heron to brood it's young each year , which is also on a tree which has fallen in the river.	12/1/2021 12:52 PM
116	The amount of dog excrement and dumped rubbish.	12/1/2021 12:17 PM
117	We walk every day and are fearful of speeding bikes coming up behind us and round corners with no warning. You have to separate walkers and cyclists on the paths with designated lanes! Mountain bikers on the sawdust track are a menace and show no regard for walkers. Dogs are being allowed to roam freely. The litter is appalling, we collect bags of it on our walk, especially near Don College. The weeds are out of control in some areas.	12/1/2021 10:06 AM

Attachment 5.5.1 Don Reserve Survey Responses

Don Reserve - Community Survey

118	Rubbish thrown from Waverley Road. Dog poo along the section parallel to Waverley Road. Weeds. Silt in the Don River from upstream erosion. Dogs off leash.	12/1/2021 9:58 AM
119	Litter, off-leash dogs, weed incursions	12/1/2021 9:49 AM
120	I get disappointed with littering and people going off the marked tracks.	12/1/2021 9:48 AM
121	Erosion and destruction of walking track bridge (low level one that was made with sleepers) along the western river edge track between the pool and Don College. Muddy areas along the Saw Dust track for many days following rain.	12/1/2021 7:10 AM

Don Reserve - Community Survey

Q9 Do you have any suggestions for improving the Don Reserve for users and/or native plants and animals?

Answered: 121 Skipped: 64

#	RESPONSES	DATE
1	The pool complex is showing its age. The leakage from the pool currently flows down a watercourse into the Don River. This is chlorinated water flowing into the river continually. At one time the liquid was green in colour – similar to auto antifreeze green. Apparently, according to a staff member, a valve had been left open accidentally. A sump with a pump could be installed at the outlet to divert this leakage back into the proper wastewater system – not the river. The Don River is a much unappreciated asset to the Devonport area. It has for many years been neglected and abused. It's banks in some areas have become overgrown with blackberries and other weeds. Some sections of Waverley Road have for years been used as a dumping ground for garden refuse, tyres and general household rubbish. Recreational users of the river have very limited and impractical access points for the launching of watercraft such as kayaks and other small craft. Any reasonably suitable points upstream are very overgrown and difficult to access. The building of the new walking/cycling bridge on the seaward side of the main rail bridge has also prevented any future access by any watercraft other than a small tinnie. No more small sailing craft can access the river which is a pity considering the history of the Don River settlement.	1/18/2022 1:53 PM
2	Continue to support the outstanding work of the Friends, especially in replanting natives and weeding. Stricter enforcement of dogs on leads policy White centrelines on sharp corners in the interest of pedestrian/cycle safety. Maybe a speed limit on bicycles.	1/18/2022 1:35 PM
3	Improvement of the Don tramway with better access to the water for water sports (kayaks, paddle boards, etc). The area across the road from the bottom of Cutts road could be developed or just tidied up to allow better access to the river or just an area (maintained grassland) for day use through installing some parking and more tables/seating into the area. This may need to be in consultation with Parkes and Wildlife?	1/17/2022 10:17 PM
4	I think a designated area on the western side of the river for the launch of kayaks/canoes/small yachts/paddle boards/etc would be very beneficial. A growing number of people attempt to do this at the site of the old sawdust bridge however it is a hike down from the road, parking is poor and the mud flats don't make this ideal. Could the area at the foot of Cutts Road be cleared and made into a park area with close river access? There is one small picnic table there now and suprisingly there is often tourists with foreign number plates parked using the table. Also, how would a track along the old tram way to the new bridge at Don Heads be? There is limited road reserve, no footpaths and little room to get off along Waverley Road. There are a lot of runners and walkers who utilise this area and it could be awesome.	1/17/2022 10:15 PM
5	More natives like black wood	1/17/2022 7:58 PM
6	Run a street sweeper sometimes.	1/17/2022 6:57 PM
7	Dogs on leads at all times. Some enforcement of this. Plant new trees to replace larger trees which are gradually falling down. Signs to indicate native wildlife and slower speed limits in streets immediately around reserve. Cats to be locked in at night. (There are free ranging cats around the reserve at night and endangered eastern barred bandicoots and other animals are around there as well. Education signs of the birds and plants you may see in reserve. The tree planting lately has been great and needs to continue each year. Maybe some tree sponsorship by school or community groups or individuals. A group of trees in a particular area for example.	1/17/2022 4:17 PM
8	A drinking fountain at Dell Luck reserve. I encourage as many plantings as possible alongside path edges. Maybe some interpretive signage or info about the reserve in key locations may be beneficial. The exercise equipment on the sawdust track could be upgraded with simple, low cost alternatives.	1/17/2022 3:48 PM
9	No, I feel that to date what has been accomplished is excellent.	1/16/2022 4:38 PM
10	Get rid of the non native plants. Have more bags and disposal bins for dog excrement.	1/16/2022 11:22 AM
11	Cut grass at pool more regularly and weed/spray along the track before the buzzy weed seeds More waste bins for people to throw dog waste bags in say - every 1km	1/15/2022 8:18 AM

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12	Friends of Don are doing a great job. Seperate walkers from bikes ie different tracks or dedicated lanes. Allowing understorey to recover particularly around Splash and Surrey St area. Preserving nesting hollows by allowing dead trees to remain where safe to do so, or placing appropriate nest boxes for parrots, owls, possums etc. Control cats ie registration, trapping, education etc Dog exercise area is useful could put in some obstacle style equipment for training and fun	1/14/2022 5:16 PM
13	Better signage reinforcing rules that apply for respectful usage of the reserve. Signage to describe and raise attention of native flora and fauna.	1/14/2022 3:34 PM
14	Weed eradication	1/14/2022 2:49 PM
15	A new playground has be established near Splash but there are no benches or seats for parents, grandparents to sit and keep an eye on the children while they are using the equipment a path round the river linking the sawdust bridge with the new nearly finished cycle pedestrian bridge would be ideal	1/14/2022 10:58 AM
16	Continued replanting	1/14/2022 7:17 AM
17	Water fountain for dogs and humans would be great.	1/14/2022 6:01 AM
18	Don't put plastic guards around newly planted trees. They end up in the river	1/13/2022 1:31 PM
19	Encourage people to clean up inside the areas surrounded by trails, retirees, like me, have time, long time. With simple gardening tools, a lot can be done, creating smooth ground, with rakes, deadwood piles are more safe than deadwood everywhere. They provide a habitat, for wildlife, a scale of bioreaction, that warm themselves in winter. A good deadwood leaf pile, will give of steam, in Winter, it's a refugee, for the wildlife, instead of the deadwood drying out, getting in the way, as a fire hazard.	1/13/2022 9:11 AM
20	Public toilets outside splash area for those using walling track and playground	1/13/2022 8:31 AM
21	Drinking fountains?	1/13/2022 7:17 AM
22	I know there is a toilet at the hall but it would be great to have one at the dell luck reserve. Also to have a footpath down to the bbq area as it's not disability friendly and stops many wheel chair and mobility aid users from enjoying the park	1/12/2022 9:20 PM
23	Lights to allow access in evenings	1/12/2022 9:06 PM
24	Leave it as natural as possible	1/12/2022 8:45 PM
25	Toilets	1/12/2022 8:31 PM
26	Remedy item 7.	1/12/2022 5:13 PM
27	A toilet would be nice , I suppose the only place it could go would be up near the pool as there is already water there , and this is not the council's fault but you gracefully supply the dog poo bags but people use the bags pick up the poo and then leave them both on the track ... to me that is more detrimental to the environment than just the poo , Shame on the lazy dog owners doing this.	1/12/2022 4:45 PM
28	Ensure no dogs are off leash.	1/12/2022 10:48 AM
29	No	1/12/2022 10:46 AM
30	Some access spots to the river for dogs to swims	1/12/2022 10:19 AM
31	Reduce the tracks to a more logical network. Inform locals of the damage done by garden waste dumping, and educate on weed species they may have in their yards.	1/10/2022 5:32 PM
32	Get rid of gum trees	1/10/2022 1:27 PM
33	Bins required for poo and waste bags	1/9/2022 5:02 PM
34	Bins and poo bags to be placed at regular intervals along all the paths	1/9/2022 4:50 PM
35	Yes add bins at intervals	1/9/2022 4:11 PM
36	Plant local native plants to encourage native fauna. Get rid of weeds.	1/8/2022 5:01 PM
37	Presence of occasional park ranger more indication of animals birds reptiles ect living in the area.	1/7/2022 1:07 PM
38	Informative signs installed at various locations such as the ones installed in state reserves and national parks informing visitors the the local plant and fauna as well as the history of	1/7/2022 12:00 PM

Don Reserve - Community Survey

the area. Feral cats are an issue in the reserve and a strategy should be implemented to control them.

39	Vastly improved signage explaining the natural values of the Reserve and users' obligations while in the Reserve. All Council works in the Reserve to be carried out in consultation with Council's NRM officer and bush care training to be undertaken by staff of the Works Department as a matter of urgency. Greater support be given to the Friends of Don Reserve with their work in weed removal and planting of native vegetation. The Friends to be consulted in how this can be achieved. A decent budget be allocated for any works needed to conserve the natural values of the Reserve. Informal tracks should be closed off and rehabilitated. A formal system be put in place to handle complaints, i.e. where people can go if they have concerns about what is happening in the Reserve and be assured that their concerns will be taken seriously. Improved coordination between the different parts of Council who have responsibilities in the Reserve - there are too many comments that the left-hand of Council doesn't know what the right-hand is doing.	1/6/2022 4:13 PM
40	1. Signage at the major entry points to the reserve, highlighting some of the endemic flora and fauna that can be found in the reserve. 2. Requests for visitors to keep dogs on a leash and to remove dog excrement. 3. When I was involved in the bioblitz a few years ago in the area north of the swimming pool, there seemed to be small unofficial tracks everywhere. To retain the natural values of the environment some of these need to be taped off and revegetated. Many weeds had invaded these 'short-cuts' degrading the natural habitat. 4. Rubbish was also more prevalent on the eastern side of the Don River. An annual council sponsored family 'clean-up' of the area followed by a BBQ would help promote the value of the Reserve	1/6/2022 3:44 PM
41	Continue planting native plants & keep people on designated tracks, example mountain bike riders not making their own tracks	1/5/2022 4:55 PM
42	Yes toilets close for humans Bbq so we can have a bbq lunch water tap near gazebo to fill water bowl up	1/5/2022 12:02 PM
43	Toilet Drainage	1/4/2022 7:07 PM
44	Water refill stations and maybe lighting on the major track through the reserve to encourage evening usage.	1/3/2022 9:46 PM
45	Engage Don College students in the reserve (weed works, understanding of species present, rubbish removal) as it may encourage them to stop leaving their rubbish behind.	12/30/2021 9:43 PM
46	Revegetation along the river banks. Removal of old machinery from the river bed. Interpretive information about the history of the area and the unique plants endemic to the area. More community events in the area like arts events, schools/heritage events, treasure hunts and concerts in the flat park area. Ghost tours for Halloween. Better access for wheel chair users.	12/30/2021 11:27 AM
47	Speed humps along Waverley Road	12/30/2021 11:08 AM
48	Weed management and conservation only. Limit the walking track to walking only - no bicycles Install speed humps on surrounding roads to reduce road kill.	12/30/2021 10:51 AM
49	Rubbish and weed management. Facilities are good and don't need improvement.	12/30/2021 10:51 AM
50	Speed humps on Waverley rd. Keep everything else the same all the lovely trees and animals.	12/30/2021 10:03 AM
51	Perhaps a bird hide	12/29/2021 6:58 PM
52	Maintain the natural environment as much as possible. Plant trees/shrubs where appropriate to separate the houses from the reserve.	12/28/2021 6:12 PM
53	Protect everything	12/28/2021 2:28 PM
54	More rubbish bins please. There are only bins at the pool & the don railway. None between either location.	12/27/2021 7:22 PM
55	Weed reduction.	12/27/2021 8:06 AM
56	Added interpretation signs. Additional seating near walkway.	12/24/2021 11:04 PM
57	Toilet facility Drinking water for humans and pets Kayak entry to the river or a pontoon located near the sawdust bridge.	12/24/2021 6:09 PM
58	Better and/or additional boat/kayak access to the river. Additional dog facilities including small waste bins and drinking water, more frequently along track.	12/24/2021 6:08 PM

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59	Signage with qr code linking to the results of the Bioblitz and the video by Dr Tom Sayers, also with maps and information about why the Reserve is important. Encourage increased membership of the Friends of Don Reserve including promotion through the Council newsletter and facebook site. Communication is needed between Council departments and the Friends explaining how works will be undertaken without destroying biodiversity. Lack of communication results in Volunteers feeling undervalued. Better consultation with and use of the expertise of the NRM officer. Bushcare training for council workers and contractors working in the Reserve to improve their understanding of how to preserve the natural values and why this is important.	12/24/2021 2:40 PM
60	Signage so visitors learn about its natural values. Promote Friends of Don Reserve to encourage increased membership. Bush care training for council workers and contractors. Council should be more serious about protecting all of Devonport's natural assets. Better utilization of the knowledge and expertise of the NRM officer. Listen to the concerns of the volunteers and take appropriate action.	12/24/2021 2:10 PM
61	Keep the stone walls in the little grotto behind the pool safe. Plant more European trees in that space.	12/22/2021 11:14 AM
62	A good clean up	12/22/2021 10:19 AM
63	Installing prominent signs that encourage safety for all users.	12/20/2021 9:32 AM
64	Cleaning up, naming trees. More bins to deposit doggy doo bags, more information about plants/animals, i.e platypus, rakali.	12/18/2021 5:15 PM
65	More attention to eradicating invasive plants/weeds.	12/18/2021 1:41 PM
66	Extra garbage bins with the dog bags attached this may encourage dog owners to pickup dog excrements as they would not be required to carry the bag for a distance	12/18/2021 11:59 AM
67	Needs to be policed for people not picking up after their dogs. I have walked urban tracks all my life, however, never seen one so saturated in dog faeces, and that's a killer for environmental sustainability.	12/16/2021 8:57 PM
68	Provide better purpose built facilities such as buildings for community service groups etc.	12/16/2021 11:37 AM
69	There's a particular area in the Don reserve that would be fantastic for barbecues and family outings however it hasn't been kept in a good way for quite some time, the area I'm referring to is north of the pool.	12/15/2021 7:28 PM
70	Keep maintenance up on walking tracks, History of the area during th 1850 to 1890 no detail anywhere	12/15/2021 4:46 PM
71	Re-planting assistance in damaged areas. Drainage assistance in affected areas.	12/14/2021 7:36 PM
72	More signage at entrance areas to educate about this special environment. What flora and fauna live here and at what times to see them. Dos and donts of how to treat this area.	12/14/2021 7:18 PM
73	Access to toilet at Splash ? signposted would be good. Especially with new playground equipment being installed, would work well. Maybe a place to record observations - online, on Council website ? Possibly enrol an enviro studies student/group to analyse findings.	12/14/2021 2:14 PM
74	Maintain pathways regularly. Also on the other side Block off the road access to don heads reserve between 6pm and 7 pm daily as cars travel at dangerous speeds and after hours the environment gets littered and disrespected.	12/14/2021 11:09 AM
75	A footpath on the Don side of the river from Sawdust bridge down to the new foot bridge would be absolutely fantastic and give us a circuit with 3 bridges from Don Railway station down to the new bridge and back up the other side.	12/13/2021 6:12 PM
76	Access to Don River banks, Construct a boat and kayak launch ramp and pontoon, Western side at Don heads, The Don river is a fantastic place but no facilities to get out on water, it's Ideal for kids kayaking	12/13/2021 1:51 PM
77	see above	12/12/2021 2:07 PM
78	A shelter in case of rain, public toilet	12/12/2021 12:04 PM
79	Ongoing and appropriate weed control and revegetation/rehabilitation. Strategic and succinct Interpretation signage	12/11/2021 11:05 PM
80	Continue revegetation with endemic species, limit fire and if required ensure is a cold restricted burn in small areas.	12/11/2021 1:19 PM
81	Drainage work to ensure tracks don't get muddy	12/11/2021 10:56 AM

Attachment 5.5.1 Don Reserve Survey Responses

Don Reserve - Community Survey

82	Probably just needs a bit of a tidy up, as in removing weeds, blackberries etc. in general I think it's best to leave it as natural as possible.	12/11/2021 8:26 AM
83	Not mowing in some fenced off areas around Don College oval to allow young Melaleucas and Eucalyptus to regenerate. Occasional dog patrol and on the spot fines for dogs off lead. More interpretation signage and media work to communicate the natural values of the area. Funding increased for management. "Friends" group seem to do a good job with plantings. These need follow up watering. Limit bike speeds on track with signage.	12/10/2021 9:05 PM
84	A bin and dog poo bags near sawdust bridge would be very handy. We always see poo bags thrown in the reserve	12/10/2021 7:16 PM
85	Light cultural burn required to sort undergrowth and grasses.	12/10/2021 4:33 PM
86	Good clean up	12/10/2021 4:14 PM
87	A walking track following the river and connecting the Sawdust Bridge and the new bridge under construction. Dogs on leads should be strictly enforced.	12/10/2021 10:33 AM
88	More rubbish bins along the track	12/9/2021 7:23 PM
89	Some signage about the history of the river area, the flora and fauna would be informative. Weed removal eg thistles and blackberries. Keeping the weeds down beside the tracks so users feel safer from snakes.	12/9/2021 3:43 PM
90	Keep as natural as possible	12/9/2021 1:50 PM
91	Should have public toilets at the swimming pool end	12/9/2021 11:32 AM
92	Link up the railway bridge at Don Heads	12/9/2021 10:10 AM
93	Some interpretation signage would be great. Info on plants and animals that can be seen to make it an educational experience.	12/8/2021 6:29 PM
94	Work to protect the natural environment from weeds & further degradation	12/8/2021 4:05 PM
95	Resurface the rest of the bitumen track.	12/8/2021 12:07 PM
96	More rubbish bins along marked tracks. These bins should also include dog waste disposal bags.	12/8/2021 9:55 AM
97	Fix the path where it is breaking up.	12/8/2021 8:30 AM
98	Nothing specific.	12/7/2021 8:38 PM
99	Removing the non native pine trees would be good. All the Black Berries down in the area below the old Don Store. Maybe a safety fence between the road and walkway where Waverley Road starts near the steel bridge, the cars in travelling in that area are doing 60kph +and people, children, dogs etc are walking with 2 metres of those cars and trucks.	12/7/2021 5:35 PM
100	Fully list and have photos of the birdlife somewhere accessible to the public. The Don Reserve is special in that regard, being the eastern most extent and also the western most extent of some of our native birds, giving it an enhanced bird list. I would suggest it is closer to 150 species than the listed 75 species. A full time Parks and Reserves office looking after the reserve would help immensely. Banning dogs should be considered.	12/5/2021 11:13 AM
101	Needs a paid position to control weeds in a timely manner	12/5/2021 7:34 AM
102	Paddle sport launching spots.	12/4/2021 6:23 PM
103	More rubbish bins and getting Don College involved in clean up in some way. Signage in various locations outlining the reserves wonderful diversity of flora and fauna. Council's Natural Resources Management position should be full time, so more time and resources can be allocated to Don reserve.	12/3/2021 11:26 PM
104	Mostly just the path thing makes riding bumpy and walking a trip hazard. Plant overgrowing some areas and leaf fall onto some paths between Don River railway and aquatic centre can be dangerous/slippery.	12/3/2021 3:06 PM
105	Place a bin and dog poo bags on Don side of Sawdust bridge. A seat and bin on Devonport side of new cycle/pedestrian bridge.	12/3/2021 11:52 AM
106	dogs on leash should be mandatory in this area is there potential for some designated mountain bike trails?	12/3/2021 10:56 AM
107	Better use of the grassed area in the bush below the pool. It would be good to have a bookable bbq hut/s throughout the reserve (like at the waterworks in Hobart) so people could	12/3/2021 6:21 AM

Don Reserve - Community Survey

	enjoy the natural surroundings	
108	Signage that gives visitors some information about the history of the area perhaps	12/2/2021 7:54 PM
109	Enforce regulations on roaming cats, dogs off leash, dog droppings not removed by dog walkers, take action on oil pollution flowing into the Don River, use track making equipment not road making equipment, consult and communicate with Friends of Don Reserve on works to be undertaken.	12/2/2021 7:29 PM
110	For users: more seating to just enjoy the area. If this survey includes the western side of Don heads. Needs some seating and a safe launch for kayaks etc would be great. The walkway beside Waverley road at the train station end could do with a barrier between the path and the roadway so that it is safer for kids and dogs. I travel Waverley road two to four times a day and often have my heart in my mouth watching kids and dogs very close to the road. Particularly if mum and dad are distracted by the platypus in the creek or their phone. I would also support a reduction in the speed on this section of Waverley road as it is narrow and often has cars speeding along it. Around the train station and market and walking track could be lowered to make it safer.	12/2/2021 4:52 PM
111	Maybe signage re birds, flora and fauna for the benefit of users other than regulars	12/2/2021 4:08 PM
112	Walking tracks are in terrible condition and need regular maintenance.	12/2/2021 12:24 PM
113	I commend the Friends of Don Reserve and the council for the plantings. There should be more of it particularly fire resistant species to minimize the need for burn offs.	12/1/2021 7:41 PM
114	Could be more under ways for the animals to use under the walking tracks	12/1/2021 5:35 PM
115	Working bees in more parts of the reserve and extensive replanting on the Waverley road side	12/1/2021 3:04 PM
116	I think some places could be made especially for some native animals to live around the reserve ,that are finding it hard to live close to people, and make people more aware of what wild life does live there.	12/1/2021 12:52 PM
117	Maintain the walking track to keep tripping hazards to a minimum, especially for older people.	12/1/2021 12:17 PM
118	Separate walkers and cyclists with lane markings on the tracks. More seating in small cleared areas would be helpful for older people. Weeds need to be tackled by council rather than rely on volunteers once per fortnight. More litter bins on the tracks urgently needed.	12/1/2021 10:06 AM
119	Enforcement of rules for dog owners. Concerted and targeted litter and weed management campaigns. More planting on the fringes or in degraded areas.	12/1/2021 9:58 AM
120	More promotion of its flora and fauna values through signage, guided walks, information sessions, council information leaflets, updated online pages, celebration of its unique and endangered species like the Swift Parrot, increased resources for Devonport's Biodiversity Officer, increased promotion of the Friends of Don Reserve	12/1/2021 9:49 AM
121	Interpretive signs about the flora and fauna in the reserve.	12/1/2021 7:10 AM

Don Reserve - Community Survey

Q10 Do you have any further comments to make about the Don Reserve?

Answered: 99 Skipped: 86

#	RESPONSES	DATE
1	It is a splendid resource that must be preserved for future generations.	1/18/2022 1:35 PM
2	The Don Reserve has heaps of potential and I think is becoming more popular, this has been seen by the increased number of cars at the Don Market and Don River Railway.	1/17/2022 10:15 PM
3	Thanks for checking a bd maintaining the reservation	1/17/2022 7:58 PM
4	It is a great asset to our city .Most people take it for granted but it is a fabulous area to have adjacent to the city for recreation and relaxing.	1/17/2022 4:17 PM
5	Credit to the council for the cleanliness of the main pathway in the past year, keeping it free from leaves and branches on a regular basis	1/17/2022 3:48 PM
6	This reserve is a critical and important part of Devonport's natural environment (as opposed to parks and gardens.) given the the size and overall scope of the reserve demands the appropriate resources to allow it reach its full potential. The new walking bridge is an example. The work undertaken by the volunteers cannot be under estimated. Thank you!	1/16/2022 4:38 PM
7	I have, a few weeks previously, completed a response on this QR site, supportive and positive, concerning the functioning of this reserve. Further reflection has led me to raise the question of the juxtaposition of the rather unusual bedfellows, of free pedestrian access (including bike riders), alongside a functioning train line! I am supportive of both and would be opposed to any curtailment of either. However it is possible that a tragedy could occur. My suggestion is that trains should increase their whistle (horn) sounding to include two additional blows between the Don Railway station and the sawdust bridge, two more between the Sawdust bridge and the Don College crossing, and two along the section where the line runs parallel to the main NW train-line. This should increase alertness for trains when trains are running, and thus assist to alleviate risk. It also could be the case that a problem develops due to the increasing use of motorised (electric) bikes and scooters within the Reserve, but this could be left until it is seen to be an issue. Thankyou.	1/16/2022 11:28 AM
8	It is being overrun by wallabies. I was born and bred at the Don and up until a few years ago there were no wallabies. Now they are everywhere. God help the nearby residents.	1/16/2022 11:22 AM
9	Check ngratulations on a wonderful well maintained reserve.	1/15/2022 7:13 AM
10	The Don Reserve is a very precious remnant and needs a lot more work to be put into it Weed management, feral animal control and preservation of flora	1/14/2022 5:16 PM
11	Friends of reserve doing a good job	1/14/2022 10:58 AM
12	A unique & vital asset for Devonport. It must be maintained in it's natural state.	1/14/2022 7:17 AM
13	Significant upgrades to the Coles Beach Platform areas in conjunction with Don River Railway. Play equipment, toilet facilities, information boards on the history of the melrose line, power & lighting, concrete platform, improved landscaping and maintenance in the area to offer a better product for the influx of wedding's and events at the location.	1/13/2022 1:40 PM
14	Before pulling trees out along the river bank, replant suitable species beforehand to prevent erosion from occurring. Parts of the riverbank have been washed away during flood as a result of trees being taken out without consideration.	1/13/2022 1:31 PM
15	At night, the animals and insects move between the deadwood piles, with their warm rotting vegetation. The park goes, can enjoy the shade, have some space, you can rake the ground, just by using your shoes, if you don't have a rake. But garden tools, that you can carry in a pack, can do wonders. A pair of pruning shears, a pruning saw, helps to break up the fallen trees, so that council workers, can come in and finish the job, with chainsaws. Persistence work, can achieve just as much, as big one off projects, just a little facilitation. Long handled tools, cold water, a tool shed, for the volunteers, you could even put a solar fridge inside it, so that cold water would always be available to the volunteers, as long as council kept it stocked up.	1/13/2022 9:11 AM

Attachment 5.5.1 Don Reserve Survey Responses

Don Reserve - Community Survey

16	The new playground near splash is looking great. Please include chairs for parents! Public toilet near playground? Or agreement for public toilet access at splash?	1/13/2022 7:17 AM
17	Lots of dog poo. It's everywhere.	1/12/2022 9:41 PM
18	It's an amazing asset, one to be preserved and valued highly.	1/12/2022 8:31 PM
19	Keep as natural as possible.	1/12/2022 5:13 PM
20	Lack of bins along the track - leads to left rubbish. Even just at track entrances would be helpful.	1/12/2022 11:15 AM
21	Maybe a few seats	1/12/2022 10:46 AM
22	Thanks for resurfacing the saw dust path	1/12/2022 10:19 AM
23	We are fortunate to have this area	1/9/2022 4:50 PM
24	Don reserve is a very important area for a range of native bird species. They are able to persist because it is a large enough area of native bush for many different species to breed there.	1/8/2022 5:01 PM
25	Very valuable area for recreation and calm to also see local fauna and flora	1/7/2022 1:07 PM
26	The Don Reserve, which I have known and appreciated for nearly 50 years, is a wonderful asset for local residents. Over this time, I have seen its usage increase and I believe it has become degraded since I first used to visit the Reserve in the early 1970s. It is critical that this does not continue. I would like to see an acknowledgement of the role the vegetation in the Reserve plays in helping to remove CO2 from the atmosphere by quantifying the photosynthetic activity occurring in the Reserve.	1/6/2022 4:13 PM
27	The video produced by Tom Sawyer was excellent, and showed just how wonderful this reserve is. When visiting family in Queensland a similar video of the natural values of a local reserve was available to watch in the Information Centre. Have all the Councilors and council workers undertaking work in the reserve seen this video? This reserve is something for Devonport to be proud of and an asset to tourism.	1/6/2022 3:44 PM
28	There is old stone work near the walking bridge, can this be restored or added. Or developed to help the river bank where needed	1/5/2022 4:55 PM
29	Thanks to the council for looking after a great part of bush so close to Devonport.	1/3/2022 9:46 PM
30	Encourage users to dispose of rubbish and dog poo. If possible provide more bins for those that are too lazy or inconsiderate to take with them.	12/30/2021 9:43 PM
31	This is such a beautiful Tasmanian place. It would be wonderful to see it better protected and celebrated, and for it's Aboriginal and Colonial heritage to be better known.	12/30/2021 11:27 AM
32	No	12/30/2021 11:08 AM
33	Fix the roads first and make the area safe for people ie speed humps reduced speed limits fix the potholes and road surface. Then look at eradication of blackberry, slender and scotch thistle, ragwort and pampas grass which are all rampant.	12/30/2021 10:51 AM
34	Speed humps on Waverley Rd to make it safer to access the Don reserve and to reduce road kill.	12/30/2021 10:51 AM
35	Thanks	12/29/2021 6:58 PM
36	Current revegetation has been noted and counting using would be helpful	12/29/2021 10:07 AM
37	Please preserve and improve for future generations to enjoy.	12/28/2021 6:12 PM
38	The environment is suffering some deterioration. QR code surveys are not easily accessible or to all members of the community.	12/28/2021 2:28 PM
39	It is a fantastic asset for the area. It contributes to why we love living in Devonport.	12/24/2021 11:04 PM
40	Place a walking track on the Don side of the river along the section that the department owns for a really nice longer waterfront walk toward the Don heads.	12/24/2021 6:09 PM
41	As locals in the Don we LOVE walking the sealed and un sealed tracks with our dogs, fishing and swimming in the river, having the opportunity to have input is great by the council. Thank you :)	12/24/2021 6:08 PM
42	No further encroachment by development for houses, roads, or sporting facilities and other equipment. Keep it natural.	12/24/2021 4:32 PM

Attachment 5.5.1 Don Reserve Survey Responses

Don Reserve - Community Survey

43	The Reserve is a lovely piece of remnant bushland, uncommon on the North West Coast. In this time of a climate emergency it acts as a carbon sink for Devonport and is a refuge for a number of rare and threatened species. It is enjoyed as a peaceful retreat by residents and visitors. It is popular with bird observers including residents and tourists. It is a great asset to Devonport, but needs to be looked after with care.	12/24/2021 2:40 PM
44	This is a precious piece of remnant bush land, rare on the NW coast. A carbon sink helping Devonport to mitigate climate change. Popular as a peaceful natural area for residents and visitors. A refuge for several rare and threatened species.	12/24/2021 2:10 PM
45	It's a beautiful space and we are so lucky to have it!	12/22/2021 11:14 AM
46	Dell Luck picnic shed is rather disgusting	12/22/2021 10:19 AM
47	I access the track and Coles Beach from a path from the end of Percy Street. There are many other residents who also use this path but it is in desperate need of attention especially clearing non-native plants that are so overgrown it has created a genuine fire hazard.	12/20/2021 9:32 AM
48	Needs to be more bins in dog poo bag stations. Quite often caught in a bind	12/19/2021 10:24 AM
49	It looks more neglected now than when we moved here 10 years ago. The path used to be cleaned more often.	12/18/2021 5:15 PM
50	Water fountain at the top of pool hill for dogs and owners to have a drink	12/18/2021 11:59 AM
51	Not the track itself. But how about some dollars for the Don River Railway to erect a new security fence at the entrance; please make the effort to assess this fence, it looks like something from a world war 2 prison camp	12/16/2021 8:57 PM
52	The old Council nursery shed(s) presently leased to Devonport Men's Shed are sub-standard and need up-grading. Council could assist by encouraging development of these for the men of Devonport. Thus providing a community service and support for men's health.	12/16/2021 11:37 AM
53	More seating and improved barbecue areas would be a great start. The area below the train station at the luck reserve could be better utilised for families.	12/15/2021 7:28 PM
54	Access for water sports is not very good on the Don side	12/15/2021 4:46 PM
55	Public toilets would help.	12/14/2021 7:36 PM
56	A place to be preserved for all time	12/14/2021 7:18 PM
57	To include the adjacent river, mudflats and Don Heads nature reserve & rockpools in the management plan, to ensure all these sensitive areas are adequately cared for. Also the route to Paradise Cove - with the new walking bridge could there be impact and safety issues with heightened foot traffic ?? Maybe instal some interpretation at Splash end of walking track to highlight significance of the reserve and some of the species that live there.	12/14/2021 2:14 PM
58	Put in a dedicated bike path	12/14/2021 1:04 PM
59	Add more bbq areas. Hurry up and get the steam train line junction happening	12/14/2021 11:09 AM
60	I think a toilet is the only thing I would request	12/13/2021 5:44 PM
61	Maintenance required on walking track surface, uneven and damage in n section behind Splash all way to train track crossings	12/13/2021 1:51 PM
62	Promote the railway	12/12/2021 8:39 PM
63	having travelled the world and all over Australia, the Reserve is a great asset but just needs to be maintained that extra 5%. A cleanup as suggested above would only need to be done every 2 years	12/12/2021 2:07 PM
64	Very nice walking track but my legs get tired and need to rest sometimes	12/12/2021 9:19 AM
65	Track works/amelioration initially looks good then all the good work is undone by flooding/storm water in the next rain	12/11/2021 11:05 PM
66	Path way wider need bike lane and walking lane	12/11/2021 3:43 PM
67	This area is of supreme importance to the Devonport community and must be preserved in its natural state in perpetuity. Also the history of the Don River and the extensive natural biodiversity could be the subject for strategically placed information boards/signs.	12/11/2021 1:19 PM
68	It is a lovely natural bush and should be protected	12/11/2021 10:56 AM

Don Reserve - Community Survey

69	Any holes in the fencing around the Dog Reserve near Splash need constant fixing as wallabies have been trapped in there and subsequently killed by dogs. The Special and unique natural values of the Don Reserve, so close to a city centre, need promoting through schools media, signage. School visits by Education Officer from Council. Art competition/exhibition to promote natural values of area.	12/10/2021 9:05 PM
70	Snakes prevalent	12/10/2021 4:33 PM
71	Looking forward to using the new bridge and hoping tracks along the coast wil line up to make the Don the start of a great coastal walk	12/10/2021 10:33 AM
72	I love this area. I've lived in Don for nearly 40 years and have appreciated the upgrades done to the loop. It's one of the main reasons we've stayed here.	12/9/2021 3:43 PM
73	No	12/9/2021 1:50 PM
74	Keep making improvements	12/9/2021 10:10 AM
75	I'd like to see greater acknowledgement of the Tasmanian aboriginals in the reserve. Some infrastructure or signage could be put in place to make it a more interactive learning experience.	12/8/2021 6:29 PM
76	It is a very precious space in an urban setting	12/8/2021 4:05 PM
77	More drink fountains please and info boards about fauna and flora and indigenous history.	12/8/2021 8:30 AM
78	Pretty good as it is	12/7/2021 8:38 PM
79	Waverley Road to the Don Heads needs a footpath/cycle way. Also a walkway/cycle path from the Old Don Store area to where the new footbridge is near the railway crossing. Upgrade the walkway access from Jiloa Way to the walking track as its narrow, muddy in winter and has low spots where water covers all walkway width. More Rubbish Bins would be good. The new toilets are good under the Don Hall, if used them a few times, maybe a water point on the Western side. Maybe a Fishing access point other than the Sawdust Bridge. The Don Reserve is a great area with heaps of people using it. Anything you do would make it better I reckon.	12/7/2021 5:35 PM
80	Weeds are a problem and without an ongoing budget for treatment, they will get worse.	12/5/2021 11:13 AM
81	Great community asset	12/5/2021 7:34 AM
82	Great place used by many people daily	12/4/2021 6:23 PM
83	Don Reserve is such a precious asset for Devonport and the environment. Every effort should be made to ensure it remains pristine, so it can continue to support it's diverse range of native plants and wildlife.	12/3/2021 11:26 PM
84	A drinking fountain at the Beach and highway ends might be nice for hot days especially for dogs.	12/3/2021 3:06 PM
85	Important to continue maintaining existing tracks through the reserve. I walk every day and the variety if flora and fauna always amazes me. This is a very special area to be preserved.	12/3/2021 11:52 AM
86	no	12/3/2021 10:56 AM
87	It's a beautiful part of Devonport that should be retained and looked after.	12/2/2021 7:54 PM
88	More bins along Waverly Rd walking track, more public education on the value of this natural asset, bushcare training for council staff and contractors, signage	12/2/2021 7:29 PM
89	This incredible natural reserve on our doorstep should always be preserved. The bird life is amazing and the animals have a sanctuary.	12/2/2021 4:52 PM
90	Residents and visitors should value areas kept relatively natural within a city space. Any further reduction in the reserve to give clearance for housing should stop.	12/1/2021 7:41 PM
91	Could be some more toilets along the walking tracks Along with more public bbqs and undercover rest areas	12/1/2021 5:35 PM
92	I would like to see a loop up both sides of the Don river so it is possible to walk to the Don heads safely rather than on the road. Also a dual usage track following the old tramway to link the reserve with the arboretum.	12/1/2021 3:04 PM
93	A few more signs letting people know that birds are nesting on the Island at the mouth of the Don river and not to let there dogs go on there as well to be careful where they are walking ,as the Oyster catches eggs look like rocks for protection.	12/1/2021 12:52 PM

Attachment 5.5.1 Don Reserve Survey Responses

Don Reserve - Community Survey

94	It's not the safest feeling space. Maybe some solar lighting would help in some areas.	12/1/2021 12:17 PM
95	It could be so beautiful but is getting vandalised every day. The area at the mouth of the Don is a disgrace, so much litter is being dumped there and it's a haven for horns at night, as is the Coles Beach car park.	12/1/2021 10:06 AM
96	Its a great natural asset for Devonport and needs to be valued and respected as such.	12/1/2021 9:58 AM
97	Kelcey Tier and the Don Reserve are the jewels in Devonports crown. They contain plants and animals that are on the path to extinction and they are wild areas where all of us can walk, rest and recuperate. They are incredibly special places that should be protected at all costs and where threats should be actively managed as a priority.	12/1/2021 9:49 AM
98	We are so lucky to have it.	12/1/2021 9:48 AM
99	We are so lucky to have it on our doorstep.	12/1/2021 7:10 AM

DRAFT DON RESERVE

ENVIRONMENTAL MANAGEMENT PLAN
2023 - 2028



Acknowledgement of Country

The City of Devonport acknowledges the Tasmanian Aboriginal people as the traditional owners and ongoing custodians of lutruwita, Tasmania. We pay our respects to all their elders past, present and emerging and extend this to all Aboriginal and Torres Strait Islander People.

Next Date of Review:	October 2028
Document Controller:	Community Services Manager
Document Reviewer:	Executive Manager
Date Adopted by Council:	Insert Date
Resolution Number:	Insert resolution number

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1 Executive Summary

The Don Reserve is one of many jewels in Devonport, treasured by residents and visitors for its natural, cultural, and recreational values. As one of two significant bushland remnants, the reserve provides essential habitat and ecosystem services.

This plan is the third iteration of management plans that builds on over 20 years of community and Council knowledge and activity in caring for the Reserve.

Its accessibility, popularity, and interface with the urban environment continues to present management challenges. Pressures include:

- Invasive species - weeds, feral and stray cats, uncontrolled dogs
- Litter and waste such as cigarette bitts and dog waste
- Bushfire risk
- Urban encroachment – dumping of garden waste, clearing vegetation, unstructured access points/tracks

In response, three goals and 20 recommendations for action to be undertaken by 2028, have been identified, through consultation with Council employees, the Friends of Don Reserve and broader community. Goals and high priority actions recommended are as follows:

1. Biodiversity enhanced through bushland protection, maintenance, and restoration
 - Develop and implement annual plan for the control of priority declared and environmental weeds
 - Undertake revegetation where required with local provenance species
 - Implement the Don Reserve Fire Management Plan
 - Retain habitat through the retention of large old trees (where assessed as safe), logs and woody debris. Consider relocating to the Reserve any woody material with hollows removed from other Council tree removal operations.
2. An aware and engaged community
 - Support the efforts of volunteers, such as the Friends of Don Reserve, through strong recruitment, reward, and recognition
 - Deliver, support, and promote learning and engagement activities
3. Low impact recreation supported through sensitively designed infrastructure
 - Continue to undertake regular condition inspections, maintenance, and renewal of built assets
 - Develop systems and train relevant Council staff and contractors in working in sensitive ecological environments

Guiding principles for enduring strategic management, decision-making, and delivery have been established highlighting the Reserve's intrinsic value, good practice bushland management, respecting Aboriginal heritage and values, compatibility of recreation use, adaptive management, and community involvement.

To support Council implement the Plan, it is recommended that a Don Reserve Working Group be formed comprising Council employees, neighbouring landholders, organisations and community representatives with experience in natural resource

management, and other users of the Reserve. Progress will be assessed and reported to Council annually, with the Plan formally reviewed in 2028.

2 Overview

2.1 Purpose

The Don Reserve Environmental Management Plan provides the Devonport City Council with a framework for improving conservation of the Reserve's biodiversity while balancing visitor use.

The Don Reserve is one of two large public areas of remnant vegetation in Devonport and is a popular place for nature-based recreational experiences. The Plan aims to reflect the needs of Council as the manager of the Reserve, current and future residents, and users of the Reserve as custodians of Devonport's natural environment.

The Plan identifies the Reserve's values and pressures, and establishes goals, guiding principles and priorities for management. Plan implementation will contribute towards meeting Goal 1 of the *Devonport City Council Strategic Plan 2009-2030*:

Living Lightly on our Environment - Through the integration of sustainable practices, we will ensure Devonport's viability socially, economically, and environmentally, preserving our natural geography and landscapes for future generations. Planned and sustainable management of energy, air, water, and waste will assist in the delivery of a healthy environment.

2.2 Methodology

The following steps have been undertaken in developing this draft Plan.

- Review of the 2015-2020 Don Reserve Environmental Management Plan
- Consultation with the Friends of Don Reserve, broad community, and Council employees
- Development of draft actions based on consultation outcomes, Council policies and plans

2.3 Reserve Location and Tenure

The Don Reserve is one of the two largest reserves containing high quality remnant vegetation in Devonport, the other being the Kelcey Tier Greenbelt Reserve. These Reserves along with a few smaller reserves and pockets of remnant vegetation are classified as 'environmental land' which cover 270ha or 67% of Council managed public open space, which in total comprise 405ha or 3.5% of Devonport's municipal area¹.

The Reserve is a narrow strip of remnant vegetation of approximately 76ha with a 689m maximum width from end Best Street to the River and 2814 metres in length on the eastern bank of the Don River.

The statutory boundary defines the Reserve from Don River Railway in the South and the Tas Rail main line to the North (refer Map 1). For the purposes of managing the natural and community values of the Reserve this Plan covers an area larger than the statutory Reserve boundary (refer Map 2) to include:

- Riparian zone of a tributary of the Don River running along Jiloa Way

¹ Open Space Strategy 2022-32, Prepared by GHD for Devonport City Council, p23 & p27

- Bushland area from Don River Railway to the Forth Road bridge including Dell Luck Reserve
- Sawdust Bridge
- The cycling/walking track on the western side of the estuary (Waverly Road Track). Council has entered a ten-year lease with the Crown to manage this area until September 2032.

Current land tenure in and near the Reserve includes:

- Land at the northern and southern parts of the reserve that are owned by Council
- Crown land near the river
- Don College, administered by the Education Department
- The railway corridor, which is leased until 2051 from Council for use as a railway heritage tourist attraction by the Don River Historic Railway
- The balance of the reserve, including the area occupied by the Aquatic Centre is Crown land, administered by DCC

2.4 Responsibilities and Investment

2.4.1 Devonport City Council

Devonport City Council plays several roles in managing reserves across the City.

- Provider – As the owner and manager of public land Council invests in the management of natural areas to sustain ecological processes and for the community's enjoyment
- Regulator – Council promotes a safe and healthy community including conservation of natural areas through several legislative frameworks and through strategic planning and policy
- Facilitator - Council supports initiatives to improve bushland management by providing resources and bringing together stakeholders
- Advocate – Council advocates for issues of importance to rate payers and the wider community

2.4.2 Adjoining landowners and residents

Encouraging neighbouring landowners and residents to embrace the Reserve's importance should be a focus. Activities such as avoiding the planting of environmental weeds in gardens, not clearing native vegetation on reserve boundaries, utilising existing access points and tracks, being responsible pet owners, and involvement in conservation projects, would greatly assist in enhancing biodiversity outcomes.

2.4.3 Community

Many residents are passionate about the natural environment and actively volunteer their time to add value to Council's investment in Devonport's reserves.

The Friends of Don Reserve (FoDR) volunteers gather regularly throughout the year, with the support of Council, to undertake bushland conservation projects throughout the Reserve and adjacent bushland and coastal areas. Activities include weed control, revegetation, litter removal, community education, surveys, and monitoring. The volunteers contribute several hundred hours per annum, which adds significantly to the health of the Reserve. The group welcomes new members, even for a few hours. Contact Council to register your interest.

Council also involves students, other community groups, non-government organisations and the broader community to participate in bushland conservation planning and projects. There is further opportunity to develop engagement and learning initiatives to raise community awareness and appreciation of the Reserve's values, with the aim of facilitating behaviour change.

The community further has a responsibility to take reasonable care and to discourage any anti-social behaviour or report it to authorities or Council. This includes behaviour that impacts adversely on Reserve values. Issues of concern can be reported to Council online through the Council website.

2.5 Implementation and Monitoring

Resources to implement this plan are allocated each year as part of Council's annual planning and budgetary process. Consideration is given to legal obligations, community expectations, and the Plan's guiding principles. The level of investment is also considered in the broader context of other strategic priorities of Council.

There may also be opportunities to attain external funding and other in-kind contributions to support threatened species, manage invasive species, deliver community engagement programs, and improve Reserve infrastructure.

It is recommended that a Don Reserve Working Group is formed (that meet at least every six months) to guide the Plan's implementation. The Group is to comprise Council employees, neighbouring landholders, organisations and community representatives with experience in natural resource management, and recreation users of the Reserve.

Actions undertaken as outlined in this plan will be assessed and reported to Council on an annual basis. This includes consideration of any future recommendations where new priorities, issues or management requirements are required. The Don Reserve Environmental Management Plan will be formally reviewed in 2028.

Figure 1. Don Reserve Statutory Boundary



Figure 2. Area Covered by this Plan



2.6 Strategic and Legislative Context:

The Don Reserve Environmental Management Plan is a local site-based plan that sits within the larger *Devonport Open Space Strategy* planning framework. The Plan also complements and fulfils a range of plans, strategies, and legislative compliance.

Devonport City Council

- *Environment Strategy and Climate Change Adaptation Plan*
- *Don Reserve Bushfire Management Plan*
- *Community Volunteer Sustainability Strategy*
- *Pedestrian Strategy*
- *Bike Riding Strategy*
- *Signage Strategy*
- *Asset Management Strategy*
- *Financial Management Strategy*

Cradle Coast Authority

- *Cradle Coast NRM Strategy 2030*
- *Cradle Coast Cat Management Strategy 2021-2026*

State Government

- *Biosecurity Act 2019*
- *Nature Conservation Act 2002*
- *Threatened Species Protection Act 1995*
- *Dog Control Act 2000*
- *Cat Management Act 2009*
- *State Coastal Policy 1996*
- *State Policy on Water Quality Management*
- *Aboriginal Heritage Act 1975*
- *Crown Lands Act 1976*
- *Federal Government*
- *Environment Protection & Biodiversity Conservation Act 1999 (Threatened Species)*
- *Aboriginal Relics Act 1975*

3 Reserve Values

3.1 Natural Values

The Reserve is of high conservation value due to significant remnant vegetation and faunal communities.

Vegetation communities include:

- *Eucalyptus ovata* (black gum) populating much of the Reserve south of the Don College. This is a significant feeding source for the threatened swift parrot. Black gum forest and woodland is listed as threatened under the Tasmanian *Nature Conservation Act 2002* and forests dominated by black gum or Brookers gum (*Eucalyptus brookeriana*) are listed as critically endangered under the Federal *Environment Protection and Biodiversity Conservation Act 1999*.
- *Melaleuca ericifolia* (swamp paperbark) forest is located generally on the mud flats at the edges of the estuary, particularly at the southern end of the Reserve. *Melaleuca ericifolia* swamp forest is listed as threatened under the *Nature Conservation Act 2002*.

- *Eucalyptus viminalis* (white gum) coastal dry forest adjacent to the Don College Oval.
- *Eucalyptus amygdalina* (black peppermint) occupies the higher ground along the estuary and the slopes near Steele Street and the Aquatic Centre.
- Damp sclerophyll forest dominated by a mixture of eucalypt species occupies a small area near the Don Recreation Ground.
- *Acacia sophorae* shrubland (coast wattle) occurs as small, isolated patches at the northern extreme of the Reserve.
- Small patches of *Austrostipa stipoides* (saltmarsh) dominated by coastal spear grass exist on the more elevated mudflats.

During the 2019 Bioblitz survey, 81 native plant species, 21 native fungi and 7 native protozoan species were identified².

A fauna survey³ conducted in 2001/02 Plan recorded 9 mammal species the Reserve including echidna, eastern barred bandicoot (vulnerable status under the *Environment Protection and Biodiversity Conservation Act 1999*), southern brown bandicoot, brush-tailed possum, ring-tailed possum, long-nosed potoroo, Tasmanian pademelon, Bennett's wallaby and swamp rat. In 2014, platypus were recorded in the Don River near the southern end of Waverley Road and again during the 2019 BioBlitz survey. Other species considered likely to inhabit the Reserve include the water rat, sugar glider, eastern and little pygmy possums, white-footed dunnart, and eight bat species; three of which were identified during the 2019 BioBlitz survey: chocolate wattle bat, large forest bat, and the little forest bat.

Engaeus granulatus (central north burrowing crayfish) are present in the creek between Jiloa Way and Georgiana Street (endangered status under the *Environment Protection and Biodiversity Conservation Act 1999*).

Sixty five (65) bird species were further recorded in 2002 including two of note being the swift parrot (listed as endangered under the *Threatened Species Protection Act 1995* and the *Environment Protection and Biodiversity Conservation Act 1999*) and the masked owl (listed as endangered under the *Threatened Species Protection Act 1995*). A further 10 bird species have been recorded in the reserve since 2009 making the current total 75.

The Reserve also provides habitat for smaller invertebrates with fallen branches and leaf litter providing shelter and sources of food. During the 2019 Bioblitz survey there were 29 insects, 15 arachnids, 4 molluscs, 4 amphibians and one reptile species native to Tasmania recorded.

In addition to providing habitat, bushland provides critical ecosystem services, including carbon sequestration. Bushland helps to mitigate climate change by capturing and removing carbon dioxide from the atmosphere. Carbon is stored in both living and dead biomass – flora, litter layer, woody debris, roots, and soil. This carbon can be stored for decades, or even centuries, depending on the forest type and level of human or natural disturbance (e.g., bushfire).

² Extinction Matters BioBlitz, 8-9 November 2019, iNaturalist platform, <https://www.inaturalist.org/projects/don-reserve-extinction-matters-bioblitz>

³ Don Reserve Environmental Management Plan, 2002, Devonport City Council

Enhancing the Reserve's natural values will be most efficiently and effectively achieved by firstly protecting the healthiest intact natural systems and processes, then managing any pressures or threats, followed by active restoration with intervention focused on building ecosystem resilience.

A broader landscape scale (or ecosystem) approach should also be adopted to increase biodiversity net gains. This involves working in collaboration (with public, private, and non-government land managers) at the municipal scale and beyond to create habitat networks and corridors to enhance and expand natural systems. Doing so will increase ecosystem resilience to climate and other environmental change and deliver improved social and economic benefits that are more difficult to achieve by managing small sites individually or in isolation.

3.2 Cultural Values

Our natural environment includes places of high cultural, scientific, educational, and historic significance and provide Australians with a link to their identity and wellbeing. It is highly important to conserve and protect Aboriginal cultural heritage and values for Aboriginal people and for Devonport's heritage and identity overall. Any major projects or development within the Reserve must comply with the *Aboriginal Heritage Act 1975*. Council should work closer with Aboriginal peoples to identify the Reserve's traditional cultural values and determine appropriate ways to acknowledge, protect and respect these values as part of their living culture.

3.3 Nature-Based Experiences

The Don Reserve is currently used for a range of recreational and community engagement activities.

To understand community values for the Reserve a community wide survey was conducted between December 2021 and January 2022, attracting 185 responses. Over half of the 185 respondents (64%) use the Reserve at least once a week with 43% of respondents using more than 3 times a week.

The five most popular activities were walking (for recreation, as a transport route and walking the dog), cycling, observing and/or studying flora and fauna, running, and a place to sit and relax. Other activities include photography, accessing the river for water sports, conservation works, geocaching and family gatherings.

These opportunities contribute significantly to the health and well-being of the community however it is important that access is managed appropriately to ensure ecological and cultural values are not diminished.

4 Pressure on the Reserve

There are a range of pressures or threats adversely impacting on Reserve values as raised through community, stakeholder, and staff consultation. Of the 184 community survey respondents who indicated they had used the Reserve in the past 12 months 124 respondents (44%) rated the Reserve's facilities 'high quality' or 'very high quality' and 72% of respondents rated the Reserve's natural environment as 'high quality' or 'very high quality'. Nevertheless, key concerns of survey respondents include:

- Poor vegetation health and loss of vegetation via weeds, unauthorised tracks, and impact of works
- Litter

- Infrastructure issues: paths – uneven surfaces and overgrown by vegetation; lack of public amenities (public toilet amenities have since been installed at the Don Hall)
- Uncontrolled dogs and dog waste
- Pedestrian safety on shared-use paths

Other human activities degrading Reserve values witnessed in the Reserve include:

- Dumping of domestic and garden refuse
- Encroachment of private properties with neighbouring residents extending their backyards into the Reserve
- Unauthorised clearing of bushland understorey
- Planting of inappropriate species (such as environmental weeds) in, or on the boundaries of the Reserve

These pressures are explored in further detail below.

4.1 Invasive Species

Feral and stray cats, uncontrolled domestic cats and dogs, plus invasive weed species threaten the health of the Reserve's bushland ecosystem.

A 2020 study estimated that a single roaming domestic cat in Australia kills an average of 186 animals a year, of which 115 are native, and a single stray cat kills approximately 449 animals a year, of which 257 are native⁴. In 2021 a regional approach to cat management was adopted with the resulting strategy including actions for Council to participate in, such as education of responsible cat ownership and impacts of roaming and stray cats, data collection, and identifying proactive cat management activities.

Uncontrolled dogs disturb, injure or kill native fauna as well as threaten user's enjoyment and safety. Under the *Tasmanian Dog Control Act 2002* dog owners have an obligation to keep their dog under effective control. This means that dogs in public places must be held on a lead not more than two metres long by a person able to control the dog. When a dog is off lead, the owner must still keep it under effective control. This means that the dog must be close to the owner, in sight always, and respond to commands. All Council parks and reserves have been declared as restricted (on-leash) areas under the revised Dog Management Policy.

Weeds threaten conservation values by changing natural ecosystems, altering river systems, and displacing native plant and animal species by competing for space, nutrients, and sunlight. Weeds spread naturally by the wind, water, birds etc and are also spread by human activity such as on clothing, sporting equipment, machinery etc. Given the Reserve is adjacent to residential areas, dumping of garden waste and the planting of environmental weeds in gardens bordering the Reserve are major sources of new weed incursions. The Reserve has 57 weed species recorded from surveys and sightings over the past two decades. Efforts have focused on containing and/or eradicating weeds and preventing the spread of weeds. A monitoring framework should be established to understand the number and extent of weed species and to assist with weed management.

⁴ Legge, S., et al., 2020, in Cradle Coast Regional Cat Management Strategy, 4-5.

Responsible pet ownership, reducing the impact of weed invasion (such as dumping of garden waste), and undertaking appropriate weed control and revegetation is essential to maintain and enhance biodiversity and thus the Reserve's natural values.

4.2 Litter

Many survey respondents raised littering as a key issue in the Reserve. Common types of litter include cigarette butts and fast-food packaging. In addition to making the Reserve appear uncared for, litter is a form of pollution which can injure or kill wildlife when washed or blown into the river and then the ocean. Cigarette butts are also a fire risk in the Reserve. The Friends of Don Reserve volunteer group often remove litter from the Reserve however it is an individual's responsibility to take unwanted items away for disposal.

Forest debris including fallen logs and branches and leaf litter was also raised by several survey respondents as being hazardous or unsightly. Removal of woody debris from forested areas is one factor contributing to loss of biological diversity. Fallen dead wood and leaf litter provides habitat for invertebrate species dependent on decaying wood for their survival. These species play an essential role in recycling nutrients in forest and woodland ecosystems. Woody debris and leaf litter also play an important function in sequestering carbon. Restricting the removal of woody debris with due consideration of fire safety is important to maintain and enhance the Reserve's natural values.

4.3 Bushfire

Devonport City Council has a general legal responsibility to take all reasonable steps to minimise the risk of fires that originate in the reserve causing personal injury, damage to adjoining property, or damage to items of natural or cultural heritage value protected by government legislation. Protection of threatened species is legislated under the *Tasmanian Threatened Species Act 1995* as a requirement of reserve fire management plans. The *Don Reserve Bushfire Management Plan (2023)* objectives are to minimise risks to life, property, area burnt by unplanned bushfires and disruptions to the public, maintain ecological values and fields of view, and assist with the maintenance of the reserve's infrastructure⁵. The Plan recommends that to 2028 no planned burns are undertaken, fire breaks are assessed and potentially upgraded, and a weed management program is implemented.

4.4 Urban encroachment

Several management challenges exist due to the reserve being in an urbanised area. Encroachment activities such as extension of backyards into the Reserve for storage and dumping rubbish have a detrimental impact on natural values (loss of vegetation, weed dispersal, potential contamination, and soil erosion) and pose a threat to public safety by impeding fire management. Some encroachments may seem harmless at an individual level however cumulative encroachment can have a larger negative impact. A mixture of awareness raising activities to prevent further encroachment and compliance to address existing offences is required.

⁵ Bushfire Management Plan Don Reserve (draft), Devonport 2023, prepared by Enviro-dynamics Pty Ltd

4.5 Infrastructure

The Reserves' infrastructure allows residents and visitors to access and enjoy the Reserve's natural environment. Key infrastructure concerns for the community as highlighted in the survey relate to the condition of paths, cyclist etiquette, creation of unauthorised tracks/walking shortcuts, and lack of interpretive and safety/behavioural management signage.

The renewal and development of open space infrastructure is considered annually during Council's budget process. With a small rate base and a large amount of public assets Council prioritises infrastructure improvements around a number of issues (e.g. risk and safety, community expectation, cost) some of which at times are in conflict. To assist in informing potential capital works a rolling draft ten-year program is developed. The current draft program includes many of the items raised during the public consultation period including:

- Boardwalk replacement – Don Railway loop
- Signage
- Staged path renewal of various sections of the Reserve and Waverly Rd walking track

Definitive projects are approved by Council each year in June.

The *Devonport Signage Strategy* outlines a signage hierarchy and action plan to improve navigation across the City as well as the visitor experience. Directional signage is the key signage type allocated for walking/cycling paths. Interpretive signage would assist to inform visitors of the reserve's ecological importance. Two interpretive signs will be installed in the Reserve later in 2023. There are further opportunities to review signage to reinforce acceptable visitor behaviour.

5 Guiding Principles

The Reserve's values and management pressures have informed the development of the following principles to guide the Plan's implementation. These principles will provide enduring guidance for strategic decision-making, management and delivery.

- The natural Reserve ecosystem(s) has intrinsic value in and for itself irrespective of the needs, wants, attitudes and benefits of humans.
- Biodiversity conservation is best achieved through firstly protecting intact natural systems, then managing any pressures or threats, followed by active restoration
- A broader landscape scale approach is to be adopted to enhance and expand habitat networks.
- Aboriginal heritage and values associated with the Reserve are to be protected and respected.
- Recreational uses must be compatible with ecological health and cultural values.
- An adaptive management approach will be applied to deal with any uncertainty, learn from actions taken and adapt as required to achieve better outcomes.
- Protection, management, and appropriate use of the Reserve depends on active community involvement and collaboration.

6 Goals and Recommendation

Three key goals have been identified to prioritise action in this Plan.

1. Biodiversity enhanced through bushland protection, maintenance, and restoration
2. An aware and engaged community
3. Low impact recreation supported through sensitively designed infrastructure

6.1 Goal 1: Biodiversity enhanced through bushland protection, maintenance, and restoration

Recommended Actions:

- Develop and implement annual plan for the control of priority declared and environmental weeds
- Undertake revegetation where required with local provenance species
- Implement the Don Reserve Fire Management Plan
- Retain habitat through the retention of large old trees (where assessed as safe), logs and woody debris. Consider relocating to the Reserve any woody material with hollows removed from other Council tree removal operations.
- Establish monitoring and mapping system to support operational planning
- Enhance habitat connectivity on adjoining land. For instance, encourage private landholders to protect and restore remnant vegetation (education, incentives, and engagement in conservation programs such as Land for Wildlife etc as opportunities arise)
- Assess need to develop invasive fauna programs (e.g. cat management)
- Consider monitoring, assessing, and reporting on the state of the Reserve's ecological health at least every 10 years
- Investigate carbon sequestration and preservation activities (quantify benefits etc)

Outcomes:

Significant or sensitive vegetation communities, plant and animal species, are protected.

The extent and condition of native vegetation and habitat connectivity is understood and improved.

Threats to biodiversity are reduced.

The value of the Reserves remnant vegetation (and soil) to sequester carbon is understood.

6.2 Goal 2: An aware and engaged community

Recommended Actions:

- Support the efforts of volunteers, such as the Friends of Don Reserve, through strong recruitment, reward, and recognition
- Deliver, support and promote learning and engagement activities (field days/workshops, interpretive activities, digital platforms)
- Encourage staff, contractors, scientists and community to continue to identify and document new species to inform management practices through the Natural

Values Atlas and citizen science platforms/activities (eg Bioblitzes, Birdlife Australia's Backyard Bird Count)

- Explore opportunities to involve and learn from traditional custodians in managing and promoting bushland values
- Encourage community responsibility and positive behaviours through education, incentives, or compliance
- Develop and foster government and community partnerships including with reserve neighbours

Outcomes:

Increased community appreciation and respect of natural and cultural values and appropriate use.

Greater community participation in biodiversity activities.

Cultural heritage sites and values are identified and protected. Aboriginal cultural practices are integrated into interpretation and management.

Strong partnerships developed and nurtured.

6.3 Goal 3: Low impact recreation supported through sensitively designed infrastructure

Recommended Actions:

- Continue to undertake regular condition inspections, maintenance, and renewal of built assets
- Develop systems and train relevant Council staff and contractors in working in sensitive ecological/cultural environments
- Undertake audit of Reserve signage and access points to inform improved wayfinding, and behaviour management
- Promote facilities and amenities available to Reserve visitors
- Consider extension of coastal path network on western side of Don River, north of Sawdust Bridge, as per Open Space Strategy

Outcomes:

Infrastructure designed, constructed, maintained and used in an ecologically and culturally sensitive manner.

6.4 Action Plan

An action plan for implementation (ref Appendix 1) has been developed around the three goals with the following components.

Action:	The activity or output to be delivered
Year planned:	Suggested year(s) for activity to be delivered. Timing of will be dependent on dedicated budget allocation and the type of staff resourcing required.
Priority:	High: Critical importance, high impact, easier to implement Medium: Complimentary to existing services, medium impact Low: Limited impact, possibly difficult to implement
Resources:	A-OPEX: Annual operational expenditure by Council – staffing or operational resource allocated as part of the annual plan. F-OPEX: Future operational expenditure by Council – increased requirements for future consideration in annual allocation. F-CAPEX: Future capital expenditure – identified infrastructure requirements of Council.
Responsible Department:	The team in Devonport City Council that will lead the action

7 References

- Devonport City Council, 2022, Open Space Strategy 2022-32, prepared by GHD
- Devonport City Council, 2002, Don Reserve Environmental Management Plan
- Enviro-dynamics Pty Ltd, 2023, Bushfire Management Plan Don Reserve, prepared for the Devonport City Council
- Extinction Matters BioBlitz, 8-9 November 2019, survey results retrieved from iNaturalist platform, accessed 20 June 2023, <https://www.inaturalist.org/projects/don-reserve-extinction-matters-bioblitz>
- Legge, S., Woinarski, J.C.Z., Dickman, C.R., Murphy, B.P., Woolley, L.-A. and Carver, M.C., 2020, We need to worry about Bella and Charlie: the impacts of pet cats on Australian wildlife, *Wildlife Research*, 47: 523-539 in *Cradle Coast Regional Cat Management Strategy*, 2021, 4-5

8 Appendices


Action Plan – Don Reserve Environmental Management Plan

Action Plan

Don Reserve Environmental Management Plan

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Responsible Department
		2023/24	2024/25	2025/26	2026/27	2027/28			
	Goal 1: Biodiversity enhanced through bushland protection, maintenance, and restoration								
1.1	Develop and implement annual plan for the control of priority declared and environmental weeds						H	A-OPEX	Community Services
1.2	Undertake revegetation where required with local provenance species						H	A-OPEX	Community Services
1.3	Implement the Don Reserve Fire Management Plan						H	A-OPEX	Works
1.4	Retain habitat through the retention of large old trees (where assessed as safe), logs and woody debris. Consider relocating to the Reserve any woody material with hollows removed from other Council tree removal operations.						H	A-OPEX	Works
1.5	Establish monitoring and mapping system to support operational planning						M	F-OPEX	Community Services
1.6	Enhance habitat connectivity on adjoining land. For instance, encourage private landholders to protect and restore remnant vegetation (education, incentives, and engagement in conservation programs such as Land for Wildlife etc as opportunities arise)						M	F-OPEX	Community Services
1.7	Assess need to develop invasive fauna programs (eg cat management)						M	F-OPEX	Risk & Regulatory
1.8	Consider monitoring, assessing, and reporting on the state of the Reserve's ecological health at least every 10 years						M	F-OPEX	Community Services
1.9	Investigate carbon sequestration and preservation activities / benefits						L	F-OPEX	Community Services

No	Action:	Year Planned					Priority: H,M,L	Resources: A-OPEX F-OPEX F-CAPEX	Responsible Department
	Goal 2: An aware and engaged community								
2.1	Support the efforts of volunteers, such as the Friends of Don Reserve, through strong recruitment, reward, and recognition						H	A-OPEX	Community Services
2.2	Deliver, support, and promote learning and engagement activities (field days/workshops, interpretive activities, digital platforms)						H	A-OPEX F-OPEX	Community Services
2.3	Encourage staff, contractors, scientists and community to continue to identify and document new species to inform management practices through the Natural Values Atlas and citizen science platforms/activities						M	A-OPEX	Community Services
2.4	Explore opportunities to involve and learn from traditional custodians in managing and promoting bushland values						H	F-OPEX	Community Services
2.5	Encourage community responsibility and positive behaviours through education, incentives, or compliance						M	A-OPEX F-OPEX	Community Services Risk &Regulatory
2.6	Develop and foster government and community partnerships including with reserve neighbours						M	A-OPEX	Community Services
	Goal 3: Low impact recreation supported by sensitively designed infrastructure								
3.1	Continue to undertake regular condition inspections, maintenance, and renewal of built assets						H	A-OPEX F-CAPEX	Works Infrastructure
3.2	Develop systems and train relevant Council staff and contractors in working in sensitive ecological environments						H	F-OPEX	Community Services Works
3.3	Undertake audit of Reserve signage and access points to inform improved wayfinding, and visitor management						M	F-OPEX	Infrastructure
3.4	Promote facilities and amenities available to Reserve visitors						M	A-OPEX	Community Services
3.5	Consider extension of coastal path network on western side of Don River, north of Sawdust Bridge, as per Open Space Strategy						M	F-CAPEX	Infrastructure

	<h2 style="text-align: center;">PLACE AND ASSETS NAMING POLICY</h2>			
POLICY TYPE	DOCUMENT CONTROLLER	RESPONSIBLE MANAGER	POLICY ADOPTED	REVIEW DUE
Council	Executive Coordinator	General Manager	XX 2023	Month Yr
PURPOSE	This Policy provides guidelines for the naming of places and assets, including buildings, parks, open spaces and commemorative assets, including seats and plaques, within the Devonport municipality.			
SCOPE	<p>This Policy applies to the naming of places and assets within the Devonport municipal area. The Policy's scope does not extend to the naming of streets or roadways.</p> <p>This Policy does not apply to Aboriginal dual naming considerations. Where dual naming is recommended or preferred, Council will follow the State Government's Aboriginal and Dual Naming Policy.</p>			
DEFINITIONS	<p>For the purposes of this Policy, the following definitions apply:</p> <p>Community Consultation – a process undertaken to consult with and gain feedback from community members.</p> <p>Place and Assets Naming Committee – a committee comprising of community representatives, appointed by the Council on an as required basis, via an expression of interest process. The Committee's primary role is to assess submissions in respect of place or asset naming, such as parks, open spaces, and facilities/buildings.</p> <p>Commemorative or Memorial Assets – a plaque, seat or structure that memorialises or commemorates an individual, organisation, business or club.</p> <p>Place Names Tasmania – is the register of all official Tasmanian names.</p> <p>Place Names Advisory Panel – is the statutory body established to assess Tasmanian place naming proposals and make recommendations for formal naming to the Minister. The Place Names Advisory Panel is constituted and operates under the statutory authority of the <i>Place Names Act 2020</i>.</p>			
POLICY	<p>1. Place and Assets Naming Committee</p> <p>The requirement to establish the Committee will be at the discretion of the Council of the day. This will enable the Council themselves to determine place names where a decision to name a place is deemed to be straight forward, unlikely to be contentious, or the Council, by absolute majority, determine that the Council will decide the place name.</p> <p>Where it has been determined to establish the Committee, Expressions of Interest will be called for community representatives</p>			

	<p>who wish to become a member of the Place and Assets Naming Committee. The Committee will comprise of five (5) members, whom will be drawn from various sectors of the community, to ensure the Committee is representative.</p> <p>Committee members may be drawn from the following areas (but not restricted to these):</p> <ul style="list-style-type: none"> • business and industry; • first nations/indigenous communities; • tourist sector; • not for profit or community-based organisations; • young people; and • Council. <p>The Committee will convene on an "as required basis" and their role is to assess submissions received via community consultation in respect of proposed names for place names and assets and the making of a recommendation to Council.</p> <p>Place and Asset Naming Committee Guidelines have been developed to provide a framework for the Committee's function, including assessment and how recommendations are made to Council.</p> <p>The Committee will give consideration to factors such historical significance, community connection, or commemoration in recommending a name for a place or asset.</p> <p>Administrative functions of the Committee will be supported by Council.</p> <p>2. Determination of places or assets to be assessed under this Policy</p> <p>The discretion to determine if a place or asset is of such significance that warrants formal naming is held by the General Manager.</p> <p>The General Manager will give consideration to factors such as cultural, historical or community significance in identifying and commencing a consultation process for a place or asset naming, that would require the convening of the Place and Asset Naming Committee.</p> <p>Alternatively, a Councillor may propose a place or asset naming via a Notice of Motion, or a member of the public or community group/organisation may make a written proposal for the naming of a place or asset that is not formally named.</p> <p>3. Commemorative Assets</p> <p>Applications may be received for the placement of commemorative assets, including seats and plaques, by members of the public, to recognise and commemorate individuals, organisations and clubs who have made a significant and lasting contribution to the Devonport community.</p>
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	<p>Commemorative asset applications will not be assessed by the Place and Assets Naming Committee, but rather by Council, by way of Council Officer recommendation in a report tabled at an Ordinary Meeting of Council.</p> <p>4. Community Consultation</p> <p>Community consultation is a valuable tool in encouraging community submissions for the naming of places and assets, which ensures that community views are well represented and considered in relation to place and asset naming.</p> <p>Where it is proposed that an official name is required or recommended for a place or asset, a 30 day community consultation will be undertaken. Consultation will occur via usual engagement methods, such as online and written submissions. Submissions received will be assessed by the Place and Asset Naming Committee, in order to determine a preferred name or options for Council's endorsement.</p> <p>5. Place Names Tasmania provisions</p> <p>Once a place name recommendation is endorsed by Council, the name is to be submitted to Place Names Tasmania for official approval. Council's Governance Department are responsible for lodging these submissions.</p> <p>The proposed name is publicly advertised, then assessed by the Place Names Advisory Panel. If recommended, the place name is forwarded to the Minister for consideration and approval. Once this process is concluded, the place name is officially recognised.</p> <p>It is recommended that formal place naming ceremonies are not undertaken until such time as the place name has been formally recognised.</p> <p>Buildings and similar structures are not named under the <i>Place Names Act 2020</i>, nor are places that are given, or may be given, a name under any other Act, and therefore can be approved by Council, on the recommendation of the Place and Assets Naming Committee.</p>
LEGISLATION AND RELATED DOCUMENTS	<p>Public Open Space Strategy Park Furniture Register Commemorative Seat Register Commemorative Assets Procedure Devonport City Council Strategic Plan 2009-2030 Place and Asset Naming Committee Guidelines <i>Place Names Act 2020</i> Aboriginal and Dual Naming Policy (Tasmanian State Government)</p>
ATTACHMENTS (IF APPLICABLE)	Detail any documents or related information that is attached as an appendix to the Policy.
STRATEGIC REFERENCE	For both Council and Management Policies, insert the relevant strategic plan reference.

MINUTE REFERENCE	If a Council Policy, insert the resolution number where the policy was approved. If a Management Policy insert 'N/A'	
OFFICE USE ONLY	Update Register	Training/Communication
	Advise Document Controller	Advise HR / MCO
	Management Sign Off: Date:	

DRAFT



Corporate Climate Change Adaptation Plan – Actions Status 2023

This report presents the Devonport City Council's risk statements, adaptation actions, and progress during 2022/23 for the priority climate change risk areas: Rainfall; Sea Level Rise and Storm Tide; Heat; and Bushfire.

1. RAINFALL RISKS					
Risk	Risk level	Adaptation Action	Timeline (commencing July 2018)	Status	Outputs 30 June 2023
Stormwater system becoming under capacity in areas as a result of more intense, short duration rain events, leading to an increased requirement for upgrade or replacement	Extreme	Adequately resource the Action Plan accompanying the revised Stormwater Strategy - in particular, flood modelling of priority areas	Within a year	Complete	Stormwater System Management Plan adopted by Council in Dec 2019, supporting Stormwater Asset Management Plan adopted 2020. Documents identify risk of flooding in urban catchments, allowing prioritisation of upgrade projects. Two major upgrade projects completed in 2020/21 (\$900,000). 13 projects valued at \$1.13M completed 2022/23. \$1.5M allocated in 2023/24 for stormwater safety & risk and renewal projects.
		Continue preventative practices prior to and during extreme events e.g. clearing gutters and drains	Immediate	Complete	Known 'hot spots' are inspected prior to major events. Improved asset management and works management system is creating efficiencies for pre-emptive activities.

1. RAINFALL RISKS					
Risk	Risk level	Adaptation Action	Timeline (commencing July 2018)	Status	Outputs 30 June 2023
Increased rainfall / severe weather events leading to increased damage to infrastructure and roads resulting in increased maintenance and clean up costs	High	Increase resources towards monitoring and maintenance activities	Within 5 years	Complete	Improvements to asset management and works management systems have improved Council's capability to scheduled inspections using a risk-based approach, allow better prioritisation of reactive work and provide data to allow prioritisation of upgrade work when required.
Riparian vegetated buffers to waterways are insufficient to reduce velocity of overland flow during more intense, short duration rain events resulting in erosion of waterways and sedimentation downstream	High	Provide information to relevant sections of the community on the function of the catchments and buffers to waterways with the aim of retaining or revegetating riparian zones	Within a year	In progress	Community engaged in delivery of specific projects: <ul style="list-style-type: none"> Friends of Don Reserve, Wildcare & Spreyton Joey Scouts
		Maintain and where required revegetate riparian zones on Council owned and managed land	Within a year	Complete	Native species planted at Figure of Eight Creek, Clayton Reserve
Increase in rainfall / flooding / high wind and other severe weather events leading to increased deterioration of roads, bridges, coastal and park infrastructure (e.g. trees, pontoons) resulting in heightened public safety concerns	Extreme	Assess tree damage after high wind & rain events	Immediate	Complete	Scheduled and targeted inspections are undertaken. System improvements now allow schedules to be set using a risk-based approach.

2. SEA LEVEL RISE AND STORM SURGE RISKS					
Risk	Risk level	Adaptation Action	Timeline (commencing July 2018)	Status	Outputs 30 June 2023
Extreme storm tide events resulting in foreshore erosion and inundation impacting on council owned and managed reserves, parks and facilities resulting in increased costs to the council	High	Advocate to the Cradle Coast Authority (CCA) for a coastal vulnerability study of council assets across the region or state- wide	Within 5 years	No action required	100-year sea level rise scenarios can be accessed via Coastal Risk website www.coastalrisk.com.au Various other reports include scenario maps developed in mid 2000s. Council uses existing information to assess coastal vulnerability of Council and private assets based on current information
Sea level rise and increased coastal inundation during storm tide events resulting in areas becoming unsuitable for development or certain land-uses requiring rezoning through the Council's planning system and preparing for potential litigation issues for the Council	High	Abide with relevant codes of the Tasmanian Planning Scheme	Immediate	Complete	Council abides with Tasmanian Planning Scheme codes
Increased coastal inundation during storm tide events resulting in inundation of Council owned and managed reserves resulting in environmental degradation and loss of coastal values	Moderate	Assess risks, prioritise works and implement dune / foreshore restoration programmes as required	Long term	Complete	Work completed at Coles Beach, Don Heads, Pardoe, and beach at end of North Caroline Street

3. HEAT RISKS					
Risk	Risk level	Adaptation Action	Timeline (commencing July 2018)	Status	Status 30 June 2023
Increase in vector-borne illness which will have an adverse effect on public health leading to increased pressure on the public health system and potential spread of disease	Moderate	Comply with and support the direction provided by Tasmanian Government Public Health Services	Long term	Complete	No action required
Increased temperatures leading to increased risk of sunburn and heat stress for users of council's public open space resulting in potential public liability claims and public complaints	Moderate	Ensure sufficient shade - natural or built - is available or planned for when developing new facilities in public open space	Long term	Complete	Shade sails installed in the Waterfront Park, Bluff skate park and Rooke Street mall
4. BUSHFIRE RISKS					
Risk	Risk level	Adaptation Action	Timeline (commencing July 2018)	Status	Outputs 30 June 2023
Increased likelihood and severity of bushfire across the Council's municipal area severely impacting on private property and businesses leading to increased costs	High	Alignment of bushfire management plans for council owned land to ensure appropriate and coordinated fire mitigation practices	Immediate	Complete	Don Reserve and Kelcey Teir Bushfire Management Plans in process of being updated
Increased temperatures resulting in an increased bushfire risk leading to public safety concerns	Extreme	Improve emergency management & community disaster preparedness and response	Immediate	Complete	Council continues to work with emergency services to improve the community's disaster preparedness and response
Altered fire regimes leading to a change in ecosystem function and reducing resilience of native flora/fauna/communities, particularly threatened species	Moderate	Implement prescribed burning regimes dictated by appropriate bushfire management plans, when resources are available	Long term	Complete	Fuel reduction burns conducted at KT Greenbelt September 2021 and Don Reserve 2022 in line with bushfire management plans
5. OTHER RISKS					

Risk	Risk level	Adaptation Action	Timeline (commencing July 2018)	Status	Outputs 30 June 2023
Increased extreme weather events resulting in power outages and telecommunications failure to Council buildings and assets resulting in an inability of the Council to coordinate and deliver services and emergency management responses placing the community at risk	High	In accordance with the Business Continuity Plan identify alternative business locations and power supplies to enable continuous operations	Within a year	Complete	Council's Business Continuity Plan identifies alternative business locations Alternative power supplies have been installed at those locations to enable continuous operations
Increase in severe weather events across the region impacting on the capacity of state emergency services to respond to Devonport events resulting in resourcing challenges for Council	High	In line with Council's Business Continuity Plan, prioritise Council's service delivery, including reassigning employees to priority tasks	Within 5 years	Complete	
		Develop a volunteer register and provide relevant training for volunteers to assist with basic tasks in the event of an emergency	Within 5 years	Complete	Volunteering Tasmania (VT) has established a coordinated volunteer management service that matches the skills, availability, and location of volunteers with volunteering opportunities available with councils and organisations responding to emergencies Council works with VT on a range of volunteer initiatives

5. STRATEGIC CORPORATE ADAPTATION ACTIONS

Strategic priorities are broad level climate change adaptation actions that do not specifically address a particular area or risk and fall across numerous Council service areas. There are key overarching corporate functions that are worth considering for minimising the Council's risk in the face of extreme events posed by climate change.

Action	Status	Outputs 30 June 2023
Ensure legal liability issues are addressed	Ongoing	To be addressed at a regional and/or state level
Update Council's risk register Integrate climate change risk management into the Council's existing risk assessment framework and migrate treated risks to the risk register	Complete	Risks have been integrated with Council's risk register
Emergency management planning in relation to climate hazards Ensure that the projected impacts of climate change are properly considered in the Council's emergency management planning processes	Complete	Projections are presented and discussed at the Mersey Leven Emergency Management Committee
Implement communication strategy Develop and implement a climate change communication and education plan for the Council's staff. Increased staff capacity and awareness will assist in incorporating climate change scenarios and impacts into policy and decision making processes.	Not commenced	To be progressed when resources are available
Incorporate identified actions into other Council plans & strategies Consideration of climate change risks and impacts in other Council strategies, policies and plans (such as Strategic & Annual Plan). The climate change impacts, and risk process outlined throughout the Adaptation Plan should be considered in the development of future plans, policies and strategies. This will also ensure there are a range of potential internal mechanisms for important actions to be implemented.	Complete	This plan integrates with several other council documents and processes including Strategic Plan, Annual Plan, Environment Strategy, Stormwater Strategy, and Service Level documents
Annual reporting Consider developing climate change related Key Performance Indicators that could be reported on through the Council's annual report	Not commenced	
Climate Change Champion Appoint a climate change champion supported by a cross Council team to implement the Adaptation Plan	No further action required	While no champion has been appointed, a team of staff implement actions in this Plan



Environment Strategy 2019-2024 – Year Five Actions Status

STRATEGIC FOCUS 1. CONSERVING OUR BIODIVERSITY

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
Invasive Flora and Fauna						
1.1	Develop and implement an annual works plan for the control of priority and declared weeds	<ul style="list-style-type: none"> Annual mapping of weed distribution Explore low impact weed control methods 	Community Services	High	Ongoing	<ul style="list-style-type: none"> Control of priority environmental & declared weeds undertaken regularly
1.2	Maintain public awareness of and engagement in weed identification and control activities	<ul style="list-style-type: none"> Provide advice to private property owners when requested Work with private property owners with declared weeds to contain or eradicate infestation Deliver education and hands-on programs 	Community Services	High	Ongoing	<ul style="list-style-type: none"> Friends of Don Reserve undertake weed control Meeting with private property owners as requested Spanish Heath eradication project underway. Funds received through the State Government Weed Action Fund across 2022-25. Land managers from Councils, State departments, utilities, and local landowners are prioritizing eradication.
1.3	Encourage responsible pet ownership	<ul style="list-style-type: none"> Cat management Promote on-leash dog control in Council parks and reserves as per the Dog Management Policy (includes updating signage) 	Risk Management Infrastructure & Works	High	Ongoing	<ul style="list-style-type: none"> Website reviewed and updated regularly Continue to educate dog and cat owners of their responsibilities Dog signs under review for Coles Beach area
1.4	Work with state agencies and relevant partners to plan and manage the control of stray and feral animals	<ul style="list-style-type: none"> Work with DPIPW / Cradle Coast NRM to implement the Tasmanian Cat Management Plan 	Risk Management	High	Ongoing	<ul style="list-style-type: none"> Cradle Coast Cat Management Working Group will focus on how the priorities identified in the strategy can be implemented Cat Management Act 2009 – Authorised Person training delivered by Tas Dept of Natural Resources and Environment

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
1.5	Report sightings of introduced species to DPIPWE	<ul style="list-style-type: none"> Assist DPIPWE to raise community awareness and reporting of introduced species Where required manage potential impacts in consultation with DPIPWE Includes threatening pathogens 	Risk Management	High	Ongoing	<ul style="list-style-type: none"> The Compliance Officer works closely with NRM Officer to assist in identification and eradication strategies
1.6	Target identified priority weeds on Council roads as part of the roadside maintenance weed spraying program	<ul style="list-style-type: none"> On non-Council roads, advise the property owner of the priority weeds as required 	Infrastructure & Works Community Services	Medium	Ongoing	<ul style="list-style-type: none"> Contractors engaged regularly to control roadside priority weeds.
1.7	Increase the extent of hygiene practices into DCC contract process, operations, and activities on Council land to minimise the risk of weed spread into new or sensitive areas	<ul style="list-style-type: none"> May require wash down facilities in strategic locations Determine areas considered 'sensitive' 	Infrastructure & Works Community Services	Medium	In progress	<ul style="list-style-type: none"> Training needs documented
Biodiversity Health						
1.8	Develop a Master Plan for the Kelcey Tier Greenbelt	Considers natural, social, recreational, and cultural values	Community Services	High	Complete	<ul style="list-style-type: none"> Master Plan complete July 2019, available on Council's website
1.9	Undertake revegetation where required to support biodiversity	<ul style="list-style-type: none"> Use local native species Encourage development of flora and fauna corridors Consider use of local native species on nature strips and in parks & reserves in accordance with Council policy 	Community Services Infrastructure & Works	High	Ongoing	<ul style="list-style-type: none"> Native species planted in Don Reserve, Pardoe Beach, Caroline St North Foreshore, Figure of Eight Creek, Clayton Drive Reserve
1.10	Manage known threatened species populations to best-practice standards	For instance, continue to manage Clayton Drive Reserve to increase habitat health for the translocated Central North Burrowing Crayfish	Infrastructure & Works Community Services	High	Ongoing	<ul style="list-style-type: none"> Continued monitoring of 100 Swift Parrot nest boxes installed in the Kelcey Tier Greenbelt Revegetation works undertaken in Clayton Drive Reserve

Attachment 5.11.1 Environment Strategy 2019-2024 Year Five Actions

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
1.11	Encourage community awareness of and involvement in conservation activities	<ul style="list-style-type: none"> Support volunteer and school participation Deliver community events celebrating biodiversity e.g. National Tree Day, Clean up Australia Day, Biodiversity month, Bioblitz Develop or review relevant promotional material, consider using digital platforms 	Community Services	High	Ongoing	336 hours of participation by volunteers including Friend of Don Reserve, Wildcare, and Spreyton Joey Scouts: <ul style="list-style-type: none"> 6 community events delivered with 330 participants Up to 8 Friends of Don Reserve met to undertake weed control or plant native plants for a total of 138 hours. Up to 22 volunteers of the Wildcare group - Friends of Devonport Reserves have contributing 120 hours
1.12	Address through compliance, incentives, or education: <ul style="list-style-type: none"> illegal dumping of (garden) waste removal/degradation of native vegetation 	Includes: <ul style="list-style-type: none"> Planting of non- native species in reserves Planting environmental weeds in gardens 	Risk Management Community Services	High	Ongoing	<ul style="list-style-type: none"> Regular patrols are undertaken by the Compliance Officer Public are encouraged to report any suspicious behaviour
1.13	Manage bushfire hazard reduction burns with consideration of ecological priorities	As outlined in the Don Reserve and Kelcey Tier Greenbelt Bushfire Management Plans	Infrastructure & Works Community Services	High	Ongoing	<ul style="list-style-type: none"> Firebreak maintenance undertaken annually
1.14	Monitor priority species and habitat	<ul style="list-style-type: none"> Record in database linked to Council's GIS Consider reporting on city wide ecological health every 10 years 	Community Services	Medium	In progress	<ul style="list-style-type: none"> Swift parrots in Kelcey Tier Greenbelt were monitored by Wildcare volunteers during the 2022/23 breeding season Bioblitz to be held in Don Reserve October 2023

Conserving Our Biodiversity Targets:

Target	Status 31 July 2023		
The area of revegetation is increased by 100% by 2024 from 2018-19 levels	Year	Ha revegetated	
	2018-19	4	
	2019-20	1	
	2020-21	1	
	2021-22	1	
	2022-23	1	
	% change	100%	
A 25% increase in community participation by 2024 from 2018-19 levels	Year	No. participants	
	2018-19	179	
	2020-21	264	
	2021-22	307	
	2022-23	454	
	% change	153%	
Increase in the extent of hygiene practices of Council and integration into contracts	Yet to commence		
Decrease in reports of illegal dumping of garden waste / clearing native vegetation by 2024 from 2018-19	Year	Number reports - garden waste dumped	Number reports - illegal dumping of waste
	2018-19	0	14
	2019-20	6	11
	2020-21	2	18
	2021-22	2	40
	2022-23	5	27
% change	500%	93%	

STRATEGIC FOCUS 2. HEALTHY WATERWAYS AND COASTS

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
2.1	Revegetate and /or improve health of riparian zones	<ul style="list-style-type: none">Improves water quality and aquatic ecosystem healthReduces stream bank erosion and sedimentationUse local native species	Community Services	High	Ongoing	<ul style="list-style-type: none">As per Action 1.9
2.2	Engage volunteers in activities to protect our waterways and coasts	Hands-on and education projects	Community Services	High	Ongoing	<ul style="list-style-type: none">Riparian revegetation projects and litter removal sessions held with Friends of Don Reserve and Spreyton Joey Scouts

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
2.3	Progressively extend installation of gross pollutants traps across the stormwater system	High volume stormwater drains to have gross pollutant traps installed with their effectiveness monitored	Infrastructure & Works	High	In progress	<ul style="list-style-type: none"> \$74,000 allocated in 2022/23 for stormwater pollution control measures
2.4	Integrate Water Sensitive Urban Design into new Council projects and developments where possible	Design that filters pollution from stormwater runoff	Infrastructure & Works	High	Ongoing	<ul style="list-style-type: none"> As required
2.5	Unauthorised activity on beaches / coastline – advocate for improved understanding of the issue's significance and develop appropriate responses	<ul style="list-style-type: none"> May require a combination of access restriction, enforcement, and community education approaches Will require multi- stakeholder approach 	Community Services	Low	In progress	<ul style="list-style-type: none"> Works commenced 1 to address off-road vehicular access and vandalism at the Mersey Bluff Headland – combination of built and green infrastructure

Healthy Waterways and Coasts Targets:

Targets	Status 30 July 2023	
The area of rehabilitation work in riparian zones is increased by 100% by 2024 from 2018-19 levels	Year	Ha rehabilitation riparian zones
	2018-19	4
	2019-20	1
	2020-21	0.1
	2021-22	1
	2022-23	0.6
	% change	67.5%
A 25% increase in community participation by 2024 from 2018-2019 levels	Year	Community members participated
	2018-19	80
	2019-20	64
	2020-21	52
	2021-22	68
	2022-23	94
	% change	17.5%
No evidence of disturbance to shorebird breeding sites	No evidence reported	

STRATEGIC FOCUS 3. LIVING LIGHTLY

CHM/REG/100

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
3.6	Reduce Council fleet emissions by transitioning to low carbon vehicles, reviewing service schedules, exploring alternative transport options	<ul style="list-style-type: none"> Based on technological improvements Investigate whole of life efficiency when purchasing fleet vehicles Explore alternative transport options to reduce number of use of fleet, e.g. electric bikes / scooters 	Infrastructure & Works	Medium	In progress	<ul style="list-style-type: none"> 4 hybrid petrol/electric vehicles and 1 pure EV in fleet. Budget allocation for purchase of a second EV in 2023/24.
3.7	Embed energy efficiency across DCC operations	Develop staff behaviour change education program	Community Services	Medium	Yet to commence	
3.8	Provide advice, advocate, or facilitate community scale enterprises that utilise alternative energy generation and consumption	Explore opportunities for shared power schemes, community shareholders, bulk buy schemes etc	Community Services Economic Development	Medium	Yet to commence	
3.9	Support new community or business initiatives that utilise low carbon approaches	Strengthen business/ industry partnerships to support and encourage new and emerging low carbon opportunities, for instance, ebike hire for visitors, co/tri- generation	Community Services Economic Development	Medium	In progress	<ul style="list-style-type: none"> Council selected a provider to operate an e-scooter trial. Provider considering options presented by Council for storage and a base for operational support
3.10	Continue to support TasNetworks to roll out street light LED changeover program	Street lights are owned, maintained, and replaced under a negotiated arrangement with TasNetworks. TasNetworks plan to change all lamps to LED in the next 8-10 years.	Infrastructure & Works	Low	In progress	<ul style="list-style-type: none"> Tas Networks upgrading street light globes with new technology when replacements are required
Water Sensitivity						
3.11	Promote water saving/ efficiency programs/ opportunities for residents	Rainwater tanks, treated use of greywater in accordance with planning/health regulations	Community Services	High	Yet to commence	
3.12	Install smart technology for high water-using properties / facilities	For example, sensors that irrigate sports field as required given level of dryness as opposed to regular times	Infrastructure & Works	Medium	In progress	<ul style="list-style-type: none"> A trial has commenced of soil moisture monitoring using IoT (Internet of Things) devices as part of Council's smart city initiative, which can be used to streamline irrigation schedules in future. \$21,000 allocated in 2023/24 from smart irrigation

Action		Details	Responsibility	Priority	Status	Outputs 1/8/22 – 31/7/23
3.13	Progressively retrofit high water-using properties with water efficient fixtures and fittings	<ul style="list-style-type: none"> Includes development of tools to assist staff with purchase of water efficient fixtures, fittings, and appliances Extends to leased Council facilities 	Infrastructure & Works	Medium	In progress	<ul style="list-style-type: none"> Water efficient fittings installed during upgrades
Liveable City						
3.14	Implement actions in the Waste Strategy that aim to firstly reduce the amount of waste generated and secondly reduce the amount of landfill through resource recovery and recycling	<p>Key focus areas</p> <ul style="list-style-type: none"> Aim for 60% resource recovery – 23/24 actions include prepare for FOGO service, improve waste transfer station layout to increase recovery, increase number of public place recycling bins Eliminate use of problematic single use plastics Increase use of recycled and recovered materials in Council operations 	Infrastructure Works	Varied as per Waste Strategy	In progress	<ul style="list-style-type: none"> Revised Waste Strategy adopted 2023
3.15	Implement the DCC Corporate Climate Change Adaptation Plan to improve climate resilience	For instance, regarding Sea Level Rise and Storm Tide Risk - assess risks, prioritise works and implement dune / foreshore restoration programs as required	All departments	Varied as per Adaptation Plan	In progress	<ul style="list-style-type: none"> Foreshore revegetation continuing along Pardoe beach and Caroline St North
3.16	Ensure sustainability considerations in procurement decisions, including mandatory weightings in tenders, where appropriate	Improve procurement guidelines, processes, and tools to support staff to actively engage in sustainable procurement	Governance	Medium	Yet to commence	<ul style="list-style-type: none"> Sustainability is currently considered, however, guidelines and tools to ensure consistency across organisation are to be developed
3.17	Identify, collect, and report on environmental data that will inform future decision-making and achievement of Strategy targets	Review Environmental Strategy targets and align with data collection and analysis capabilities where required	Community Services	Medium	Yet to commence	

Living Lightly Targets:

Targets	Status 31 July 2023							
5% of electricity used in Council's largest facilities obtained from localised renewable energy sources		2018-19	2019-20	2020-21	2021-22	2022-23	Comments	
	Solar energy generated at Bass Strait Maritime Centre (kWh)	42,863	42,681	40,400	42,538	41,500	An additional 21,566 kWh generated from paranapple arts centre 23/3/22-30/6/22 41,100 kWh generated in 22/23	
	Total energy of largest facilities - Dev Rec Centre, paranapple arts Centre, Aquatic Centre ((kWh):	1,246,898	1,251,474	1,344,558	1,354,104	1,254,470		
	% of electricity used offset by solar	3.4%	3.4%	3.0%	4.7%	6.6%	% likely to be higher as solar panels on Art Storage Facility are not metered separately so unable to quantify kWh generated from this source	
5% reduction in greenhouse gas emissions across Council operations by June 2024, based on June 2019 levels	Emissions conversion to be calculated once all usage data collated.							
5% reduction on 2017-2018 energy usage in Council's largest facilities by 2024	Facility	kWh 2017/18	kWh 2018/19	kWh 2019/20	kWh 2020/21	kWh 2021/22	kWh 2022/23	Notes
	Dev Rec Centre	123,289	124,606	121,041	140,204	150,806	158,958	Reduction 2019/20 due to decreased usage during pandemic. Increase in 2020/21 due to return of indoor sports after COVID lockdown, and installation of 5 heat pumps. Another increase in 2021/22 and 2022/23 due to high usage rates.
	paranapple arts centre	129,965	235,841	269,771	224,863	286,052	254,276	Town Hall meter not read for four months (2017/18) during renovation. Increase 2019/20 as operating combined facilities. Reduction in 2020/21 due to COVID disruption. Increase in 2021/22 due to higher use.
	Aquatic Centre	448,897	886,451	860,662	979,491	917,246	841,236	Increase in 2018/19 a result of changes in which meters are read. Decrease in 2019/20 due to closure during pandemic.

Targets	Status 31 July 2023							
								Increase in 2019/20 due to return in usage post COVID lockdown and change in power source from gas to electricity. Decrease 2022/23 due to 60% of lights converted to LED
	Total	702,151	1,246,898	1,251,474	1,344,558	1,354,104	1,254,470	Base line year is 2018/19. 0.6 % increase in usage in 2022/23 from 2018/19
Zero increase in potable water use of Council's largest water consuming facilities by June 2024 from 2019 baseline	Year	Potable water use across all facilities (kL)			Comments			
	2018-19	131,223						
	2019-20	107,385			KL updated from 2019-20 due to change in meter reading			
	2020-21	71,136			Significant reduction due to facility closure during COVID and consistent rainfall, reducing irrigation levels			
	2021-22	117,416			Increase due to reopening of facilities post COVID-19 lockdowns			
	2022-23	129,720			2 new toilet amenities plus waterfront park connected 2022/23			
	% Change	-1.15%						
Environmental sustainability is considered across all areas of Council, in decisions, project development and implementation, and reported accordingly to the community by 2024	In progress: Environmental sustainability is a consideration in capital project development, procurement, and council reporting. Electricity reports can now be completed via smart metering.							
Increase in number of Council-delivered, or supported 'living lightly' community education programs by 2024 from 2018-19 levels	Year	No. education programs			Comments			
	2018-19	3						
	2019-20	3			COVID-19 has affected delivery of programs			
	2020-21	2			COVID-19 has affected delivery of programs			
	2021-22	2			COVID-19 has affected delivery of programs			
	2022-23	4						



PARTNERSHIP AGREEMENT BETWEEN
THE CITY OF DEVONPORT
EISTEDDFOD SOCIETY
AND DEVONPORT CITY COUNCIL



1.0 PURPOSE

This Agreement establishes a set of principles and obligations in relation to funding arrangements and activities between the Devonport City Council (the Council) and the City of Devonport Eisteddfod Society (Devonport Eisteddfod) to assist with the ongoing sustainability of the Devonport Eisteddfod Program.

2.0 TIMEFRAME

This Agreement is for a period of three (3) years from the date of signing and is to be reviewed every twelve (12) months.

3.0 THE PARTIES

3.1 Devonport Eisteddfod Society

Run an annual competition that celebrates the arts, particularly literature, music, and performance arts. Participants showcase their talents in various categories, including poetry, storytelling, music, singing, dance, drama, and instrumental performances. Judges or adjudicators assess the performances, and winners may receive prizes or recognition for their achievements.

3.2 Devonport City Council

The Devonport City Council is the principal Local Government Authority in the Mersey Region and is committed to excellence in Local Government through the responsive, cost effective and equitable provision of services to the City and the enhancement of the quality of life of its residents.

4.0 DEVONPORT STRATEGIC PLAN 2009-2030

This Agreement supports the following priorities of the Devonport Strategic Plan 2009-2030.

- Strategy 4.2 A vibrant City is created through the provision of cultural activities, events and facilities.
- 4.2.1 Acknowledge, preserve and celebrate local art, culture and heritage.
 - 4.2.2 Cultural facilities and programs are well planned and promoted to increase accessibility and sustainability.
- Strategy 5.1.2 Pursue opportunities for cooperative initiatives including resource sharing with other Councils, organisations, and community groups.

5.0 OBLIGATIONS OF THE PARTIES

The Council and Devonport Eisteddfod agree to:

- 5.1 Engage in timely, cooperative and meaningful consultation and negotiation regarding activities which affect this Agreement.
- 5.2 Relate to the other party in a manner that is coordinated and consistent.
- 5.3 Subject to privacy legislation and policies, share relevant data and information to inform strategic planning and service delivery.
- 5.4 Develop processes to promote a common understanding of mutual priority needs.
- 5.5 Meet once per year to review the effectiveness of this Agreement.

6.0 STATEMENT OF RESPONSIBILITIES

6.1. The Devonport Eisteddfod will:

- 6.1.1 Facilitate and run the 'City of Devonport Eisteddfod' event in August/September each year at the paranapple arts centre as the principal venue, in Devonport;
- 6.1.2 Acknowledge Council's financial contribution in forms of media and promotion including tv, radio, newspaper, print and social media for the duration of the Eisteddfod;
- 6.1.3 Provide information regarding the Eisteddfod for distribution to Councillors;
- 6.1.4 Provide a copy of insurance policies including personal accident cover where applicable; and
- 6.1.5 Provide Council with an annual report and financial statements which identifies how Council funds have been expended, any changes to the program, and actions undertaken to achieve financial sustainability of the event.

6.2 The Devonport City Council will:

- 6.2.1 Provide \$10,000 towards the operational costs of the Devonport Eisteddfod; and
- 6.2.2 Assist in the marketing and promotion of the Devonport Eisteddfod events through Council's communication mediums Facebook, Internet, Visitor Information.

Note: This agreement does not include the City of Devonport Eisteddfod's hire and use of the Devonport paranapple arts centre and any arrangements regarding its hire is to be organised through the Performing Arts Coordinator.

7.0 PERFORMANCE INDICATORS

The following indicators will assist in measuring the effectiveness of The Agreement.

Indicator	Provided By	Frequency
Number of entrants/participants	Devonport Eisteddfod	Annually
Number of events	Devonport Eisteddfod	Annually
Number of Devonport Eisteddfod activities promoted	Council	Annually

8.0 KEY MILESTONES

Description	Provided By	Target Date
Payment 1	Council	31 August 2023
Annual report – Year 1	Devonport Eisteddfod	30 May 2024
Payment 2	Council	31 July 2024
Annual report – Year 2	Devonport Eisteddfod	30 May 2025
Payment 3	Council	31 July 2025
Annual report – Year 3	Devonport Eisteddfod	30 May 2026
Agreement reviewed	Council/ Devonport Eisteddfod	30 June 2026

9.0 RELATIONSHIP OF THIS AGREEMENT TO OTHER DOCUMENTS

This Agreement is not intended to supersede or alter existing contractual or other agreements between Council and the Devonport Eisteddfod Society.

10.0 MANAGING DIFFERENCE, EVALUATION AND REVIEW

The parties agree to work constructively to honour the terms of the Agreement.

The parties agree that in the event of a party stating that one or more undertakings in the Agreement is not being fulfilled that the parties will use best endeavours to ensure that the undertaking is satisfied or that an alternative solution is agreed.

If the Devonport Eisteddfod otherwise fail to comply with the terms of the Agreement after having been given 30 day's notice to rectify, the Council may terminate this Agreement. The Devonport Eisteddfod may terminate the Agreement at any time providing Council with reasoning and 30 day's notice. If the Agreement is terminated, the Devonport Eisteddfod will refund a proportion of monies paid in the given financial year.

The parties agree to monitor the implementation of the Agreement and evaluate its effectiveness on an annual basis; however the Agreement can be amended with the agreement of both parties at any time.

Two-way feedback and monitoring will be through the Devonport Eisteddfod President and Council's delegated Officer.

11.0 SIGNATORIES OF THE PARTIES

Executed as an Agreement

Signed for and on behalf of the Devonport City Council

Name: Matthew Atkins
Position: General Manager

Signature:

Date:

Signed for and on behalf of the City of Devonport Eisteddfod Society

Name: Bronwyn Dunn
Position: President

Signature:

Date:

Attachment 6.3.1 Current and Previous Minutes Resolution - July 2023

Current and Previous Minutes Resolution - July 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 - Economic Development & Cultural	Selected provider has not been able to secure a suitable storage and operational support base within proximity of the operating area. Council have provided two options for consideration to support the trial.
27/03/2023	23/56	Improved Access to Coles Beach (Back Beach)	Budget approval pending	Infrastructure Manager	Project scoped and proposed for inclusion in the 2024 Capital Budget using allocated LRCI funding.
24/04/2023	23/78	Urban Art Free Wall	In progress	Convention & Arts Centre Manager	Guidelines and online application to be developed.
24/04/2023	23/81	Mersey River Eastern Pontoon Acquisition	In progress	Executive Officer	Review commenced of proposed operating model and infrastructure requirements.
26/06/2023	23/124	Smoke-free area at Spreyton Waste Transfer Station	In progress	Executive Manager - Regulatory CS, HR & Parking	Infrastructure to produce a map to submit to Public Health.
26/06/2023	23/126	Sporting Infrastructure Priority Investments	In progress	Executive Manager - Economic Development & Cultural	Grant funding details provided to the Federal Government. Awaiting draft funding agreement for review. Commenced detailed stakeholder briefing and engagements with all associated sporting clubs and codes.
24/07/2023	23/135	Confirmation of Previous Minutes	Completed	Governance Officer	Previous Minutes Confirmed.
24/07/2023	23/136	Responses to Questions Raised at Prior Meetings	Completed	Governance Officer	Responses noted.
24/07/2023	23/137	Questions on Notice from the Public	Completed	Chris Delphin	Endorsed response and authorised release.
24/07/2023	23/138	Cradle Coast Waste Management Group Annual Plan and Budget - 2023-2024	Completed	Chris Delphin	Noted and endorsed the Annual Plan and Budget.
24/07/2023	23/139	Tender Report Contract CB0120 Theatre Ceiling, lights Painting & Carpet	Completed	Technical Support Coordinator-Infrastructure	Contracts sent for signing.
24/07/2023	23/140	Youth Family and Community Connections - Lease and Partnership Agreement	Completed	Community Services Manager	Lease and Partnership Agreement signed.
24/07/2023	23/141	Local Government Reform Stage 2 Interim Report Submission	Completed	Executive Coordinator	Report submission sent to Local Government Board.
24/07/2023	23/142	Workshops and Briefing Sessions held since the last Council Meeting	Completed	Governance Officer	Received and information noted.
24/07/2023	23/143	Mayor's Monthly Report	Completed	Governance Officer	Received and noted.
24/07/2023	23/144	General Manager's Report	Completed	Governance Officer	Report received.
24/07/2023	23/145	Monthly Operational Report - June 2023	Completed	Governance Officer	Report received and noted.
24/07/2023	23/146	Unconfirmed Minutes Devonport City Council Audit Panel - 5 June 2023	Completed	Governance Officer	Minutes received and noted.



Devonport City Council

FINANCE REPORT

YTD for the month ended July 2023

Contents:	Page
Monthly Finance Report for Council	
Financial Summary	1
Summarised Operating Report, including Financial Charts	2-3
Balance Sheet Report	4
Capital Expenditure Report (with Commitments)	5-8

The operating result for the financial year to the end of July 2023 is favourable with actual revenue being higher than budget by \$115K and actual expenses being lower than budget by \$430K, resulting in an overall favourable variance of \$545K. The forecast operating surplus for the financial year is \$3.1M, which includes share of profit of associates (Dulverton) of \$2.3M. The forecast underlying surplus for the year after taking into account net loss on disposal on assets is \$2.5M.

Rates & Service Charges - \$137K Favourable

The favourable variance is due to additional waste charges.

Fees and User Charges - \$25K Unfavourable

The unfavourable variance is due to the timing of receiving of property lease income.

Grants - Operating - \$48K Unfavourable

The unfavourable variance is due to the timing of receiving grants for Community Development and the Bass Strait Maritime Museum operations.

Contributions - Operating - \$4K Favourable

Minor favourable timing variance.

Interest Income - \$36K Favourable

The favourable variance is a result of funds on hand that are invested until expended on allocated capital projects.

Other Revenue - \$12K Favourable

Minor favourable timing variance.

Employee Benefits - \$47K Favourable

Favourable timing variance relating to salary and wages.

Materials and Services - \$310K Favourable

The favourable timing variance includes computer services expenses of \$165K, utilities expenses of \$115K and insurance of \$86K.

Depreciation - \$15K Unfavourable

The unfavourable variance is the result of revaluations applied to recognise assets at fair value.

Financial Costs - \$4K Unfavourable

The unfavourable variance is due to an increase in the interest rate applied to the variable rate loan.

Other Expenses - \$122K Favourable

The favourable variance is mostly due to the timing of grants and benefits expenditure of \$108K.

Internal Charges and Recoveries - \$32K Favourable

Favourable timing variance.

Balance Sheet

The balance of Capital Work in Progress at the end of July is \$7.2M.

FINANCIAL SUMMARY YTD to July 2023

Operating Summary	Budget	YTD Actual	Annual Budget	Current Forecast
Revenue	34,198,010	34,313,583	50,247,718	50,247,718
Expenditure	7,083,330	6,653,392	47,123,163	47,123,163
Operating Position	27,114,680	27,660,191	3,124,555	3,124,555

Capital Expenditure Summary	Annual Budget \$'000	Actual \$'000	Annual Forecast \$'000
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Capital Expenditure	13,880	138	13,880
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Cash Information	July 2023	June 2023
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Operating Account (Reconciled balance)	3,831,797	708,458
Interest-Earning Deposits	19,636,871	20,605,864
	23,468,668	21,314,322

Debtor Information	July 2023	June 2022	Rates Debtors Ageing	July 2023	% of Annual Rates
Rates Debtors	29,130,323	747,551	2023/2024 - Current	28,469,223	85.1%
Infringement Debtors	149,565	117,900	2022/2023 - 1 Year	456,446	
Sundry Debtors	2,836,604	2,716,579	2021/2022 - 2 Years	100,236	
Planning & Health Debtors	8,469	32,546	2020/2021 - 3 Years	33,739	
			Over 3 years	70,679	
	32,124,961	3,614,576		29,130,323	

Cash Investment Information	Actual Rate	Credit rating	Maximum Holding Allowed	Actual Holding % of total Cash	July 2023
CBA Cash Deposits - At Call + 0.05% RBA cash rate	4.15%	A1+ /AA-			3,602,719
		A1+	100%	15.35%	3,602,719
NAB Term Deposit (182 days)	5.37%	A-1/A+			8,000,000
		A-1/A+	80%	34.09%	8,000,000
AMP 31 days notice account	4.70%	A2/BBB+			8,034,152
		A2-A3	40%	34.23%	8,034,152
					19,636,871

All cash investments are invested in compliance with Council's Investment Policy.

Benchmarks: BBSW90 Day Index 4.2569%
RBA Cash Rate 4.10%

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 July 2023**

	2023-24 YTD		YTD Variance		Full Budget	Forecast
	Budget	Actual	\$	%	2023-24	2023-24
INCOME						
Rates and Service Charges	33,302,101	33,438,788	136,687	0.4%	33,614,193	33,614,193
Fees and User Charges	766,561	741,839	(24,721)	-3.2%	8,842,493	8,842,493
Grants - Operating	60,000	12,000	(48,000)	-80.0%	2,838,834	2,838,834
Contributions - Operating	4,240	8,000	3,760	88.7%	50,882	50,882
Dividend Income	-	-	-	0.0%	1,310,400	1,310,400
Interest Income	30,000	66,128	36,128	120.4%	360,000	360,000
Tax Equivalent Payments	-	-	-	0.0%	268,596	268,596
Share of profit of associates	-	-	-	0.0%	2,360,755	2,360,755
Other Revenue	35,109	46,829	11,720	33.4%	601,564	601,564
TOTAL INCOME	34,198,010	34,313,583	115,573	0.3%	50,247,718	50,247,718
EXPENSES						
Employee Benefits	1,223,384	1,175,734	(47,649)	-3.9%	14,799,823	14,799,823
Materials and Services	1,338,839	1,027,849	(310,990)	-23.2%	15,371,879	15,371,879
Depreciation	870,067	884,847	14,780	1.7%	10,440,800	10,440,800
Financial Costs	110,235	114,629	4,394	4.0%	1,322,822	1,322,822
Levies & Taxes	3,420,102	3,420,102	-	0.0%	4,558,578	4,558,578
Other Expenses	176,705	54,528	(122,177)	-69.1%	1,338,276	1,338,276
Internal Charges and Recoveries	(56,001)	(24,297)	31,705	-56.6%	(709,015)	(709,015)
TOTAL EXPENSES	7,083,330	6,653,392	(429,938)	-6.1%	47,123,163	47,123,163
NET OPERATING SURPLUS / (DEFICIT)	27,114,680	27,660,191	545,512	2.0%	3,124,555	3,124,555
CAPITAL ITEMS						
Grants - Capital	310,000	-	(310,000)	-100.0%	3,464,839	
Gain / Loss on Disposal of Assets	(50,000)	(1,995)	48,005	-96.0%	(600,000)	
TOTAL CAPITAL ITEMS	260,000	(1,995)	(261,995)	-100.8%	2,864,839	
NET SURPLUS / (DEFICIT)	27,374,680	27,658,196	283,516	1.0%	5,989,394	
Own Source Revenue:	99.8%	99.9%			94.2%	



BALANCE SHEET REPORT		As at July 2023	
	31 Jul 2023	30 Jun 2023	
Current Assets			
Cash at Bank and On Hand	3,831,797	708,458	
Trust Deposits	205,200	213,893	
Cash Investments	19,636,871	20,605,864	
Receivables - Rates and Utility Charges	29,130,323	747,551	
Receivables - Infringements	149,565	117,900	
Receivables - Sundry	2,836,604	2,716,579	
Receivables - Planning & Health	8,469	32,546	
Loans Receivable - Current	27,663	27,663	
Accrued Revenue	168,034	316,395	
Prepayments	244,628	474,714	
Net GST Receivable	487,147	455,923	
Other Asset	769,899	769,899	
	57,496,200	27,187,385	
Non Current Assets			
Loans Receivable - Non-Current	278,143	281,843	
Dulverton Regional Waste Management Authority	12,584,069	12,584,069	
TasWater	87,972,056	87,972,056	
Property, Plant & Equipment	933,587,244	933,591,118	
Accumulated Depreciation - PP&E	(351,831,741)	(350,948,772)	
Capital Work in Progress	7,259,710	7,121,428	
	689,849,481	690,601,741	
Total Assets	747,345,681	717,789,126	
Current Liabilities			
Trade Creditors	656,903	216,737	
Accrued Expenses	4,262,041	2,319,424	
Trust Liability	222,873	208,071	
Income In Advance - Current	1,901,323	2,479,722	
Loans - Current	1,088,886	1,088,886	
Annual Leave	1,324,561	1,276,492	
Other Leave - RDO	72,228	71,810	
Other Leave - TOIL	10,360	11,733	
Lease Liabilities - Current	48,275	48,275	
Long Service Leave - Current	1,229,547	1,192,248	
	10,816,996	8,913,398	
Non Current Liabilities			
Loans - Non-Current	44,685,597	44,685,597	
Long Service Leave - Non-Current	393,649	393,649	
Lease Liabilities - Non Current	745,218	745,218	
	45,824,464	45,824,464	
Total Liabilities	56,641,460	54,737,861	
Net Assets	690,704,222	663,051,265	
Equity			
Asset Revaluation Reserve	402,667,583	402,664,036	
Asset Revaluation Reserve - Associates	3,221,386	3,221,386	
Other Reserves	11,575,152	11,575,152	
Accumulated Surplus	245,581,905	236,420,866	
Operating Surplus / (Deficit)	27,660,191	3,466,196	
Capital Surplus / (Deficit)	(1,995)	5,703,629	
	690,704,222	663,051,265	
Total Equity	690,704,222	663,051,265	
Current Ratio:	5.32	3.05	

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 July 2023									
	Funding 2023/24		Expenditure 2023/24			Balance	Performance Measures		
	Annual Budget	Total Budget Available	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget
	\$	\$	\$	\$	\$	\$	Month	Month	Spent
Summary									
Open Space & Recreation	519,000	519,000	25,241	772,002	797,244	(278,244)			154%
Buildings & Facilities	2,592,733	2,592,733	67,961	475,826	543,786	2,048,947			21%
Transport	6,000,000	6,000,000	19,904	1,023,924	1,043,828	4,956,172			17%
Stormwater	1,593,000	1,593,000	797	92,789	93,585	1,499,415			6%
Living City	-	-	-	300	300	(300)			
Plant & Fleet	320,000	320,000	20,162	329,547	349,709	(29,709)			109%
Other Equipment	1,119,000	1,119,000	4,218	154,310	158,528	960,472			14%
Total Capital Works	12,143,733	12,143,733	138,282	2,848,698	2,986,980	9,156,753			25%
Open Space & Recreation									
CP0184 Don River Rail Trail - construction		-	-	141	141	(141)	Jul-22	May-23	Construction underway. Variance due to increases in material costs.
CP0219 New pedestrian bridge - Figure of Eight Creek - Woodrising to Maidstone Park		-	1,944	298,130	300,074	(300,074)	Sep-22	Feb-23	Off site manufacturing underway
CP0224 Maidstone Park safety netting		-	623	-	623	(623)	Mar-23	Apr-23	Construction pending
CP0225 Byard Park Lights		-	546	-	546	(546)	Mar-23	Aug-23	Design underway
CP0226 Mersey Vale Memorial MBS stage 3		-	3,534	469,008	472,541	(472,541)	Dec-22	Jun-23	Contract awarded
CP0229 Waste Transfer Station foreshore rehabilitation		-	623	-	623	(623)	Feb-23	Mar-23	
CP0233 Park furniture renewal		-	953	796	1,749	(1,749)	Sep-22	TBA	Construction underway
CP0234 Rooke Mall Furniture Renewal		-	15,441	34	15,475	(15,475)	Oct-22	Feb-23	Construction underway
CP0235 Aquatic Centre waterslide entry		-	-	864	864	(864)	Jul-22	Sep-23	Design underway
CP0239 East Devonport park furniture		-	330	797	1,127	(1,127)	Feb-23	Apr-23	
CP0240 LRCI Phase 3 grant allocation		-	1,247	2,233	3,480	(3,480)	Nov-22	Jun-23	Projects progressing during the year
CP0241 Mersey Vale Cemetery - Ash Interment Columns for Memorial Garden	37,000	37,000	-	-	-	37,000			0.0%
CP0242 New Totem Signage - Stony Rise Road and Don River	11,000	11,000	-	-	-	11,000			0.0%
CP0243 Aquatic Centre - Minor works in preparation for outdoor pool renewal	20,000	20,000	-	-	-	20,000			0.0%
CP0244 Mersey Bluff Playground Renewal	150,000	150,000	-	-	-	150,000			0.0%
CP0245 Park furniture renewal	25,000	25,000	-	-	-	25,000			0.0%
CP0246 Bluff Road new irrigation - VV to Nth Fenton St	220,000	220,000	-	-	-	220,000			0.0%
CP0247 Don River Rail Trail Interpretive Signage	16,000	16,000	-	-	-	16,000			0.0%
CP0248 Tiagarra Eye Frame & Viewing Platform	40,000	40,000	-	-	-	40,000			0.0%
Total Open Space & Recreation	519,000	519,000	25,241	772,002	797,244	(278,244)			153.6%

		Funding 2023/24		Expenditure 2023/24			Balance	Performance Measures			
		Annual Budget	Total Budget Available	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
		\$	\$	\$	\$	\$	\$	Month	Month	Spent	
Buildings & Facilities											
CB0114	Waste Transfer Station - waste and resource recovery bill readiness project		-	56,388	-	56,388	(56,388)	Mar-23	Aug-23		Design underway
CB0117	Little Athletics Storage shed		-	246	2,400	2,646	(2,646)	Feb-23	Apr-23		Construction pending
CB0119	Aquatic Centre Projects		-	114	-	114	(114)	Nov-22	Jun-23		Order placed. Further work scheduled.
CB0120	PAC projects		-	427	205,545	205,972	(205,972)	Sep-22	TBA		EOI process complete. Tender process underway. Theatre seat replacement.
CB0121	Highfield Park public toilets		-	719	39,582	40,300	(40,300)	May-23	Jun-23		Design underway
CB0122	Art Storage Facility - racking		-	-	5,786	5,786	(5,786)	TBA	TBA		
CB0126	Aquatic Centre 25m Pool	1,000,000	1,000,000	598	7,830	8,428	991,572			0.8%	
CB0127	Works depot bulk material bins	105,000	105,000	-	-	-	105,000			0.0%	
CB0128	Workshop floor refurbish	30,000	30,000	-	-	-	30,000			0.0%	
CB0129	Indoor Stadium Design	500,000	500,000	6,606	97,025	103,631	396,369			20.7%	
CB0130	Fire panel ROMTECK upgrades	42,000	42,000	85	23,100	23,185	18,815			55.2%	
CB0131	Paranple Arts Centre - Renew carpet & ceiling	375,000	375,000	-	-	-	375,000			0.0%	
CB0132	Play Centre (25 Forbes St) - Replace Roof Cladding	34,000	34,000	-	30,731	30,731	3,269			90.4%	
CB0133	Art Storage Facility - Storage Extension for BSMC	506,733	506,733	-	-	-	506,733			0.0%	
CB0134	Byard Park Amenities Redevelopment			2,778	63,827	66,606	(66,606)				
Total Facilities		2,592,733	2,592,733	67,961	475,826	543,786	2,048,947			21.0%	

		Funding 2022/23		Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Total Budget Available	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	
		\$	\$	\$	\$	\$	\$	Month	Month	Spent	Comments
Transport											
CT0275	State Vehicle Entry Project		-	114	5,500	5,614	(5,614)	Mar-20	TBA		Progression dependant on Port development
CT0289	Coastal Pathway contribution - part 2		-	-	843,839	843,839	(843,839)	Oct-21	Jun-23		External funding from State and Federal Government of \$614K is not included in the budget figures. (Externally delivered project).
CT0310	Tugrah Road traffic management		-	2,745	134,865	137,611	(137,611)	Mar-23	Jun-23		Construction pending
CT0321	Steele Street footpath renewal - Wenvoe to Formby - south side		-	1,514	-	1,514	(1,514)	Jan-23	Mar-23		Construction pending. Part funded by CS0111
CT0335	Street Light Provision		-	-	12,200	12,200	(12,200)	Sep-22	Jun-23		Projects progressing during the year
CT0337	Tarleton Street renewal - Wright Street to River Road		-	(1,514)	280	(1,234)	1,234	Jul-22	TBA		Construction pending
CT0339	Road traffic device renewal		-	1,721	-	1,721	(1,721)	TBA	TBA		Carried forward budget to be allocated
CT0343	Percy St and Parker St roundabout		-	2,535	15,641	18,176	(18,176)	Aug-22	TBA		External funding announced
CT0345	Bus Stop Upgrade Program		-	303	-	303	(303)				Externally funded project
CT0346	Reseal program 2023-24	-	-	5,917	-	5,917	(5,917)				
CT0347	Reseal Program 2023-24	775,000	775,000	2,065	-	2,065	772,935			0.3%	
CT0348	Transport Minor Works	30,000	30,000	-	-	-	30,000			0.0%	
CT0349	Road Traffic Device Renewal	25,000	25,000	-	-	-	25,000			0.0%	
CT0350	Street Light Provision	25,000	25,000	-	-	-	25,000			0.0%	
CT0351	Parking Infrastructure Renewal	25,000	25,000	-	-	-	25,000			0.0%	
CT0352	Rural Gravel Road Renewal	100,000	100,000	-	-	-	100,000			0.0%	
CT0354	State Vehicle Entry Project (SVEP) - allocation 4/4	1,000,000	1,000,000	46	-	46	999,954			0.0%	
CT0355	Kelcey Tier Road Safety Improvements - Stage 2 (190-225)	1,100,000	1,100,000	-	-	-	1,100,000			0.0%	
CT0356	Kelcey Tier Road Condition Improvements - (282 -310)	780,000	780,000	-	-	-	780,000			0.0%	
CT0357	Mersey Bluff Access Road Upgrade	500,000	500,000	3,694	180	3,874	496,126			0.8%	
CT0358	Oldaker St - Sorell St Roundabout	500,000	500,000	-	-	-	500,000			0.0%	
CT0359	Webberleys Rd Flood Remediation	75,000	75,000	492	-	492	74,508			0.7%	
CT0360	Duncans Road Bridge Safety	75,000	75,000	-	-	-	75,000			0.0%	
CT0361	Stewart Street renewal - Rooke to Edward	50,000	50,000	-	-	-	50,000			0.0%	
CT0362	Tarleton Street renewal - John to Torquay Rd	50,000	50,000	-	-	-	50,000			0.0%	
CT0363	Waverley Road Embankment Safety	150,000	150,000	-	-	-	150,000			0.0%	
CT0364	The Lee Kerb Renewal	350,000	350,000	76	-	76	349,924			0.0%	
CT0365	George Street - Gunn St to Charlotte Gns Kerb Renewal	160,000	160,000	195	-	195	159,805			0.1%	
CT0366	Footpath Missing Links - High Walkability	150,000	150,000	-	-	-	150,000			0.0%	
CT0367	Coastal Pathway Safety Compliance	50,000	50,000	-	-	-	50,000			0.0%	
CT0368	Multi Level Car Park Safety and Access Improvements	30,000	30,000	-	-	-	30,000			0.0%	
Total Transport		6,000,000	6,000,000	19,904	1,023,924	1,043,828	4,956,172			17.4%	

		Funding 2022/23		Expenditure 2022/23			Balance	Performance Measures			
		Annual Budget	Total Budget Available	Actual	Commitments	Total Expenditure	Remaining Funds	Works Start	Works Completion	% Budget	Comments
		\$	\$	\$	\$	\$	\$	Month	Month	Spent	
Stormwater											
CS0100	Highfield SW catchment Upgrade - Stage 1		-	-	3,271	3,271	(3,271)	Jan-23	Mar-23		Construction in progress
CS0103	Stormwater pollution control measures		-	-	64,620	64,620	(64,620)	Mar-23	Apr-23		Construction pending
CS0113	Minor Stormwater Works		-	-	182	182	(182)	Aug-22	Jun-23		Completed
CS0119	Macfie St stormwater renewal		-	267	175	442	(442)	Complete	Complete		
CS0120	Pit replacements		-	-	3,541	3,541	(3,541)	Jan-23	Jun-23		Construction pending
CS0122	Eugene Street - open drain renewal		-	88	-	88	(88)	Apr-23	May-23		Design underway
CS0123	Minor Stormwater Works	80,000	80,000	-	-	-	80,000			0.0%	
CS0124	Pit Replacements	50,000	50,000	-	-	-	50,000			0.0%	
CS0125	Development Contribution Fund	30,000	30,000	-	21,000	21,000	9,000			70.0%	
CS0126	Torquay Rd - Wright St SW Upgrade	800,000	800,000	177	-	177	799,823			0.0%	
CS0127	Surrey St Pipe Relining	35,000	35,000	-	-	-	35,000			0.0%	
CS0128	East Devonport Stormwater Upgrade - Port Area	250,000	250,000	265	-	265	249,735			0.1%	
CS0129	Watkinson St/ Don College stormwater	138,000	138,000	-	-	-	138,000			0.0%	
CS0130	Chichester Dr stormwater renewal	100,000	100,000	-	-	-	100,000			0.0%	
CS0131	Stormwater pollution control measures	50,000	50,000	-	-	-	50,000			0.0%	
CS0132	Waniora St - Stormwater Flood Mitigation	45,000	45,000	-	-	-	45,000			0.0%	
CS0133	North St (west) stormwater renewal	15,000	15,000	-	-	-	15,000			0.0%	
Total Stormwater		1,593,000	1,593,000	797	92,789	93,585	1,499,415			5.9%	
Plant & Fleet											
CF0031	Fleet Replacement program 2021-22		-	-	48,187	48,187	(48,187)				Budget and actuals excludes trade values
CF0034	Fleet Replacement program 2022-23		-	20,162	-	20,162	(20,162)				Budget and actuals excludes trade values
CF0035	Hire Plant Replacement 2022-23		-	-	202,657	202,657	(202,657)				Budget and actuals excludes trade values
CF0037	Fleet Replacement program 2023-24	270,000	270,000	-	78,704	78,704	191,296			29.1%	
CF0038	Electric Vehicle Procurement Allocation	50,000	50,000	-	-	-	50,000			0.0%	
Total Plant & Fleet		320,000	320,000	20,162	329,547	349,709	(29,709)			109.3%	
Other Equipment											
Office and Equipment		1,099,000	1,099,000	4,218	75,063	79,280	1,019,720				
Information Technology		20,000	20,000	-	79,247	79,247	(59,247)				
			-								
Total Other Equipment		1,119,000	1,119,000	4,218	154,310	158,528	960,472			14.2%	
TOTAL CAPITAL EXPENDITURE - EXCLUDING LIVING CITY		12,143,733	12,143,733	138,282	2,848,398	2,986,680	9,157,053			24.6%	
Living City											
CB0082	Waterfront Project		-	-	300	300	(300)				Carried forward budget to be allocated
CP0198	Waterfront Precinct - Lighting Feature		-	-	-	-	-				Carried forward budget to be allocated
Total Living City		-	-	-	300	300	(300)				
TOTAL CAPITAL EXPENDITURE - INCLUDING LIVING CITY		12,143,733	12,143,733	138,282	2,848,698	2,986,980	9,156,753			24.6%	