ORDINARY COUNCIL - 20 APRIL 2023 Attachments

TITLE: **DA0610/2022 - 12 Olive Street, Newstead - Visitor Accommodation - Construction of alterations to an existing outbuilding for use as short term accommodation (retrospective) and construction of a carport**

FILE NO: DA0610/2022

AUTHOR: Catherine Mainsbridge (Senior Town Planner)

GENERAL MANAGER Dan Ryan (Community and Place Network)

DECISION STATEMENT:

To consider and determine a development application pursuant to the *Land Use Planning and Approvals Act 1993*.

PLANNING APPLICATION INFORMATION:

Applicant:	Plans To Build
Property:	12 Olive Street, Newstead
Zoning:	General Residential
Receipt Date:	10/10/2022
Validity Date:	8/02/2023
Further Information Request:	21/10/2022
Further Information Received:	08/02/2023
Deemed Approval:	20/04/2023
Representations:	4

ATTACHMENT ONE

PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

8.0 General Residential Zone

The purpose of the General Residential Zone is: 8.0.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided. 8.0.2 To provide for the efficient utilisation of available social, transport and other service infrastructure. 8.0.3 To provide for non-residential use that: (a) primarily serves the local community; and (b) 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. 8.0.4 To provide for Visitor Accommodation that is compatible with residential character.
Consistent The proposed development is for the purpose of a visitor accommodation unit at the rear of the existing single dwelling. This non-residential use is compatible with residential uses in the surrounding area. Holiday units, such as the one proposed, generally operate in a

similar nature to residential uses in terms of impact from noise, traffic generation, movement and other impacts. The proposed use is compatible with the residential character of the area.

8.3.2 Visitor Accommodation

That Visitor Accommodation: (a) is compatible with the character and use of the area; (b) does not cause an unreasonable loss of residential amenity; and (c) does not impact the safety and efficiency of local roads or rights of way.
Consistent The proposal is consistent with the objective of the standard, as the proposed change of use is compatible with the character of the area and is unlikely to cause an unreasonable loss of residential amenity to the neighbouring lots.
A1 Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m^2 per lot.
Relies on Performance Criteria As the visitor accommodation use is to be contained within a building which is being converted into a habitable building it does not comply with (a) and the performance criteria must be addressed. The visitor accommodation unit has a gross floor area of 65.03m² to comply with (b).
P1 Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to: (a) the privacy of adjoining properties; (b) any likely increase in noise to adjoining properties; (c) the scale of the use and its compatibility with the surrounding character and uses within the area; (d) retaining the primary residential function of an area; (e) the impact on the safety and efficiency of the local road network; and (f) any impact on the owners and users rights of way.
Complies The proposal is considered to be compatible with area and not cause an unreasonable loss of amenity to adjoining residential properties with regard to the following: *(a) the privacy of adjoining properties;* The proposed visitor accommodation extends along the rear boundary facing into the subject site. The building is primarily of stone construction and the northern side boundary consists of a masonry wall. There should therefore be little impact of overlooking from the proposal. *(b) any likely increase in noise to adjoining properties*; The use as Visitor accommodation unit is similar that to a dwelling and should not significantly impact on the area. Given the relative position of the building and the construction materials there should be limited transmission of noise to neighbouring properties *(c) the scale of the use and its compatibility with the surrounding character and uses within the area;* The Visitor accommodation unit is relatively small with one bedroom and a small kitchen/living area. It is similar in scale to other properties in the area where a number of properties have an outbuilding rear to the dwelling.

(d) retaining the primary residential function of an area; Use as Visitor accommodation is similar to a dwelling providing accommodation and recreation for the occupants. The proposal retains this function especially given the small scale of the additional use to the site. *(e) the impact on the safety and efficiency of the local road network; and* The increase of effectively one bedroom to the site will not impact on the safety and efficiency of the road system in the area. *(f) any impact on the owners and users rights of way.* The site is not bound, nor benefitting from a right of way. The proposed development and use of the outbuilding as a Visitor accommodation unit is considered unlikely to impact on the amenity of the adjoining residence properties and to comply with the performance criteria.
A2 Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.
Complies The site is not part of a strata lot.

8.4.2 Setbacks and building envelope for all dwellings

The siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations.
Consistent The proposed scale of the residential carport is in keeping with the character of the area.
A1 Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.
Complies The proposed carport will be setback 9.3m from the frontage.
A2 A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 5.5m, or alternatively 1m behind the building line;

(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.
Complies The proposed carport will be setback 9.3m from the frontage.
A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).
Complies The proposed carport will be setback only 500mm from the northern side setback and its 6m length increases development along the boundary to greater than 9m but is able to meet the acceptable solution as the adjoining property has a brick wall constructed along its boundary to meet (b) (i).

8.4.3 Site coverage and private open space for all dwellings

That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
Consistent The proposed carport with be over the existing driveway and will not affect areas for outdoor recreation and gardening.
A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).
Complies With the site area of 809m² and the existing and proposed roofed area of 281.74m², the site coverage is 35%.

8.4.5 Width of openings for garages and carports for all dwellings

To reduce the potential for garage or carport openings to dominate the primary frontage.
Consistent
A1 A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).

Complies The proposed carport with have a 2.8m wide opening.

8.5.1 Non-dwelling development

That all non-dwelling development: (a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.
Consistent The proposed visitor accommodation unit should not have a significant impact on the character of the area or cause an unreasonable loss of amenity to the adjoining properties.
A1 A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.
Complies The existing building is at the rear of the site approximately 28m from the frontage.
A2 A building that is not a dwelling, excluding outbuildings with a of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback less than 1.5m from a side or rear boundary if the building: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).
Relies on Performance Criteria The existing building is within 1.3m from the rear boundary at the length greater than 9m (11.2m) and must be considered against the performance criteria.
P2 The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: (i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and

(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.
Complies The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: *(i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property;* As the building adjoins the rear boundaries of the adjoining properties there will be no reduction in sunlight to habitable rooms as both dwellings are located at the front of their properties. *(ii) overshadowing the private open space of a dwelling on an adjoining property;* The proposal is contained within the vertical building envelope along the rear boundary. *(iii) overshadowing of an adjoining vacant property;* The adjoining lots are not vacant. *(iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property;* The visual impact of the extended building is minimised by the distance from the dwellings located on the properties over the rear boundaries and existing vegetation. There will also be little impact on the northern neighbour as the building adjoins the side boundary at the rear of that site, the common boundary being developed with building for most its length. *(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area;* The outbuilding is separated from the dwellings on the adjoining lots by vegetation and the distance away from the dwellings upon adjoining properties. Development in the area consists of a variety on configurations and includes single dwellings with no outbuildings, single dwellings with a range of outbuilding number and sizes and multiple dwellings. The proposal is therefore not inconsistent as there is no overriding character.
A3 A building that is not a dwelling, must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and (b) a site area of which not less than 35% is free from impervious surfaces.
Complies The site coverage is 35%.
A5 Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas, driveways or landscaped areas.
Complies Waste storage will be not visible from any road or public open space.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Consistent The proposal is able to provide parking for the visitor accommodation use and is within walking distance of services provided by the Newstead shopping centre including other modes of transport.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use
Consistent An appropriate level of car parking spaces are provided to meet the needs of the use.
A1 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.
Complies The dwelling and visitor accommodation unit will require three car parking spaces and three spaces are provided along the driveway.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) 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.
Complies

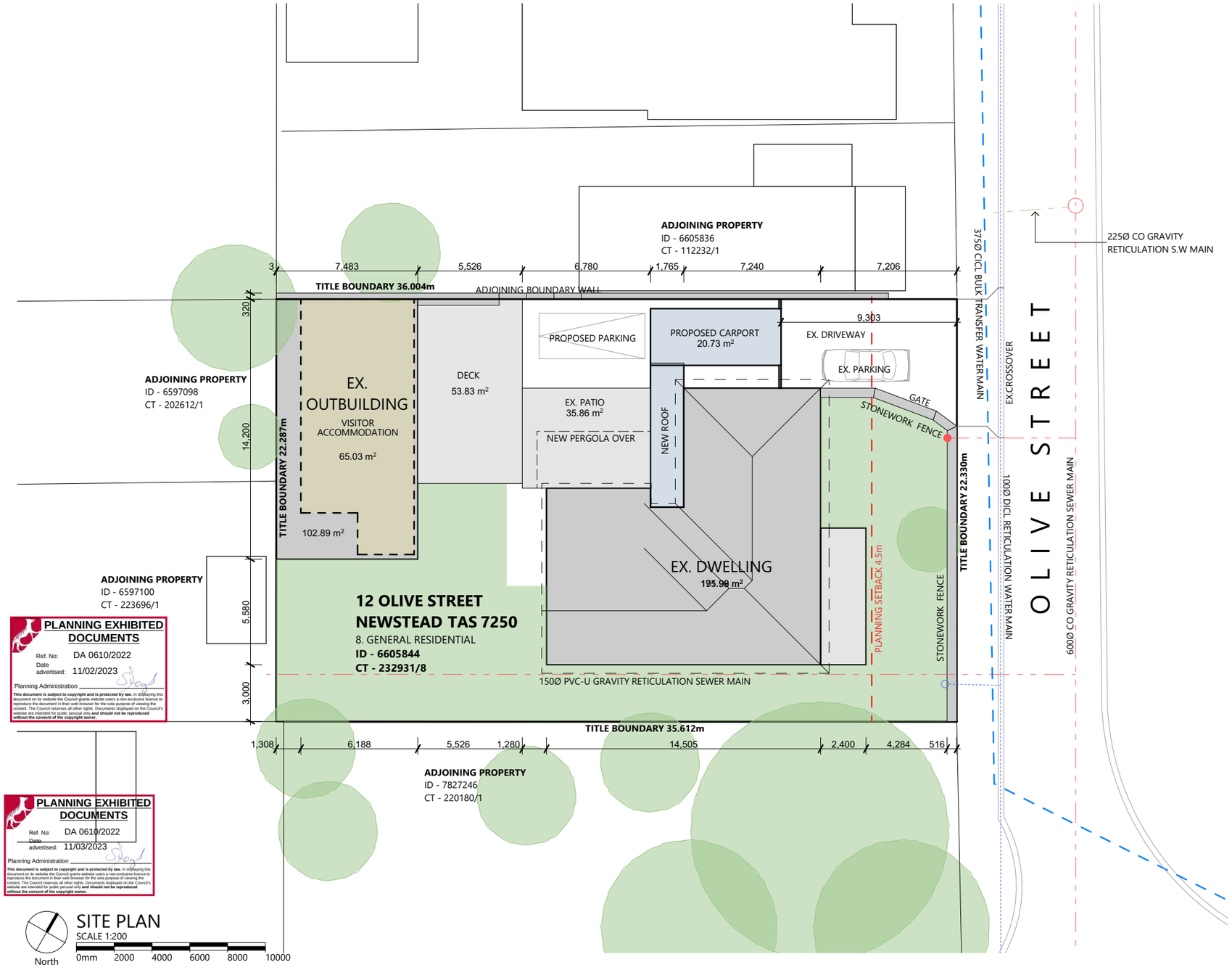
Parking spaces within the driveway are proposed with a new concrete surface which is drained to the public stormwater system.

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent
A1.1 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*.
Complies All parking and the driveway will have a gradient and dimensions in accordance with the requirements including a vertical clearance of 2.1m for the roller door front to the carport. The three car spaces are provided, principally in tandem form, two for the dwelling and one offset for the proposed use. The space closest to the street is to provide for visitor accommodation. To maximise efficiencies on site the space should be not prohibit the function of the other two spaces therefore a condition is to be added to require the space to be positioned and line marked to be clear of the access for the other car spaces.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.
Consistent The area will be lit with domestic scale lighting.



SITE PLAN NOTES

SURFACE AND SUBSURFACE DRAINAGE SYSTEMS
IN ACCORDANCE WITH PART D2. NCC PLUMBING CODE OF AUSTRALIA VOLUME THREE THE DESIGN, CONSTRUCTION AND INSTALLATION OF A STORMWATER DRAINAGE SYSTEM MUST BE IN ACCORDANCE WITH AS/NZS 3500.3

SOIL AND WATER MANAGEMENT
PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT WORKS THE APPLICANT OR BUILDER MUST INSTALL ALL NECESSARY SILT FENCES AND CUT-OFF DRAINS TO PREVENT THE SOIL, GRAVEL AND OTHER DEBRIS FROM ESCAPING THE SITE. ADDITIONAL WORKS MAY BE REQUIRED ON COMPLEX SITES.

NO MATERIAL OR DEBRIS IS TO BE TRANSPORTED ONTO THE ROAD RESERVE (INCLUDING THE NATURE STRIP, FOOTPATH AND ROAD PAVEMENT).
ANY MATERIAL THAT IS DEPOSITED ONTO THE ROAD RESERVE AS A RESULT OF THE DEVELOPMENT ACTIVITY IS TO BE REMOVED BY THE APPLICANT OR BUILDER.

THE SILT FENCING, CUT-OFF DRAINS AND OTHER WORKS TO MINIMISE EROSION ARE TO BE MAINTAINED ON THE SITE UNTILL SUCH TIME AS THE SITE HAS REVEGETATED SUFFICIENTLY TO MITIGATE EROSION AND SEDIMENT TRANSPORT.

PLANS TO BUILD
ABN 23 269 055 701
Level 2, 93 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L.M.DELL LIC. No. CC5932 G

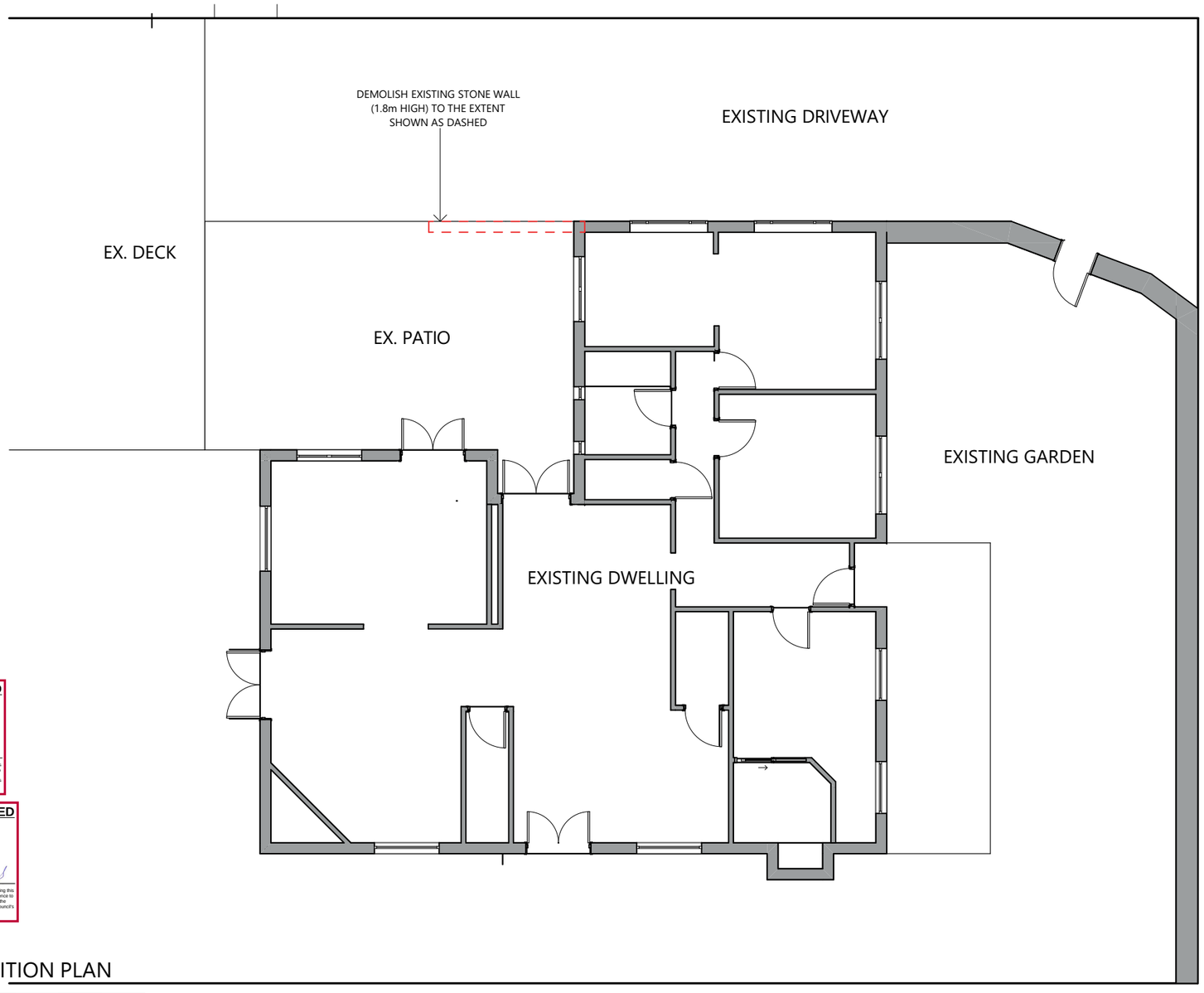
Owner:
JAKOB & SHELIA MAAG

rev.	Amendment	Date

NEW CARPORT & ENTRY PORCH + RETROSPECTIVE APPROVAL

12 OLIVE STREET, NEWSTEAD TAS 7250

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
21118	SCALE @ A3	8/02/23	A01 2 of 9	REV: 0



PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/03/2023
Planning Administration _____

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/02/2023
Planning Administration _____
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.

Project North

DEMOLITION PLAN
SCALE 1:100
0mm 1000 2000 3000 4000 5000

NEW CARPORT & ENTRY PORCH + RETROSPECTIVE APPROVAL

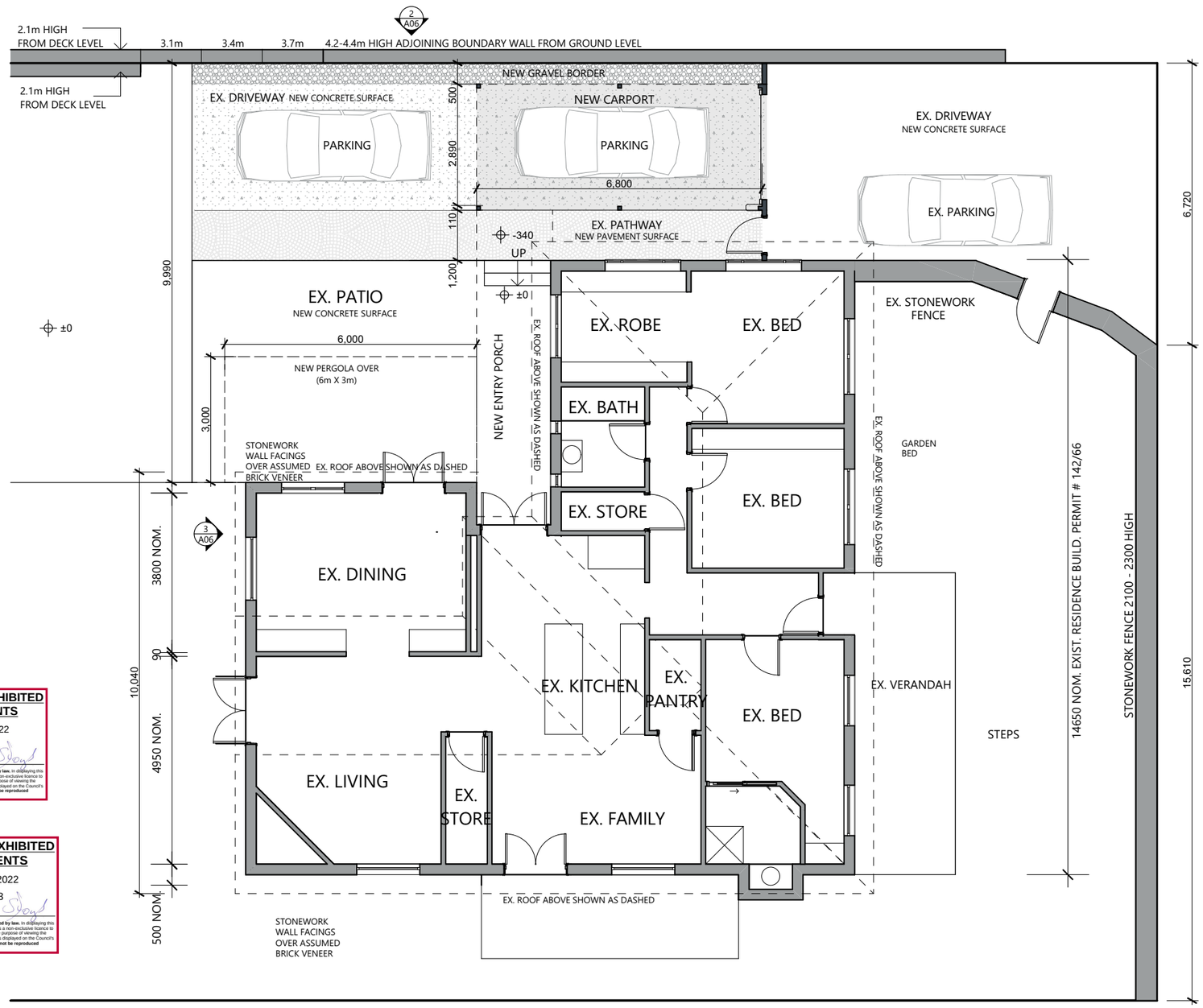
12 OLIVE STREET, NEWSTEAD TAS 7250

PLANS TO BUILD
ABN 23 269 055 701
Level 2, 93 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L.M.DELL LIC. No. CC5932 G

Owner:
JAKOB & SHELIA MAAG

rev.	Amendment	Date

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
21118	SCALE @ A3	8/02/23	A03 4 of 9	REV: 0



FLOOR PLAN LEGEND

INSULATED 90x35mm MGP.10 OR .12 TIMBER STUD FRAMED WALLS, Pb LINING INTERNALLY, PAINT FINISH.
PROVIDE VAPOUR PERMEABLE BUILDING WRAP, LAP AND TAPE ALL JOINTS.
REFER TO ELEVATIONS FOR EXTERNAL CLADDING SELECTION.
REFER TO INSULATION SCHEDULE FOR THERMAL REQUIREMENTS (R-VALUES)

CORFILLED 190mm BLOCKWORK WALL IN ACCORDANCE WITH ENGINEERING DRAWINGS

EXISTING WALLS RETAINED

PAINT GRADE HOLLOW CORE INTERIOR SWING DOOR WITH ARCHITRAVES, JAMBS AND STOPS. PAINT FINISH

PAINT GRADE HOLLOW CORE **(SOLID IN WETAREAS)** INTERIOR CAVITY SLIDING DOOR WITH ARCHITRAVES AND JAMBS. PAINT FINISH

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/03/2023
Planning Administration

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/02/2023
Planning Administration

Project North

GROUND FLOOR PLAN
SCALE 1:100
0mm 1000 2000 3000 4000 5000

NEW CARPORT & ENTRY PORCH + RETROSPECTIVE APPROVAL

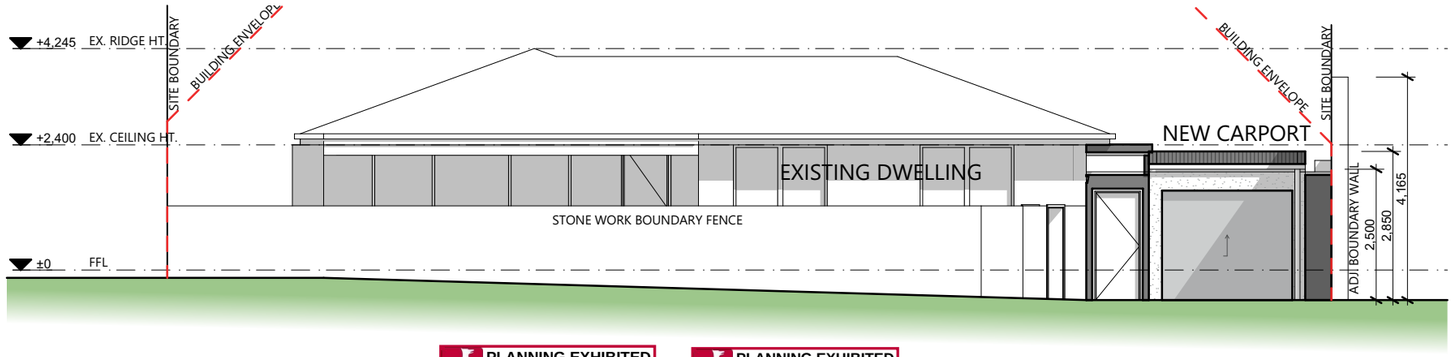
12 OLIVE STREET, NEWSTEAD TAS 7250

PLANS TO BUILD
ABN 23 269 055 701
Level 2, 93 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L .M.DELL LIC. No. CC5932 G

Owner:
JAKOB & SHELIA MAAG

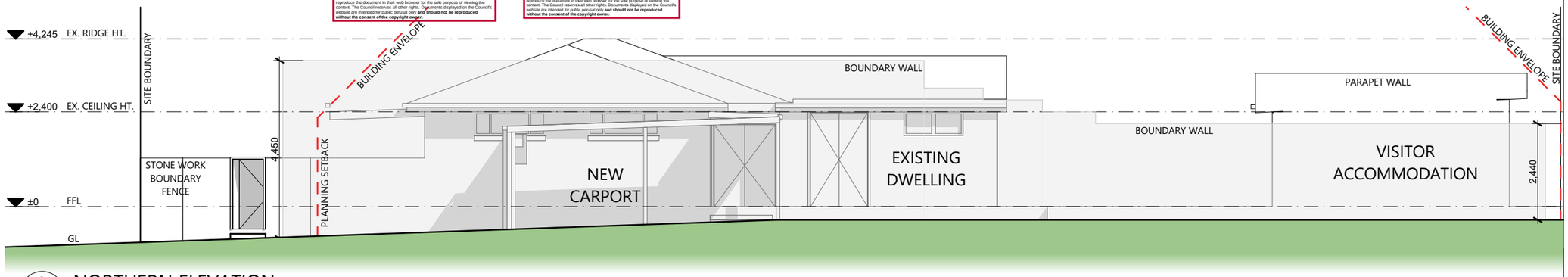
rev.	Amendment	Date

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
21118	SCALE @ A3	8/02/23	A04 5 of 9	REV: 0

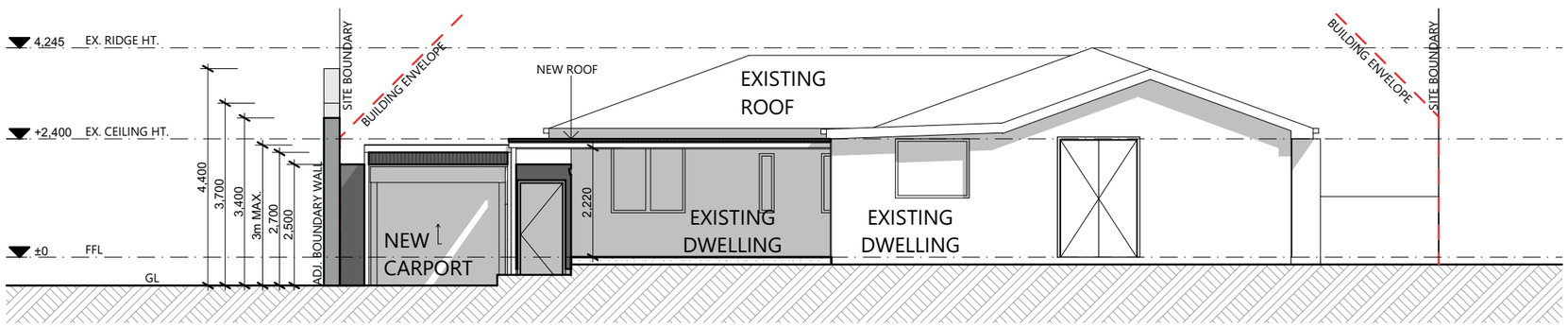


1 - EASTERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/03/2023
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



2 - NORTHERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



3 - WESTERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000

ELEVATION NOTES

WALL CLADDING SYSTEMS MUST BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS, INSTRUCTIONS & SPECIFICATIONS.

INSTALL THE WALL CLADDING SYSTEM COMPLETE WITH JOINTS, TRIMS, FLASHINGS , SEALS , FIXINGS & FINISHES IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS TO ENSURE A WEATHER-PROOF AND WATERTIGHT INSTALLATION.

REFER TO GLAZING CALCULATOR FOR WINDOW & GLAZING DETAILS TYP.

NEW CARPORT & ENTRY PORCH + RETROSPECTIVE APPROVAL

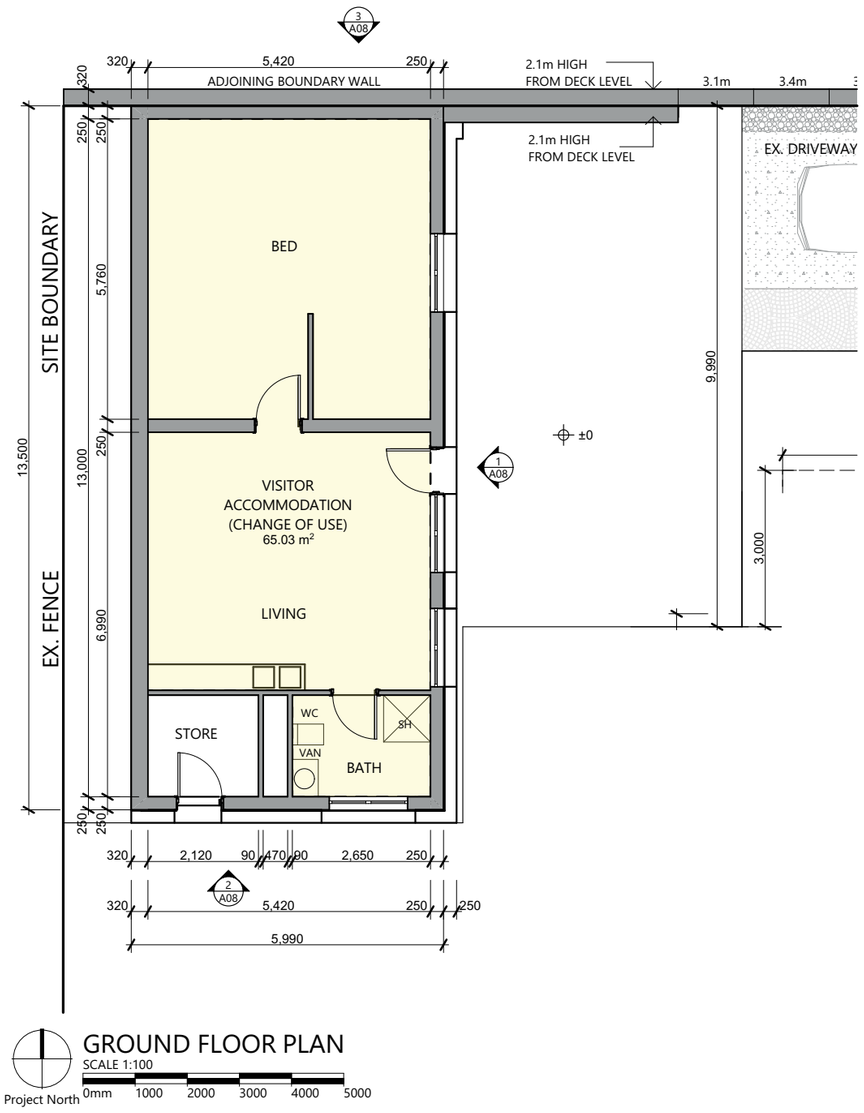
12 OLIVE STREET, NEWSTEAD TAS 7250

PLANS TO BUILD
ABN 23 269 055 701
Level 2, 93 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L .M.DELL LIC. No. CC5932 G

Owner:
JAKOB & SHELIA MAAG

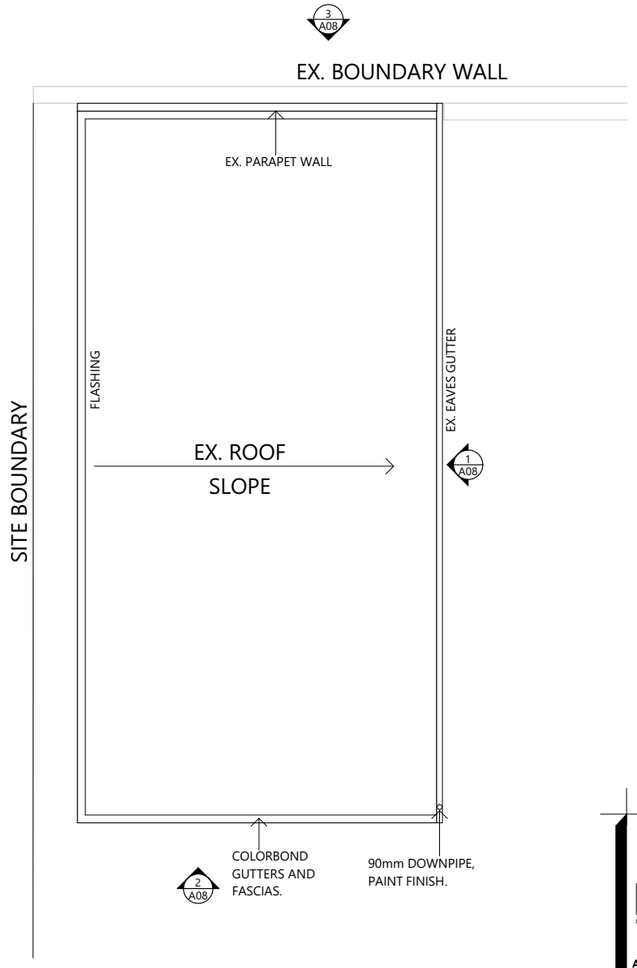
rev.	Amendment	Date

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
21118	SCALE @ A3	8/02/23	A06 7 of 9	REV: 0



GROUND FLOOR PLAN
SCALE 1:100

Project North 0mm 1000 2000 3000 4000 5000



FIRST FLOOR PLAN
SCALE 1:100

Project North 0mm 1000 2000 3000 4000 5000

FLOOR PLAN LEGEND

- INSULATED 90x35mm MGP.10 0R .12 TIMBER STUD FRAMED WALLS, Pb LINING INTERNALLY, PAINT FINISH. PROVIDE VAPOUR PERMEABLE BUILDING WRAP, LAP AND TAPE ALL JOINTS. REFER TO ELEVATIONS FOR EXTERNAL CLADDING SELECTION. REFER TO INSULATION SCHEDULE FOR THERMAL REQUIREMENTS (R-VALUES)
- CORFILLED 190mm BLOCKWORK WALL IN ACCORDANCE WITH ENGINEERING DRAWINGS
- EXISTING WALLS RETAINED
- PAINT GRADE HOLLOW CORE INTERIOR SWING DOOR WITH ARCHITRAVES, JAMBS AND STOPS. PAINT FINISH
- PAINT GRADE HOLLOW CORE **(SOLID IN WETAREAS)** INTERIOR CAVITY SLIDING DOOR WITH ARCHITRAVES AND JAMBS. PAINT FINISH

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/03/2023
Planning Administration

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0610/2022
Date advertised: 11/02/2023
Planning Administration

PLANS TO BUILD
ABN 23 269 055 701
Level 2, 93 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L .M.DELL LIC. No. CC5932 G

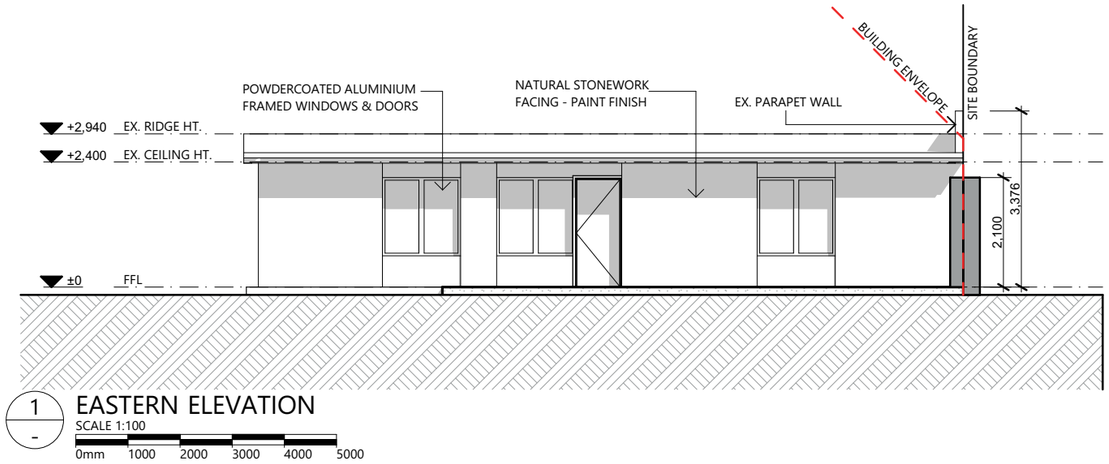
Owner:
JAKOB & SHELIA MAAG

NEW CARPORT & ENTRY PORCH + RETROSPECTIVE APPROVAL

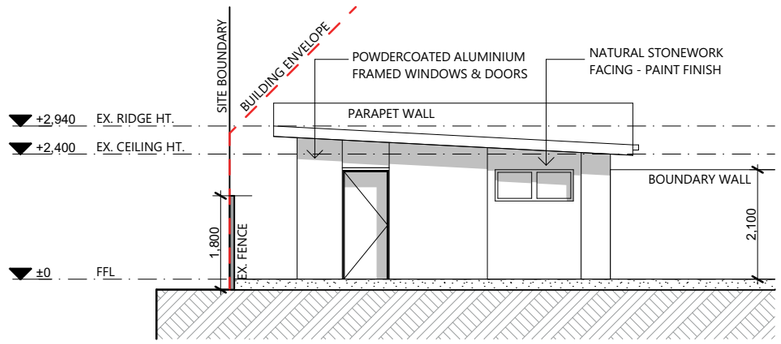
12 OLIVE STREET, NEWSTEAD TAS 7250

rev.	Amendment	Date

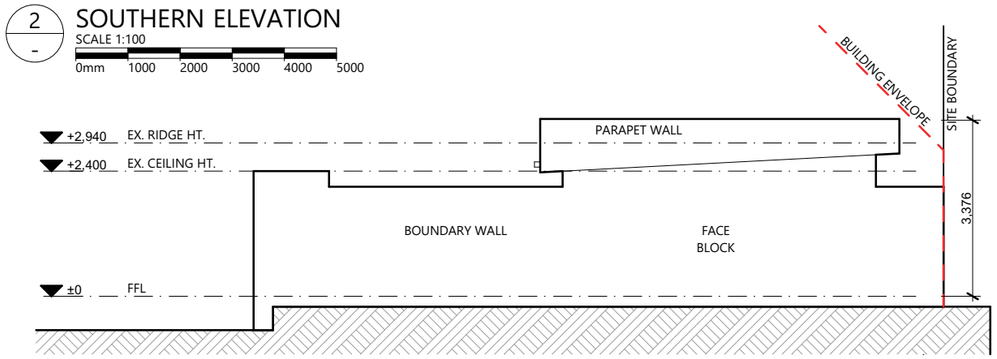
PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
21118	SCALE @ A3	8/02/23	A07 8 of 9	REV: 0



1 - EASTERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



2 - SOUTHERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000



3 - WESTERN ELEVATION
SCALE 1:100
0mm 1000 2000 3000 4000 5000

ELEVATION NOTES

WALL CLADDING SYSTEMS MUST BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS, INSTRUCTIONS & SPECIFICATIONS.

INSTALL THE WALL CLADDING SYSTEM COMPLETE WITH JOINTS, TRIMS, FLASHINGS , SEALS , FIXINGS & FINISHES IN STRICT ACCORDANCE WITH MANUFACTURES DETAILS TO ENSURE A WEATHER-PROOF AND WATERTIGHT INSTALLATION.

REFER TO GLAZING CALCULATOR FOR WINDOW & GLAZING DETAILS TYP.

NEW CARPORT & ENTRY PORCH + RETROSPECTIVE APPROVAL

12 OLIVE STREET, NEWSTEAD TAS 7250

PLANS TO BUILD
ABN 23 269 055 701
Level 2, 93 York Street, Launceston
Tasmania, 7250.
Tel - 6388 9287 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au
L.M.DELL LIC. No. CC5932 G

Owner:
JAKOB & SHELIA MAAG

rev.	Amendment	Date

PROJECT NUMBER:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
21118	SCALE @ A3	8/02/23	A08 9 of 9	REV: 0

From: "Sean & Lisa Barry[redacted]
Sent: Mon, 6 Mar 2023 11:53:32 +1100
To: "Planning Queries" <planning.queries@launceston.tas.gov.au>;"Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representations regarding Planning Permit Application DA0610/2022
Attachments: Gmail - URGENT - A0610_2022 - 12 Olive Street, Newstead - Request for extension of time to comment.pdf, Representations - DA0610.2022 - S & L Barry - Combined - 060323.pdf

> Some people who received this message don't often get email from [redacted] Learn why this is important

Good morning
Please find our representations regarding the abovementioned planning permit application.
Kind regards
Sean & Lisa Barry

Gmail Sean Barr [redacted]

URGENT - A0610/2022 - 12 Olive Street, Newstead - Request for extension of time to comment

Anushka Gardiy [redacted] 3 March 2023 at 09:13
To [redacted]

Hi Sean,

As discussed and informed you over the phone on 1 March 2023, the advertising period of this application is now extended for a period of seven days (7), until midnight on Monday 6th March 2023.

FYI

Kind regards,

Anushka.

City of LAUNCESTON

Anushka Gardiye
Town Planner I Community & Place Network
[redacted]

From: Sean Barry [redacted]
Sent: Monday, 27 February 2023 2:52 PM
To: Planning Queries <planning.queries@launceston.tas.gov.au>
Subject: Fwd: URGENT - A0610/2022 - 12 Olive Street, Newstead - Request for extension of time to comment

You don't often get email from [redacted] Learn why this is important

[Quoted text hidden]

Please consider the environment before printing this, or any other e-mail or document.

2 attachments

Council notice - 12 Olive St - Front.jpg
120K

Council notice - 12 Olive St - Back.jpg
237K

Sean & Lisa Barry
[redacted]

6 March 2023

Chief Executive Officer
City of Launceston
PO Box 396
Launceston TAS 7250

BY EMAIL

Representations regarding Planning Permit Application DA0610/2022

(1) We have recently been interstate for a couple of weeks and only arrived home late on Wednesday 22 February, and found a 'Notice of application for a Planning Permit' card from your office in our letterbox the following morning (Attachment 1). This was the first we had heard about the application, our neighbours had not earlier raised the issue with us. The closing date for comment to you was 27 February, but due to the circumstances and upon application, the Planning Department provided us with additional time (to midnight on 6 March 2023)

(2) We note the card incorrectly lists the relevant address for the planning permit application as 18 Olive Street, Newstead, not 12 Olive Street, the latter being the correct address in this case. We are unsure whether this renders the process impotent or invalid in some way as some local residents may not have responded to you, after simply looking at the address without going further and making online enquiries.

(3) In any case, we wish to make some representations about the proposal, but before doing so we also wish to point out a couple of concerns about the process.

(4) The card you sent to us notes, 'all plans and documents can be inspected at our Customer Service centre …' etc. We looked at the plan online and then attended the Customer Service Centre last Monday, 27 February. There we were informed by counter staff that all we could view at the Centre was what we could see online at home, in other words, just the plan, no other documents. We were told that nothing else could be seen, due to privacy reasons, making the process somewhat nonsensical.

(5) We have not experienced this limitation to access to material in other jurisdictions, where all documents lodged by an applicant are available to a local resident. It seems incongruent that an application form, for example, cannot be viewed as it might provide information that would make a representation like this one unnecessary. Instead all that is available is a plan, without any other details about the proposal.

(6) If we have been misinformed by your staff and other documents can be viewed, we ask we be informed of this fact. We reserve the right to make further comment in that case.

(7) Another interim issue is that we searched at length to discover the Council's current policy and planning requirements for short stay accommodation, but to no avail. Therefore, we provide the following comments in the absence of greater detail about this proposal or the policy guidelines.

(8) We are not necessarily opposed to the application. It has just been difficult to obtain further information from the planning office at the Council, or from the building designer from which to draw conclusions. We do not have enough information to support or oppose the application, but simply to list our comments and observations in the following points:

(i) The current structure appears to be a sort of shed, which is currently used for a purpose unknown to us;

(ii) The rear wall of the structure [redacted]) is constructed of concrete block that does not extend the full length to the roof, with some loose looking sheeting extending down from the roof to cover the exposed cavity (see Attachment 2);

(iii) The structure (as shown on the plan) is very close to the boundaries of three neighbouring properties, namely 10 Olive Street, 103 Elphin Road, and 105 Elphin Road;

(iv) The proximity of the structure to the properties means the change of purpose proposed means it will require careful management by the owners;

(v) Some jurisdictions, when managing short term accommodation proposals, require a visitor management plan as a necessary condition of approval (for an example, see Attachment 3;

(vi) Given the proximity of this building to at least three local properties and the density of the setting, it is submitted that if approval is granted a visitor management plan should be required as a reasonable condition of approval;

(vii) Although the motive of an applicant is not necessarily a consideration, the provision of short term accommodation (unless it is cost free) is provided with a commercial, profit reason in mind, with little or no discernible benefit to neighbouring property owners or residents;

(viii) Commercial motives are not always consistent with harmonious community living, without properly imposed conditions that have stated consequences for non-compliance.

(9) By way of added information, the applicants provided us with a Form 6, 'Notice of Proposed Protection Work, purportedly issued under section 76 of the *Building Act 2016* (the Act) (see Attachment 4). Today we provided a response to the form 6, which is also attached as Attachment 5, for your information. We have no idea whether any issues concerning protection work were canvassed in the application to your office, as we refused access to the application documents. The Form 6 is non-compliant and the applicants seem confused about its purpose.

We are available to respond to you if you require any further information or have any questions that are raised after considering our representations. Thank you for the opportunity to provide our comments.

Yours sincerely

[redacted]

Sean Barry

[redacted]

Lisa Barry

ATTACHMENT 1

Application details

DA NO: DA0610/2022

APPLICANT: Plans To Build

LOCATION: 18 Olive Street, Newstead

PROPOSAL: Visitor Accommodation - Construction of alterations to an existing outbuilding for use as short term accommodation (retrospective) and construction of a carport

CONTACT: Catherine Mainsbridge
Ph: (03) [redacted]

DATE OF NOTICE: 11/02/2023

Notice of application for a Planning Permit

The Launceston City Council has received an application to use or develop land at the address specified on this card.

All Plans and documents can be inspected at our Customer Service Centre, Monday to Friday from 8.30am to 5.00pm until **27/02/2023**. In addition to the statutory requirements, some documents are available on our website at https://onlineservice.launceston.tas.gov.au during this period.

Written representations to the Chief Executive Officer may be made during this time to PO Box 396, LAUNCESTON TAS 7250 or by email to contactus@launceston.tas.gov.au However, the full content of your submission may be included in the report (available for public access) if the application is presented at a Council meeting for consideration. It is therefore the responsibility of the author of the representation to ensure that what is written is factual, fair and reasonable and not defamatory against any person. Please provide day time phone contact details with representations.

Before deciding on the application the Council must consider any written comments it receives. An appeal can be made against the Council's decision, but only if the representation is lodged before the specified closing date.

This is a notice under section 57(3) of the Land Use Planning and Approvals Act

ATTACHMENT 2

ATTACHMENT 3

VISITOR MANAGEMENT PLAN

PROPERTY ADDRESS:

PLANNING PERMIT REF.:

CONDITION NO.:

CURRENT MANAGER'S NAME:

CURRENT MANAGER'S NO.:

This visitor management plan sets out the requirements which must be met while the visitor accommodation use operates at this property in order to limit, manage and mitigate unreasonable impacts upon the amenity of surrounding properties.

It is a mandatory requirement that this visitor management plan is complied with and if it is breached then this will constitute a breach of the planning permit, which may give rise to enforcement action by the City of Launceston.

The operators of the visitor accommodation at the property must comply with the following requirements:

1. Appoint a Manager who will actively manage the property.

The Manager who is specified above is the initial Manager. If the Manager and/or their phone number changes, the new name and/or phone number must be provided within 24 hours to:

(a) the City Development, City of Launceston by emailing ????; and
(b) each neighbouring property, including those properties which are next to the property, over the road and behind the property.

The Manager must take steps to ensure that all bookings and use of the property comply with this visitor management plan.

2. The maximum number of guests allowed to use the property is [x]

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

(a) The maximum number of guests who are permitted to use the property is **[x]**.
(b) If you are planning to have more than **[x]** visitors at the property during your stay, please discuss your plans with us right now.

The guest numbers of all bookings must be monitored by the Manager of the visitor accommodation.

3. The maximum number of vehicles to be associated with guests is [x] standard vehicles that are all capable of being driven onto the site.

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

(a) The maximum number of vehicles which may be associated with any booking is **[x]** standard vehicles that are all capable of being driven onto the site.
(b) Guests are requested to use on-site parking.

4. The property must be used in a way which is respectful of the residential setting of the property.

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

(a) We expect all guests treat our house with respect.
(b) Guests are advised to be respectful of the residential setting of the visitor accommodation at all times, and to keep noise to a minimum, especially when using any outdoor areas of the property including the property's decks and balconies.
(c) The property is not to be used for parties or functions.
(d) The Manager of the visitor accommodation will monitor the behaviour of all guests. If any neighbours make any complaint to the Manager of the visitor accommodation, the Manager of the visitor accommodation will immediately visit the site to address that complaint.
(e) If the Manager's directions are not complied with then the booking may be terminated immediately and/or your security deposit may be retained.

A security deposit of **[x]** must be obtained for each booking and must only be returned to guests if there are no complaints from neighbours to the Manager regarding noise or inappropriate behaviour.

5. An appropriate waste management protocol must be implemented.

The Manager must ensure that bins, including recycling, are placed for Council collection each week, unless the property has not been used during that week, and return the bins to the property within 24 hours of Council collection.

6. Circulation of this visitor management plan

This visitor management plan must be provided to each neighbouring property, including those properties which are next to the property, over the road and behind the property prior to the commencement of the visitor accommodation use.

ATTACHMENT 4

NOTICE FOR PROPOSED PROTECTION WORK

Section 76

Adjoining owner details:

To: THE HOUSEHOLDER

Adjoining Owner

[redacted]

Form 6

Owner details:

Owner: JAKOB + SHEILA MAAG

Address: [redacted]

Email address:

Building Surveyor details – Building Work:

Building Surveyor: LEIGH DELL

Relevant Building Surveyor

Business name: PLANS TO BUILD

Phone No [redacted]

Business address: [redacted]

Licence No:

Permit Authority details – Plumbing Work:

Permit Authority:

Address:

Phone No:

Fax No:

Licence No:

Email:

Address of adjoining property:

Address:

Lot No:

Certificate of title No:

Address of proposed work:

Address:

Lot No:

Certificate of title No:

Details of proposed protection work:

This is to notify you in accordance with section 76 of the *Building Act 2016* of proposed building work and proposed protection work.

The following details are provided of proposed building work to be undertaken adjoining your property -

(Provide details of proposed building work):

Convert existing backwall of building facing your backyard into a firewall, as required by Launceston City Council. Dev. Application 0610/2022 (retrospective).

Director of Building Control – approved: 1 July 2017

Building Act 2016 - Approved Form No 6

The following details are provided of proposed protection work to be undertaken to protect your property –

(Describe nature and particulars of the proposed protection work):

Backwall of building at №12 Olive Street, facing your back yard has, according to Lilton City Council regulations, to be converted into a firewall. Cement sheets have to be removed and top of wall filled in with cement blocks.

Proposed program for undertaking the protection work:

Access to your property has to be provided to undertake this work.
Work should start during next month, March 2023, and take approx. two (2) days.

I draw your attention to section 79 of the *Building Act 2016*, which states –

(1) An adjoining owner who receives a protection work notice may, within 21 days after receiving the notice, notify the owner of the relevant premises that the adjoining owner –

(a) agrees to the proposed protection work as specified in the notice; or

(b) disagrees with all, or part, of the proposed protection work as specified in the notice and, if relevant, specifies changes to be made to the proposed protection work; or

(c) requests further information in respect of the proposed protection work.

(2) If an adjoining owner requests further information under subsection (1)(c), the owner of the relevant premises must –

(a) forward the request to the relevant building surveyor; and

(b) if the building surveyor determines that the request is reasonable, provide the adjoining owner with the further information requested; and

(c) if the building surveyor determines that the request is not reasonable, notify the adjoining owner of that determination.

(3) If further information is provided under subsection (2)(b), the adjoining owner must notify the owner of the relevant premises that the adjoining owner –

(a) agrees* to the proposed protection work as specified in the notice and detailed in the further information; or

(b) disagrees with all, or part, of the proposed protection work as specified in the notice and, if relevant, specifies changes to be made to the proposed protection work.

(4) If a request for further information was refused under subsection (2)(c), the adjoining owner must notify the owner of the relevant premises that the adjoining owner –

(a) agrees to the proposed protection work as specified in the notice and detailed in the further information; or

(b) disagrees with all, or part, of the proposed protection work as specified in the notice and, if relevant, specifies changes to be made to the proposed protection work.

(5) An adjoining owner who –

(a) receives a protection work notice; and

(b) fails to respond in respect of the notice within the prescribed period after receiving the notice, or such further period as is specified in this section is taken to have agreed to the proposed protection work as specified in the notice.

*** If you agree, you may sign the agreement section provided at the bottom of this page and return a copy of this notice to the owner**

Director of Building Control – approved: 1 July 2017 — *Building Act 2016* - Approved Form No 6

Declaration by owner:

I declare that I will comply with my duties to carry out protection work under Part 6 of the *Building Act 2016*.

	Name: [print] Date	Signed	
Owner:	JAKOB + SHEILA MAAG	[redacted]	16.02.23

Agreement of the adjoining owner for proposed protection work

1. I am the owner of the property adjoining the land where building work is proposed that may affect my land or buildings.
2. I have read this notice and agree with the proposed protection work that will be carried out by the person who sent the notice.

	Name: [print]	Signed Date	
Adjoining owner:			

We would be happy to discuss this with you, if you wish, in person.

P.S. A stamped-addressed envelope is enclosed for your use.

Director of Building Control – approved: 1 July 2017 — *Building Act 2016* - Approved Form No 6

ATTACHMENT 5

Sean & Lisa Barry
[redacted]

6 March 2023

Jakob & Sheila Maag
[redacted]
Newstead TAS 7250

BY EMAIL TO [redacted]

Re: Planning Permit Application DA0610/2022

First, we acknowledge receipt of a Form 6, 'Notice of Proposed Protection Work, purportedly issued under section 76 of the *Building Act 2016* (the Act).

We have recently been interstate for a couple of weeks and only arrived home late on Wednesday 22 February, and found your notice in our letterbox the following morning.

We also received a notice card from the Launceston City Council regarding your planning permit application, again we only found this on 23 February.

At the outset, we wish to say we are not necessarily opposed to your application, it has just been difficult to obtain further information from the planning office at the Council, or from your building designer.

With reference to your Form 6, the Act requires a response from us with 21 days of the notice being delivered (section 79(1) of the Act). Exactly what date is relevant to start that period is arguable, but in any case by any measure we have replied within that period.

Section 79 of the Act provides us with three options to respond to a form 6 notice, namely:

- to agree to proposed protection work;
- disagree with all or part of the protection work proposal and perhaps suggest changes; or
- request further information.

The form you have delivered to us provides us with a dilemma.

A form 6 concerns protection work not the construction works necessary to complete the project. The two issues are different.

We have attached a copy of CBOS's *Director's Guideline - Protection Work DOC/17/9033* (the Guideline). That Guideline begins by explaining:

> Building work can sometimes affect adjoining or neighbouring properties. Owners wanting to do building work have obligations under the Building Act 2016 ('the Act') to protect adjoining property from potential damage.
>
> If building work is close to, or adjacent to, the property boundary, protection work may be required to ensure that the adjoining property is not damaged by that building work.
>
> The requirements relating to protection of adjoining property are contained in Part 6 of the Act and Regulation 16 of the Building Regulations 2016 (the Regulations).
>
> Protection work should not be confused with building work and is different in its nature, even though protection work may be part of the building work.

Examples of what may constitute protection work are also provided in that Guideline on page 1, and on to page 2. That entire Guideline, in fact, is very useful. Examples of the sort of information concerning protection work that should normally be supplied to adjoining neighbours is detailed on page 4.

The problem with the form 6 you have provided to us is you are seeking us to agree with works that are not protection works. In accordance with section 79 of the Act we cannot agree with what is proposed on the form, as it is flawed for the reason explained.

We also note that Leigh Dell from Plans to Build is shown as the building surveyor for your work. Although they may have assisted with design, he and that firm are not registered as building surveyors in Tasmania. We spoke with Mr Dell to find the details of your building surveyor, but he indicated that to his knowledge the services of one were yet to enlisted.

We also argue that if protection work is required (in accordance with sections 83 and 84 of the Act) you will require protection work insurance and a condition report, which we must see and agree to in the circumstances (see page 6 of the Guideline). If protection work can be identified and are required, we will not agree to them without the information required under sections 83 and 84 being supplied to us beforehand.

We think perhaps you provided the form 6 to us under the misapprehension it can be used to seek or require entry to our property to conduct construction work. That is not the case, that is not its purpose. As indicated, form 6 relates to protection work. The issues you raise on that form (as they are outlined) relate solely to constructions work. This is a separate issue. In any case we are not comfortable with the amount of information provided on the issue of the construction work for us to agree to such entry. The material available to us from the Council also does not greatly assist us, as all we have access to there is a copy of the plan, no application form, no scope of works or any other documents that might have been provided.

Yours sincerely

Sean Barry Lisa Barry

From: "Planning Queries" <Planning.Queries@launceston.tas.gov.au>
Sent: Thu, 23 Mar 2023 12:38:30 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: FW: Representations regarding Planning Permit Application DA0610/2022
Attachments: Card - 12 Olive Street - Dated 1103023 - Front.jpg, Card - 12 Olive Street - Dated 1103023 - Reverse.jpg, Representations - DA0610.2022 - S & L Barry - Combined - 230323.pdf

---

From: Sean & Lisa Barr[redacted]
Sent: Thursday, 23 March 2023 11:57 AM
To: Planning Queries <planning.queries@launceston.tas.gov.au>; Catherine Mainsbridge [redacted]
Subject: Representations regarding Planning Permit Application DA0610/2022

> Some people who received this message don't often get email from[redacted]

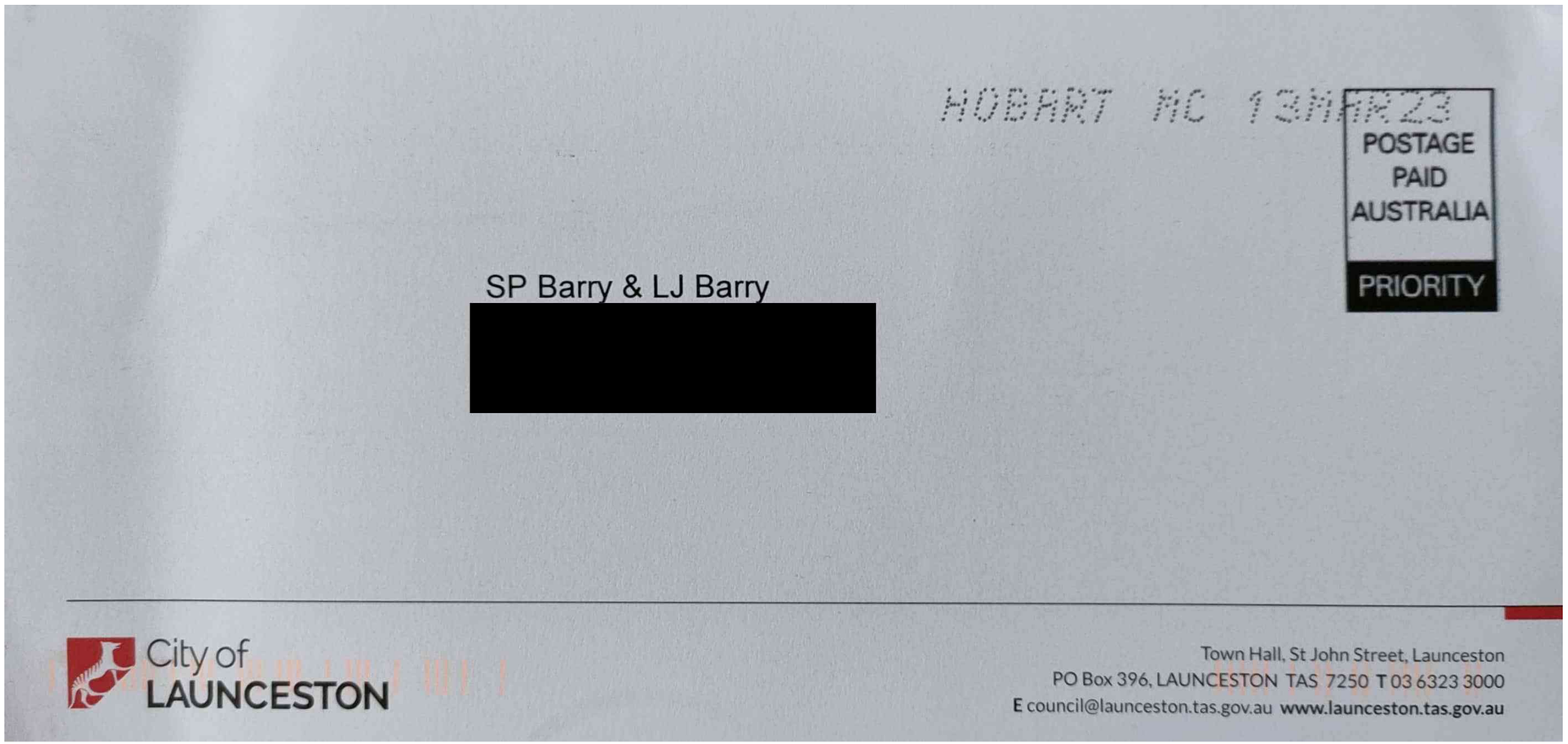
Good morning

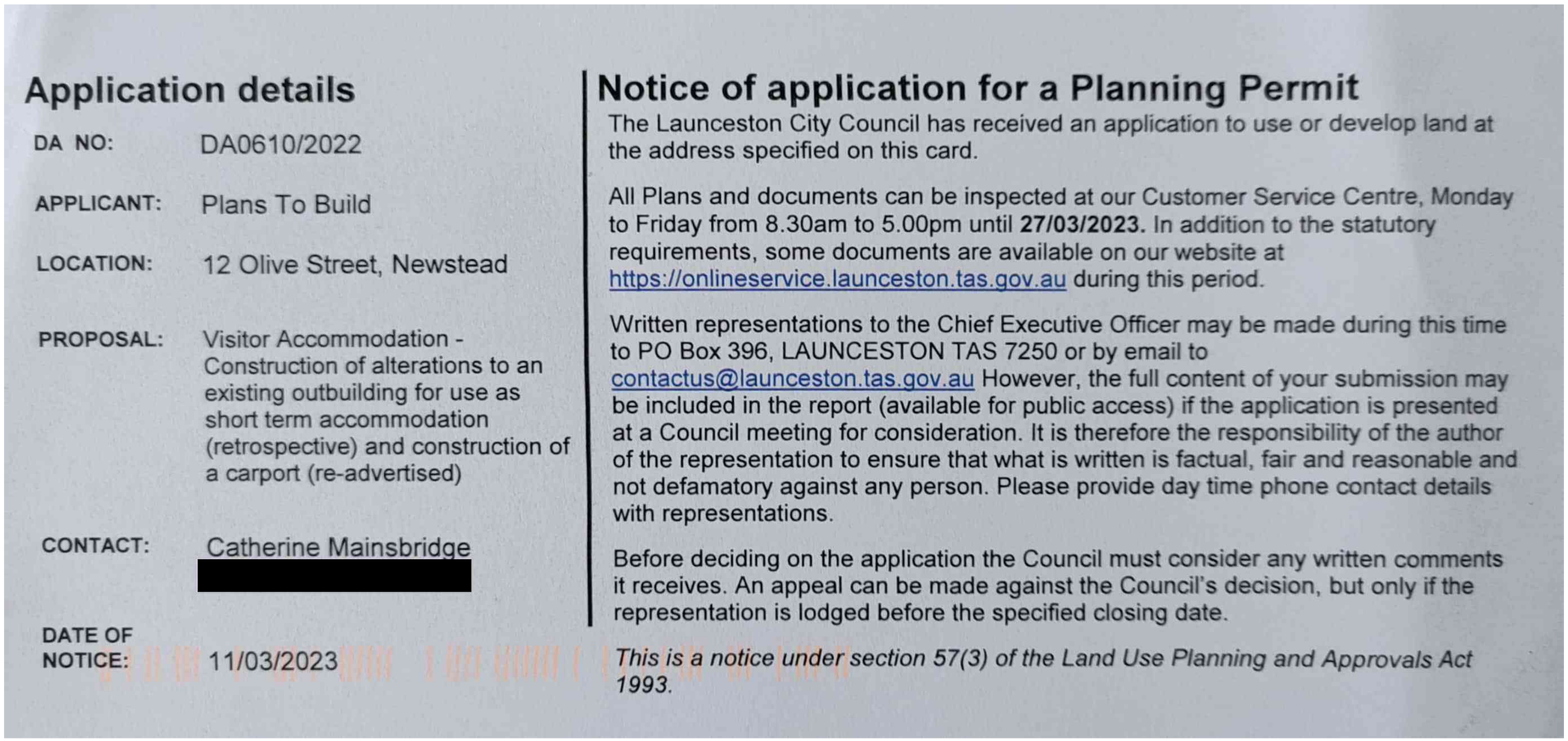
Please find our representations regarding the above mentioned planning permit application.

We earlier sent representations on 3 March 2023. The attached card was received in our letter box on 17 March 2023, we understand because the process in the matter had been restarted. In an earlier email we were advised to send our representations of 3 March again. In this revised version, the arguments from paragraph 11 are identical to those in our earlier version.

Kind regards

Sean & Lisa Barry





Application details

DA NO: DA0610/2022

APPLICANT: Plans To Build

LOCATION: 12 Olive Street, Newstead

PROPOSAL: Visitor Accommodation - Construction of alterations to an existing outbuilding for use as short term accommodation (retrospective) and construction of a carport (re-advertised)

CONTACT: Catherine Mainsbridge [redacted]

DATE OF NOTICE: 11/03/2023

Notice of application for a Planning Permit

The Launceston City Council has received an application to use or develop land at the address specified on this card.

All Plans and documents can be inspected at our Customer Service Centre, Monday to Friday from 8.30am to 5.00pm until **27/03/2023.** In addition to the statutory requirements, some documents are available on our website at https://onlineservice.launceston.tas.gov.au during this period.

Written representations to the Chief Executive Officer may be made during this time to PO Box 396, LAUNCESTON TAS 7250 or by email to contactus@launceston.tas.gov.au However, the full content of your submission may be included in the report (available for public access) if the application is presented at a Council meeting for consideration. It is therefore the responsibility of the author of the representation to ensure that what is written is factual, fair and reasonable and not defamatory against any person. Please provide day time phone contact details with representations.

Before deciding on the application the Council must consider any written comments it receives. An appeal can be made against the Council's decision, but only if the representation is lodged before the specified closing date.

This is a notice under section 57(3) of the Land Use Planning and Approvals Act 1993.

Sean & Lisa Barry
[redacted]

23 March 2023

Chief Executive Officer
City of Launceston
PO Box 396
Launceston TAS 7250

BY EMAIL

Representations regarding Planning Permit Application DA0610/2022

(1) Recently we had been interstate for a couple of weeks and only arrived home late on Wednesday 22 February, finding a 'Notice of application for a Planning Permit' card (the card) from your office in our letterbox the following morning (Attachment 1). This was the first we had heard about the application, our neighbours had not earlier raised the issue with us. The closing date for comment to you was 27 February, but due to the circumstances and upon application, the Planning Department provided us with additional time (to midnight on 6 March 2023). Thank you for that opportunity. We provided our written representations by email on 3 March 2023.

(2) In our representations, we noted to you that the card incorrectly listed the relevant address for the planning permit application as 18 Olive Street, Newstead, not 12 Olive Street, the latter being the correct address in this case. I subsequently received an email, advising the process would be recommenced, due to the error.

(3) We received the revised card from your office, dated 11 March 2023, on 17 March 2023.

(4) By email I asked your office whether our original submissions of 3 March would be used for the revised process, and was informed it might be better to supply a new version. The following are our representations, for your information (apart from the following observations) are identical to those made earlier.

(5) Before going further, we wish to point out a couple of concerns about the process.

(6) The card you sent to us notes, 'all plans and documents can be inspected at our Customer Service centre …' etc. We looked at the plan online and then attended the Customer Service Centre last Monday, 27 February. There we were informed by counter staff that all we could view at the Centre was what we could see online at home, in other words, just the plan, no other documents. We were told that nothing else could be seen, due to privacy reasons, making the process somewhat nonsensical.

(7) We have not experienced this limitation to access to material in other jurisdictions, where all documents lodged by an applicant are available to a local resident. It seems incongruent that an application form, for example, cannot be viewed as it might provide information that would make a representation like this one unnecessary. Instead all that is available is a plan, without any other details about the proposal.

(8) If we have been misinformed by your staff and other documents can be viewed, we ask we be informed of this fact. We reserve the right to make further comment in that case.

(9) We also need to point out that the representation period provided on the revised card (from 11/03/23 to 27/03/23) does not adequately take into account the provisions of section 57(5AA) of the *Land Use Planning and Approvals Act 1993*. The first versions of card also contained this error as does all periods that we have seen on the website for similar applications. It seems all these processes do not comply sufficiently with the provisions of the legislation.

(10) Another interim issue is that we searched at length to discover the Council's current policy and planning requirements for short stay accommodation, but to no avail. Therefore, we provide the following comments in the absence of greater detail about this proposal or the policy guidelines.

(11) We are not necessarily opposed to the application. It has just been difficult to obtain further information from the planning office at the Council, or from the building designer from which to draw conclusions. We do not have enough information to support or oppose the application, but simply to list our comments and observations in the following points:

   (i) The current structure appears to be a sort of shed, which is currently used for a purpose unknown to us;

   (ii) The rear wall of the structure [redacted] is constructed of concrete block that does not extend the full length to the roof, with some loose looking sheeting extending down from the roof to cover the exposed cavity (see Attachment 2);

(iii) The structure (as shown on the plan) is very close to the boundaries of three neighbouring properties, namely 10 Olive Street, 103 Elphin Road, and 105 Elphin Road;

(iv) The proximity of the structure to the properties means the change of purpose proposed means it will require careful management by the owners;

(v) Some jurisdictions, when managing short term accommodation proposals, require a visitor management plan as a necessary condition of approval (for an example, see Attachment 3;

(vi) Given the proximity of this building to at least three local properties and the density of the setting, it is submitted that if approval is granted a visitor management plan should be required as a reasonable condition of approval;

(vii) Although the motive of an applicant is not necessarily a consideration, the provision of short term accommodation (unless it is cost free) is provided with a commercial, profit reason in mind, with little or no discernible benefit to neighbouring property owners or residents;

(viii) Commercial motives are not always consistent with harmonious community living, without properly imposed conditions that have stated consequences for non-compliance.

(12) By way of added information, the applicants provided us with a Form 6, 'Notice of Proposed Protection Work, purportedly issued under section 76 of the *Building Act 2016* (the Act) (see Attachment 4). Today we provided a response to the form 6, which is also attached as Attachment 5, for your information. We have no idea whether any issues concerning protection work were canvassed in the application to your office, as we refused access to the application documents. The Form 6 is non-compliant and the applicants seem confused about its purpose.

We are available to respond to you if you require any further information or have any questions that are raised after considering our representations. Thank you for the opportunity to provide our comments.

Yours sincerely

[redacted]

Sean Barry

[redacted]

Lisa Barry

ATTACHMENT 1

Application details

DA NO: DA0610/2022

APPLICANT: Plans To Build

LOCATION: 18 Olive Street, Newstead

PROPOSAL: Visitor Accommodation - Construction of alterations to an existing outbuilding for use as short term accommodation (retrospective) and construction of a carport

CONTACT: Catherine Mainsbridge
Ph: (03) [redacted]

DATE OF NOTICE: 11/02/2023

Notice of application for a Planning Permit

The Launceston City Council has received an application to use or develop land at the address specified on this card.

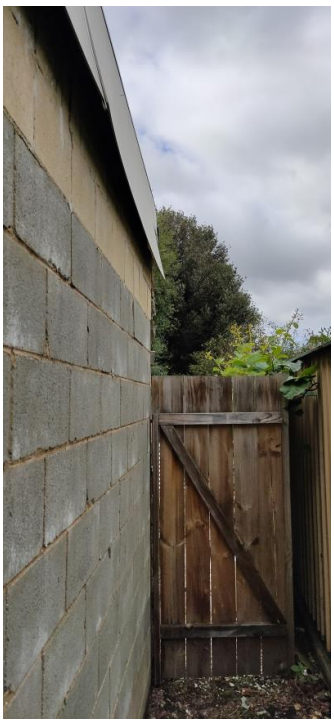
All Plans and documents can be inspected at our Customer Service Centre, Monday to Friday from 8.30am to 5.00pm until **27/02/2023**. In addition to the statutory requirements, some documents are available on our website at https://onlineservice.launceston.tas.gov.au during this period.

Written representations to the Chief Executive Officer may be made during this time to PO Box 396, LAUNCESTON TAS 7250 or by email to contactus@launceston.tas.gov.au However, the full content of your submission may be included in the report (available for public access) if the application is presented at a Council meeting for consideration. It is therefore the responsibility of the author of the representation to ensure that what is written is factual, fair and reasonable and not defamatory against any person. Please provide day time phone contact details with representations.

Before deciding on the application the Council must consider any written comments it receives. An appeal can be made against the Council's decision, but only if the representation is lodged before the specified closing date.

This is a notice under section 57(3) of the Land Use Planning and Approvals Act

ATTACHMENT 2



ATTACHMENT 3

VISITOR MANAGEMENT PLAN

PROPERTY ADDRESS:

PLANNING PERMIT REF.:

CONDITION NO.:

CURRENT MANAGER'S NAME:

CURRENT MANAGER'S NO.:

This visitor management plan sets out the requirements which must be met while the visitor accommodation use operates at this property in order to limit, manage and mitigate unreasonable impacts upon the amenity of surrounding properties.

It is a mandatory requirement that this visitor management plan is complied with and if it is breached then this will constitute a breach of the planning permit, which may give rise to enforcement action by the City of Launceston.

The operators of the visitor accommodation at the property must comply with the following requirements:

1. Appoint a Manager who will actively manage the property.

The Manager who is specified above is the initial Manager. If the Manager and/or their phone number changes, the new name and/or phone number must be provided within 24 hours to:

(a) the City Development, City of Launceston by emailing ????; and
(b) each neighbouring property, including those properties which are next to the property, over the road and behind the property.

The Manager must take steps to ensure that all bookings and use of the property comply with this visitor management plan.

2. The maximum number of guests allowed to use the property is [x]

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

(a) The maximum number of guests who are permitted to use the property is **[x]**.
(b) If you are planning to have more than **[x]** visitors at the property during your stay, please discuss your plans with us right now.

The guest numbers of all bookings must be monitored by the Manager of the visitor accommodation.

3. The maximum number of vehicles to be associated with guests is [x] standard vehicles that are all capable of being driven onto the site.

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

(a) The maximum number of vehicles which may be associated with any booking is **[x]** standard vehicles that are all capable of being driven onto the site.
(b) Guests are requested to use on-site parking.

4. The property must be used in a way which is respectful of the residential setting of the property.

All online booking platforms listing the visitor accommodation and all guest check in notices will state the following:

(a) We expect all guests treat our house with respect.
(b) Guests are advised to be respectful of the residential setting of the visitor accommodation at all times, and to keep noise to a minimum, especially when using any outdoor areas of the property including the property's decks and balconies.
(c) The property is not to be used for parties or functions.
(d) The Manager of the visitor accommodation will monitor the behaviour of all guests. If any neighbours make any complaint to the Manager of the visitor accommodation, the Manager of the visitor accommodation will immediately visit the site to address that complaint.
(e) If the Manager's directions are not complied with then the booking may be terminated immediately and/or your security deposit may be retained.

A security deposit of **[x]** must be obtained for each booking and must only be returned to guests if there are no complaints from neighbours to the Manager regarding noise or inappropriate behaviour.

5. An appropriate waste management protocol must be implemented.

The Manager must ensure that bins, including recycling, are placed for Council collection each week, unless the property has not been used during that week, and return the bins to the property within 24 hours of Council collection.

6. Circulation of this visitor management plan

This visitor management plan must be provided to each neighbouring property, including those properties which are next to the property, over the road and behind the property prior to the commencement of the visitor accommodation use.

ATTACHMENT 4

NOTICE FOR PROPOSED PROTECTION WORK

Section 76

Adjoining owner details:

To: THE HOUSEHOLDER

Adjoining Owner
Address
Suburb/postcode

Form 6

Owner details:

Owner: JAKOB + SHEILA MAAG

Contact person: SHEILA MAAG

Address: [redacted]

Email address: [redacted]

Building Surveyor details – Building Work:

Building Surveyor: LEIGH DELL

Relevant Building Surveyor

Business name: PLANS TO BUILD

Business address: [redacted]

Licence No:

Permit Authority details – Plumbing Work:

Permit Authority:

Address:

Phone No:

Fax No:

Licence No:

Email:

Address of adjoining property:

Address:

Lot No:

Certificate of title No:

Address of proposed work:

Address:

Lot No:

Certificate of title No:

Details of proposed protection work:

This is to notify you in accordance with section 76 of the *Building Act 2016* of proposed building work and proposed protection work.

The following details are provided of proposed building work to be undertaken adjoining your property -

(Provide details of proposed building work):

Convert existing backwall of building forcing your backyard into a firewall, as required by Launceston City Council. Dev. Application 0610/2022 (retrospective).

Director of Building Control – approved: 1 July 2017

Building Act 2016 - Approved Form No 6

The following details are provided of proposed protection work to be undertaken to protect your property –

(Describe nature and particulars of the proposed protection work):

Backwall of building at №12 Olive Street, facing your back yard has, according to Lilton City Council regulations, to be converted into a firewall. Cement sheets have to be removed and top of wall filled in with cement blocks.

Proposed program for undertaking the protection work:

Access to your property has to be provided to undertake this work.
Work should start during next month, March 2023, and take approx. two (2) days.

I draw your attention to section 79 of the *Building Act 2016*, which states –

(1) An adjoining owner who receives a protection work notice may, within 21 days after receiving the notice, notify the owner of the relevant premises that the adjoining owner –

(a) agrees to the proposed protection work as specified in the notice; or

(b) disagrees with all, or part, of the proposed protection work as specified in the notice and, if relevant, specifies changes to be made to the proposed protection work; or

(c) requests further information in respect of the proposed protection work.

(2) If an adjoining owner requests further information under subsection (1)(c), the owner of the relevant premises must –

(a) forward the request to the relevant building surveyor; and

(b) if the building surveyor determines that the request is reasonable, provide the adjoining owner with the further information requested; and

(c) if the building surveyor determines that the request is not reasonable, notify the adjoining owner of that determination.

(3) If further information is provided under subsection (2)(b), the adjoining owner must notify the owner of the relevant premises that the adjoining owner –

(a) agrees* to the proposed protection work as specified in the notice and detailed in the further information; or

(b) disagrees with all, or part, of the proposed protection work as specified in the notice and, if relevant, specifies changes to be made to the proposed protection work.

(4) If a request for further information was refused under subsection (2)(c), the adjoining owner must notify the owner of the relevant premises that the adjoining owner –

(a) agrees to the proposed protection work as specified in the notice and detailed in the further information; or

(b) disagrees with all, or part, of the proposed protection work as specified in the notice and, if relevant, specifies changes to be made to the proposed protection work.

(5) An adjoining owner who –

(a) receives a protection work notice; and

(b) fails to respond in respect of the notice within the prescribed period after receiving the notice, or such further period as is specified in this section is taken to have agreed to the proposed protection work as specified in the notice.

*** If you agree, you may sign the agreement section provided at the bottom of this page and return a copy of this notice to the owner**

Director of Building Control – approved: 1 July 2017 — *Building Act 2016* - Approved Form No 6

Declaration by owner:

I declare that I will comply with my duties to carry out protection work under Part 6 of the *Building Act 2016*.

	Name: [print] *Date*	*Signed*	
Owner:	JAKOB + SHEILA MAAG	[redacted]	16.02.23

Agreement of the adjoining owner for proposed protection work

1. I am the owner of the property adjoining the land where building work is proposed that may affect my land or buildings.
2. I have read this notice and agree with the proposed protection work that will be carried out by the person who sent the notice.

	Name: [print]	*Signed* *Date*	
Adjoining owner:			

We would be happy to discuss this with you, if you wish, in person.

P.S. A stamped-addressed envelope is enclosed for your use.

Director of Building Control – approved: 1 July 2017 — *Building Act 2016* - Approved Form No 6

ATTACHMENT 5

Sean & Lisa Barry
[redacted]

6 March 2023

Jakob & Sheila Maag
[redacted]

BY EMAIL TO [redacted]

Re: Planning Permit Application DA0610/2022

First, we acknowledge receipt of a Form 6, 'Notice of Proposed Protection Work, purportedly issued under section 76 of the *Building Act 2016* (the Act).

We have recently been interstate for a couple of weeks and only arrived home late on Wednesday 22 February, and found your notice in our letterbox the following morning.

We also received a notice card from the Launceston City Council regarding your planning permit application, again we only found this on 23 February.

At the outset, we wish to say we are not necessarily opposed to your application, it has just been difficult to obtain further information from the planning office at the Council, or from your building designer.

With reference to your Form 6, the Act requires a response from us with 21 days of the notice being delivered (section 79(1) of the Act). Exactly what date is relevant to start that period is arguable, but in any case by any measure we have replied within that period.

Section 79 of the Act provides us with three options to respond to a form 6 notice, namely:

- to agree to proposed protection work;
- disagree with all or part of the protection work proposal and perhaps suggest changes; or
- request further information.

The form you have delivered to us provides us with a dilemma.

A form 6 concerns protection work not the construction works necessary to complete the project. The two issues are different.

We have attached a copy of CBOS's *Director's Guideline - Protection Work DOC/17/9033* (the Guideline). That Guideline begins by explaining:

> Building work can sometimes affect adjoining or neighbouring properties. Owners wanting to do building work have obligations under the Building Act 2016 ('the Act') to protect adjoining property from potential damage.
>
> If building work is close to, or adjacent to, the property boundary, protection work may be required to ensure that the adjoining property is not damaged by that building work.
>
> The requirements relating to protection of adjoining property are contained in Part 6 of the Act and Regulation 16 of the Building Regulations 2016 (the Regulations).
>
> Protection work should not be confused with building work and is different in its nature, even though protection work may be part of the building work.

Examples of what may constitute protection work are also provided in that Guideline on page 1, and on to page 2. That entire Guideline, in fact, is very useful. Examples of the sort of information concerning protection work that should normally be supplied to adjoining neighbours is detailed on page 4.

The problem with the form 6 you have provided to us is you are seeking us to agree with works that are not protection works. In accordance with section 79 of the Act we cannot agree with what is proposed on the form, as it is flawed for the reason explained.

We also note that Leigh Dell from Plans to Build is shown as the building surveyor for your work. Although they may have assisted with design, he and that firm are not registered as building surveyors in Tasmania. We spoke with Mr Dell to find the details of your building surveyor, but he indicated that to his knowledge the services of one were yet to enlisted.

We also argue that if protection work is required (in accordance with sections 83 and 84 of the Act) you will require protection work insurance and a condition report, which we must see and agree to in the circumstances (see page 6 of the Guideline). If protection work can be identified and are required, we will not agree to them without the information required under sections 83 and 84 being supplied to us beforehand.

We think perhaps you provided the form 6 to us under the misapprehension it can be used to seek or require entry to our property to conduct construction work. That is not the case, that is not its purpose. As indicated, form 6 relates to protection work. The issues you raise on that form (as they are outlined) relate solely to constructions work. This is a separate issue. In any case we are not comfortable with the amount of information provided on the issue of the construction work for us to agree to such entry. The material available to us from the Council also does not greatly assist us, as all we have access to there is a copy of the plan, no application form, no scope of works or any other documents that might have been provided.

Yours sincerely

Sean Barry Lisa Barry

From: [redacted]
Sent: Fri, 24 Mar 2023 16:53:52 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Planning permit application DA0610/2022
Attachments: DA0610-2022 Representations.pdf

You don't often get email from [redacted] Learn why this is important

Please find attached representations regarding planning permit application DA0610/2022

Regards
NW Pankhurst

NW and PM Pankhurst
[redacted]

24 March 2023

Chief Executive Officer
City of Launceston
PO Box 396
Launceston Tas 7250

Representations regarding planning permit application DA0610/2022

As the property owners of [redacted] (currently tenanted [redacted] we are writing in response to the second Notice of application for a Planning Permit for work at 12 Olive Street, Newstead, dated 11/03/2023.

We share the views expressed by Sean and Lisa Barry, the owners of [redacted] that while not necessarily being opposed to the application, we are unable at this stage to support the application, due to both confusion surrounding the application process itself and lack of clarity as to the exact nature of the work to be carried out. Mr and Mrs Barry list these in detail and we will not repeat them here other than to say that we share the concerns and questions raised in their representations.

We are also in receipt of a Form 6 "Notice for Proposed Protection Work" seeking access to our property. We share Mr and Mrs Barry's concern that it conflates protection work with actual construction and it is also clear that for this work to occur, significant access to our property would be required. Accordingly, with the aforementioned caveats with respect to process, we require greater clarity as to the nature and scope of proposed works, the precise details of a work schedule and timeline before we would be in a position to consider approval of any access.

Yours sincerely

[redacted]

NW Pankhurst

[redacted]

PM Pankhurst

TITLE: **DA0053/2023 - 315-317 St Leonards Road, St Leonards - Business and Professional Services - Construction and use of a new building for a funeral parlour**

FILE NO: DA0053/2023

AUTHOR: Dileep Karna (Town Planner)

GENERAL MANAGER: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

To consider and determine a development application pursuant to the *Land Use Planning and Approvals Act 1993*.

PLANNING APPLICATION INFORMATION:

Applicant:	6ty Pty Ltd
Property:	315 St Leonards Road, St Leonards
Zoning:	General Residential
Receipt Date:	6/02/2023
Validity Date:	8/02/2023
Further Information Request:	14/02/2023
Further Information Received:	08/03/2023
Deemed Approval (extension granted):	21/04/2023
Representations:	3

ATTACHMENT ONE:

3. PLANNING SCHEME REQUIREMENTS

7.0 General Provisions **7.4 Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place** 7.4.1 An application for a use of a place listed on the Tasmanian Heritage Register or as a Local Heritage Place subject to the Local Historic Heritage Code that would otherwise be Prohibited is Discretionary.
Complies The site is listed on both the Tasmanian Heritage Register and as a local Heritage Place in the Local Historic Heritage Code. The proposed development is for the construction of a new building to use as a Business and Professional Service for a sub use class as a funeral parlour. The subject site is located in General Residential Zone and the proposed use for a Business and Professional Service is a discretionary use, however the proposed sub use for a funeral parlour is prohibited in the zone. Despite this, the proposed use may still be considered discretionary under clause 7.4.1.

7.4.2 The planning authority may approve such an application if it would facilitate the restoration, conservation and future maintenance of: (a) the local historic heritage significance of the local heritage place; or (b) the historic cultural heritage significance of the place as described in the Tasmanian Heritage Register.
Complies The proposed change of use is a supported outcome for the often difficult task of adaptive reuse of a church building. It will allow the retention of the building without the usual higher-impact interventions required for conversion to a (for example) residential or commercial use, and allow the physical characteristics of the 'chapel' arrangement to be maintained. Further, the proposed use will also allow ongoing public access to the building. The management and ongoing use of the cemetery by a Cemetery Manager who also practices as a Funeral Director is considered to be a logical and positive outcome for continuity of use of the cemetery and church.
7.4.3 In determining an application the planning authority must have regard to: (a) any statement of historic cultural heritage significance for the place, as described in the Tasmanian Heritage Register; (b) any statement of local historic heritage significance and historic heritage values, as described in the Local Historic Heritage Code; (c) any heritage impact statement prepared by a suitably qualified person setting out the effect of the proposed use and any associated development on: (i) the local historic heritage significance of the local heritage place or local heritage precinct; and (ii) the historic cultural heritage significance of the place as described in the Tasmanian Heritage Register; (d) any conservation plan prepared by a suitably qualified person in accordance with The Conservation Plan: A guide to the preparation of conservation plans for places of European cultural significance 7th edition, 2013; (e) the degree to which the restoration, conservation and future maintenance of the heritage significance of the place is dependent upon the establishment of the proposed use; (f), the likely impact of the proposed use on the amenity, or operation, of surrounding uses; (g), any Heritage Agreement that may be in place, in accordance with the provisions contained in the Historic Cultural Heritage Act 1995; (h), the purpose and provisions of the applicable zone; and (i), the purpose and provisions of any applicable code.
Complies (a) The Tasmanian Heritage Register datasheet provides the following statements of historic cultural heritage significance for the place. *(i) St Peters Anglican Church is of historic heritage significance because of its ability to demonstrate the principal characteristics of a stuccoed Victorian Gothic church building.* The proposal aims to preserve the church as it is without making any changes to its structure. In addition, the new use that is being proposed is not likely to require any significant modifications in the foreseeable future. This would effectively maintain the building's capacity to showcase its stuccoed Victorian Gothic architectural style. *(ii) This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place*

The proposal will not alter the church building; therefore, and as a result, its visual connection to the surrounding townscape will remain unchanged. Moreover, the intended use of the building would ensure that it continues to serve as a place for community gatherings and commemoration events, ultimately contributing positively to the community. Additionally, the proposed new building is situated at the back of the church, making it less visible from the road.

(b) The Local Historic Heritage Code does not apply to the proposed development as the site is a registered place entered on the Tasmanian Heritage Register.
(c) The Statement of Historical Archaeological Potential, Heritage & Archaeological Impact Assessment has been submitted. As per the submitted report, the proposal is deemed to have a negligible impact on the heritage of the site, and instead, it brings several favourable heritage outcomes by preserving access and use of the area.
(d) The application included Concise Conservation Management Plan for St Peter's Anglican Church & Cemetery, 315-317 St Leonards Road, St Leonards (Claire Bester, obo. Anglican Diocese of Tasmania - undated but assumed c2020). The proposal is in accordance with the 'guidelines' proposed by that document.
(e) The proposed use of the church as a public gathering/commemoration space is regarded as a desirable heritage outcome as it preserves the traditional use and character of the building while minimising any intervention to its structure or existing features. Although the building is not reliant on the proposed use, as an Anglican church, it is unlikely that a better-suited purpose can be found that maintains its historical character, design, layout, and fittings.
(f) Since the proposed use shares comparable qualities and purposes with the present church and cemetery situated on the site, it is believed that it will not have any adverse effects on the amenity or the nearby residential and commercial establishments.
(g) Not applicable - No Heritage Agreements are in place. Furthermore, the proposed development was referred to THC, and no objections were raised other than an interest in determining the discretionary permit application.
(h) The subject site is located in the General Residential zone and the purpose and provisions of the zone are assessed. The proposed non-residential use 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 site impacts. The provisions of the General Residential Zone are assessed under clause 8.3.1 and clause 8.5.1.

(i) The subject site has Local Historic Heritage, Airport Obstacle Limitation Area and Natural Assets (Priority Vegetation Area) overlays. The applicable codes are Parking and Sustainable Transport and Road and Railway Assets.

- Local Historic Heritage - The subject site is registered on the Tasmanian Heritage Register and the proposed development is exempt from the Local Historic Heritage Code under clause C6.2.3.

- Airport Obstacle Limitation Area - The proposal is exempt under clause C16.4.1 of the scheme. As the proposed development is not more than the AHD height that specified in the relevant obstacle limitation area
- Natural Assets (Priority Vegetation) - The proposed development does not include any removal vegetation. However, the code is not applicable as the proposed development does not involve subdivision.
- Parking and Sustainable Transport Code - The provisions of the code are assessed under clause C2.
- Road and Railway Assets - The provisions of the code are assessed under clause C3.

Therefore, the proposed development complies with 7.4.3.

3.1 Zone Purpose

8.0 General Residential Zone

The purpose of the General Residential Zone is:
8.0.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.
8.0.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.
8.0.3 To provide for non-residential use that:
(a) primarily serves the local community; and
(b) 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.
8.0.4 To provide for Visitor Accommodation that is compatible with residential character.

Consistent
The proposal is consistent with the zone purpose, as the development is for the construction of a building to use as Business and Professional Services for a funeral parlour. Use of land within the General Residential Zone for Business and Professional Services is identified as a 'Discretionary' use in accordance with Table 8.2 and only allows for consulting room, medical centre, veterinary centre, child health clinic, or for the provision of residential support services. In this instance, the proposed Funeral Parlour is prohibited under the Table 8.2.

Notwithstanding this, the place is listed on the Tasmanian Heritage Register (THR) and is a Local Heritage Place in the Scheme. Clause 7.4 of the General Provisions provides a pathway for uses that are prohibited in the zone to be considered discretionary if it would facilitate the restoration, conservation, or future maintenance of a THR listing or local heritage place. It is contended that Clause 7.4 of the Scheme can be invoked for this proposal.

Therefore, the proposed non-residential use is consistent, serves the local community, and does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation, movement, or other off-site impacts.

8.3.1 Discretionary uses

That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.
Consistent The proposed development does not cause an unreasonable loss of amenity to adjacent sensitive uses.
A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm.
Complies According to clause 7.4.1, the proposed use is Discretionary. The proposed hours of operation for the proposed development will be from 8 AM to 6 PM.
A2 External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.
Complies The proposed development does not include new external lighting.
A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.
Complies According to clause 7.4.1, the proposed use is Discretionary. The proposed hours of operation for the commercial vehicle movement to and from the site will be between 7 AM to 7 PM, Monday to Friday, and 9 AM to 12 noon on Saturday. The proposed development excludes commercial vehicle movements during Sundays and public holidays. Therefore, the proposed development complies with A3.
A4 No Acceptable Solution.
Relies on Performance Criteria
P4 A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to: (a) the intensity and scale of the use; (b) the emissions generated by the use; (c) the type and intensity of traffic generated by the use; (d) the impact on the character of the area; and (e) the need for the use in that location.
Complies According to clause 7.4.1, the proposed use is Discretionary. The proposed development does not cause unreasonable loss of amenity to adjacent sensitive uses. The variation has been considered with regard to the above

criteria as follows:

(a) Although the proposed use will cover an area of 8.32m x 23.1m (197.74sqm), which may seem considerable in comparison to the current use of the church and cemetery, the intensity of the uses will remain largely unaffected. The proposed funeral parlour and will enable the continued operation of both the church and cemetery. The church may hold funeral services during weekdays, with church services primarily scheduled for weekends, operating within the hours of 8 AM to 6 PM. Therefore, the new proposed use will not result in any unreasonable loss of amenity for the neighbouring sensitive uses.

(b) The proposed funeral parlour will adhere to the acceptable solution for operating hours within the zone. There are no proposed compressors, and any accompanying noise generated from vehicular movements will be minimised to nearby residential properties through appropriate separation distances between parking area and neighbouring dwellings, in addition to the existing vegetation and landscaping.

(c) The traffic generated by both the existing and proposed use will consist mainly of light vehicles, while commercial vehicle movements will take place only during permissible hours as stated in Acceptable Solution A3 under clause 8.3.1.

(d) The proposed development and use will maintain the area's existing character. Since the site is already being used as a church and cemetery, the proposed funeral parlour structure will be positioned at the back of the church and will be of a smaller scale and construction when seen from the street. As a result, the proposed development will not affect the area's character.

(e) The proposed funeral parlour on the site provides a pathway for the church to be used for funeral services, while maintaining its function as a place of worship.

The proposed use and development is supported in this location to enable a new use to occur on the site which is compatible with the existing church and will enable the adaptive reuse of a heritage building without diminishing its heritage value and character.

Therefore, the proposed development complies with the performance criteria.

8.5.1 Non-dwelling development

That all non-dwelling development:

(a) is compatible with the character, siting, apparent scale, bulk, massing and proportion ofresidential development; and

(b) does not cause an unreasonable loss of amenity on adjoining residential properties.

Consistent

Complies with both acceptable solution and performance criteria.

A1 A building that is not a dwelling, excluding for FoodServices, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:

(a) if the frontage is a primary frontage, not lessthan 4.5m, or if the setback from the primaryfrontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;

(b) if the frontage is not a primary frontage, not less than 3.0m, or if the

setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.
Complies The proposal does not include any changes to the existing frontage, as the proposed development is located at the rear of the existing church. Therefore, the proposed development complies with A1 (a).
A2 A building that is not a dwelling, excluding outbuildings with a of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback less than 1.5m from a side or rear boundary if the building: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).
Relies on Performance Criteria The proposed development will have a setback of more than 85m from the rear boundary, approximately 16.6m from the north-western side boundary, and approximately 2.2m from the south-eastern side boundary. The overall height of the proposed building is approximately 6.1m along the southeast side and 5.8m along the northwest side of the property boundaries. The proposed height and setback along the southeast side of the building encroach the building envelope. Therefore, the proposed development relies on performance criteria. The proposed building does not exceed 9m along the side boundaries and will have more than 1.5m setback from the south-eastern and north-western side boundaries. The proposed development satisfies (b) and does not satisfy (a). Therefore, it relies on performance criteria.
P2 The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: (i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property;

(iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.
Complies (a) The siting and scale of the proposed non-residential building does not cause unreasonable loss of amenity to adjoining properties. The variation has been considered with regard to the above criteria as follows (i) The proposed development does not adjoin with any habitable room of a dwelling and does not involve any reduction of sunlight to habitable rooms. (ii) The proposed development does not overshadow any private open space of a dwelling on adjoining properties, as the proposed development along the southeast side boundary adjoins with existing vegetation, and does not impact on any significant areas of private open space at 319 St Leonards Road. (iii) The proposed development does not overshadow any vacant property and (iv) The proposed development does not cause any visual impact by the apparent scale, bulk or proportions of the proposed building, when viewed from the adjoining properties. It will be viewed as a continuation to the existing church, albeit at a reduced bulk. The proposed development is located at the rear of the existing church, with approximately 192.74sqm of gross floor area, which will have a setback of 2.2m from south east side boundary, approximately 16m from the north west side boundary and more than 85m from the rear boundary. The proposed non-residential building will maintain separation between the dwelling and does not cause any impact by the proposed scale and bulk of the development when viewed from 319 and 313 St Leonards Road and 2 Mestre Court. (b) The development provides separation between the dwellings on adjoining properties. The surrounding area has a mixed use, dwellings on a variety of lot sizes, commercial building, and education and community facilities. The proposed development is consistent with the established properties in the area. Therefore, the proposal complies with the performance criteria.
A3 A building that is not a dwelling, must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and (b) a site area of which not less than 35% is free from impervious surfaces.
Complies The proposed development has a roofed area, including the new building of approximately 495sqm, which is 7.4% of the 6728sqm site. The subject site will have approximately 3500sqm, or 52% of the site will be free from impervious surface. Therefore, the proposed development satisfies both (a) and (b).
A6 Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.
Complies No air extraction, pumping, refrigeration systems or compressors for the

building will be located within 10m of a property containing a sensitive use.

8.5.2 Non-residential garages and carports

To maintain frontage setbacks compatible with the streetscape and reduce the potential for garage and carport openings to dominate the primary frontage.
Consistent Complies with the acceptable solution
A1 A garage or carport not forming part of a dwelling, must have a from a of not less than: (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the building is located above the garage or carport; or (c) 1m, if the slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the
Complies The proposed development includes an internal garage located at the rear of the existing church and not within 5.5m from the primary frontage.
A2 A garage or carport not forming part of a dwelling, within 12m of a primary frontage (whether the garage or carport is free-standing) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).
Complies The proposed internal garage for the non-residential building does not have an opening facing the primary frontage.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Consistent The proposed development provides a sufficient amount of car parking and associated facilities to meet the needs of the use and development.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use.
Consistent The proposed development provides an appropriate level of car parking spaces to meet the needs of the proposed use and complies with performance criteria P1.1
A1 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.
Relies on Performance Criteria The subject site has two existing uses, Community Meeting & Entertainment for place of worship and Crematoria and Cemeteries for cemetery use. These uses require the following number of parking spaces: <u>Existing use - Community Meeting & Entertainment (place of worship)</u> Table C2.1 requires 1 space per 15sqm of floor area, or 1 space per 3 seats, whichever is greater. There are 60 chapel seats in the existing church (60/3 = 20) and has a floor area of approximately 160sqm (160/15 = 10.6). Therefore, the required parking spaces for the existing place of worship is 20 spaces. <u>Existing use - Crematoria & Cemeteries (cemetery)</u> Table C2.1 requires 1 space per employee + 1 visitor space + 1 space per 4 chapel seats. There will be no dedicated employees associated with the cemetery. Employees for the funeral parlour will undertake tasks associated with the cemetery as required. There are 60 chapel seats in the existing church (60/4 = 15) and one visitor space. Therefore, the required parking spaces for the existing cemetery 16 spaces. <u>Proposed use - Business and Professional Services (funeral Parlour)</u> Table C2.1 requires 1 space per employee + 1 visitor space + 1 space per 4 chapel seats. The proposed use will have five (5) employees and the existing

church has 60 chapel seats (60/4 = 15) and one visitor space. Therefore, the required parking spaces for the proposed funeral parlour is 21 spaces The proposed use including the existing uses, requires 57 parking spaces and the proposed development includes 16 car parking spaces including one accessible parking space. The proposed development will have a shortfall of 41 parking spaces. Therefore, the proposal relies on performance criteria.
P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (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: 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 (g) on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (h) the effect on streetscape; and (i) 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.
Complies The proposed and existing uses requires 57 car parking spaces, however the proposal includes 16 parking spaces and has a shortfall of 41 parking spaces. The variation has been considered with regard to the above - (a) The subject site has frontage to St Leonards Road, has off-street car parking on either side of the road without any restrictions and there is council-owned land located at 321 St Leonards Road (zoned Local Business), which serves as public parking for the local area. It occupies an area of approximately 1600m² and is located approximately 45m to the south of the subject site and is capable of providing overflow parking if required by the use. (b) The subject site adjoins the General Residential zone with residential development around the subject site and has off-street car parking on either side of the road without any restrictions. However, St Leonards Road does not have any car parking demands within the proximity of the subject site. Council-owned land located at 321 St Leonards Road serves as public parking for the local area and can provide overflow parking if required by the uses. Therefore, the proposal complies with (b) (i) of the clause. (c) The public bus stop is located approximately 20m to the northwest of the subject site. The public transport availability and frequency is every 30 minutes and varies in the morning and evening peak hours. (d) The subject site is relatively close to the city, and the availability of taxi and

uber are available. The subject site can accommodate bicycles, motorcycles and scooters if required.

(e) To maintain the site's character and streetscape, the established landscaping and gardens located to the south of the driveway between the church and the frontage will be preserved, rather than being transformed into a parking area. The existing building and cemetery, along with the proposed funeral parlour building, limit the possibility of creating more usable parking spaces.
(f) St Leonard Road is approximately 12m wide, has a speed limit of 50Km/h and has free parking space on either side of the road. As part of the application, the proposal has been referred to Infrastructure and Assets who had no objection to the application.

(g) No changes are proposed within the frontage and therefore no impacts will occur to the streetscape.

Therefore, the proposal complies with P1.1.

C2.5.2 Bicycle parking numbers

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Consistent Complies with the acceptable solution
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.
Complies The subject site has two existing uses, Community Meeting & Entertainment for place of worship and Crematoria & Cemeteries for cemetery use. These uses require the following number of bicycle parking spaces: Existing use - Community Meeting & Entertainment (place of worship) Table C2.1 requires 1 space per 50m² floor area or 1 space per 40 seats whichever is greater. There are 60 chapel seats in the existing church (60/40 = 1.5) and has a floor area of approximately 160sqm (160/50 = 3.2). Therefore, the required bicycle space for the existing place of worship is 3 spaces. Existing use - Crematoria & Cemeteries (cemetery) Table C2.1 requires 1 space per 50 chapel seats. There are 60 chapel seats in the existing church (60/50 = 1.2) and one visitor space. Therefore, the required bicycle space for the existing cemetery 1 space. Proposed use - Business and Professional Services (funeral Parlour) Table C2.1 requires 1 space per 50 chapel seats. There are 60 chapel seats in the existing church (60/50 = 1.2) and one visitor space. Therefore, the required bicycle space for the existing cemetery 1 space.

The proposed site plan shows the location for bicycle parking, which can accommodate five required spaces and is located within the site. Therefore, the proposed development satisfies (a) and (b).

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Consistent Complies with the acceptable solution
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (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.
Complies The subject site has two existing uses, Community Meeting & Entertainment for place of worship and Crematoria & Cemeteries for cemetery use. These uses require the following number of parking spaces: <u>Proposed use - Business and Professional Services (funeral Parlour)</u> The proposed use requires 21 car parking spaces and Table C2.4 requires one on-site motorcycle parking space for the proposed use. The required one parking space is provided on-site adjacent to the accessible parking space, as identified on the proposal plans. Therefore, the proposed development compiles with (a) <u>Existing use - Community Meeting & Entertainment (place of worship)</u> The existing use requires 20 car parking spaces and Table C2.4 does not requires onsite motorcycle parking. <u>Existing use - Crematoria & Cemeteries (cemetery)</u> The existing use requires 16 car parking spaces and Table C2.4 does not requires onsite motorcycle parking. The existing uses on the site are not proposed to be extended or intensified. The existing uses will be retained and satisfy both (a) and (b). Therefore, the proposed development satisfies (a) and (b).

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

To: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.

Consistent Complies with the acceptable solution.
A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m^2 floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m^2 floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.
Complies The proposed development does not involve food services or General Retail Hire uses. Therefore, the proposed development complies with A1.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent Complies with the acceptable solution.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) 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.
Complies The proposed development does not include any changes to the existing car parking area. The proposed accessible parking along the northwest of the site will be paved and drained into the existing stormwater system. The parking area within the internal garage will be formed, paved, and levelled. Therefore, the proposed development satisfies (a) and (b). (c) Not applicable

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent Complies with the acceptable solution.
A1.1 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*.
Complies The proposed development does not include any changes to the existing car parking area, access way, manoeuvring, or circulation spaces. The gradient of the driveway extension and accessible parking space will be in accordance with AS 2890 parking facilities Parts 1-6. The proposed parking areas, manoeuvring space, and the access way have dimensions in accordance with table C2.2 and C2.3. The proposed development has an existing access way that will be entered and exited in a forward direction. Furthermore, Infrastructure & Assets has placed a condition on the permit to ensure the proposed parking areas are designed and laid out to provide convenient, safe, and efficient parking. Therefore, the proposed development complies with A1.1.
A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (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*.
Complies The proposed development includes one disability car parking space along the north west side of the property. (a) The proposed accessible parking space has been located at the north west entrance of the proposed development and is in very close proximity to the main entry points of the building. (b) The disability car parking space will be incorporated into the overall car park. (c) The disability car parking spaces will be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009. However, the proposal has been referred to Infrastructure and Assets, who had no objection to the application, and conditions will be applied to the permit to meet Australian standards. Therefore, the proposed development complies with A1.2

C2.6.3 Number of accesses for vehicles

That:

(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; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Consistent Complies with the acceptable solution.
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
Complies The proposal does not include any changes to the existing access, and the subject site has one access that has frontage to St Leonards Road. Therefore, the proposed development satisfies (a).

C2.6.5 Pedestrian access

That pedestrian access within parking areas is provided in a safe and convenient manner.
Consistent Complies with the performance criteria.
A1.1 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.
Relies on Performance Criteria The proposed and existing uses on the site require 57 on-site car parking spaces. The proposal included 16 car parking spaces including one accessible parking space. The 16 car parking spaces are located along the property's northwest side boundary and do not include designated pedestrian footpaths. Therefore, the proposed development relies on performance criteria.
A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.
Relies on Performance Criteria The proposed development does not include a dedicated footpath to access all buildings on the site. Therefore, it relies on performance criteria.
P1 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.
Complies The proposed development does not include any changes to the existing parking other than including an additional accessible car parking space along the north west side boundary of the property and is located across the driveway. The proposed development provides safe and convenient pedestrian access to the buildings. The variation has been considered with regard to the above criteria as follows: (a) The subject site has existing gravel, which is levelled, open and provides good sight lines between the parking and the entrance. (b) The subject site will have multiple uses including the proposed use for Business and Professional Services for a funeral parlour. (c) The subject site will have 16 on-site car parking spaces including one accessible parking space. (d) The frequency of vehicle movement within the car parking area is expected to be low with periods of increased demand on occasion. (e) The subject site will have multiple uses and the proposed accessible car parking is required and it will serve wide range of people who are visiting the proposed use or the existing uses. (f) The proposed development does not include a footpath crossing between the car park and main entrance to the rear of the building, however, shared use of the central driveway by vehicles and pedestrians is considered appropriate for the current and proposed uses. As the proposed parking is located within site and provides good sight lines between the parking and the entrances. Furthermore, the application was referred to Infrastructure & Assets who had no objection to the proposed development. (g) The proposed development was referred to Infrastructure & Assets who had no objection to the proposed development. (h) The proposed development does not include new access ways or parking aisles. (i) The proposed development does not include any protective devices, apart from bollards associated with the accessible parking space. Therefore, the proposed development complies with P1.

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Consistent The proposed development will not have a negative impact on any road or railway network.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction
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.
Consistent Complies with performance criteria.
A1.4 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 licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road.
Relies on Performance Criteria The proposed development includes 16 on-site car parking spaces, including one accessible car parking spaces. The subject site has multiple uses, including the proposed use, and the site has one access way from St Leonards Road. The vehicular traffic movement for the proposed and existing uses will increase traffic by more than 20% or 40 vehicle movements per day. Therefore, the proposed development relies on performance criteria.
A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.
Complies The proposed development has an existing access way that will be entered and exited in a forward direction.
P1 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.
Complies The proposed vehicular traffic to and from the site will be minimum as the subject site has limited parking space and does not adversely impact the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road. The variation has been considered with regard to the above criteria as follows (a) The increase in vehicle generation will result from efficiencies gained by the existing and proposed uses sharing a site for compatible uses. The proposed development was referred to Infrastructure & Assets, who had no objection to the proposed development. (b) The nature of traffic generated by the uses will be light (passenger) vehicles. (c) St Leonards Road is a 10m wide road that enables the safe and efficient ingress and egress of light vehicles to and from the site. (d) The subject site has one frontage to St Leonard's Road. In this vicinity of the site, it is subject to a speed limit of 60Km/h, which is expected to be consistent with safe ingress and egress of light vehicles to and from the site.

(e) The subject site can only be accessed via St Leonards Road.
(f) The proposed use and development is required in the location so that the existing church can be used for the compatible use for a funeral parlour and 'funeral chapel 'as required. This will allow for the adaptive reuse of a heritage building that does not detract from its heritage value and character.

The church could potentially be adapted into a dwelling, as is permissible in the General Residential Zone, however this would significantly alter the function, use and internal layout of the heritage-listed building. The proposed funeral parlour on the site provides a pathway for the church to be used for funeral services, while maintaining its function as a place of worship.

(g) The proposal does not include a traffic impact assessment. However, the proposal was referred to Infrastructure and Assets, who had no objection.
(h) The proposal was referred to Infrastructure and Assets, who had no objection.

Therefore, the proposed development complies with performance criteria.

C6.0 Local Historic Heritage Code

The purpose of the Local Historic Heritage Code is:
C6.1.1 To recognise and protect:
(a) the local historic heritage significance of local places, precincts, landscapes and areas ofarchaeological potential; and
(b) significant trees.
C6.1.2 This code does not apply to Aboriginal heritage values.

Consistent
The subject site is registered on the Tasmanian Heritage Register and the proposed works and the development is exempt from the Local Historic Heritage Code. THC will manage the built heritage aspects of the proposal. Therefore, no further assessment is required against this code as set out in clause C6.2.3.

As part of the application process, the proposed development is referred to the Tasmanian Heritage Council, and no concerns were raised other than a notice of interest.

C16.0 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code 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 accordancewith the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.

Consistent
The proposed development is not more than the AHD height that specified in the relevant obstacle limitation area. The specified Australian Height Datum is 316m, and the proposed development will have approximately 58.24m AHD, which is less than the specified AHD. Therefore, the proposal is exempt under clause C16.4.1 of the scheme.

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF:	DA0053/2023
THC WORKS REF:	#8097
REGISTERED PLACE NO:	#4621
FILE NO:	15-08-05 THC
APPLICANT:	6ty Pty Ltd
DATE:	4 April 2023

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place:	St Peter's Anglican Church & Cemetery, 315 St Leonards Road, St Leonards.
Proposed Works:	Construction and use of a new building for a funeral parlour.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA0053/2023, advertised on 11/03/2023, subject to the following condition:

1. **(i) Archaeological Mitigation Strategies (AMS) must be implemented in accordance with Section 4 of the Praxis Environment report 'Statement of Historical Archaeological Potential, Heritage & Archaeological Impact Assessment & Consideration of Adaptive Reuse: St Peters Church & Cemetery (Brad Williams, Historical Archaeologist, December 2022).**

   (ii) Excavation crews must be briefed for the (unlikely) possibility of encountering archaeological remains; and

   (ii) Stop work provisions applied in accordance with the AMS - Section 4.

Reason for condition
To ensure that the potential for significant archaeological remains is managed, consistent with the consultant's recommendations and appropriate outcomes described in Section 7 of the *Works Guidelines*.

Should you require clarification of any matters contained in this notice, please contact Chris Bonner on 1300 850 332.

Andrew Roberts
Director – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

From: "Jonathon Outhwaite" [redacted]
Sent: Mon, 13 Mar 2023 18:43:15 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA0053/2023

You don't often get email from [redacted] Learn why this is important

Good evening
Re: DA0053/2023
I own the property [redacted] the cemetery to the north east [redacted] I live at [redacted], so [redacted] currently forms my backyard, but is intended for a future dwelling (which would overlook the cemetery).
My query relates to use of the site as a cemetery for new burials.
The site has for a significant period not conducted any volume of new burials, instead only those for pre-purchased plots. Could you please confirm whether it is the intention of the applicant to conduct new burials or whether the existing arrangement of only pre-purchased plots will be allowed. A volume of new burials may not be a change of use for the property, but would represent a significant change for how the site has been used in terms of activity, impact on adjoining residential properties and proximity of the cemetery to lot boundaries.
Currently there is a sizeable buffer of undisturbed land between the boundary and the gravestones to the north east of the cemetery. Will this buffer zone remain or can burials occur at any location on the site? Is there a cemetery plan that needs to be adhered to and does this include the existing buffer zone?
The cemetery also includes a large elm tree that appears to be in poor health and may fall in the future.
Thanks
Jonathon

From: "Susan Shaw" [redacted]
Sent: Sun, 26 Mar 2023 13:48:43 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA0053/2023

You don't often get email from [redacted] Learn why this is important

To whom it may concern,

DA0053/2023

My husband and I [redacted] and have done so for the past 30 years. We have witnessed the Church go through a variety of "caretakers" within the Diocese of the Anglican Church. The slow deterioration of the grounds and the Church building over the past 3-4 years has been sad to watch.

With this in mind we are delighted that the new owners are planning to give St Peters a new lease of life, while at the same time maintaining an aspect of the Church's original reason for being.

We do not have any objection to either the DA or the building itself, in fact it's nice to see a pitched roof on the plans. However we do have concerns over the close proximity of the Columbarium to the new building, approximately 1.5 meters. We have a particular interest in this structure as the Columbarium holds the remains of some of our family members and also other friends. We note that the previous DA (DA0184/2012) although now most likely no longer in date, recorded that the Columbarium was to be moved due to it's poor structural state and the many cracks in the wall. For some reason this was never done and the only work on the Columbarium seems to have been some repointing and the filling in of the cracks. With this in mind we are worried that the new construction work will damage the already weakened Columbarium. We ask that the new owners respect and ensure the structural integrity of the Columbarium during the construction phase and avoid any subsidence of the Columbarium.

We ask that our submission be given due consideration.

Kind regards,

Susie And Mike Shaw
[redacted]

Submission to Planning Authority Notice

Council Planning Permit No.	DA0053/2023	**Council notice date**	14/02/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00186-LCC	**Date of response**	07/03/2023
TasWater Contact	Shaun Verdouw **Phone No.**	0467 901 425	
Response issued to			
Council name	CITY OF LAUNCESTON		
Contact details	Planning.Admin@launceston.tas.gov.au		
Development details			
Address	315 ST LEONARDS RD, ST LEONARDS	**Property ID (PID)**	6907375
Description of development	Funeral parlour		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Design To Live	STL315-1 to STL315-11	R2	21/10/2022

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections 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.

Trade Waste

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee of $226.71, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

NOTE: Please be aware that the water and sewage connections for this title appear to be shared by 317 St Leonards Road and this may need to be considered when sizing the property connections at the building and plumbing stage of this development.

General

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

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

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to apply to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the General Supplement form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial.

Service Locations

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

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

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

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

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

(a) a meter; and

(b) installing a meter.

Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

TITLE: Council and SPP Agenda Item

FILE NO: DA0695/2022

AUTHOR: Dileep Karna (Town Planner)

GENERAL MANAGER: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

To consider and determine a development application pursuant to the Land Use Planning and Approvals Act 1993.

PLANNING APPLICATION INFORMATION:

Applicant:	JMG Engineers & Planners
Property:	167-171 Invermay Road, Invermay
Zoning:	Local Business
Receipt Date:	17/11/2022
Validity Date:	8/03/2023
Further Information Request:	02/12/2022
Further Information Received:	08/03/2023
Deemed Approval (extension granted):	21/04/2023
Representations:	3

ATTACHMENT ONE:

1
3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

14.0 Local Business Zone

The purpose of the Local Business Zone is: 14.0.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area. 14.0.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy. 14.0.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers. 14.0.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.
Consistent The proposed development is for demolition of the existing building and construction of a new building to provide for bulky goods sales, which is a permitted use within the zone. The proposed building will have two tenancies for showrooms, which is consistent with the purpose of the zone to provide for large floor area for retailing. The primary purpose of the zone is maintained, and the proposed use will improve the appearance and qualities of the neighbourhood centre. The use will provide a degree of activity at the road frontage that is appropriate and provides necessary vehicle access and parking for customers, and does not

compromise or distort the role of the established activity centre hierarchy.

14.3.1 All uses

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

Consistent
The proposed development does not cause unreasonable loss of amenity to residential zones. The proposal complies with the acceptable solution.

A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:
(a) 7.00am to 9.00pm Monday to Saturday; and
(b) 8.00am to 9.00pm Sunday and public holidays.

Complies
The subject site adjoins the Inner Residential Zone towards north and General Residential Zone towards the west of the property. The proposed development will operate within the hours as specified above.

Tenancy	Monday-Friday	Saturday	Sunday/Public Holidays
1	8:00 AM - 6:00 PM	9:00 AM - 5:00 PM	10:00 AM - 5:00 PM
2	8:00 AM - 6:00 PM	9:00 AM - 5:00 PM	10:00 AM - 5:00 PM

Therefore, the proposed development complies with A1.

A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:
(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and
(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.

Complies
The subject site adjoins the Inner Residential Zone towards north and General Residential Zone towards the west of the property. The proposal has been assessed against the above criteria as follows:
(a) The proposed development will not operate within 11:00 PM to 6:00 AM; therefore, the external lighting will be turned off outside these hours, excluding security lighting.
(b) The security lighting will be baffled, where applicable, so that the direct light does not extend into the adjoining properties in residential zones. This will be ensured by placing a condition on the permit.

Therefore, the proposed development satisfies both (a) & (b).

A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:
(a) 7.00am to 9.00pm Monday to Saturday; and
(b) 8.00am to 9.00pm Sunday and public holidays.

Complies
The subject site adjoins the Inner Residential Zone towards the north and the General Residential Zone towards the west of the property. Commercial vehicles to the subject site will be limited from 7:00 AM to 9:00 PM Monday to Saturday and 8:00 AM to 9:00 PM Sunday and public holidays.

Therefore, the proposed development complies with A1.

14.3.3 Retail impact

That retail uses do not compromise or distort the activity centre hierarchy.
Consistent Complies with the performance criteria.
A1 The gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not more than 250m^2 per tenancy.
Relies on Performance Criteria The proposed development is for construction of a building for bulky goods sales (showroom) and will have two tenancies. The proposed gross floor area for two tenancy is more than 250sqm, approximately 1002sqm for Tenancy 1, and 680.6sqm for Tenancy 2. Therefore, the proposal relies on performance criteria.
P1 Bulky Goods Sales and General Retail and Hire uses must not compromise or distort the activity centre hierarchy, having regard to: (a) the degree to which the proposed use improves and broadens the commercial or retail choice with the area; (b) the extent that the proposed use impacts on other activity centres; and (c) any relevant local area objectives contained within the relevant Local Provisions Schedule.
Complies The proposed Bulky Goods Sales for showroom use does not compromise or distort the activity centre hierarchy. The proposal has been considered with regard to the above criteria as follows: (a) The proposed use within the new building for showrooms does not impact significantly on the activity centre as the site was previously used for car sales and Invermay Road has a mixed-use character, with many buildings having large floor areas operating as bulky good sales. It is considered that the proposed new building is expected to improve the site and provide a broader range of commercial choice within the area. The design of the building on the street frontage with the display of goods within the windows is consistent with the Local Business Zone to encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers. (b) The proposed development will have a minimal impact on this local activity centre, as the proposed use is consistent with other large buildings in the area also offering bulky goods sales. The area of Local Business zoning on the eastern side of Invermay Road, consists of a number of smaller specialty stores, which include a medical centre, retail, IGA supermarket and beauticians. However, on the western side of Invermay Road there is less retail character with the existing site previously used for car sales, and to the south a furniture store, and the Salvation Army store which are both characterised by large floor area bulky good sales uses. (c) There are no relevant local area objectives contained within the relevant Local Provision Schedule. Therefore, the proposed development complies with P1.

14.4.1 Building height

That building height: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.
Consistent Complies with the acceptable solution.
A1 Building height must be not more than 9m.
Complies

The proposed development has an overall height of approximately 9m, 8m - 8.3m along the sides, rear, and frontage, and an additional 1m rooftop infrastructure at the centre of the proposed building. Therefore, the proposed development can meet the required building height, as shown in the proposed elevation plans.

14.4.2 Setbacks

That building setback: (a) is compatible with the streetscape; (b) does not cause an unreasonable loss of amenity to adjoining residential zones; and (c) minimises opportunities for crime and anti-social behaviour through setback of buildings.
Consistent The proposed development is compatible with the streetscape. It does not cause an unreasonable loss of amenity to adjoining residential zones, as the proposed development meets both acceptable solutions and performance criteria.
A1 Buildings must be: (a) built to the frontage at ground level; or (b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.
Complies The proposed development will be built to the frontage at the ground level, as demonstrated in the ground floor plan (drawing 2003_DA-12). Therefore, the proposed development satisfies (a).
A2 Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, of not less than: (a) 4m; or (b) half the wall height of the building, whichever is the greater.
Relies on Performance Criteria The proposed development adjoins General Residential Zone along the rear boundary and adjoins the Inner Residential Zone along the northern side boundary of the property. The proposed building height along the northern side boundary has a wall height of approximately 8.1m, and the proposed setback is approximately 13.7m to the northern side boundary. Therefore, the proposed setback satisfies (b). However, the proposed building height along the rear western boundary has a wall height of approximately 8.15m - 8.22m. The proposed setback is 4m along this boundary, which is less than the required, acceptable setback of approximately 4.07m - 4.11m. Therefore, the proposed setback along this boundary does not satisfy (b) and relies on performance criteria.
P2 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential 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 properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
Complies The design and siting of the proposed development does not cause an unreasonable loss of amenity to adjoining properties within the General Residential Zone. The variation has been considered with regard to the above criteria as follows:

(a) The proposed development primarily adjoins 4/6-8 Landale Street along the rear western boundary. The eastern side of 4/6-8 Landale Street is the driveway and carport. The driveway is approximately 4.5m wide, and the existing carport is approximately 3.3m along the eastern side of 6-8 Landale Street. The proposed 4m setback is at most 11cm short of the acceptable setback. The siting of 4/6-8 Landale Street has the most potential for reduction of sunlight to habitable rooms and private open space. However, the private open space of the unit is located to the north of the dwelling and therefore overshadowing would only occur for a few hours in the morning and then would receive unrestricted access to sunlight for the remainder of the day. Therefore, the proposed development does not cause an unreasonable loss of amenity to the adjoining property.
(b) The proposed development does not include any widows along the rear western boundary and, therefore, has no means to overlook or reduce privacy to the adjoining properties.
(c) The proposed development does not cause any visual impact by the apparent scale, bulk, or proportions of the proposed showrooms, when viewed from the adjoining properties. The proposal included a demolition plan for the removal of approximately 300sqm along the rear western boundary, which will be replaced with the proposed showroom and will have approximately 4m from the rear western boundary. Furthermore, the existing warehouse on 4 Landale Street is built to the boundary (no setback) with a wall height of approximately 5m above the ground level.

The proposed building is under the setback by 7cm to 11cm and will maintain separation between the dwelling and the proposed development. Therefore, the proposed development does not cause any visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining properties and is not considered to cause an unreasonable loss of amenity to 4/6-8 Landale Street.

Therefore, the proposal complies with the performance criteria.

A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.[1]
Complies The proposed development adjoins General Residential Zone along the rear western side boundary and adjoins the Inner Residential Zone along the northern side boundary of the property. The proposed development includes rooftop plant deck and is located more than 10m, approximately 21m from the General Residential Zone along the rear western boundary and approximately 24m from the Inner Residential Zone along the northern side boundary. Therefore, the proposed development complies with A3.

14.4.3 Design

That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety, and are compatible with the streetscape.
Consistent The proposed development facade is compatible with the streetscape, as the proposed development meets both acceptable solutions and performance criteria.
A1 New buildings must be designed to satisfy all the following: (a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from

the street and other public places; (b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and (d) provide external lighting to illuminate external vehicle parking areas and pathways.
Relies on Performance Criteria The proposed development is for construction of a new building (a) The proposed development includes a rooftop plant deck located approximately 31m from the street and will be screened. This will be ensured by placing a condition on the permit. (b) The proposed rooftop plant deck is not contained within the roof, as demonstrated in drawing 22003_DA-12 and 22003_DA-21. Therefore, the proposed development relies on performance criteria. (c) The proposed development does not include security shutters or grilles over windows or doors facing the frontage. (d) The proposed plans do not show any external lighting to illuminate the external vehicle parking area and pathways. However, the applicant advised that external lighting will be provided. This will be ensured by placing a condition on the permit. The proposed development does not satisfy (b). Therefore, the proposal relies on performance criteria.
P1 New buildings must be designed to be compatible with the streetscape, having regard to: (a) 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; (b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and (c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.
Complies The proposed development is for the construction of a new building and is designed to be compatible with the streetscape. The variation has been considered with regard to the above criteria as follows: (a) The visual impact of the rooftop plant deck will be minimal when viewed from the street or public places. The plant deck location is approximately 31m from the street and will be screened. This will be ensured by placing a condition on the permit. (b) The proposed development does not include security shutters or grilles over windows or doors on a facade facing the frontage or public places. (c) The applicant advised that external lighting would be provided to vehicle parking areas and pathways. This will be ensured by placing a condition on the permit. Therefore, the proposal complies with P1.
A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following: (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) if for a ground floor level façade facing a frontage: (i) have not less than 40% of the total surface area consisting of windows or doorways; or

(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%; (c) if for a ground floor level façade facing a frontage must: (iii) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or (iv) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and (d) provide awnings over a public footpath if existing on the site or on adjoining properties.
Complies The proposed development is for the construction of a new building and is designed to satisfy the above criteria as follows; (a) The proposed pedestrian entrance to the building is visible from the road and public accessible areas of the site. (b) The proposed ground floor level facade facing the frontage will have more than 40%, approximately 66% of the total surface area consisting of windows or doorways. Therefore, the proposed development satisfies (b) (i). (c) The proposed ground floor level facade facing the frontage does not include a single length of bank wall that is greater than 30%, approximately 20% of the length of the facade on the frontage. Therefore, the proposed development satisfies (c) (i). (d) Not applicable - The subject site does not have an existing awning over a public footpath or on adjoining properties. Therefore, the proposed development complies with A2.

14.4.4 Fencing

That fencing: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of residential amenity to adjoining residential zones.
Consistent Complies with performance criteria.
A1 No Acceptable Solution.
Relies on Performance Criteria
A2 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone or Low Density Zone, if not within 4.5m of a frontage, must: (a) have a height above existing ground level of not more than 2.1m; and (b) not contain barbed wire.^{2}
Complies The proposed development adjoins General Residential Zone along the rear western side boundary and adjoins the Inner Residential Zone along the northern side boundary of the property. The proposed development does not include a new fence, other than replacing the existing fence where necessary. It will have a height of approximately 2.1m above the existing ground level and will not contain barbed wire. Therefore, the proposal complies with A2.

14.4.5 Outdoor storage areas

That outdoor storage areas for non-residential use do not detract from the appearance of the site or surrounding area.
Consistent The proposed not residential outdoor storage area does not detract from the appearance of

the site.
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.
Complies The proposed outdoor storage area for rubbish bins is not visible from Invermay Road, due to the location of the proposed bin area being an irregular shape and more than 20m from the front boundary. The proposed development does not adjoin public open space. Therefore, the proposal complies with A1.

C1.0 Signs Code

The purpose of the Signs Code is: C1.1.1 To provide for appropriate advertising and display of information for business and community activity. C1.1.2 To provide for well-designed signs that are compatible with the visual amenity of the surrounding area. C1.1.3 To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.
Consistent The proposed signs are well designed and supporting the business activity for the tenancies within the proposed building. The proposal includes one illuminated pylon/pole sign, two illuminated wall signs for Tenancy 1, one wall sign for future occupancy in Tenancy 2, three transom signs, and one business directory sign. The proposed signs will not disrupt or compromise the safety and efficiency of vehicular or pedestrian movement.

C1.6.1 Design and siting of signs

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.
Consistent Complies with the performance criteria.
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 (iii) billboard.
Relies on Performance Criteria The proposal includes one illuminated pylon/pole sign, two illuminated wall signs for Tenancy 1, one wall sign for future occupancy in Tenancy 2, three transom signs, and one business directory sign. (a) The proposed signs are located within the applicable zone as set out in Table C1.6 (b) Signs standards as follows: **Illuminated Pole Sign** The proposed development includes one illuminated pole signs that is located north side of the proposed building. (a) The proposed pole sign does not project beyond the boundary with the footpath or road reservation.

(b) The proposed pole sign will have two faces.
(c) The proposed pole sign will have a maximum area of 4.8sqm for each face.
(d) The proposed sign will have a height of approximately 6m above the ground level.
(e) The proposed sign will have a clearance of approximately 3.7m from ground level to the sign.

The proposed pole sign does not comply with (d) of the sign standards. Therefore, the proposal relies on performance criteria.

Illuminated Building fascia sign
The proposed development includes one building fascia (D-02) sign that is located along the frontage of the Invermay Road
(a) The proposed sign does not project above or below the fascia of the building.
(b) The proposed sign does not exceed the fascia's depth but exceeds more than 1m in the vertical dimension.
(c) The proposed sign does not project more than 200mm from the vertical face of the fascia.

The proposed building fascia sign does not comply with (b) of the sign standards. Therefore, the proposal relies on performance criteria.

Wall Sign
The proposed development includes two wall signs, one of which is an illuminated wall sign (D-03), and two wall signs are located north side of the proposed building.
(a) The proposed wall signs does not extend beyond the wall or above the top of the wall.
(b) The proposed wall signs exceed more than 4.5sqm of area, approximately 26.9sqm.
(c) The proposed wall signs do not occupy more than 25% of the wall area.

The proposed wall signs do not comply with (b) of the sign standards. Therefore, the proposal relies on performance criteria

Transom Signs
The proposed development includes three transom signs located north side of the proposed building.
(a) The proposed transom signs over the entrance and the windows of tenancy, 1 do not extend beyond the wall or building alignment.
(b) The proposed signs do not extend beyond or below the level of the head of the doorway or the window.
(c) The proposed signs will have vertical dimensions of approximately 280mm.
(d) The proposed signs will have a height of approximately 3.9m above the ground level.

The proposed transom signs meets the relevant sign standards.

Business directory sign
The proposed development includes one business directory sign, as the proposed development will have multiple tenancies, and the proposed sign will be located at the main entrance of tenancy 1.
(a) The proposed sign is located at the main entrance along Invermay Road of tenancy one and does not project beyond the face of the building.
(b) The proposed sign will have a vertical dimension of approximately 225mm.
(c) The proposed sign will have a horizontal dimension of approximately 410mm

(d) The proposed sign is not illuminated or a third party sign.
(e) The proposed sign is not located on a local heritage site.

The proposed business directory sign meets the sign requirements under table C1.4 Exempt signs. Therefore, the proposed business sign is exempt.

Therefore, the proposed pole, building fascia, and wall signs rely on 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;
  (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.

Complies
(a) The proposed pole sign, building fascia sign, and wall sign are located within the applicable zone as set out in Table C1.6.
(b) The proposed signs are compatible with the streetscape, and the variation has been considered with regard to the above criteria.
  (i) The proposed pole sign and two wall signs are located behind the building line, and the proposed building fascia sign meets most of the relevant sign standards other than vertical dimensions. The sign dimensions are demonstrated in drawing no. 22003_DA-41.
  (ii) The proposed signs are well designed and do not impact the overall building facade as the pole sign and two signs are located behind the building line along the north side of the property. The placement of these two signs are well designed and sited appropriately to minimise the visual clutter.

The proposed building fascia is approximately 8.4sqm, located on the second floor of the proposed building, and occupies less than 25% of the wall area.
  (iii) The subject site is located in Local Business Zone. It adjoins the Local Business zone towards the south and east of the property and adjoins with the residential zone towards the north and west of the property. There are multiple uses within the vicinity of the area with multiple signs. The proposed signs are compatible and will not cause any unreasonable loss of visual amenity to the surrounding areas. Therefore, the proposal does not impact surrounding properties.
  (iv) The proposed building fascia sign and the wall signs for Tenancy 1 have the same information. However, the building fascia sign is located along the front facade of the property and the wall sign is located along the north of the property.
  (v) The subject site will have eight signs; six are associated with the proposed business for the Ashley Furniture store, including one pole sign that will be shared with both tenancies. The proposed development will have eight signs and the adjacent property 163-165 Invermay Road has five signs. The density of the sign is minimal on the subject site, as most of the proposed signs are located behind the building line.
  (vi) The proposed signs are located within the site and the Invermay Road is a major road; the speed limit is 60km/h and therefore, the signs do not cause an unreasonable impact on vehicles and pedestrians safe and efficient movement.

Therefore, the proposal complies with P1.1
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.
Complies The subject site adjoins the General Residential Zone towards the west and Inner Residential Zone towards the north of the property. However, the proposed signs are not located within 2m of these zones. Therefore, the proposal complies with the acceptable solution A2.
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) 6 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.
Complies The subject site has two signs: a building fascia sign and a business directory sign on a road frontage. The proposed signs are associated with the proposed business in Tenancy 1, which results in less than six signs for a site with more than 20m of street frontage. Therefore, the proposal complies with A3.

C1.6.2 Illuminated signs

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.
Consistent Complies with performance criteria.
A1 No Acceptable Solution.
Relies on Performance Criteria
P1 An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to: (a) the location of the sign; (b) the size of the sign; (c) the intensity of the lighting; (d) the hours of operation of the sign; (e) the purpose of the sign; (f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; (g) the intended purpose of the changing message of the sign; (h) the percentage of the sign that is illuminated with changing messages; (i) proposed dwell time; and (j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.

Complies
The proposed illuminated signs are well designed and will not cause unreasonable loss of amenity to neighbouring properties or cause a distraction to drivers of motor vehicles. However, the proposal has been considered with regard to the above criteria:

(a) The location of the signs is shown in drawing no 22003_DA-21
(b) The sign sizes are demonstrated in drawing no 22003_DA-41

The intensity of the internal illumination, hours of operation and the sighting, design, and frequency is such that they do not impact the amenity of nearby residents and users of Invermay Road, as there is minimal glare nuisance for all signs regardless of visibility.

(c) The intensity of the lighting will be minimal and be snow-white LEDs. This will be ensured by placing a condition on the permit.
(d) The proposed illuminated signs will operate during the hours of the business. This will be ensured by placing a condition on the permit.
(e) The signs are for identifying the tenants of the building and goods for sale.
(f) The proposed illuminated pole and building signs are visible from the road, but the proposed illuminated wall sign and the transom signs are located along the northern side boundary and are not noticeable compared to the pole sign and the building fascia sign. The signs along Invermay Road are not expected to be more noticeable than what is present on the rest of the street. Furthermore, the proposed illuminated signs will have internal snow-white LED lighting, and the intensity of luminance level will have a luminance level of 1200 nits (4111 lumens). This will be ensured by placing a condition on the permit.
(g) The proposed signs do not change the messages.
(h) The proposed development does not include illuminated signs with changing messages.
(I) Not applicable – The proposed illuminated signs do not create the effect of flashing, or movement.
(j) The signs are visible from the road but are far enough from the travel lanes to not impact vehicle movements.

A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.

Complies
The proposed illuminated signs visible from public places do not create the effect of flashing, animation, or movement.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is:
C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
C2.1.6 To provide for parking precincts and pedestrian priority streets.

Consistent

The proposed development provides a sufficient amount of car parking and associated facilities to meet the needs of the use and development.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use
Consistent The proposed development provides an appropriate level of car parking spaces to meet the needs of the proposed use and complies with performance criteria P1.1
A1 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.
Relies on Performance Criteria The proposed development is for the construction of a building for bulky goods sales. Table C2.1 requires one car parking space per 50sqm of floor area. The proposed development has a floor area of approximately 2075.12sqm. Therefore, the proposed development requires approximately 41.5 car parking spaces. The proposed development includes 22 parking spaces and will have a shortfall of 19.5 parking spaces. Therefore, the proposal relies on performance criteria.
P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (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: 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

(g) on-street parking, having regard to the nature ofthe roads, traffic management and other uses inthe vicinity; (h) the effect on streetscape; and (i) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the useand development.
Complies The proposed development is for the construction of a building for bulky goods sales use. The proposed use requires 41.5 car parking spaces, but the proposal includes 22 onsite parking spaces and has a shortfall of 19.5 parking spaces. The variation has been considered with regard to the above. (a) The subject site has frontage to Invermay Road, and there are no off-street public parking spaces within reasonable walking distance of the site. The availability of on-street parking on either side of the road is available. The proposal was referred to Councils Infrastructure and Assets, who had no objection to the application. (b) The subject site is in Local Business Zone and adjoins with multiple uses towards the north, south, west, and east of the property. However, the sharing of off-street car parking spaces has not been considered due to the substantial availability of on-street parking. (c) The public bus stop is located approximately 100m from the subject site. The public transport availability and frequency is every 30 minutes, varies in the morning and evening peak hours, and operates frequently throughout the week. (d) There are footpaths on both sides of Invermay Road, and there is sufficient space for bicycles to travel along Invermay road. Furthermore, the subject site is close to the city, and the availability of Taxi and Uber. (e) There are no existing constraints such as building, slope, drainage, vegetation or landscaping. (f) The current occupancy of the on-street car parking within a 200m walk of the development is 38% on the weekday and 24% on the weekend. There is sufficient on-street parking if the car park is at capacity. As part of the application, the proposal has been referred to Infrastructure and Assets who had no objection to the application. (g) The subject site is located within Local Business Zone, and the siting of the proposed car parking north of the proposed building is not anticipated to be of detriment to the streetscape; and (h) An Traffic Impact Assessment by pitt&sherry has been provided, *"Comparing the size of the proposed development against similar bulky goods stores in Tasmania resulted in an expected demand of approximately eight(8) vehicles for this site during its peak period. Thus, the 22 car parking spaces supplied is expected to be sufficient".* Therefore, the proposal complies with P1.1.

C2.5.2 Bicycle parking numbers

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Consistent The proposed development provides an appropriate level of bicycle parking spaces to meet the needs of the proposed use and complies with performance acceptable solution.
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 TableC2.1.
Complies The proposed development is for the construction of a building for bulky goods sales. Table

C2.1 required one bicycle space per 500sqm of floor area. The proposed development has a floor area of approximately 2075.12sqm. Therefore, the proposed development requires approximately 4.15 bicycle parking spaces.

The proposed site plan shows the location for bicycle parking, which can accommodate five required spaces and is located within the site.

Therefore, the proposed development satisfies (a) and (b).

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Consistent Complies with performance criteria
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (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.
Relies on Performance Criteria Table C2.4 required approximately two(2) on-site motorcycle parking spaces for the proposed use. The proposed development does not include any motorcycle parking spaces. Therefore, the proposed development relies on performance criteria.
P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Complies The proposed development requires two (2) motorcycle parking spaces for the proposed use, and there has been no provision for motorcycle parking. The variation has been considered with regard to the above criteria as follows: (a) The subject site will be used primarily for Bulky Goods Sales, it is unlikely that customers will travel to the site via a motorcycle. (b) The subject site is relatively flat and has a slope of approximately 0.66% along the proposed parking area. However, the topography of the site will not impact motorcycle parking. (c) The location of the existing building on the site will not impact on the motorcycle parking, as the existing building will be demolished to accommodate the proposed building and the car parking area. (d) There are no constraints imposed by the existing development on motorcycle parking. (e) The proposed on-street car parking is estimated to have less than 50% occupancy during its peak period. The on-street car parking surrounding the site also has an occupancy of 38% on weekdays and 24% on the weekends. It is anticipated that sufficient car parking spaces will be available on-site and on the street. Therefore, the proposal complies with P1.

C2.5.4 Loading Bays

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.
Consistent Complies with acceptable solution.
A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.
Complies The proposed development has a floor area of approximately 2075.12sqm and will have two (2) occupancies; one of the two will have a floor area of approximately 1394sqm and requires one loading bay. The proposed development has provided one loading bay within site, as shown in drawing no. 22003_DA-12. Therefore, the proposed development complies with A1.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent Complies with acceptable solution.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) 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.
Complies The proposed parking, access ways, manoeuvring, and circulation spaces will be sealed with asphalt or spray seal and will be drained into the public stormwater system. This will be ensured by placing a condition on the permit. Therefore, the proposed development satisfies with (a) and (b).

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent Complies with performance criteria.
A1.1 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*.
Relies on Performance Criteria The proposed parking area has a gradient of 0.66% that is in accordance with Australian Standard AS 2890. The proposed development has an existing access way that will be entered and exited in a forward direction. The proposed parking areas, manoeuvring space, and the access way for car parking spaces have dimensions in accordance with table C2.2 and C2.3. However, the site access and circulation road do not meet the requirement of AS 2890.2 for heavy vehicles that are expected to utilise the site. Therefore relies on performance criteria.
A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (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*.
Complies The proposed development includes one disability car parking space within the proposed car parking along the northern side of the property. (a) The proposed accessible parking space has been located at the northern entrance of the proposed development and is in very close proximity to the main entry points of the building (b) The disability car parking space will be incorporated into the overall car park. (c) The disability car parking spaces will be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009. The proposal was referred to Councils Infrastructure and Assets team, who had no objection to the application, and conditions will be applied to the permit to meet Australian standards. Therefore, the proposed development complies with A1.2
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: (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; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking* and *AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*
Complies The proposed parking, access ways, manoeuvring and circulation spaces will be designed and readily identifiable to provide convenient, safe and efficient parking. The variation has been considered with regard to the above criteria as follows: (a) The subject site is anticipated for garbage trucks to occasionally access the site to empty the skip bins. (b) The site is on a flat grade, the site dimensions are limited, which restricts heavy

vehicle movements without substantially impacting the building footprint.
(c) The proposed parking area, and access way will have asphalt or spray seal surface and therefore considered to be useable in all weather conditions.
(d) The proposed development included a footpath on the site adjoining the proposed car parking area, and the subject site adjoins with on street footpath, which can access the proposed footpath within site.
(e) The proposed development is for Bulky Goods Sales use and it is necessary for heavy vehicles to occasionally access the site.
(f) Heavy vehicles would consist of 8.8m MRV, which is typical for garbage collection. Heavy vehicle movements would not be undertaken on a regular basis. It is considered suitable to manoeuvre on the site before 7 AM and after 7 PM. This will be ensured by recommending a condition on the permit.
(g) The proposed car park layout and operations have been assessed as part of the TIA report and is expected to provide convenient, safe and efficient parking for all users. The proposed development included one dedicated disability parking area, which complies with clause C2.6.2 A1.2.
(h) The proposed medium vehicles manoeuvre is considered suitable at times when low traffic volumes would be experienced on Invermay Road. The nature of the traffic in the surrounding area is light vehicles. However, a condition will be placed on the permit to show swept paths that allow MRV to manoeuvre on site.
(i) Parking areas will be delineated with standard paint decals and/or dots.
(j) The proposed car park layout and operations have been assessed as part of the TIA report and is expected to provide convenient, safe and efficient parking for all users. Furthermore, the proposed development has been referred to Infrastructure and Assets, who had no objection.

Therefore, the proposal complies with P1.

C2.6.3 Number of accesses for vehicles

That: (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; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Consistent Complies with acceptable solution
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
Complies The subject site will have one access that has frontage to Invermay Road. Therefore, the proposed development satisfies (a).

C2.6.5 Pedestrian access

That pedestrian access within parking areas is provided in a safe and convenient manner.
Consistent Complies with acceptable solution
A1.1 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.
Complies The proposed development requires 41.5 on-site car parking spaces for the proposed use. The proposal includes 22 car parking spaces, including one loading bay. The 22 car parking spaces are located along the northern side of the property and include more than 1.6m wide footpath with a horizontal distance of more than 5.4m from the access ways. Therefore, the proposed development satisfies (a) (i).
A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.
Complies The proposed development provides a 1.65m wide footpath with a gradient of approximately 0.66% from the spaces to the entry point to the building. Therefore, the proposed development complies with A1.2

C2.6.6 Loading bays

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Consistent Complies with performance criteria
A1 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.
Relies on Performance Criteria The proposed development provides a loading bay for courier vans that have been designed in accordance with AS2890.2. However, the access way is not designed to accommodate the use for MRVs and HRVs, and the proposed development does not provide a loading bay for such vehicles. Therefore, the proposed development relies on performance criteria.
P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
Complies (a) No loading bay is provided for MRVs or HRVs. However, these vehicles will only access the site outside of opening hours and thus car park in the circulation road, which is sufficiently dimensioned to cater for such vehicles. The application has been referred to Infrastructure and assets, who had no objection to the proposed development. (b) The proposed development is for Bulky goods Sales and it is necessary for heavy vehicles to occasionally access the site. (c) MRVs will only access the site for rubbish collection, which will likely occur once per week. HRVs will only access the site during the changeover of the showroom floor, which is likely to happen only a few times per year, as such; the arrangement in

which these vehicles will reverse into the site outside of opening hours is expected to be suitable. This will be ensured by recommending a condition on the permit. (d) MRVs can utilise the full extent of the circulation road at certain hours of the day. (e) The topography of the site is not anticipated to impact parking of MRVs. (f) Existing buildings on the site are proposed to be demolished and thus will not impact parking of MRVs; and g) No constraints on MRV parking is imposed by existing development. Therefore, the proposed development complies with P1.
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in aforward direction in accordance with *Australian Standard AS 2890.2 - 2002, Parking Facilities, Part2: Parking facilities - Off-street commercial vehicle facilities.*
Relies on Performance Criteria The proposed MRVs and HRVs cannot enter and exit the site in a forward direction. Therefore, the proposed development relies on performance criteria.
P2 Access for commercial vehicles to and from the sitemust be safe, having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope,drainage, vegetation, parking and landscaping.
Complies (a) Heavy vehicles travelling to and from the site will consist of MRVs and HRVs, for garbage collection and delivery of large goods, respectively, as these vehicles will reverse into the site outside of tenancy opening hours during times in which the number of vehicles on Invermay Road is significantly lower, ingress and egress of such vehicles to and from the site is expected to be safe. (b) The proposed development is for Bulky goods Sales and it is necessary for heavy vehicles to occasionally access the site. (c) MRVs will only access the site for rubbish collection, which will likely occur once per week. HRVs will only access the site during the changeover of the showroom floor, which is likely to happen only a few times per year, as such; the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable. This will be ensured by placing a condition on the permit. (d) MRVs can utilise the full extent of the circulation road outside hours. Infrastructure and Assets placed a condition to ensure the safe and efficient delivery and collection of goods. (e) The subject site has frontage to Invermay Road and the proposed reversing movements of MRVs into the site will occur when no vehicles will be entering the site. Traffic volumes on Invermay Road in the vicinity of the site are low during the proposed times before 7 am and after 7 pm. This will be ensured by recomending a condition on the permit. (f) The reversing of trucks into the site outside of tenancy operating hours (before 7 am and after 7 pm) coincides with low traffic volumes on Invermay Road as such, little detriment to the efficiency of the surrounding road network during these manoeuvres is anticipated. (g) The proposed development is for the demolition of existing buildings to accommodate the proposed development. Therefore, no constraints exist, such as existing buildings, slope, drainage, vegetation, parking, and landscaping.

Therefore, the proposed development complies with P2.

C2.6.8 Siting of parking and turning areas

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.
Consistent Complies with the acceptable solution.
A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.
Complies The proposed development is located within Local Business Zone, and the proposed parking spaces and vehicle turning area are located behind the building line, as demonstrated in drawing no. 22003_DA-12. Therefore, the proposal complies with A1.

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Consistent The proposed development will not have a negative impact on any road or railway network.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

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.
Consistent Complies with performance criteria.
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.
Complies The proposed development includes a new vehicle crossing to serve the proposed use and development. As part of the application process, the development has been referred to the councils Infrastructure and Assets department, who is the road authority for the Invermay Road. The road authority has provided written consent to create a new crossover and standard conditions have been placed on the permit.
A1.4 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 licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.
Relies on Performance Criteria The proposed development includes 22 car parking spaces, including one accessible car parking space and one loading bay. The subject site will have one access way. The vehicular traffic movement for the proposed use will increase traffic by more than 10 vehicles

per day. Therefore, the proposed development relies on performance criteria.
A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.
Relies on Performance Criteria The proposed vehicular traffic for the proposed car parking spaces are able to enter and leave the major road in a forward direction. However, there isn't sufficient room such that MRVs can enter and exit the site in a forward direction. Therefore, the proposed development relies on performance criteria.
P1 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.
Complies The proposed vehicular traffic to and from the site will be minimum as the subject site has limited parking space and does not adversely impact the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road. The vehicular traffic movement for the proposed use will increase traffic by more than 10 vehicles per day. The variation has been considered with regard to the above criteria as follows (a) The traffic to and from the site is anticipated to account for less than 2.5% of traffic on Invermay Road, which is expected to be very conservative, it is not expected to have an adverse impact on the safety of the newly proposed vehicle crossing. (b) The traffic generated by the use will be motor vehicles, the nature of the traffic generated by the use is expected to be consistent with the traffic on Invermay Road. As Invermay Road currently carries 16,000 vehicles per day and is subject to heavy vehicles, the nature of the traffic generated by the use is expected to be consistent with the traffic already on Invermay Road. (c) Invermay Road provides wide trafficable lanes and a central median and thus enables the safe and efficient ingress and egress of light vehicles to and from the site. (d) Invermay Road, in the vicinity of the site, is subject to a speed limit of 60km/h, which is expected to be consistent with the safe ingress and egress of traffic to and from the site. However is not expected to largely impact the operation and efficiency of Invermay Road. The proposed MRVs into the site will be outside of tenancy operating hours (before 7 AM and after 7 PM), this will be ensured by placing a condition on the permit. (e) No alternative access to Invermay Road is provided as part of the development. (f) The proposed development is located in the Local Business zone and will employ more local workers. (g) The proposed development included a traffic impact assessment which outlines the additional traffic generated by the proposed use and development. • *The additional traffic volumes generated by the development are low and expected to have minimal impact on the safety and operation of the surrounding road network* • *The development will provide a total of 22 car parking spaces for the development which does not comply with the Planning Scheme requirements. However, due to the anticipated use of the site and availability of on-street*

- *parking in the vicinity of the site, the proposed number of car parks is expected to be adequate*
- *The layout of car parking on site meets the requirements of AS 2890.1, noting use of the full aisle width for vehicles accessing parallel car parking spaces*
- *One DDA accessible car parking space has been provided, per the requirements of the National Construction Code, and is designed to meet the requirements of AS 2890.6*
- *A 5 hoop bicycle stand has been provided east of the customer car parking spaces, which should be designed to meet the requirements AS2890.3*
- *The SISD along Invermay Road at the site access exceeds the requirements set out in the Austroads Guide Part 4A*
- *The loading bay is sufficiently dimensioned for use by courier vans; and*
- *MRVs used for rubbish collection are required to reverse into the site based on swept path assessment. Vehicles larger than a HRV cannot enter the site. MRVs should enter the site prior to 7am and after 8pm on weekdays and prior to 8am or after 8pm on weekends. During these times and noting the infrequency of these vehicles to and from the site, such movements are expected to have minimal impact on the surrounding road network.* However, a condition will be placed on the permit to show swept paths that allow MRV to manoeuvre on site.

(h) The proposal was referred to Infrastructure and assets, who had no objection.

Therefore, the proposed development complies with performance criteria.

C14.0 Potentially Contaminated Land Code

The purpose of the Potentially Contaminated Land Code is: C14.1.1 To ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.
Consistent A site investigation was completed by es&d environmental service & design on 21/12/2021 that confirmed that the site has no potential exposure to dry cleaner, mechanical workshop, plastic, aluminium, engine works and underground/above storage tanks. The potential soil impacts associated with the former tanks, dry cleaning and the car yard are not likely to be contaminated. However, the report recommended that the development will not adversely impact the human health or the environment.

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

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.
Consistent
A1 Excavation, excluding on land subject to the *Macquarie Point Development Corporation Act 2012,* must involve less than 250m^3 of site disturbance.
Relies on Performance Criteria The proposed development may exceed more than 250m3 of site disturbance to accommodate the proposed development. Therefore, it relies on performance criteria.
P1 Excavation, excluding on land subject to the *Macquarie Point Development Corporation Act 2012,* must not have an adverse impact on human health or the environment, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; (b) an environmental site assessment that demonstrates that the level of contamination

does not present a risk to human health or the environment; or (c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes: (i) any specific remediation and protection measures required to be implemented before excavation commences; and (ii) a statement that the excavation does not adversely impact on human health or the environment.
Complies A site investigation was completed by es&d environmental service & design on 21/12/2021 that confirmed that the site has no potential exposure to dry cleaner, mechanical workshop, plastic, aluminium, engine works and underground/above storage tanks. The potential soil impacts associated with the former tanks, dry cleaning and the car yard are not likely to be contaminated. However, es&d environmental service & design report recommended following conditions to manage and mitigate any potential risk. • *All excavated soil intended to be removed from the site must be stockpiled in piles not greater than 25 cubic metres and tested by a suitably qualified environmental consultant to classify the soil for disposal prior to removal of the soil from site. If soil does not meet Level 1 (fill material) classification, it may only be removed from the site once written approval for disposal has been granted by EPA Tasmania. Soil can otherwise be reused on the site.* The report also provided a statement that *the "excavation does not adversely impact on human health or the environment".* Therefore, it complies with P1(c) of the clause

C16.0 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code 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.
Consistent The proposed development is not more than the AHD height that specified in the relevant obstacle limitation area. The specified Australian Height Datum is 320.67m, and the proposed development will have less than the specified AHD, approximately 9m. Therefore, the proposal is exempt under clause C16.4.1 of the scheme.

LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan

The purpose of the Invermay/Inveresk Flood Inundation Specific Area Plan is: LAU-S10.1.1 To reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area. LAU-S10.1.2 To require that new development is sited and designed to minimise the impact of flooding. LAU- S10.1.3 To require the consideration of the siting, design and emergency response capability of new development on land subject to flood inundation.
Consistent A flood assessment was completed by pitt&sherry on 26/10/2022 that confirmed that the facility would be subject to flood inundation, with damage to the structure and loss of stock likely. The pitt&sherry report recommended that the development must be designed to be flood compatible and flood resilient for the ground floors.

Furthermore, the proposal meets the local area objectivise (Clause LAU-S10.3.1.5) of the SAP, as no residential use is proposed and no significant community infrastructure.

LAU-S10.6 Use Standards

To prevent unacceptable uses from establishing in areas subject to, or isolated by, flood inundation.
Consistent The proposal complies with the acceptable solutions.
A1 Use, must not be for: (a) Education and Occasional Care, excluding in the Inveresk Cultural Precinct; (b) Emergency Services; or (c) Hospital Services.
Complies The proposal is for Bulky Goods Sales.
A2 Use must not be for Residential use, excluding: (a) a single dwelling in the Invermay Residential or Inveresk Residential precincts; (b) a multiple dwelling in the Invermay Residential Precinct; or (c) associated with and supporting the educational activities within the Inveresk Cultural Precinct.
Complies The proposal does not include residential use.
A3 Use must not be for Community Meeting and Entertainment in the Riveredge Industrial or Inveresk Residential precincts, excluding a museum in the Riveredge Industrial Precinct; and located in the Light Industrial Zone or Commercial Zone.
Complies The proposal is for Bulky Goods Sales in Invermay Road Commercial Precinct.

LAU-S10.7 Development Standards for Buildings and Works

LAU-S10.7.2 Flood impact

P1 No Performance Criterion.
A1 Floor levels of all habitable rooms within the Residential Use Class must be not less than 3.7m AHD.
Complies The proposal does not include habitable rooms and is not for the residential use class.
A3 All buildings not in the Residential Use Class must have a: (a) floor level of not less than 3.4m AHD; and (b) gross floor area of not more than: (i) 400m²; or (ii) 10% more than that existing or approved on the 1st January 2008.
Relies on Performance Criteria The proposed development has a floor height of 2.3m AHD, with a gross floor area of more than 400sqm, approximately 2075.12sqm. Therefore, the proposed development relies on performance criteria.
P3 Buildings not in the Residential Use Class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must: (a) detail: (i) the risks to life; (ii) the likely impact on the use or development; and (iii) how the use or development will manage the risk to tolerable levels, during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP, 2% AEP or a 1% AEP flood event; and (b) consider the following:

(i) the likely velocity and depth of flood waters; (ii) the need to locate electrical equipment and other fittings above the 1% AEP flood level; (iii) the likely effect of the use or development on flood characteristics; (iv) the development and incorporation of evacuation plans into emergency management procedures for the precinct; and (v) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.
Complies The proposal is consistent with the hydrological report and emergency plan and this will be included in the endorsed documents. Flood Assessment recommendations: • *Ensure the floor level of the structure is raised above the surrounding area. A minimum of 300mm height above natural ground is recommended to ensure minor flows do not enter the building* • *The structure is to be designed to withstand hydrodynamic loading up to 1.5m/s. Flow may originate from any direction so all faces of the structure should consider this load* • *The structure is to be designed to withstand hydrostatic loading up to 5.35m AHD. A conservative approach of assuming the inside of the building is dry and the outside wet should be adopted* • *All critical infrastructure such as critical electrical components, HVAC, etc. should be installed at a level of 5.85 m AHD (5.35m AHD plus 0.5m freeboard). Any floor other than the ground floor would be appropriate* • *Consider an elevated storage area where critical items can be stored (i.e., the mezzanine); and* • *Prepare and update the flood emergency management plan (a draft plan has been provided in Appendix C) to firstly; manage risk to life and secondly, to minimise economic loss.*

PLANNING REPORT

Pharos Developments Pty Ltd

Warehouse

167-171 Invermay Road, Launceston

NOVEMBER 2022

JMG Engineers & Planners

Engineers & Planners

Johnstone McGee & Gandy Pty Ltd
ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE
117 Harrington Street
Hobart TAS 7000
Phone (03) 6231 2555
infohbt@jmg.net.au

LAUNCESTON OFFICE
49-51 Elizabeth Street
Launceston TAS 7250
Phone (03) 6334 5548
infoltn@jmg.net.au

Issuing Office: 117 Harrington Street, Hobart 7000
JMG Project No.

Document Issue Status

Ver.	Issue Date	Description	Originator		Checked		Approved	
1	Oct 2022	Draft Planning Report	KH	27/11	AF	27/10	MSC	14/11

TABLE OF CONTENTS

Executive Summary

This report has been prepared in support of a Planning Application for the development of land at 167-171 Invermay Road, Launceston (CT 40007/1, CT 92817/2 & CT 92817/1).

This proposal seeks approval for the demolition of the existing one-storey office and garage, the construction of a new two-storey multi-tenant warehouse building, and the modification of the existing car viewing space to a car park and associated civil works.

The development is on land zoned 'Local Business' with the current use classed as 'Bulky goods sales' – motor vehicle sales with a subservient use of vehicle repairs.

The site is subject to the *Safeguarding of Airports Code* overlay, the *Invermay/Inveresk Flood Inundation Specific Area Plan* overlay, and the *Invermay/Inveresk Flood Inundation Specific Area Plan Local Area Objectives* overlay.

Due to the existing and previous Use the land is considered to be potentially contaminated.

The proposal has been considered against the development standards of the Local Business zone (Clause 14.0) and the proposal generates the following discretions under the *Tasmanian Planning Scheme - Launceston* (the Scheme):

Local Business Zone

- Clause 14.3.3 Retail impact - P1

Codes

- C1.6.1 Design and siting of signs – P1
- C1.6.2 Illuminated signs – P1
- C2.5.1 Car Parking Numbers - P1
- C2.5.3 Motorcycle parking numbers – P1
- C2.6.2 Design and layout of parking areas – P1
- C2.6.6 Loading Bays – P1 P2
- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction – P1
- C14.6.1 Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012 – P1

Specific Area Plans

- S10.7.2 Flood Impact - P3

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria. The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

1 Introduction

Johnstone McGee and Gandy Pty Ltd (JMG) have been engaged by Pharos Developments Pty Ltd to prepare a planning application for the demolition of existing buildings (and associated car parking) and the erection of a new two-storey warehouse and car park located 167-171 Invermay Road, Launceston (the "Site" – refer to figure 1).

This new building will require a change of use.

The application seeks approval under s.51 and s.57 of the *Land Use Planning and Approvals Act 1993*. The application is to be lodged with the Launceston City Council for assessment. This report details the proposed development and provides an assessment against the provisions of the *Tasmanian Planning Scheme - Launceston* ('the Planning Scheme').

2 Site Location & Context

The subject site is located at 167-171 Invermay Road, Launceston and is part of a group of titles that form a vehicle car sales and garage business (Figure 1).

The site is located on the western side of Invermay across from the Invermay Road, Bryan Street intersection (Figure 1). It is comprised of (3) rectangular lots that are perpendicular to the road. The proposed site currently has an area of 2,773m^2 with an (approx.) 48m frontage onto Invermay Road.

All titles which comprise the 'Site' [CT 40007/1, CT 92817/2 & CT 92817/1] will be consolidated at a later date.

For full details, refer to the Titles (Table 1) in Appendix A.

Table 1 - Titles Subject to Development at 167-171 Invermay Road, Launceston

Property	Title Reference	Owner	Use
167-171 Invermay Road	PID 7562604 CT 40007/1	IERAPETRA PROPERTIES PTY LTD	Vehicle sales and vehicle storage. Will remain a car park.
167-171 Invermay Road	PID 7562604 CT 92817/2	IERAPETRA PROPERTIES PTY LTD	Vehicle sales showroom/offices and vehicle storage. The building is to be demolished and replaced by a warehouse.
167-171 Invermay Road	PID 7562604 CT 92817/1	IERAPETRA PROPERTIES PTY LTD	Garage and vehicle sales. The garage is to be demolished and replaced by a warehouse.
Invermay Road	N/A	City of Launceston	Two crossovers are to be reinstated and a new crossover is proposed. Removal/relocation of Telstra pay phone.

The proposed development is for a double tenancy 'Bulky goods sales' warehouse-style building with both tenancies exceeding 250m^2 (Appendix B).

The site (in its entirety) has been occupied by a car dealership (vehicle sales) and associated garage for over 20 years.

The site is fully serviced.

A preliminary site investigation conducted in January 2022 determined that the site to be demolished and upon which the new building is to be erected is suitable for the proposed development after rectification works (Appendix D).

Adjacent sites to the south (and across the road) also zone Local business. Adjacent sites to the north and west are zone Inner residential and are a mix of private and social housing.

Adjacent to the property (west) is Crown Land Authority land owned, vested or managed by a Commonwealth, State or Local Government Authority or Government Business Enterprise: this land is categorised as *Housing Tasmania* (State Authority).

The nearest bus stops on Invermay Road, Stop 5, is located approximately 100m south of the site. Both stops provide a pull over area, bus flags and tactile ground surface indicators. Buses travelling in both directions stop approximately once per 5 minutes at the stop.

Pedestrian footpaths are provided on both sides of Invermay Road and all streets in the vicinity of the site.

A signalised pedestrian crossing is provided directly south of the site on Invermay Road. Furthermore, a pedestrian crossing with kerb outstands and a pedestrian median is provided approximately 100m north of the site.

No bicycle-specific infrastructure is provided in the vicinity of the site, however, due to the width of Invermay Road, it is expected that cyclists can share the road with other vehicles.

The site is located approximately 1.5km north of the Launceston Central Business District. To the south and east, there are lots zoned *Local Business* with the *Commercial zone* running along Invermay Road (south) until the end of the Road. To the north and on the same side of the rise (after several inner residential titles) is a continuation of the *Local Business* zone.

Figure 1: 167-171 Invermay Road Launceston, subject site in blue, (source: LISTmap 07/04/2022).

3 Proposed Use & Development

The proposal seeks approval for the construction of a new commercial warehouse building and associated car park on a fully serviced urban lot within an established Commercial/Business area of Launceston. The building will have a footprint of approx. 1697.4m^2 and a gross floor area of approx. 2090.37m^2.

Demolition of all existing buildings (shed, workshop and house used as office/display room) and car parking/car display areas is required. Services will be removed/altered to facilitate the erection of the new building

Specifically, the proposal includes:

- Demolition:
  - The existing one-storey commercial building – vehicle sales;
  - The existing one-storey garage building & shed; and
  - Existing hard stand areas (vehicle storage and/or sales).
- Construction of a new two-storey commercial building:
  - Tenancy one (with mezzanine) - approx. 1394.43m^2;
  - Tenancy two - approx. 695.94m^2.
- Modification to the existing hard stand area to construct a compliant car park
  - 22 car parking spaces (1 DDA compliant); and
  - 6 bicycle parking spaces.
- Relocation of an existing Telstra phone box
- Civil works including:
  - Reinstatement of two existing crossovers onto Invermay Road;
  - New crossover (to the proposed car park);
  - New kerb and channel; and
  - Modification of the connections to the existing services.

The operating hours of the two tenancies will be:

Tenancy	Monday-Friday	Saturday	Sunday/Public Holidays
Retail #1	8:00 am – 6:00 pm	9:00 am – 5:00 pm	10: am – 5:00 pm
Retail #2	8:00 am – 6:00 pm	9:00 am – 5:00 pm	10: am – 5:00 pm

Access to the site will be via a new access at the northeast corner of the site, which replaces the two existing site accesses. New kerb and channel are required where two crossovers are to be reinstated (see drawing 22003_DA-11, Appendix B).

The car park will be shared by the two commercial tenancies (see drawing 22003_DA-12, Appendix B). The car park layout and concept services are available in Appendix C.

New signage is proposed which includes a pylon sign and signs affixed to the facade of the building and visible from the street or car park (see drawing 22003_DA-41, Appendix B).

An Environmental Site Assessment Report has been undertaken as the existing use was deemed to have contamination potential (Appendix D).

The development proposes to provide 19, 90-degree car parking spaces located along the northern side of the building, of which one is a DDA-accessible car parking space. There is one space marked as a loading bay, but this would only operate out of hours and can be used for parking whilst the showrooms are open. A further three parallel staff car parking spaces are located on the northern boundary of the site, north of the circulation road.

A Traffic and Parking Assessment has been undertaken (Appendix E).

As the site is subject to the flooding overlay a Flood Assessment Report has been generated (Appendix F).

4 Policy Assessment

The development site is located on land zoned 'Local Business' with adjacent properties to the south also 'Local Business'; the zone to the north is 'Inner Residential (Figure 2). Further north land is zoned 'Local Business' while further south, along Invermay Road, the land is zone 'Commercial'.

The site is subject to the Airport obstacle limitation area and therefore must be assessed against the Safeguarding of airports code.

The site is subject to the Invermay/Inveresk Flood Inundation Specific Area Plan Local Area Objective overlay [LAU-S10.3.1.2], Invermay/Inveresk Flood Inundation Specific Area Plan [LAU-S10.0] and Invermay/Inveresk Flood Inundation Specific Area Plan Local Area Objective [LAU-S10.3.1.5]. The class of the overlay is class '5' - Invermay Road Commercial' (see Figure 3).

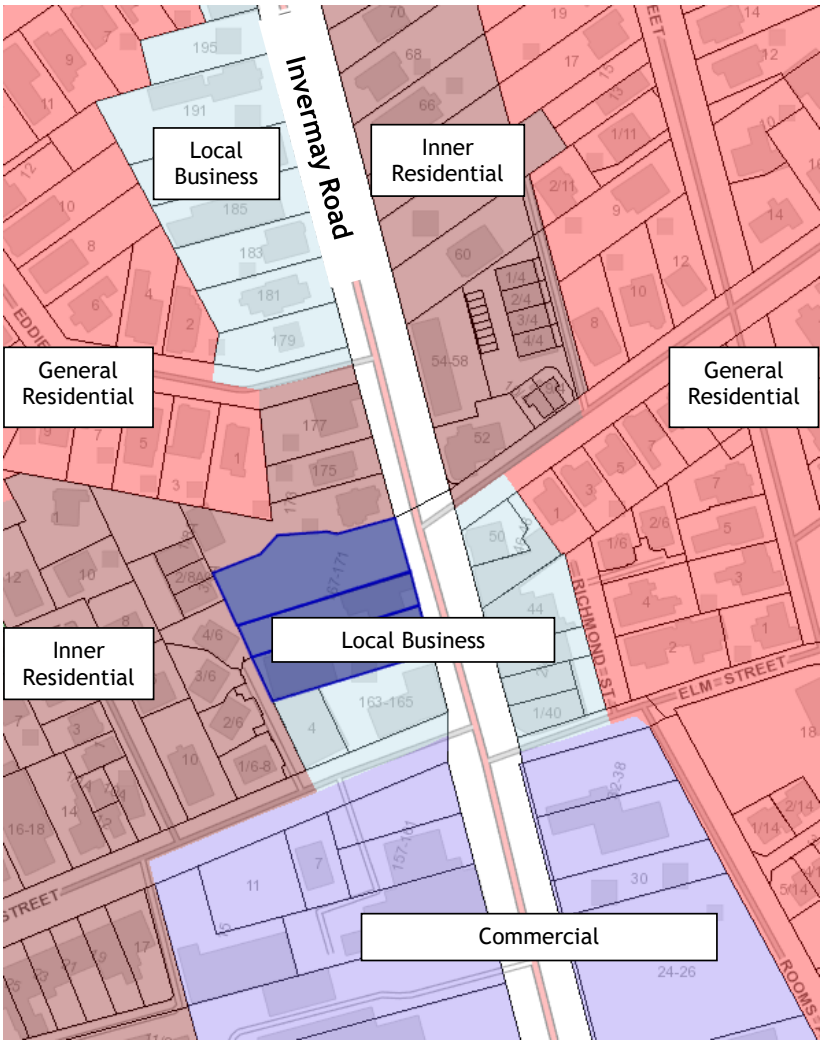


Figure 2: Land use zoning - site outlined in blue (source: LISTmap 08/04/2022).

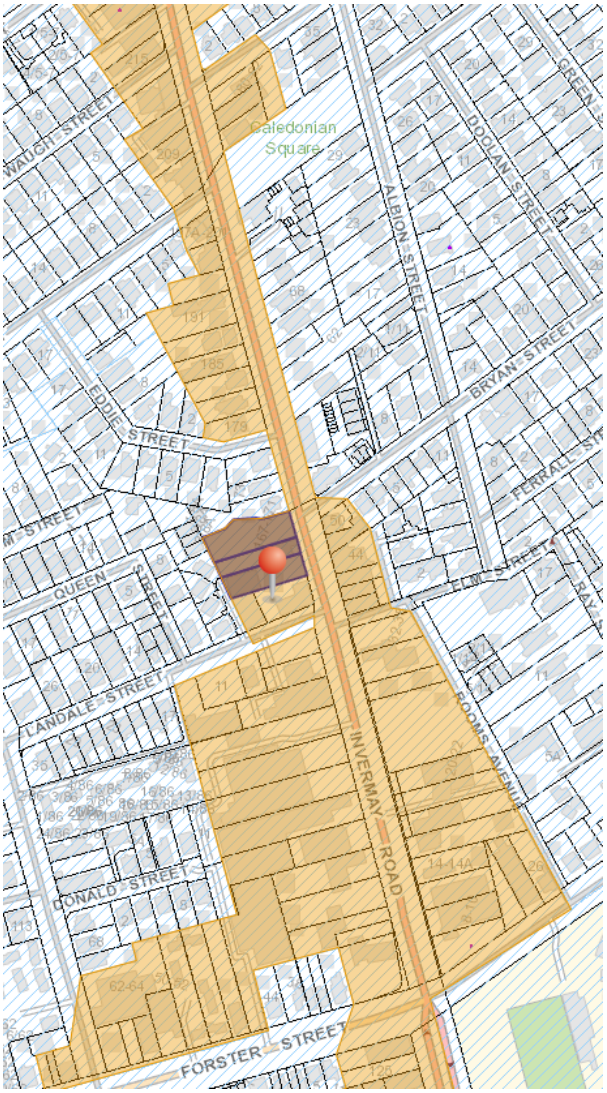


Figure 3: Invermay/Inveresk Flood Inundation Area overlay (class 5), *Tasmanian Planning Scheme - Launceston* with the site outlined in blue (source: LISTmap 26/010/2022).

The nature of the proposal and the location of the site requires that the proposal be considered against the following Scheme elements:

- 14.0 Local Business Zone;
- C1.0 Signs Code;
- C2.0 Parking and Sustainable Transport Code;
- C3.0 Road and Railway Assets Code;
- C14.0 Potentially Contaminated Land Code;
- C16.0 Safeguarding of Airports Code; and
- S10.0 Invermay/Inveresk Flood Inundation SAP.

4.1 Demolition

As per *Clause 7.9.1 Demolition* of the Tasmanian Planning Scheme, the proposed demolition is not approved as part of another development nor Prohibited by another provision in the planning scheme, or the Local Historic Heritage Code applies, an application for demolition is Permitted and a permit must be granted subject to any conditions and restrictions specified in *Clause 6.11.2* of the said planning scheme.

A demolition plan has been provided (drawing 220003_DA-11, Appendix B).

4.2 Tasmanian Planning Scheme

14.0 Local Business Zone

The entire site is currently zoned 'Local Business'.

The use for the proposed building can be categorised as a two-tenancy 'Bulky Goods Sales'.

There are no *local area objectives* nor is there a *desired future character* statement.

14.1 Zone Purpose

The purpose of the Local Business Zone is:

14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.

14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.

14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.

14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

The proposal is for 'Bulky Goods Sales' (business) which meets the needs of the local area as such the proposal complies with 14.1.1.

An activity centre means a place that provides a focus on retail, commercial, services, employment and social interaction in cities and towns. The activity centre hierarchy is defined in the relevant regional land use strategy: the *Northern Tasmania Regional Land Use Strategy* (declared 23 June 2021) identifies Launceston to the south as the Principal Activity Centre (PAC) and Mowbray, a Major Activity Centres (MAC), to the north of Invermay. Invermay is not specifically listed but could be considered a Neighbourhood Centre as it contains an independent supermarket (across the road) and is surrounded by a small range of specialty shops.

The type and scale of use and development will not compromise or distort the activity centre hierarchy as the building tenants will be seeking a building of this scale at this location which is not available at other locations with uses that do not detract from the existing hierarchy as such the proposal complies with 14.1.2.

Pedestrian engagement is encouraged with active frontages and shop windows visible from the street and the car park as such 24.1.3 is met.

14.1.4 is not considered applicable as it does not put forward a residential development.

14.2 Use Table

The proposed development consists of two tenancies. The tenancies are classed as 'Bulky Goods Sales'. This use class is defined as *use of land for the sale of heavy or bulky goods which require a large area for handling, storage and display*.

According to 14.2 Use Table 'Bulky Goods Sales' is a Permitted use in the Local Business zone.

14.3 Use Standards

14.3.1 All uses

A1 *Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	*P1* ***

The site is within 50m of a General Residential and Inner Residential zone as such an assessment is required.

Tenancy	Monday-Friday	Saturday	Sunday/Public Holidays
Retail #1	8:00 am - 6:00 pm	9:00 am - 5:00 pm	10: am - 5:00 pm
Retail #2	8:00 am - 6:00 pm	9:00 am - 5:00 pm	10: am - 5:00 pm

The proposed facility will operate within the hours specified as such the proposal is deemed to comply with the acceptable solution (A1).

A2 *External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:* *(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.*	*P2* ***

The site is within 50m of a General Residential and Inner Residential zone as such an assessment is required.

The proposed facility will not operate within the hours of 11.00 pm to 6.00 am therefore external lighting, excluding security lighting, will be turned off outside these hours (a); and security lighting will be baffled (b) where applicable so that direct light does not extend into the adjoining property in either Residential zone.

The proposal is therefore deemed to comply with the acceptable solution (A2).

A3 *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	*P3* ***

Commercial vehicles (trucks) will be limited from 7:00 am to 9:00 pm Monday to Saturday and 8:00 am to 9:00 pm Sunday and on public holidays.

The proposal is therefore deemed to comply with the acceptable solution (A3).

14.3.2 Discretionary uses

The use is Permitted therefore this clause is not considered applicable.

14.3.3 Retail impact

Objective: That retail uses do not compromise or distort the activity centre hierarchy.	
A1 *The gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not more than 250m^2 per tenancy.*	*P1* *Bulky Goods Sales and General Retail and Hire uses must not compromise or distort the activity centre hierarchy, having regard to:* *(a) the extent that the proposed use impacts on other activity centres;* *(b) the extent that the proposed use impacts on other activity centres; and* *(c) any relevant local area objectives contained within the relevant Local Provisions Schedule.*

The use for the proposed building can be categorised as multiple tenancy 'Bulky goods sales' with each tenancy to have a gross floor area greater than 250m^2 as such a performance-based assessment is required.

The Local Business Zone represents the lowest-order business zone and provides the functions for the local shopping strips and the town centres of smaller settlements.

The proposed use does not impact significantly on other activity centres as it provides additional functions within the local shopping strip along Invermay Road by replacing a Car Sales use which is accommodated in other activity centres (a);

The proposed use offers two additional Bulky Goods Sales commercial spaces which are suited to small-scale floor areas (over large floor area businesses which can be accommodated in the Commercial zone) and do not remove use from other activity centres (b); and

There are no relevant local area objectives contained within the relevant Local Provisions Schedule (c).

The proposal is therefore able to meet the performance criteria (P1).

14.4 Development Standards for Buildings and Works

14.4.1 Building height

A1	*P1*
Building height must be not more than 9m.	***

The proposed two-storey building is 8m in height at its maximum with the roof-top infrastructure an additional 1m such that the proposal is capable of meeting the acceptable solution of 9m (see drawing 22003_DA-21, Appendix B) this arrangement is also demonstrated in the cross-section provided (see drawing 22002_DA-31, Appendix B).

The proposal is therefore deemed to comply with the acceptable solution (A1).

14.4.2 Setbacks

A1 *Buildings must be:* *(a) built to the frontage at ground level; or* *(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.*	*P1* ***

As demonstrated in the Ground Floor Plan (drawing 2003_DA-12, Appendix B) the building will be built to the frontage at ground level.

The proposal is therefore deemed to comply with the acceptable solution (A1).

A2 *Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, of not less than:* *(a) 4m; or* *(b) half the wall height of the building,* *whichever is the greater.*	*P2* ***

As demonstrated in the Ground Floor Plan (drawing 2003_DA-12, Appendix B) the building will have a 4m setback from the common boundary with the rear General Residential zone and an 11.4m setback from the common boundary with the adjoining Inner Residential zone.

The building's wall height is 8m as such half the wall height of the building is 4m.

The proposal is therefore deemed to comply with the Acceptable Solution (A2).

A3 *Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.1*	*P3* ***

As demonstrated on the Roof Plan (drawing 2003_DA-14, Appendix B) the roof top plant deck is over 10m from both the *General Residential Zone* (to the rear) and the *Inner Residential Zone* (to the north) – at the closest extent it is 21m.

The proposal is therefore deemed to comply with the Acceptable Solution (A3).

14.4.3 Design

A1 *New buildings must be designed to satisfy all the following:* *(a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;* *(b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;*	*P1* *New buildings must be designed to be compatible with the streetscape, having regard to:* *(a) 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) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and *(d) provide external lighting to illuminate external vehicle parking areas and pathways.*	*(b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure including lift structures; and* *(c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.*

As demonstrated (see drawing 2003_DA-12 and drawing 2003_DA-21, Appendix B) the roof-top mechanical plant and service infrastructure, including the lift structure, are positioned on the roof rather than within it therefore a performance-based solution is required.

The visual impact of the mechanical plant and service infrastructure will be minimal when viewed from the street or other public places due to the location of the plant deck on top of the building (approx. 19.2m from the front and 10.2 from the rear) and that it is screened (a);

The new building does not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places. (b); and

There external lighting to illuminate external vehicle parking areas and pathways is to be provided (c).

A2 *New buildings or alterations to an existing façade must be designed to satisfy all of the following:* *(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;* *(b) if for a ground floor level façade facing a frontage:* *(i) have not less than 40% of the total surface area consisting of windows or doorways; or* *(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;* *(c) if for a ground floor level façade facing a frontage must:* *(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or* *(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and* *(d) provide awnings over a public footpath if existing on the site or on adjoining properties.*	*P2* ***

The proposal is for a new non-residential building with ground floor use(s).

A pedestrian entrance to the building is visible from the road and publicly accessible areas of the site (a);

The ground floor level faced facing a frontage will have greater than 40% of the total surface area consisting of windows or doorways (b)(i) and will not include a single length of blank wall greater than 30% of the length of the façade on that frontage (c)(i); and

There is no existing building or adjoining buildings with an awning, therefore, sub-clause (d) is not applicable however awnings have been provided over the entrance along Invermay Road and an eve/awning provides detail for the second floor along building facades.

The proposal is therefore deemed to comply with the acceptable solution (A2).

14.4.4 Fencing

A1 *No Acceptable Solution.*	*P1* *A fence (including a free-standing wall) within 4.5m of a frontage must contribute positively to the streetscape, having regard to:* *(a) its height, design, location and extent;*

	(b) its degree of transparency; and *(c) the proposed materials and construction.*

No new fencing is proposed within 4.5m of the frontage as such this clause is not considered applicable.

A2 *Common boundary fences with a property in a General Residential Zone, Inner Residential Zone or Low Density Zone, if not within 4.5m of a frontage, must:* *(a) have a height above existing ground level of not more than 2.1m; and* *(b) not contain barbed wire.*	*P2* ***

No new fencing is proposed. Replacement fencing (if required) will no have a height above the existing ground level of greater than 2.1m (a) and will not contain barbed wire (b).

The proposal is therefore deemed to comply with the acceptable solution (A2).

14.4.5 Outdoor storage areas

Objective: *That outdoor storage areas for non-residential use do not detract from the appearance of the site or surrounding area.*	
A1 *Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.*	*P1* *Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.*

The outdoor storage areas (refuse bins) are not visible from the street due to the shape of the site and the location of the bins (north boundary which is of unusual shape). During operational hours these bins will additionally be screened by staff vehicles. Any additional storage will be located behind the building and will not be visible from any road or public open space adjoining the site.

The proposal is therefore deemed to comply with the acceptable solution (12).

14.4.6 Dwellings

As no dwellings are proposed this clause is not considered applicable.

14.5 Development Standards for Subdivision

As no subdivision is proposed this clause is not considered applicable.

4.3 Codes

Signs Code [1.0]

The Signs Code (C1.0) applies to the construction, putting up for display or erection as development, of all signs. All proposed signage locations are shown on drawing 22003_DA-12 and 22003_DA-21 in Appendix B.

Sign Types are categorised according to the Definition of Terms (C1.3) within the Code.

Signs exempt from this code under Clause 1.4.2 are not included in this assessment.

A summary of each of the signs (see drawing 22003_DA-12-41, Appendix B) is provided in a Signage Schedule (Table 2) to enable an assessment against the Code provisions.

Table 2 Signage Schedule

No.	Sign Type	Quantity	Dimensions	Features
D-01	Pylon	1	6000m (height) 2400mm (width)	The sign does not protrude beyond the site boundary (building constructed to the front boundary). Both tenants to have separate 'sign' space 1700mm x 460mm. The signs will have internal LED lighting.
D-02	Wall	1	5604mm x 1535mm	The sign along the street front identifies the tenancy within (tenant #1). The sign is placed at the second-floor level (not the ground floor). The signs will have internal LED lighting.
D-03	Fascia	1	6900mm x 1990mm	The proposed signs will be erected along the car park façade. The proposed signage identifies the tenancy within (tenant #1) and will be placed above the entrance way. The signs will have internal LED lighting.
D-04	Transom	3	2885mm x 280mm	The proposed signs will be erected along the car park façade. The proposed signage identifies the tenancy products for sale within. The transom signs are comprised of different text – black on white. The signs will have internal LED lighting.
D-05	Name Plate		410mm x 225 mm	Cast bronze on a black backboard. There are no limits placed on the number of Name Plate signs.

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.*	
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* *(iii) billboard.*	*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;* *(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* *If a roof sign, sky sign or billboard, the sign must:* *(a) be located within the applicable zone for the relevant sign type set out in Table C1.6;* *(b) meet the sign standards for the relevant sign type in Table C1.6; and* *(c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, 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;* *(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.*

All signs are located within the applicable zone for the sign type as set out in Table C1.6 (a).

Sign D-01 – Pylon sign

The pylon sign does not project beyond the boundary with the footpath or road reservation; has more than two faces; exceeds 5m^2 for each face; has a maximum height above ground level of 6m; and has clearance from ground level to the sign not less than 2.4m.

As the sign height exceeds 5m a performance-based assessment is required.

The sign dimensions are shown in Table 2 and demonstrated on drawing 22003_DA-41 (i);

As shown on drawing 22003_DA-21 the pylon sign height is to allow for the ground floor windows to remain clear of messaging from the sign (ii);

the amenity of surrounding properties (iii):

> There will be one instance of brand sign per frontage per tenant (only tenant #1 will have a sign along the street façade) – the pylon sign is considered to identify the entrance to the site car park for the two tenants. To the south is an adjacent commercial building which has a single sign along the building fascia while to the north is residential use (no signs). Across the road is local business entities with building fascia signs, sandwich boards (etc.) while further south is a petrol station that has a pylon sign (changing message).

The sign contains one instance of message for each tenant at the street level entrance to the site (iv);

The pylon sign does not contribute to the visual clutter or cause an unreasonable loss of visual amenity to the surrounding area due to placement (v); and

The pylon sign has been positioned to not impact the safe and efficient movement of vehicles and pedestrians (vi).

Sign D0-01 is therefore able to meet the Performance Criteria (P1.1).

The proposed sign is not a (i) roof sign, (ii) sky sign or (iii) billboard therefore (P1.2) is not applicable.

Sign D-02

The wall sign does not extend beyond the wall or above the top of the wall to which it is attached; has a maximum area of 8.6m^2 and does not occupy more than 25% of the wall area.

As the maximum area of the sign exceeds 4.5m^2 a performance-based assessment is required.

The sign dimensions are shown in Table 2 and demonstrated on drawing 22003_DA-41 (i);

As shown on drawing 22003_DA-21 the wall sign is comprised of lettering and is located on the second floor of the proposed building and occupies less than 25% of the wall area (ii);

The amenity of surrounding properties (iii):

> There will be one instance of brand sign per frontage per tenant (only tenant #1 will have a sign along the street façade). To the south is an adjacent commercial building which has a single sign along the building fascia while to the north is residential use (no signs). Across the road is local business entities with building fascia signs, sandwich boards (etc.) while further south is a petrol station that has a pylon sign (changing message).

The sign contains one instance of message for the primary tenant (iv);

The wall sign does not contribute to the visual clutter or cause an unreasonable loss of visual amenity to the surrounding area due to placement (v); and

The wall sign will not impact the safe and efficient movement of vehicles and pedestrians (vi).

Sign D0-02 is therefore able to meet the Performance Criteria (P1.1).

The proposed sign is not a (i) roof sign, (ii) sky sign or (iii) billboard therefore (P1.2) is not applicable.

Sign D-03

The building fascia sign does not project above, or below, the fascia of the building; does not exceed two-thirds the depth of the fascia has a vertical dimension of 1.9m; and will not project more than 200mm from the vertical face of the fascia.

As the maximum vertical dimension of the sign exceeds 1m a performance-based assessment is required.

The sign dimensions are shown in Table 2 and demonstrated on drawing 22003_DA-41 (i);

As shown on drawing 22003_DA-21 the facia sign is comprised of lettering which occupies less than 25% of the building fascia along this façade (ii);

The amenity of surrounding properties (iii):

> To the south is an adjacent commercial building which has a single sign along the building fascia while to the north is residential use (no signs). Across the road is local business entities with building fascia signs, sandwich boards (etc.) while further south is a petrol station that has a pylon sign (changing message) and fascia signs).

The sign contains one instance of message for the primary tenant along this building façade and is designed to be seen from the car park (iv);

The fascia sign does not contribute to the visual clutter or cause an unreasonable loss of visual amenity to the surrounding area due to placement where it is primarily visible from the car park (v); and

The fascia sign will not impact the safe and efficient movement of vehicles and pedestrians (vi).

Sign D0-02 is therefore able to meet the Performance Criteria (P1.1).

The proposed sign is not a (i) roof sign, (ii) sky sign or (iii) billboard therefore (P1.2) is not applicable.

Sign D-04

The transom signs will not extend more than 200mm beyond the wall or building alignment nor will they extend beyond or below the level of the head of the doorway or window above which it is attached. The transom signs have a maximum vertical dimension of 280mm; and a maximum height above ground level of 3.6m.

The proposed sign is not a (i) roof sign, (ii) sky sign or (iii) billboard.

Sign D0-04 is therefore deemed to comply with the Acceptable Solution (A1).

Sign D-05

Name plate signs are permitted in all zones. The name plate sign(s) will be fixed directly to the building; have a maximum sign area of less than 0.5m2 and will be no higher than 1.8m above the level of the pedestrian access to the building (attached to the door entrance).

The proposed sign is not a (i) roof sign, (ii) sky sign or (iii) billboard.

Sign D0-01 is therefore deemed to comply with the Acceptable Solution (A1).

A2	*P2*
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.	***

No sign is less than 2m from the boundary of any lot in the General Residential Zone or Inner Residential Zone (adjoining the site).

The proposal is therefore deemed to comply with the Acceptable Solution (A2).

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) 6 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.*	*P3* ***

Only 1 of each sign type on a road frontage of a building has been provided except where stated in Table C1.6 more than 1 sign of a type is permitted (a).

No window signs are proposed therefore sub-clause (b) is not applicable.

As there is no more than 1 of each sign type along the frontage sub-clause (c) and (d) are not applicable.

The proposal is therefore deemed to comply with the Acceptable Solution (A3).

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.*	
A1 *No Acceptable Solution.*	*P1* *An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:* *(a) the location of the sign;* *(b) the size of the sign;* *(c) the intensity of the lighting;* *(d) the hours of operation of the sign;* *(e) the purpose of the sign;* *(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;* *(g) the intended purpose of the changing message of the sign;* *(h) the percentage of the sign that is illuminated with changing messages;* *(i) proposed dwell time; and* *(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.*

The objective of this code is to ensure that illuminated signs are compatible with the streetscape; 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 any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

As there is no acceptable solution for C1.6.2, therefore, each illuminated sign requires a Performance Criteria based assessment (P1).

The location of the signs is shown in drawing 22003_DA-21, Appendix B (a);

The sign sizes are demonstrated in Table 2 (b);

The intensity of the internal illumination, hours of operation and the sighting, design, and frequency is such that they do not impact the amenity of nearby residents and uses as there is minimal glare nuisance for all signs regardless of visibility.

Internal lighting to be snow-white LED's (c);

The illuminated signs will operate 24/7 (d);

The signs are for identifying the commercial tenants of the building and goods for sale/purpose (e)(f);

There are no changing messages (g);

0% of the illuminated sign has a changing message (h);

The dwell time is limited (i); and

The pylon sign is approx. 40m from a traffic light to the south and the wall sign is approx. 15m (on the above-ground floor level). Due to the location of both the wall sign and pylon sign they are not visible to traffic travelling north however the pylon sign is visible to traffic travelling south which will be on the opposite side of the road

The signs are not in proximity to nor will they impact any electronic traffic control device (j).

The proposal is therefore able to meet the Performance Criteria (P1).

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.	***

None of the proposed illuminated signs, visible from public places on adjacent roads, will create the effect of flashing, animation or movement.

The proposal is therefore deemed to comply with the Acceptable Solution (A2).

C1.6.3 Third party sign

No third-party signs as such this clause is not considered applicable.

C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts

No sign is proposed on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code as such this clause is not considered applicable.

Parking and Sustainable Transport Code [2.0]

C2.5.1 Car Parking Numbers

Objective: 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.	
A1 *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.*	*P1.1* *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(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:* *(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 onstreet 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.* *P1.2* *The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*

The proposal will have a gross floor area of approx. 2090.37m^2 – Bulky Goods Sales. According to Table C2.1 42 vehicle parking spaces must be provided.

As demonstrated (in drawing 22003_DA-12, Appendix B) 22 car parking spaces have been supplied therefore there is a shortfall as such a performance-based assessment it required.

There are no off-street public parking spaces within reasonable walking distance of the site (a).

Sharing of off-street car parking spaces has not been considered due to the substantial availability of on-street parking (b).

Bus stops are located within 100m of the site on Invermay Road with buses operating frequently throughout the week – 5 to 10 minute intervals (c).

There are footpaths on both sides of Invermay Road and there is sufficient space for bicycles to travel along Invermay Road (d).

There are no exisiting site constraints such as existing buildings, slope, drainage, vegetation and landscaping (e);

The current occupancy of the on-street car parking within a 200m walk of the development is 38% on the weekday and 24% on the weekend (see Appendix E) as such there is sufficient on-street parking if the car park is at capacity (f).

As the site is located within a Local Business Zone under the Planning Scheme, the siting of the car parking north of the proposed building is not anticipated to be of detriment to the streetscape (g); and

Comparing the size of the proposed development against similar Bulky Goods stores in Tasmania resulted in an expected demand of approximately 8 vehicles for this site during its peak period (see Appendix E) as such the 22 car parking spaces supplied are expected to be sufficient (h).

Similar furniture stores have a low parking demand and there is substantial on-street parking located nearby to accommodate any occasional additional parking needs. It is not considered appropriate to provide the 44 spaces as required by the planning scheme as it is not expected this number of spaces would typically be required with the low occupancy projected.

The proposal is therefore able to meet the Performance Criteria (P1.1).

As the proposal does not involve dwellings (P1.2) is not considered applicable.

C2.5.2 Bicycle parking numbers

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* ***

The proposal will have a gross floor area of approx. 2090.37m^2 – Bulky Goods Sales. According to Table C2.1 5 bicycle parking spaces must be provided (on-site or within 50m of the site).

As demonstrated (in drawing 22003_DA-12, Appendix B) 5 bike parking spaces have been provided (within the bicycle cage).

The proposal is therefore deemed to comply with the acceptable solution (A1).

C2.5.3 Motorcycle parking numbers

Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
A1 *The number of on-site motorcycle parking spaces for all uses must:* *(a) be no less than the number specified in Table C2.4; and* *(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.*	*P1* *Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:* *(a) the nature of the proposed use and development;* *(b) the topography of the site;* *(c) the location of existing buildings on the site;* *(d) any constraints imposed by existing development; and* *(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.*

According to Table C2.4 two motorcycle parking spaces must be provided (on-site or within 50m of the site).

As no motorbike parking spaces have been provided a performance-based assessment is required.

The site will be used primarily for Bulky Goods sales it is unlikely that customers will travel to the site via motorcycle (a);

The topography of the site is not assessed as impacting motorcycle parking (b);

The existing buildings on the site are to be demolished as such they will not impact motorcycle parking (c);

There are no constraints imposed by the existing development on motorcycle parking (d); and

The proposed on-site car park is estimated to have less than 50% occupancy during its peak period and the on-street car parking surrounding the site also has an occupancy of 38% on weekdays and 24% on the weekend.

Should people travel to the site via motorcycle, it is expected that they can use on-site car parking spaces or on-street car parking spaces as such there is anticipated to be a sufficient amount of car parking spots for motorcycles (e).

The proposal is therefore able to meet the Performance Criteria (P1).

C2.5.4 Loading Bays

A1 *A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.*	*P1* ***

As one of (the two) tenancies exceeds 1000m^2 a single loading is required. The location provides adequate access for goods delivery and collection and avoids unreasonable loss of amenity and adverse impacts on traffic flows.

The proposal is therefore deemed to comply with the acceptable solution (A1).

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

As the site is not within the General Business Zone or Inner Residential Zone this clause is not considered applicable.

C2.6.1 Construction of parking areas

A1 *All parking, access ways, manoeuvring and circulation spaces must:* *(a) be constructed with a durable all weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and* *(c) 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 will be constructed with a durable all-weather pavement (a); drained to the public stormwater system (b); and surfaced by

asphalt or concrete to restrict abrasion from traffic and minimise entry of water to the pavement (c).

The proposal is therefore deemed to comply with the acceptable solution (A1).

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.	
A1.1 *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.* *A1.2* *Parking spaces provided for use by persons with a disability must satisfy the following:* *(a) be located as close as practicable to the main entry point to the building;* *(b) be incorporated into the overall car park design; and* *(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]	*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:* *(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;* *(e) the nature and use of the development;* *(f) the expected number and type of vehicles;* *(g) the likely use of the parking areas by persons with a disability;* *(h) the nature of traffic in the surrounding area;* *(i) the proposed means of parking delineation; and* *(j) the provisions of Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities.*

As the site access and circulation road do not meet the requirements of AS 2890.2 for the types of heavy vehicles expected to utilise the site, the development does not comply with the Acceptable Solution. A performance-based solution is therefore required.

It is necessary for heavy vehicles to occasionally access the site with the majority of vehicles will be personal (a);

The site is on a flat grade, the site dimensions are limited which restricts heavy vehicle movement without substantially impacting the building footprint (b);

The car park will have asphalt or spray seal surface and therefore considered to be useable in all weather conditions (c);

There are dedicated footpaths located both on street and within the site (d);

The development is a Bulky Goods store, it is necessary for heavy vehicles to occasionally access the site (e);

It is considered suitable to allow reversing manoeuvres into the site at times when low traffic volumes would be experienced on Invermay Road, this could be before 7 am and after 8 pm on a weekday and before 8 am and after 8 pm on a weekend

Heavy vehicles would consist of 8.8m MRV and 12.5m HRV which are typical for garbage collection and delivery of large goods; heavy vehicle movements would not be undertaken on a regular basis and therefore providing a large amount of space dedicated to vehicle turning for a low use is not considered necessary (f);

The proposed car park layout and operation have been assessed as part of this report and is expected to provide convenient, safe and efficient parking for *all* users (g);

The traffic in the surrounding area is considered to be local (h)

Parking areas will be delineated with standard paint decals and/or dots (i); and

Despite not meeting all the provisions of AS2890.2, use of the car park by MRVs and HRVs during times (as outlined in Appendix E) is anticipated to have minimal impact on the road network and on the car park itself (j).

The proposal is therefore able to meet the Performance Criteria (P1).

The singular DDA accessible parking space has been located as close to both northern entrances as possible (a); the proposed DDA accessible parking space is in the on-site car park (b); and The proposed DDA accessible parking car park meets all the requirements set out in AS/NZS 2890.6:2009 (c).

The proposal is therefore deemed to comply with the acceptable solution (A1.2).

C2.6.3 Number of accesses for vehicles

A1 *The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses, whichever is the greater.*	*P1* ***

No new access is to be provided. There are currently multiple accesses to the site. Two of these will be expunged so that there will be no more than 1 access for the frontage.

The proposal is therefore deemed to comply with the acceptable solution (A1).

A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	*P2* ***

As the site is not within the Central Business Zone or in a pedestrian priority street this clause is not considered applicable.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

As the site is not within the General Business Zone or Central Business Zone this clause is not considered applicable.

C2.6.5 Pedestrian access

Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.	
A1.1 *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.* *A1.2* *In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.*	*P1* ***

As the development provides a 1.65m separate pedestrian footpath 5.4m from the access way and parking aisle, it complies with Acceptable Solution (A1.1) and (A1.2).

C2.6.6 Loading Bays

Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
A1 *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: Offstreet commercial vehicle facilities, for the type of vehicles likely to use the site.*	*P1* *Loading bays must have an area and dimensions suitable for the use, having regard to:* *(a) the types of vehicles likely to use the site;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;* *(e) the topography of the site;* *(f) the location of existing buildings on the site; and* *(g) any constraints imposed by existing development.*

The development provides a loading bay for courier vans that have been designed in accordance with AS 2890.2. However, as the access way is not designed to accommodate the use of MRVs and HRVs, and the development does not provide a loading bay for such vehicles, it does not meet the requirements of the Acceptable Solution.

No loading bay is provided for MRVs or HRVs however, as these vehicles will only access the site outside of opening hours and thus can park in the circulation road, which is sufficiently dimensioned to cater for such vehicles, the arrangement is anticipated to be suitable (a);

The development is a Bulky Goods store, it is necessary for heavy vehicles to occasionally access the site (b);

MRVs will only access the site for rubbish collection, which will likely occur once per week. HRVs will only access the site during the changeover of the showroom floor, which is likely to happen only a few times per year, as such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable (c);

MRVs and HRVs can utilise the full extent of the circulation road outside hours (d);

The topography of the site is not anticipated to impact the parking of MRVs and HRVs (e);

Existing buildings on the site are proposed to be demolished and thus will not impact parking of MRVs and HRVs (f); and

No constraints on MRV and HRV parking are imposed by the existing development (g).

The proposal is therefore able to meet the Performance Criteria (P1).

A2 *The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.*	*P2* *Access for commercial vehicles to and from the site must be safe, having regard to:* *(a) the types of vehicles associated with the use;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;* *(e) the location of the site and nature of traffic in the area of the site;* *(f) the effectiveness or efficiency of the surrounding road network; and* *(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.*

As heavy vehicles cannot turn around on the site, the development does not meet the requirements of an Acceptable Solution therefore a performance-based assessment is required.

Heavy vehicles travelling to and from the site will consist of MRVs and HRVs, for garbage collection and delivery of large goods, respectively, as these vehicles will reverse into the site outside of tenancy opening hours during times in which the number of vehicles on Invermay Road is significantly lower, ingress and egress of such vehicles to and from the site is expected to be safe (a);

MRVs will only access the site for rubbish collection, which will likely occur once per week. HRVs will only access the site during the changeover of the showroom floor, which is likely to happen only a few times per year. As such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable and safe (b);

MRVs will only access the site for rubbish collection, which will likely occur once per week. HRVs will only access the site during the changeover of the showroom floor, which is likely to happen only a few times per year as such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable and safe - the dedication of a significant amount of space within the site for such infrequent movements is not considered necessary, nor practical (c).

The site dimensions are limited which restricts heavy vehicle movement without substantially impacting the building footprint (d);

Reversing movements of MRVs and HRVs into the site will occur during times in which no other vehicles will be entering the site - traffic volumes on Invermay Road in the vicinity of the site are low during times in which reversing movements would occur (e);

The reversing of trucks into the site outside of tenancy operating hours (before 7 am and after 6 pm on weekdays, before 8 am and after 5 pm on weekends) coincides with low traffic volumes on Invermay Road as such, little detriment to the efficiency of the surrounding road network during these manoeuvres is anticipated (f); and

The site dimensions are limited which restricts heavy vehicle movement without substantially impacting the building footprint (g).

The proposal is therefore able to meet the Performance Criteria (P2).

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

As the site is not within the General Business Zone or Central Business Zone this clause is not considered applicable.

C2.6.8 Siting of parking and turning areas

A1 *Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.*	*P1* ***

As demonstrated (in drawing 22003_DA-12, Appendix B) the parking spaces and vehicle turning areas are located behind the building line of buildings.

The proposal is therefore deemed to comply with the acceptable solution (A1).

A2 *Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:* *(a) have no new vehicle accesses, unless an existing access is removed;* *(b) retain an active street frontage; and* *(c) not result in parked cars being visible from public places in the adjacent roads.*	*P2* ***

As the site is not within the Central Business Zone this clause is not considered applicable.

Road and Railway Assets Code [C3.0]

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective: 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.	
A1.1 *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.* *A1.2* *For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.* *A1.3* *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.* *A1.4*	*P1* *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.*

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 licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.* *A1.5* *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	

As Invermay Road is not a category 1 road or a limited access road clause (A1.1) is not considered applicable

No new junction, vehicle crossing, or level crossing to serve the use and development is required rather one will be expunged and another relocated. Consent for the relocation of the crossover is required by the Authority. A performance-based assessment is therefore required.

As Invermay Road is not part of the rail network clause (A1.3) is not considered applicable

Vehicular traffic to and from the site, using an existing vehicle crossing (to be relocated) will increase by more than the amount in table C3.1 therefore a performance-based assessment is required.

As all vehicular traffic is not able to enter and leave a major road in a forward direction (A1.5) a performance-based assessment is required.

As traffic to and from the site is anticipated to account for less than 2.5% of traffic on Invermay Road (Appendix E) it is not expected to have an adverse impact on the safety of the newly proposed vehicle crossing (a);

Almost all traffic generated by the use will be light vehicles as furniture, other than that on the showroom floor, will not be stored on-site - as Invermay Road currently carries 16,000 vehicles per day and is subject to heavy vehicles, the nature of the traffic generated by the use is expected to be consistent with the traffic already on Invermay Road (b);

Invermay Road provides wide trafficable lanes and a central median and thus enables the safe and efficient ingress and egress of light vehicles to and from the site (c);

Invermay Road, in the vicinity of the site, is subject to a speed limit of 60km/h which is expected to be consistent with the safe ingress and egress of traffic to and from the site. During instances in which MRVs and HRVs reverse into the site, the traffic flow will likely be halted for a short time, however, is not expected to largely impact the operation and efficiency of Invermay Road (d);

No alternative access to Invermay Road is provided as part of the development (e);

The use is expected to employ local workers (f);

The traffic assessment undertaken (Appendix E) outlines that the additional traffic generated by the development is expected to have minimal impact on the safety and efficiency of the surrounding road network (g); and

The Traffic Impact Assessment (Appendix E) states that Council has indicated, subject to the findings of this report, that vehicular traffic and movements generated by the development may be acceptable (h).

The proposal is therefore able to meet the performance criteria (P1).

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

As no habitable building (for sensitive use) is proposed this clause is not considered applicable.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

As no subdivision (for sensitive use) is proposed this clause is not considered applicable.

Potentially Contaminated Land Code [C14.0]

C14.5.1 Suitability for intended use

Objective: *That potentially contaminated land is suitable for a sensitive use or a Use Class listed in Table C14.1 and is one of the specified uses.*	
A1 *The Director, or a person approved by the Director for the purpose of this code:* *(a) certifies that land is suitable for the intended use; or* *(b) certifies a plan to manage contamination and associated risk to human health or the environment, so that the land is suitable for the intended use, or* *if in relation to redevelopment on land subject to the Macquarie Point Development Corporation Act 2012, the intended use must be in accordance with a certificate that has been or will be granted by an accredited environmental auditor.*	*P1* ***

As demonstrated in Appendix F the land is suitable for the intended use (a).

The proposal is therefore deemed to comply with the acceptable solution (A1).

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.*	
A1 *Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must involve less than 250m^3 of site disturbance.*	*P1* *Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must not have an adverse impact on human health or the environment, having regard to:* *(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated;* *(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or* *(c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:* *(i) any specific remediation and protection measures required to be implemented before excavation commences; and* *(ii) a statement that the excavation does not adversely impact on human health or the environment.*

As the quantity of excavation on the land may exceed 250m3 an Environmental Site Assessment (Appendix D) has been undertaken. This assessment that demonstrates there is no evidence the land is contaminated (a).

The proposal is therefore able to meet the performance criteria (P1).

C14.6.2 Redevelopment on land subject to the Macquarie Point Development Corporation Act 2012

As no 2 Redevelopment on land subject to the *Macquarie Point Development Corporation Act 2012* is proposed this clause is not considered applicable.

C14.7.1 Subdivision for sensitive use

As no subdivision (for sensitive use) is proposed this clause is not considered applicable.

Safeguarding Airports Code [C16.0]

The airport obstacle limitation area overlay is based on the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) contained in the airport master plan or those otherwise adopted by the relevant airport owner of operator for the relevant airport in accordance with any accepted guidelines. It identifies the specified height limit on the land within the overlay by reference to AHD.

This Code is applicable as the development is within the airport obstacle limitation area overlay (Clause C16.2.1).

According to Clause C16.4.1 the use or development is exempt from this Code if the development is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area. The AHD height for this site is 320.67m. The building height is below this height limitation as demonstrated in the attached drawing set (see Appendix B) as such this Code is not considered applicable.

4.4 Local Provision Schedule - Launceston

LAU - Local Area Objectives

This clause is not used in this Local Provisions Schedule.

LAU - Particular Purpose Zones

There are no applicable Particular Purpose Zones

LAU - Specific Area Plans

There is one applicable Specific Area Plan: Clause LAU-S10.0 - Invermay/Inveresk Flood Inundation Specific Area Plan.

The specific area plan applies to the area of land designated as Invermay/Inveresk Flood Inundation Specific Area Plan on the overlay maps and in Figure LAU-S10.1: Invermay Road Commercial (category 5).

In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and are in addition to, the provisions of the Local Business Zone, as specified in the relevant provision.

The proposal is deemed to meet the Local Area Objectives (Clause LAU-S10.3.1.5) of the Invermay/Inveresk Flood Inundation Specific Area Plan as no residential use is proposed (a) and significant community infrastructure (b).

LAU – Site Specific Qualifications

There are no applicable Site Specific Qualifications.

S10.6.1 Unacceptable uses

This clause is in addition to clause 14.3 Use Standards.

The use is not for Education and Occasional Care; Emergency Services; or Hospital Services. The proposal is therefore deemed to comply with the Acceptable Solution (A1).

The use is not for Residential use as such the proposal is deemed to comply with the Acceptable Solution (A2).

The use is not for Community Meetings and Entertainment and is for Commercial purposes as such the proposal is deemed to comply with the Acceptable Solution (A3).

LAU-S10.7.1 Intensification of Residential development

This clause is in addition to clause 14.4 Development Standards for Buildings and Works.

As no Residential development is proposed this clause is not considered applicable.

LAU-S10.7.2 Flood impact

This clause is in addition to clause 14.4 Development Standards for Buildings and Works.

Objective: That new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.	
A1 *Floor levels of all habitable rooms within the Residential Use Class must be not less than 3.7m AHD.*	*P1* ***

As no residential use is proposed this clause (A1) is not considered applicable.

A2 *No Acceptable Solution.*	*P2* *A change of use that, converts a nonhabitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:* *(a) the location of the building;* *(b) the advice in a flood hazard report; and* *(c) any advice from a State authority, regulated entity or a council.* *P1.2* *A flood hazard report also demonstrates that:* *(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or* *(b) the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for*

	the intended life of the use without requiring any flood protection measures.

As no change of use is proposed that converts a non-habitable building to a habitable building, or use involving a new habitable room within an existing building is proposed therefore clause (P1.1) is not considered applicable.

A3 *All buildings not in the Residential Use Class must have a:* *(a) floor level of not less than 3.4m AHD; and* *(b) gross floor area of not more than:* *(i) 400m²; or* *(ii) 10% more than that existing or approved on the 1st January 2008.*	*P3* *Buildings not in the Residential Use Class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must:* *(a) detail:* *(i) the risks to life;* *(ii) the likely impact on the use or development; and* *(iii) how the use or development will manage the risk to tolerable levels,* *during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP, 2% AEP or a 1% AEP flood event; and* *(b) consider the following:* *(i) the likely velocity and depth of flood waters;* *(ii) the need to locate electrical equipment and other fittings above the 1% AEP flood level;* *(iii) the likely effect of the use or development on flood characteristics;* *(iv) the development and incorporation of evacuation plans into emergency management procedures for the precinct; and* *(v) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.*

As the building is not in the Residential Use class an assessment is required. As the gross floor area is greater than 400m² a performance-based assessment is required.

A hydrological report and an emergency management plan have been prepared by a suitably qualified engineer (see Appendix F).

The report notes that although not explicitly stated within the Planning Scheme, City of Launceston has previously stated that 1% AEP event should be the 1% AEP + Climate Change (2090 Scenario). As such, the assessment will be based on this event unless noted otherwise.

The report and plan (Appendix F) demonstrate compliance with (P3).

The proposal is therefore able to meet the Performance Criteria (P3).

LAU-S10.8 Development Standards for Subdivision

As the development does not involve subdivision this clause is not considered applicable.

5 Impact Assessment

Visual Impact

The building will be built to the frontage. Along the street frontage and façade to the car park, the same materials will be used. The façade is largely glass at the ground floor level with pre-cast concrete rebated and grooved to create a panel look, and painted brown and white cladding (cement sheet) to provide contrast. There are black concrete columns which also provide contrast. The aluminium plant deck (on the roof) will be finished in black. Signage is considered to be subtle. It is comprised of lettering attached to the cladding.

Traffic and Transport Networks

Invermay Road is a Council owned two-way Arterial Road that provides a single lane in each direction in the vicinity of the site. Invermay Road operates primarily in a northwest-southeast direction and spans from the Tamar Street/ Lindsay Street/ Invermay Road roundabout north of the North Esk River to George Town Road at Grubb Street. Invermay Road is primarily utilised to access local roads in Invermay and Mowbray. Invermay Road is subject to a signposted speed limit of 60km/h. The Invermay Road/ Bryan Street intersection is located directly east of the site. A wide central median on Invermay Road provides sufficient space such that right-turning vehicles can stop in the middle of the road.

The nearest bus stops on Invermay Road, Stop 5, is located approximately 100m south of the site. Both stops provide a pullover area, bus flags and tactile ground surface indicators. Buses travelling in both directions stop approximately once per 5 minutes at the stop.

Pedestrian footpaths are provided on both sides of Invermay Road and all streets in the vicinity of the site. A signalised pedestrian crossing is provided directly south of the site on Invermay Road. Furthermore, a pedestrian crossing with kerb outstands and a pedestrian median is provided approximately 100m north of the site.

General deliveries to the business will be completed using delivery vans at the loading bay. From time to time, larger deliveries will be required to bring furniture to the shops as floor stock. This is expected to be at a seasonal frequency. These deliveries are expected to be completed by vehicles the size of a medium rigid vehicle (MRV) or heavy rigid vehicle (HRV), which have a length of 8.8m and 12.5m respectively. Deliveries will be completed outside of opening hours.

Rubbish is proposed to be collected weekly outside of opening hours by a vehicle no larger than an MRV. The rubbish will be stored and collected next to the staff car parking spaces which will be unoccupied at the time of rubbish collection.

A Traffic Impact Assessment has been undertaken (see Appendix E).

Infrastructure Services

The site will be fully serviced with sewer, reticulated water, stormwater, power and communication connections. The development proposed will retain all access to services as documented. All proposed drainage and sanitary plumbing will connect to the existing Council system.

Safety, Security and Crime Prevention

Lighting design will be in accordance with relevant Australian Standards which will be designed to facilitate the safety of people within the internal access ways.

At ground level, the building has glazed windows which ensure good passive surveillance over the shared spaces.

Natural Hazards

A Flood Assessment by a suitably qualified person has been undertaken and is presented in Appendix F.

6 Conclusion & Recommendations

This report has been prepared in support of a Planning Application for the development of land at 167-171 Invermay Road, Launceston (CT 40007/1, CT 92817/2 & CT 92817/1).

The application is to be lodged with the Launceston City Council for assessment.

This proposal seeks approval for the demolition of the existing one-storey office and garage, the construction of a new two-storey warehouse building for 'Bulky Good Sales' and the modification of the existing car viewing space to a car park and associated civil works.

The development is on land zoned *Local Business*.

The site is subject to the *Safeguarding of Airports Code* overlay, the *Invermay/Inveresk Flood Inundation Specific Area Plan* overlay and the *Invermay/Inveresk Flood Inundation Specific Area Plan Local Area Objectives* overlay.

Due to the existing and previous Use the land was considered to be potentially contaminated.

The proposal has been considered against the development standards of the Local Business zone (Clause 14.0) and the proposal generates the following discretions under the *Tasmanian Planning Scheme - Launceston* (the Scheme):

- Clause 14.3.3 Retail impact - P1
- C2.5.1 Car Parking Numbers - P1
- C2.5.3 Motorcycle parking numbers – P1
- C2.6.2 Design and layout of parking areas – P1
- C2.6.6 Loading Bays – P1 P2
- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction – P1
- C14.6.1 Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012 – P1
- S10.7.2 Flood Impact - P3

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria. The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

APPENDIX B

Proposal Drawings

APPENDIX C

Concept Services

APPENDIX D

Environmental Site Assessment

APPENDIX E

Traffic & Parking Assessment

APPENDIX F

Flood Assessment Report

Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852 ACN 009 547 139

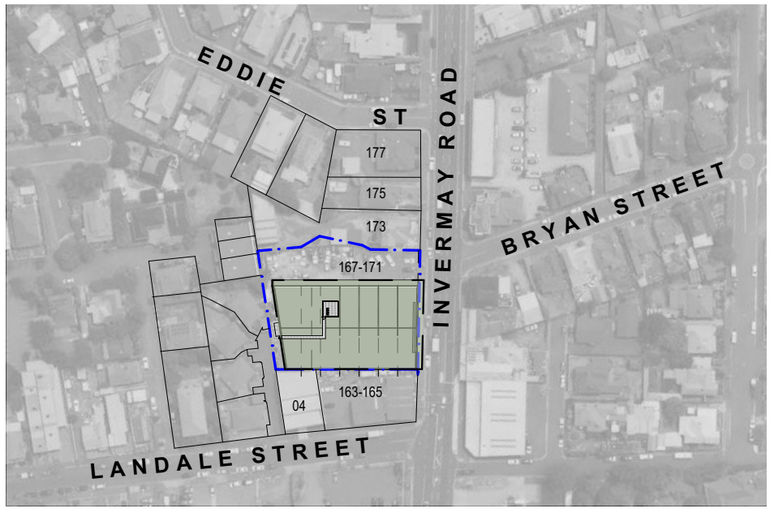
www.jmg.net.au

HOBART OFFICE
117 Harrington Street
Hobart TAS 7000
Phone (03) 6231 2555
infohbt@jmg.net.au

LAUNCESTON OFFICE
49-51 Elizabeth Street
Launceston TAS 7250
Phone (03) 6334 5548
infoltn@jmg.net.au

Engineers & Planners

Street Perspective
NOT TO SCALE



LOCATION PLAN
Scale 1:2000

ARCHITECTURAL

DRAWING No.	DESCRIPTION	REV
COVER PAGE & LOCATION PLAN		
DA-01	COVER PAGE & LOCATION PLAN	09
PLANS		
DA-11	SITE PLAN	09
DA-12	PROPOSED GROUND FLOOR PLAN	09
DA-13	PROPOSED MEZZANINE FLOOR PLAN	09
DA-14	ROOF PLAN	09
DA-15	INDICATIVE INTERIOR FIT-OUT	09
ELEVATIONS		
DA-21	PROPOSED EXTERNAL ELEVATIONS 1 of 2	09
DA-22	PROPOSED EXTERNAL ELEVATIONS 2 of 2	09
SECTION		
DA-31	PROPOSED SECTION	09
SIGNAGE		
DA-41	SIGNAGE	09

SITE INFORMATION

Land Title Reference	**YES**	92817/2 & 40007/1
Wind Classification	**NA**	Site Classificaiton to AS 4055-2006
Soil Classification	**NA**	Site Classificaiton to AS 2870-2011
Climate Zone	**7**	(www.abcb.gov.au map)
BAL Level	**NA**	No areas of bushfire prone vegetation >1ha within 100m of the building
Alpine Area	**NA**	BCA Figure 3.7.5.2
Corrosion Environment	**C2-LOW**	For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4.2. Cladding and fixings to manufacturer's recommendations
Other Hazards	**N/A**	High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
Total Area	**Site:**	2,773m²
House existing:	**3**	Total Area: 519.47m²
Building proposed:	**1**	Area: 1697.4m²

ACCREDITED DESIGNER

Designer	Neal Mackintosh
Accreditation Number	CC1027V

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

COVER PAGE & LOCATION PLAN

DRAWING NO

22003_DA-01

REVISION

09

NORTH

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

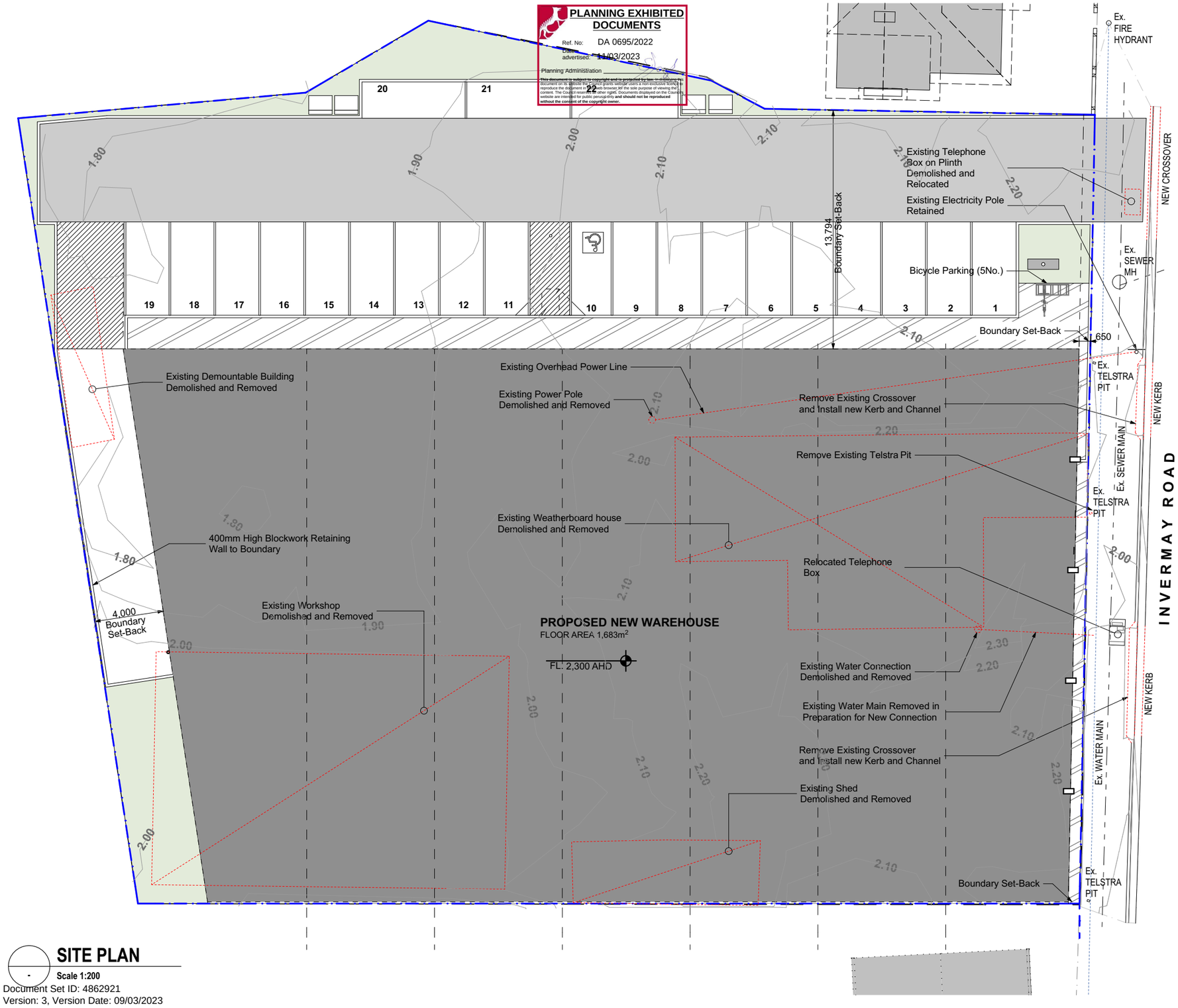
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



SITE PLAN

Scale 1:200

Document Set ID: 4862921
Version: 3, Version Date: 09/03/2023

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

SITE PLAN

DRAWING NO

22003_DA-11

REVISION

09

NORTH

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

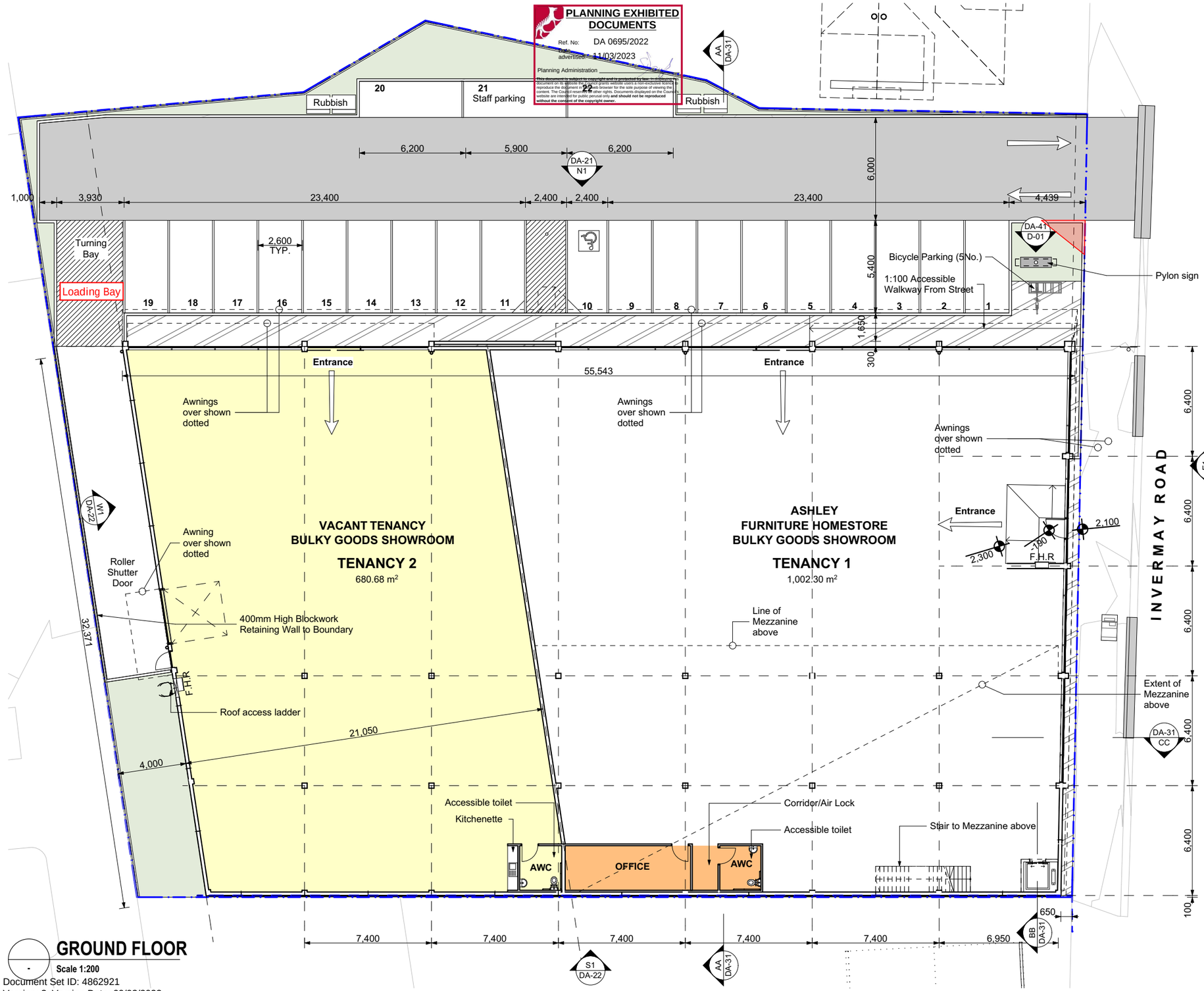
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



GROUND FLOOR

Scale 1:200

Document Set ID: 4862921
Version: 3, Version Date: 09/03/2023

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED GROUND FLOOR PLAN

DRAWING NO

22003_DA-12

REVISION

09

NORTH

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

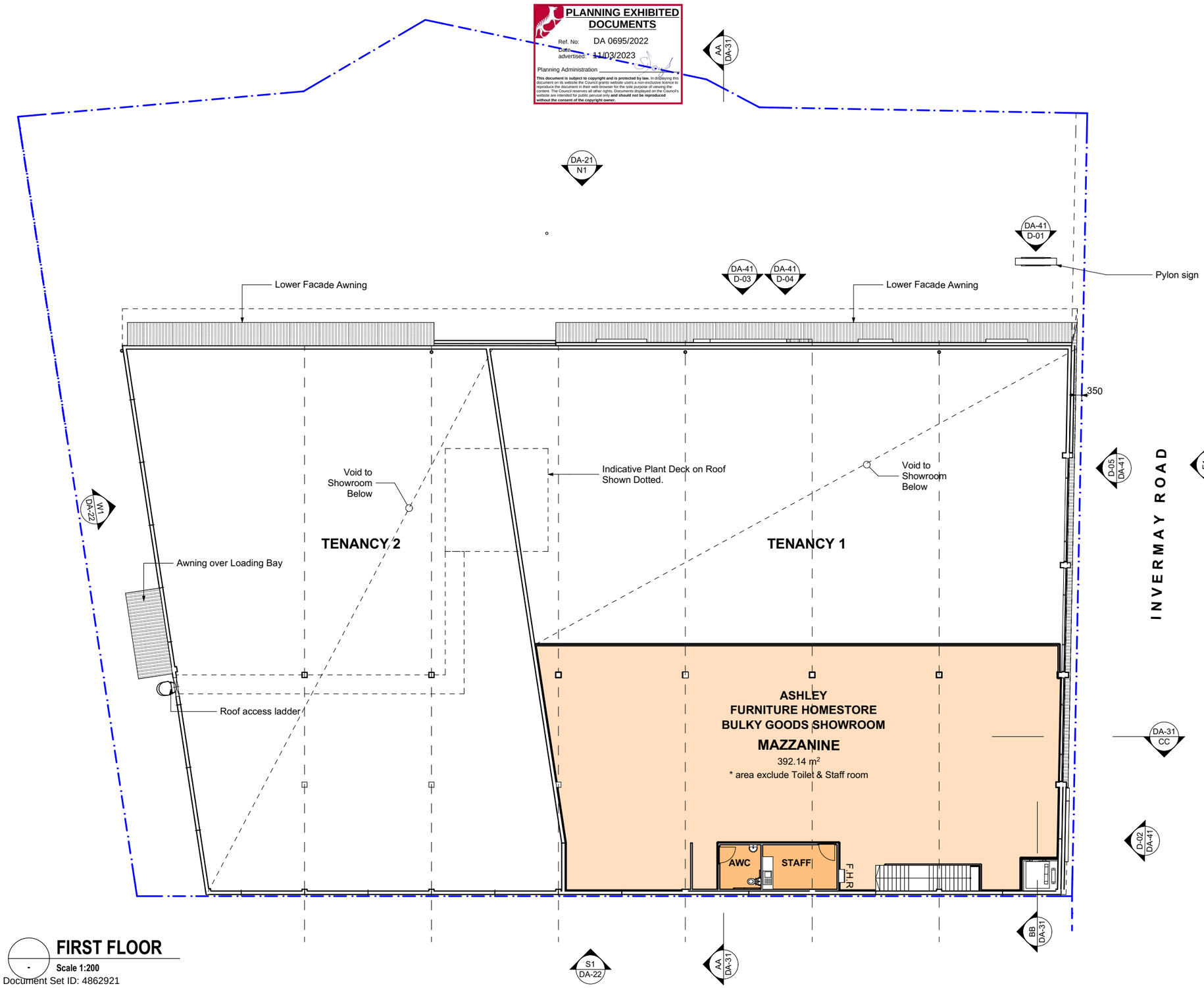
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



FIRST FLOOR

Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY**. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED MEZZANINE FLOOR PLAN

DRAWING NO

22003_DA-13

REVISION

09

NORTH

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

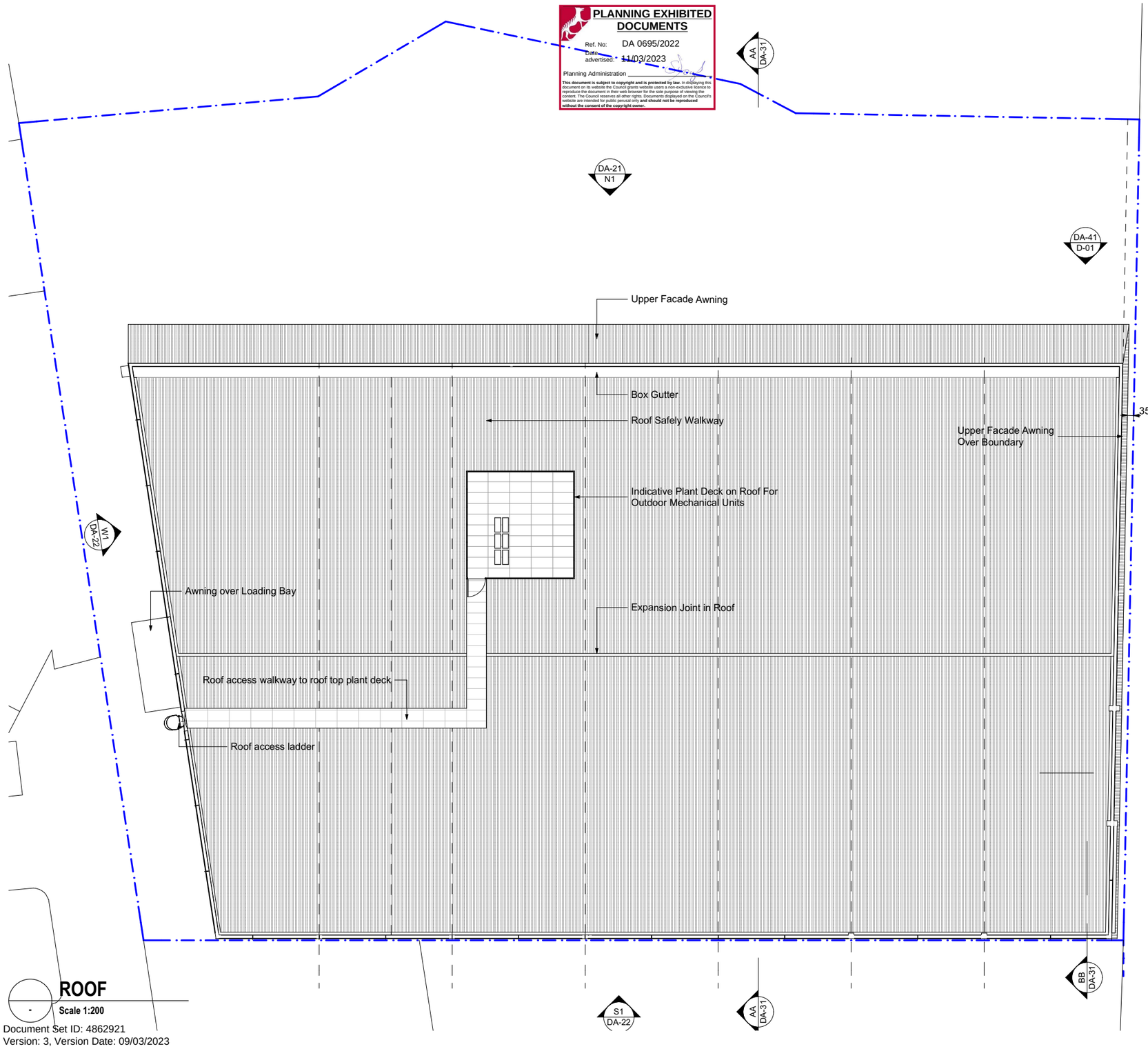
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



ROOF
Scale 1:200

INVERMAY ROAD

E1 DA-21

DA-31 CC

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY**. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

ROOF PLAN

DRAWING NO

22003_DA-14

REVISION

09

NORTH

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

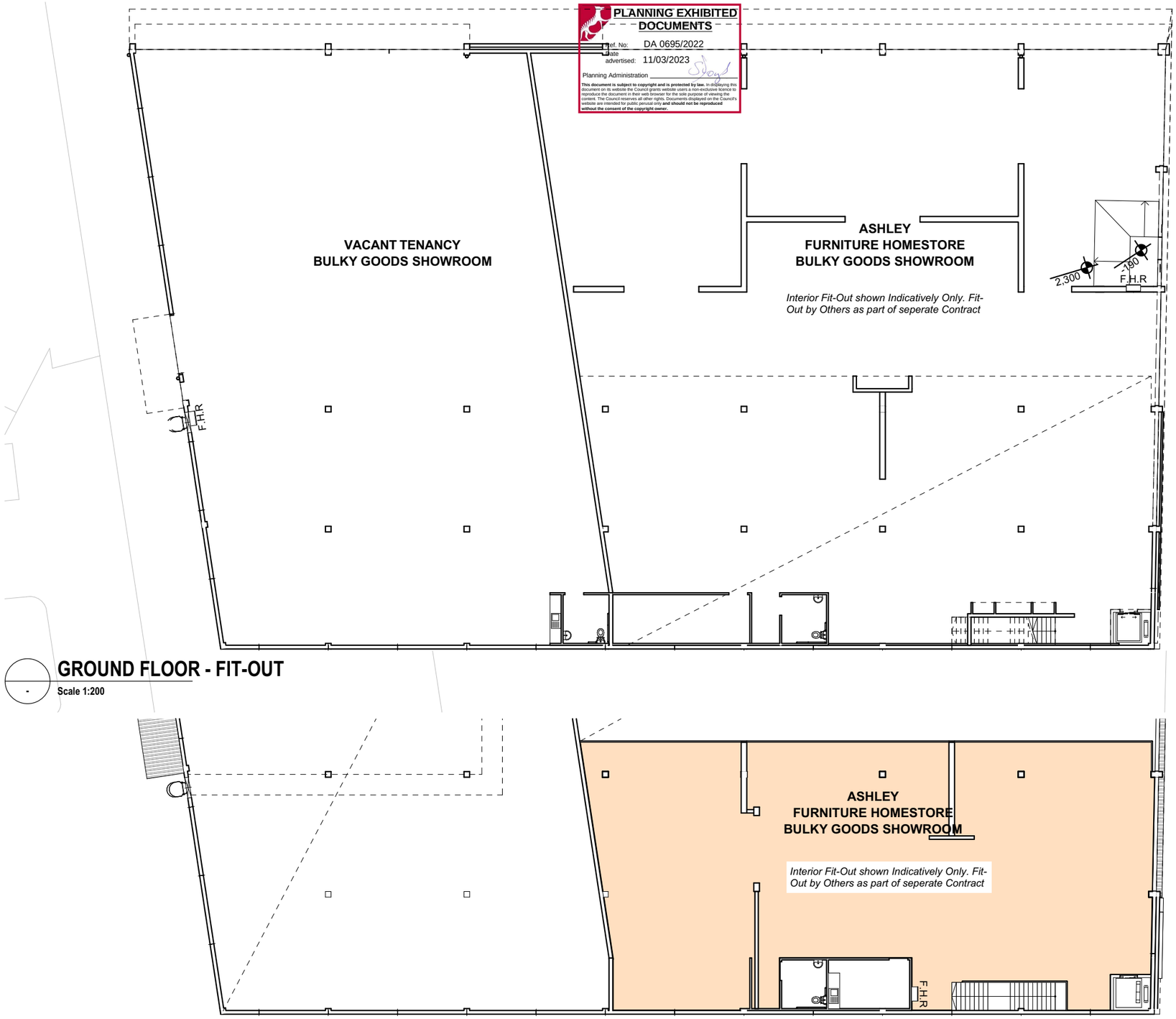
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



GROUND FLOOR - FIT-OUT
Scale 1:200

FIRST FLOOR - FIT-OUT
Scale 1:200

INVERMAY ROAD

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

INDICATIVE INTERIOR FIT-OUT

DRAWING NO

22003_DA-15

REVISION

09

NORTH

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

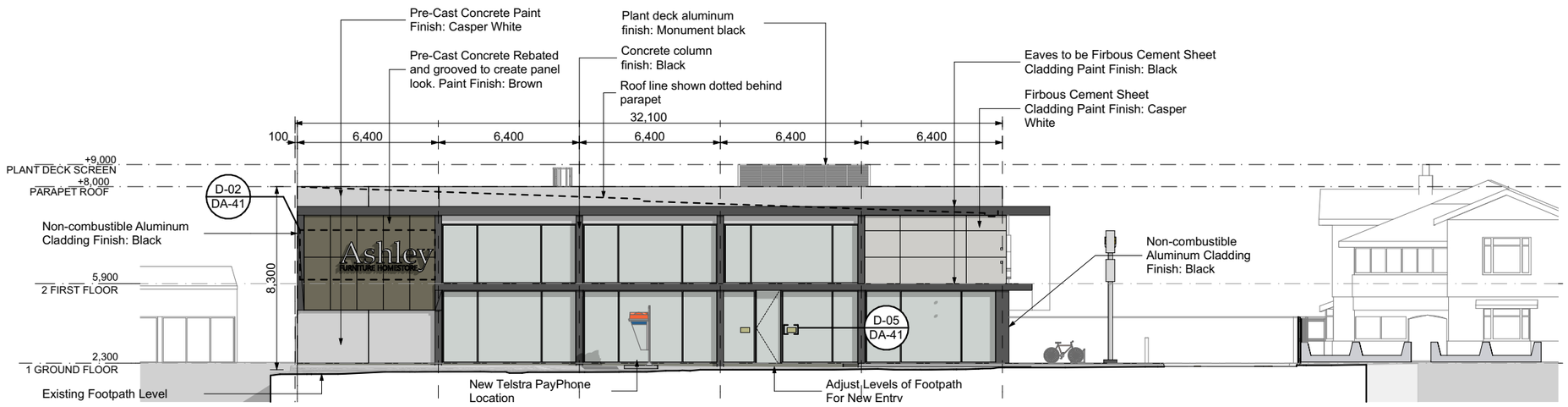
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

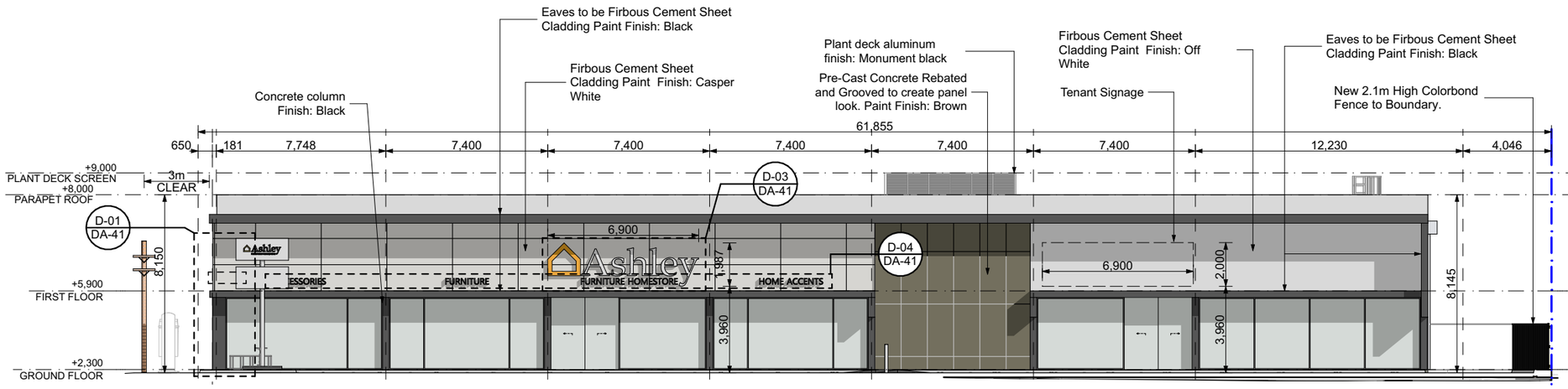
REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



E1 EASTERN ELEVATION (Invermay Road)

Scale 1:200



N1 NORTHERN ELEVATION (Carpark)

Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED EXTERNAL ELEVATIONS 1 of 2

DRAWING NO

22003_DA-21

REVISION

09

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

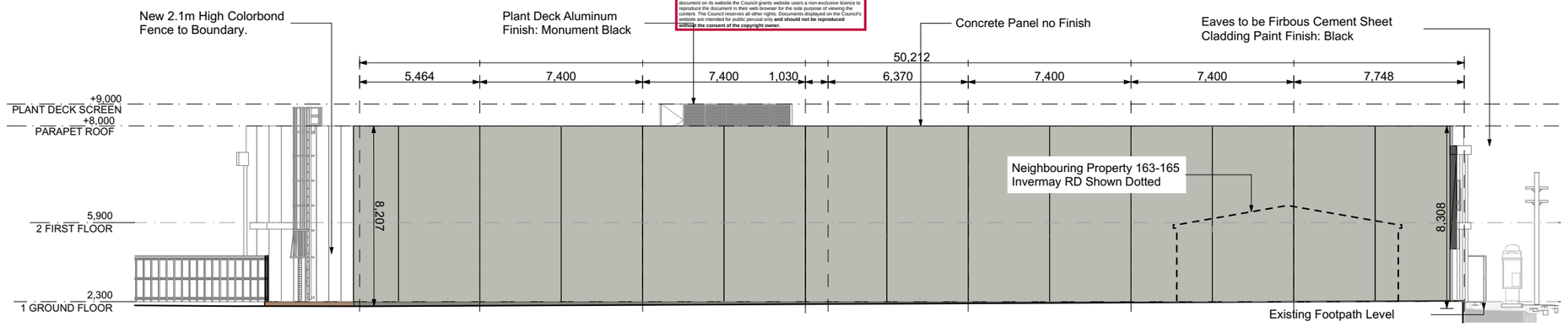
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

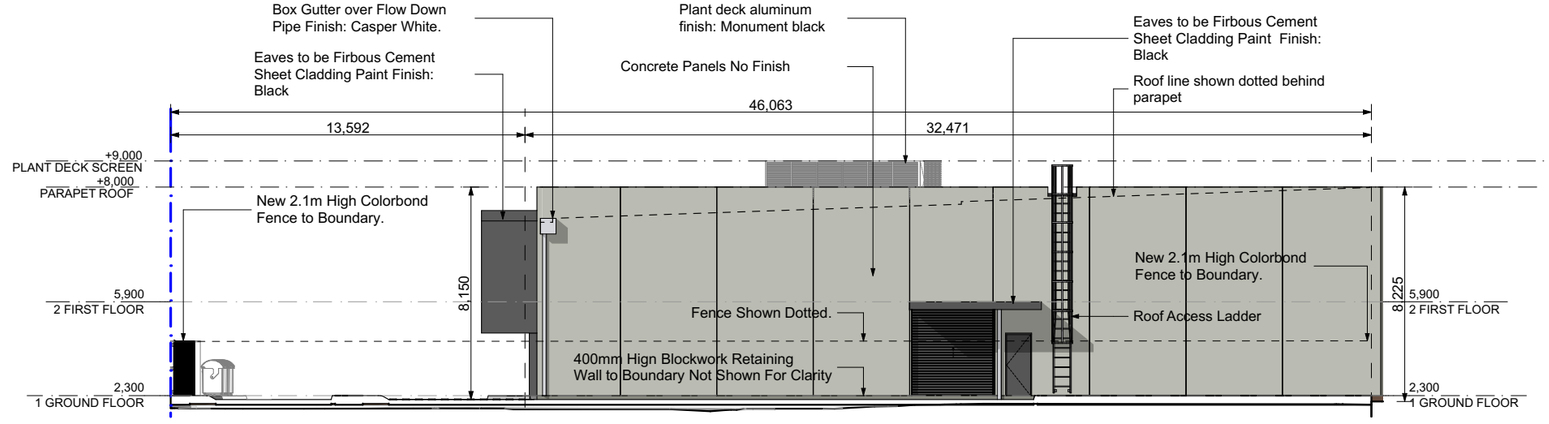
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



S1 SOUTHERN ELEVATION
Scale 1:200



W1 WESTERN ELEVATION
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT
INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING
DRAWING NAME

PROPOSED EXTERNAL ELEVATIONS 2 of 2

DRAWING NO

22003_DA-22

REVISION

09

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

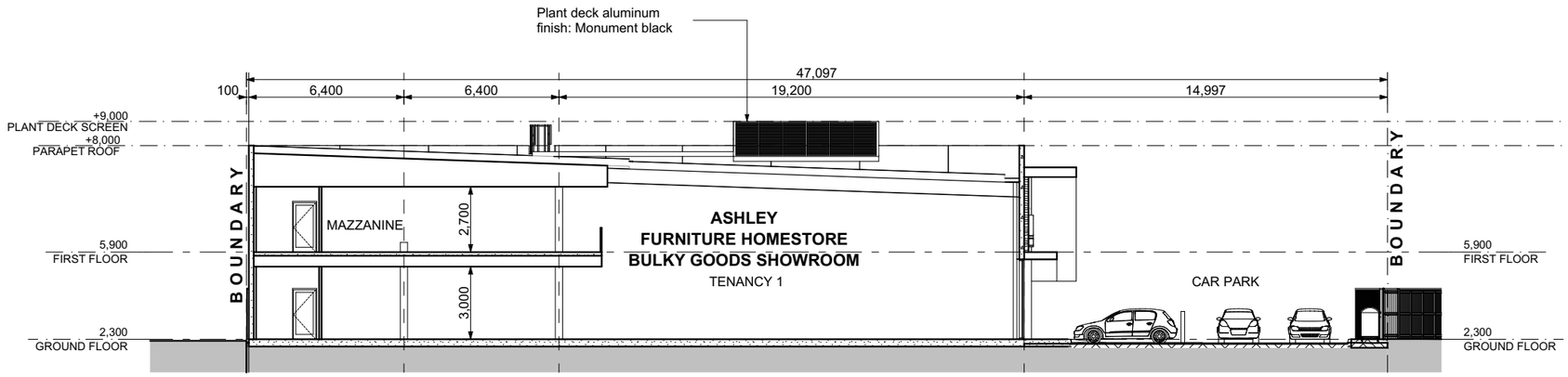
0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

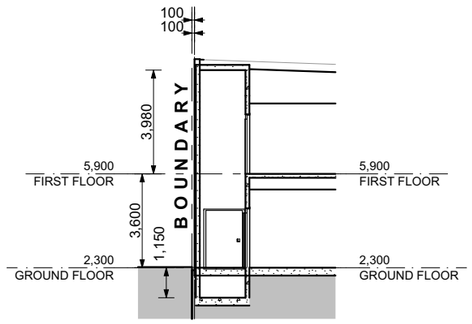
DRAWING ISSUE
DEVELOPMENT APPLICATION

REVISIONS

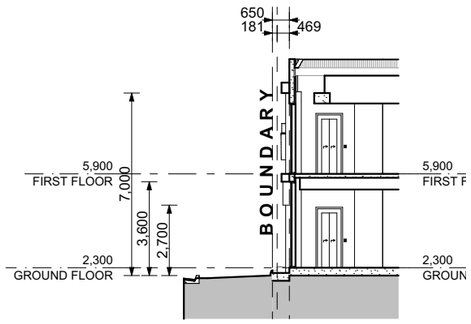
REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



AA SECTION
Scale 1:200



BB LIFT SECTION
Scale 1:200



CC AWNING PROJECTION NOT INTO ROAD RESERVE
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED SECTION

DRAWING NO

22003_DA-31

REVISION

09

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

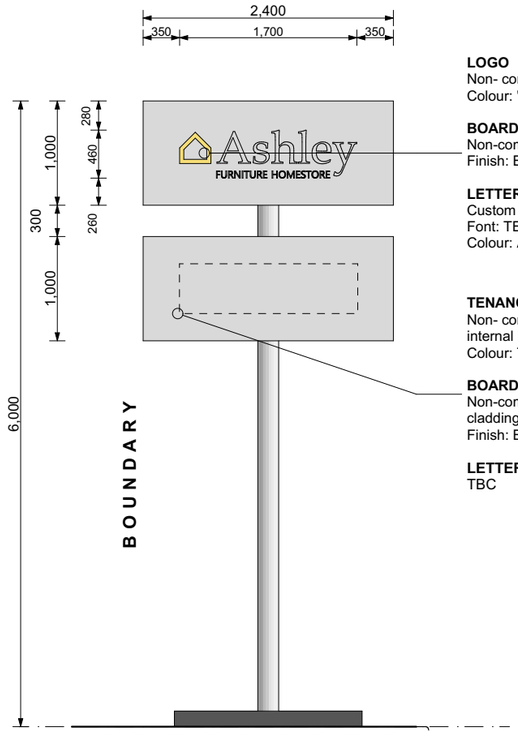
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



LOGO
Non- combustible aluminum with internal lighting
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Black

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Acrylic White

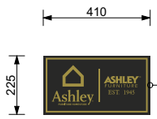
TENANCY 2 SIGNAGE
Non- combustible aluminum with internal lighting
Colour: TBC

BOARD
Non-combustible aluminum external cladding
Finish: Black

LETTERS
TBC

D-01 PYLON SIGN ELEVATION
Scale 1:50

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0695/2022
Date advertised: 11/03/2023
Planning Administration

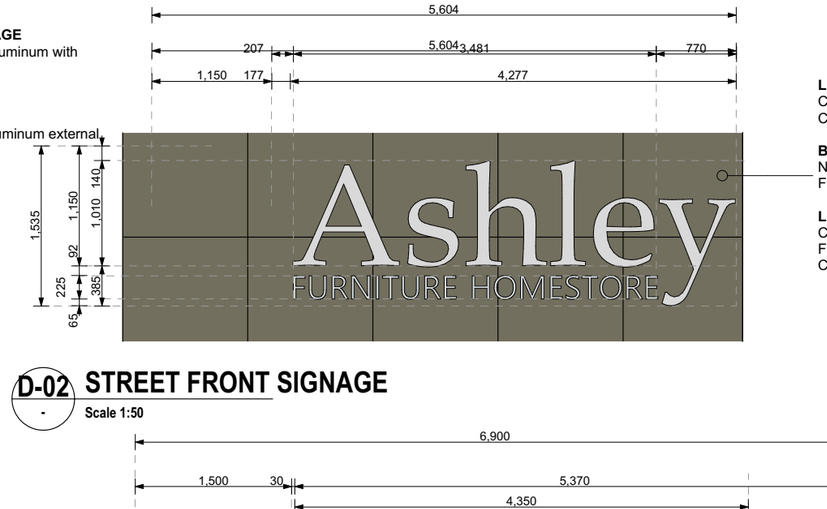


LOGO
Cast Bronze plate
Colour: Bronze

BOARD
Cast Bronze plate
Finish: Black

LETTERS
Cast Bronze plate.
Font: TBC
Colour: Bronze

D-05 DOOR SIGNAGE
Scale 1:20



LOGO
Custom formed aluminum with internal lighting
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Brown Mystery

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Acrylic White (Front), Black (Sides)

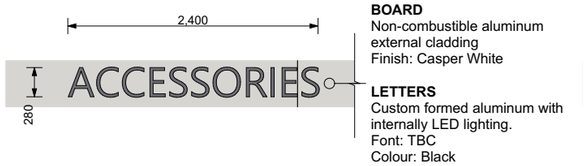
D-02 STREET FRONT SIGNAGE
Scale 1:50

LOGO
Custom formed aluminum with internal lighting.
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

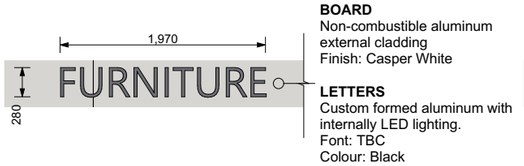
LETTERS
Custom formed aluminum with internally lighting.
Font: TBC
Colour: Acrylic White (Front), Black (Sides)

D-03 CAR PARK SIGNAGE
Scale 1:50



BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Black



BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Black

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum wit internally LED lighting.
Font: TBC
Colour: Black

D-04 CAR PARK SIGNAGE
Scale 1:50

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

SIGNAGE

DRAWING NO

22003_DA-41

REVISION

09

PLOT DATE : **2/02/2023**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3
0 2 4 6 8 10m

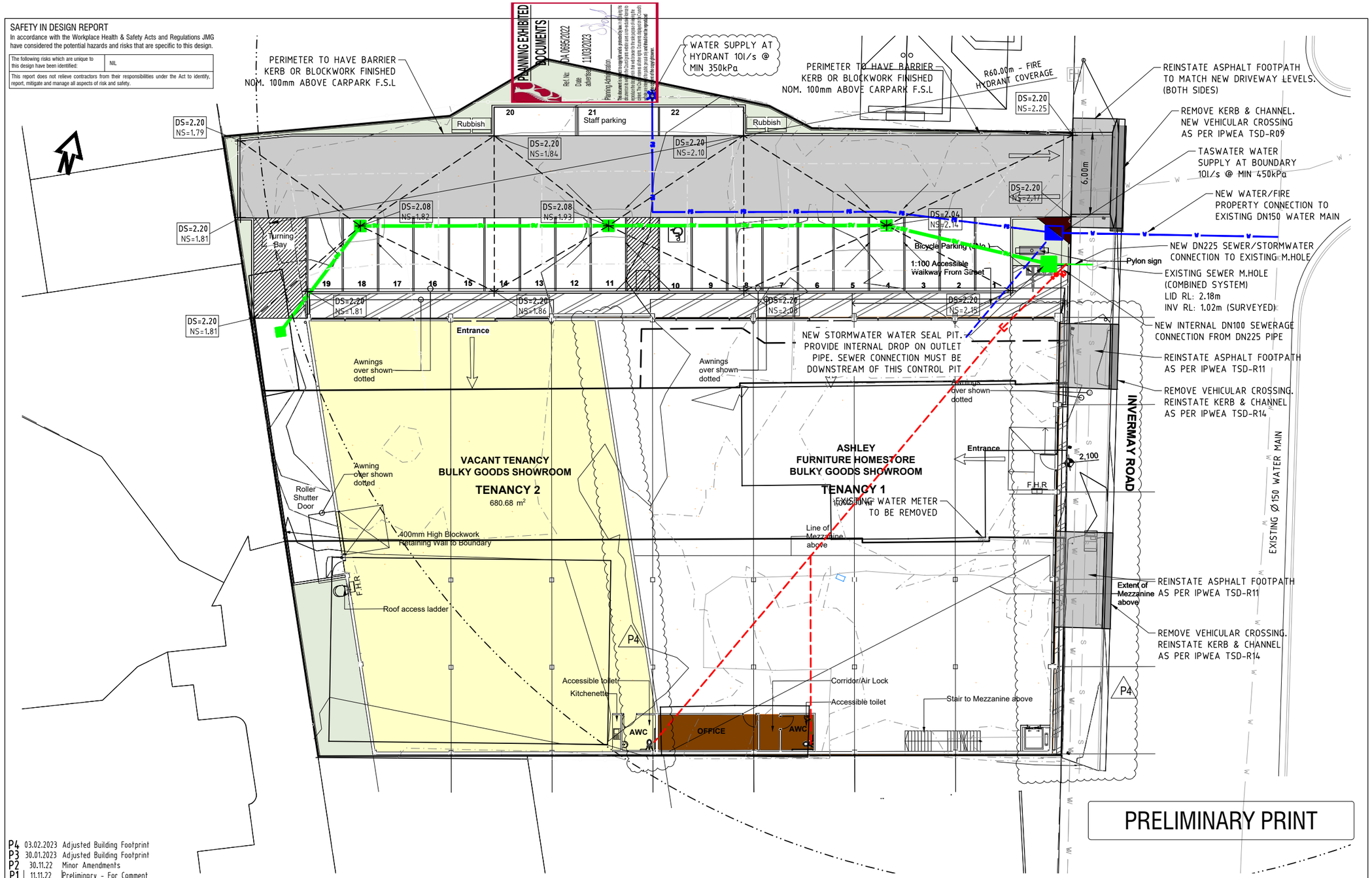
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
09	DEVELOPMENT APPLICATION	2/02/2023



P4 03.02.2023 Adjusted Building Footprint
P3 30.01.2023 Adjusted Building Footprint
P2 30.11.22 Minor Amendments
P1 11.11.22 Preliminary - For Comment
REV | DATE | REMARK

Accepted C.Males (Discipline Head) Date
Accepted M.Clark (Team Leader) Date
Approved C.Males (Principal) Date
This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use.

SCALES @ A3: 1:250
DESIGNED BY: CJH
DRAWN BY: CJH
PLOT DATE: 03/02/2023
DO NOT SCALE. Use only figured dimensions. Locations of structure, fittings, services etc on this drawing are indicative only. CONTRACTOR to check Architects & other project drawings for co-ordination between structure, fabric, fixtures, fittings, services etc. CONTRACTOR to site check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information scaled or digitally derived from this document.

Engineers & Planners
Johnstone McGee & Gandy Pty. Ltd.
ACN 009 547 139 ABN 76 473 834 852
117 Harrington Street, Hobart, Tas (03) 6231 2555
49-51 Elizabeth Street, Launceston, Tas (03) 6334 5548
www.jmg.net.au infohbt@jmg.net.au infoltn@jmg.net.au

PROJECT: 167-171 INVERMAY ROAD INVERMAY WAREHOUSE
TITLE: CONCEPT SERVICES PLAN
PROJECT NO. 220043PL
DWG NO. P01
REVISION P4
PLOT DETAILS 220043PL 3D MODEL.DWG

Environmental Site Assessment

167-171 Invermay Road, Invermay

Project No: 8177

Date: December 2022

es&d
environmental service & design

ABN: 97 107 517 144
74 Minna Road
Heybridge TAS 7316
Ph: (03) 6431 2999

ACN: 107 517 144
PO Box 651
Burnie TAS 7320
www.esandd.com.au

Document Control

Published by:	ES&D
Version:	Final
File:	8177
Contact:	Samuel Smith
Phone No:	(03) 6431 2999
Prepared For:	Pharos Properties Pty Ltd

Version:			Date:
Draft	Samuel Smith	ES&D	25/01/2022
Preparation / Final	Rod Cooper	ES&D	27/01/2022
Planning Update	Rod Cooper	ES&D	20/12/2022

This report has been prepared, based on information generated by Environmental Service and Design Pty Ltd from a wide range of sources. If you believe that Environmental Service and Design Pty Ltd has misrepresented or overlooked any relevant information, it is your responsibility to bring this to the attention of Environmental Service and Design Pty Ltd before implementing any of the report's recommendations. In preparing this report, we have relied on information supplied to Environmental Service and Design Pty Ltd, which, where reasonable, Environmental Service and Design Pty Ltd has assumed to be correct. Whilst all reasonable efforts have been made to substantiate such information, no responsibility will be accepted if the information is incorrect or inaccurate.

This report is prepared solely for the use of the client to whom it is addressed and Environmental Service and Design Pty Ltd will not accept any responsibility for third parties. In the event that any advice or other services rendered by Environmental Service and Design Pty Ltd constitute a supply of services to a consumer under the Competition and Consumer Act 2010 (as amended), then Environmental Service and Design Pty Ltd's liability for any breach of any conditions or warranties implied under the Act shall not be excluded but will be limited to the cost of having the advice or services supplied again. Nothing in this Disclaimer affects any rights or remedies to which you may be entitled under the Competition and Consumer Act 2010 (as amended). Each paragraph of this disclaimer shall be deemed to be separate and severable from each other. If any paragraph is found to be illegal, prohibited or unenforceable, then this shall not invalidate any other paragraphs.

Contents

List of Tables

List of Figures

1 Introduction

Environmental Service and Design (ES&D) were commissioned by Pharos Properties Pty Ltd to produce an Environmental Site Assessment for 167-171 Invermay Road, Invermay. The site location is presented on Figure 1. The due diligence assessment was completed to identify if any potential areas of contamination exist due to current or historical activities.

The assessment will also determine if any development on the site would comply with Code C14, the Potentially Contaminated Land Code of the Tasmanian Planning Scheme 2022.

2 Objectives

The assessment was guided by the principles and requirements contained within the National Environmental (Assessment of Site Contamination) Measure, 1999 (as amended) (NEPM) according to its status as a state policy.

The objectives of this assessment are to:

- identify potential sources of contamination and determine potential contaminants of concern at the site, areas of contamination, potential receptors and pathways.
- make an assessment regarding the suitability of the land for the intended use based on the level of contamination.
- provide a plan to manage contamination and associated risk to human health or the environment if required.

With respect to contamination, if thorough preliminary environmental site assessment shows a history of non-contaminating activities and there is no other evidence or suspicion of contamination, further investigation is not required.

3 Scope of Works

The scope of the environmental site assessment to meet the objectives included:

- A desktop study reviewing
    - The site location, surrounding environment, topography and general observations land use and conditions.
    - Obtaining information from Work Safe Tasmania (WST) or EPA regarding potential storage of dangerous substances in the area surrounding the property.
    - Determination of potential contaminants of concern.
- A site walkover to observe
    - Current condition and occupation of the site.
    - Presence of dangerous goods, stockpiles etc.
    - Vegetation conditions.
    - Surface drainage, seeps or ponds.
    - Likelihood of surrounding land uses presenting a contamination risk.
- Site investigation by drilling and sampling at selected locations.
- Testing of soil and groundwater samples for potential contaminants of concern at NATA laboratory.
- Summarise all information in a report identifying if further investigation is required before any development can be supported.

4 Information Sources

- (LISTMap) Land Information System Tasmania (www.thelist.tas.gov.au)
- (GIP) DPIPWE Groundwater Information Portal (http://wrt.tas.gov.au/groundwater-info)
- Tasmanian Planning Scheme 2022 (Potentially Contaminated Land Code - C14) (www.iplan.tas.gov.au)
- National Environment Protection (assessment of Site Contamination) Amendment Measure 2013 (no. 1); and,
- Site visit and interviews with the owner and neighbors, as required.

5 Site Details

5.1 Ownership and Location

Property owners are – JOHANNES AND ANNA RUIJSCHOP.

Address is 167-171 INVERMAY RD INVERMAY 7248. The site is area is approximately 2750m2.

Property ID 7562604

Title Reference 92817/1, 92817/2, 40007/1.

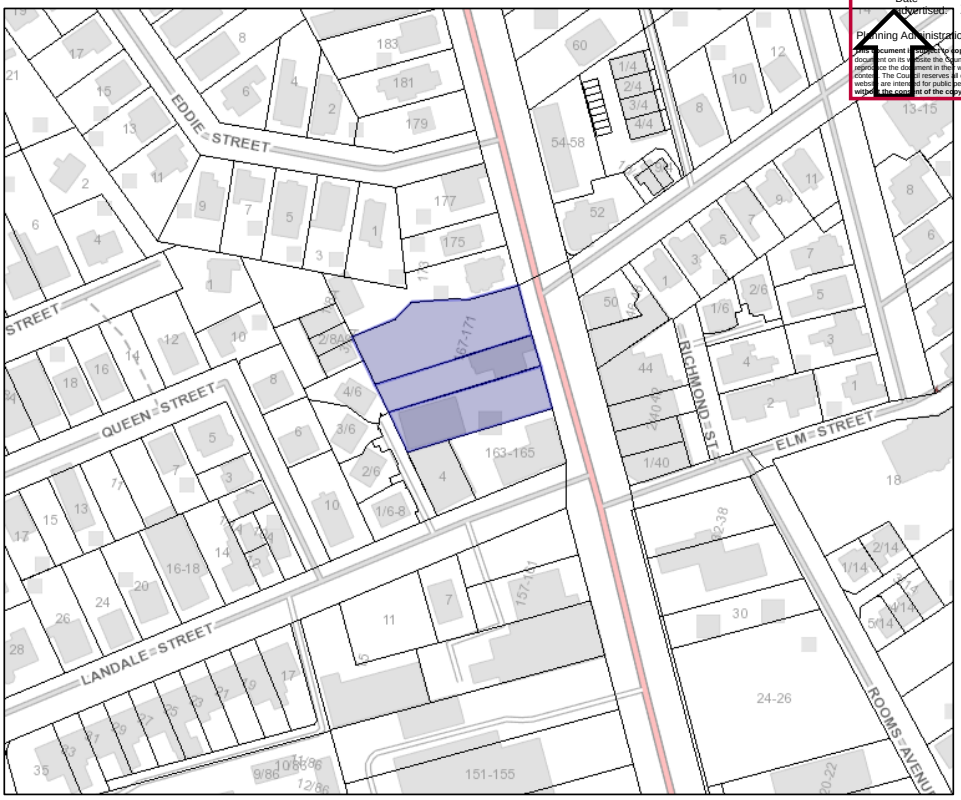


Figure 1: Location

5.2 Zoning

The site is zoned Local Business. Inner Residential zoning is present directly to the west and north of the site (Figure 2). Tasmanian Planning Scheme 2022 zoning will not change with the development.

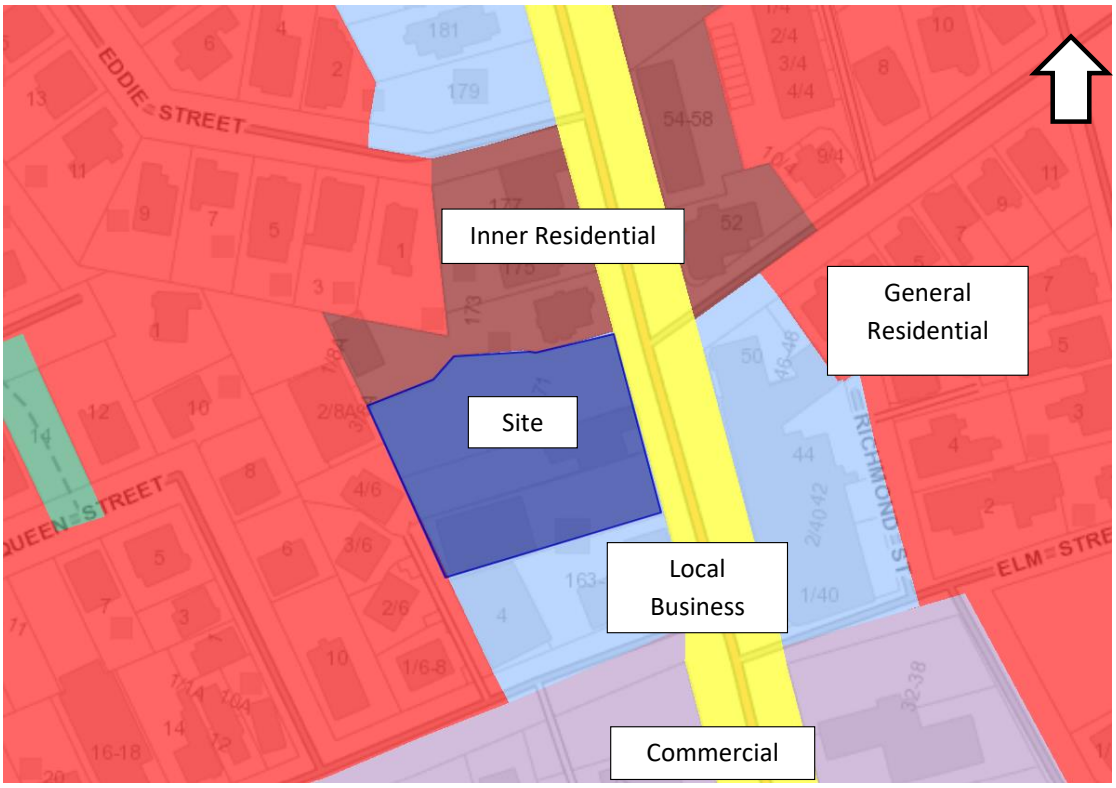


Figure 2: Zoning

6 Site Characterisation

6.1 Topography

A review of Google Earth and LISTMap (Land Information System Tasmania) indicate that the site flat with an elevation of ~3m AHD.

6.2 Regional Geology

The geology is described by the Mineral Resources Tasmania Digital Geological Atlas, 1:25,000 Series, Launceston sheet. The geology of the site is reported to comprise of "*loose to poorly-consolidated, clast composition poorly known, dominantly siliceous clasts in some areas, of probable Pleistocene age".*

6.3 Hydrology

No natural surface water features are located on the site. Stormwater is directed to the local stormwater drainage along Invermay Rd.

6.4 Fauna and Flora

The sites vegetation is predominantly mapped as modified land – urban areas. Desktop assessment of the natural values for the site revealed there is no threatened species, species of conservation significance, Tas Management Act Weeds or threatened communities.

6.5 Regional Hydrogeology

Localised groundwater flow beneath the site is unknown due to the flat topography of the area and location of nearby watercourses. However, groundwater direction would likely reflect the surface topography, flowing in a southerly direction towards the North Esk River (Figure 3). Reference to the Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal indicates there are no registered bores within 500m of the site. Groundwater is not extracted for drinking purposes in the area, water is reticulated to the area via TasWater infrastructure.

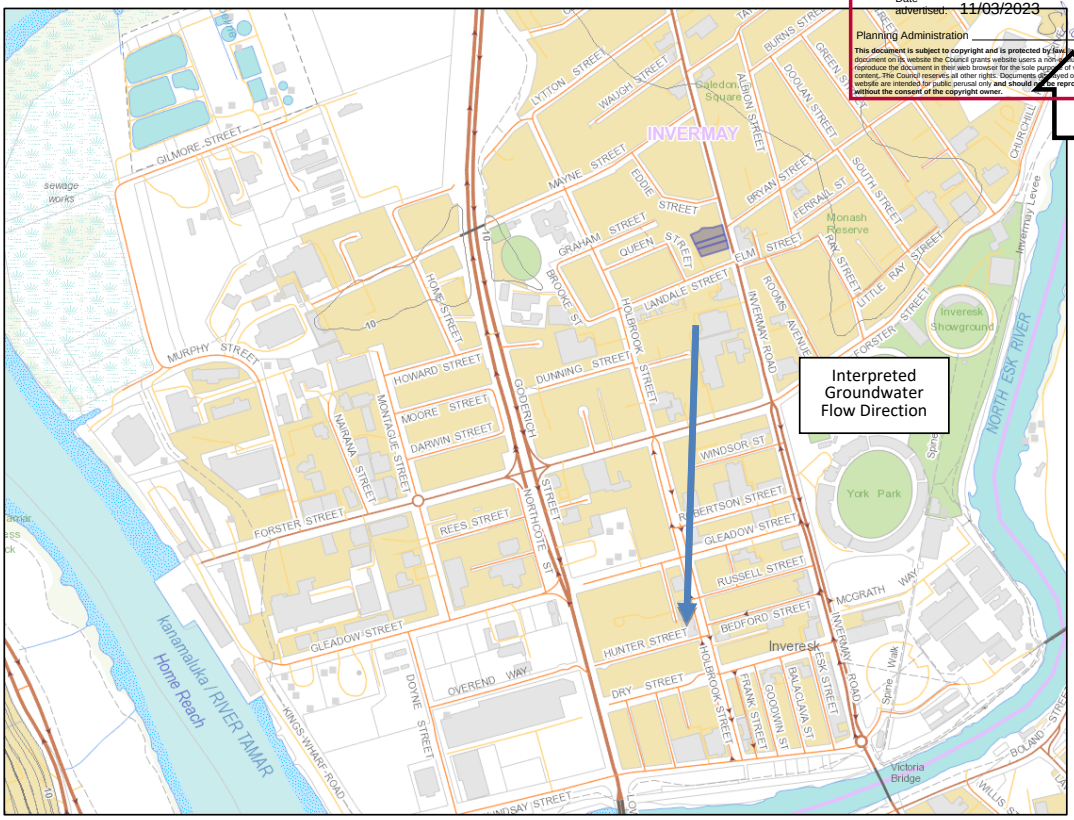


Figure 3: Local groundwater flow direction

6.6 Acid Sulphate Soils

Acid sulphate soils (ASS) are soils which contain naturally occurring sulphides. If left undisturbed and waterlogged they are harmless, however, exposure to air can cause oxidation which allows subsequent rain events to produce sulfuric acid. A review of the LIST confirms that the site has LOW probability of occurrence (6-70%) based on knowledge of similar soils in similar environments.

7 Site History & Potential for Contamination

The following information has been reviewed to determine the historical land uses and likelihood of contamination as a result both at the site and from nearby sites.

7.1 Launceston City Council

Launceston City Council planning department confirmed the site would trigger C14 of the ***Tasmanian Planning Scheme 2022*** due to records of a dry cleaner, fuel tank and caryard.

Unit 4 6-8 Landale Road, which borders the site to the west is also noted to be potentially contaminated due to engineering workshop and manufacturing of aluminium and plastic.

7.2 WorkSafe Tasmania

WorkSafe Tasmania have records of dangerous goods storage at the site between 1956 and 1970. One 500-gallon underground storage tank for the storage of white spirits was installed at the premises of Ensign Dry Cleaners at 167 Invermay Road. The licence was cancelled in 1970, however it is not clear if the tank was removed.

Trichloroethane (TCE) are a very high-risk contaminant related to Dry Cleaning. The chlorinated compound is persistent on the groundwater and creates a significant vapour intrusion risk at very low concentrations.

Figure 4 shows a TCE tank nearby and an above ground tank and pump on the site.

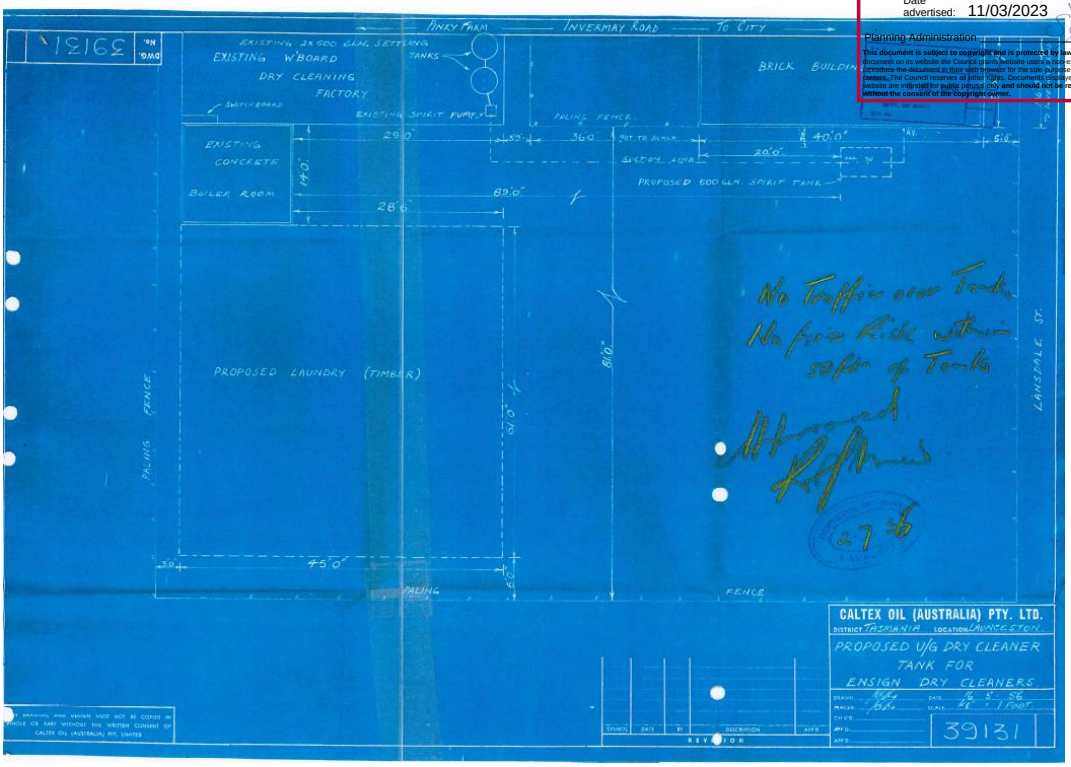


Figure 4: Excerpt of WorkSafe Tasmania manifest for 167-171 Invermay Road, Invermay

7.3 EPA Dangerous Goods Licenses

EPA Tasmanian have suspended the Property Information Request (PIR) service. This was a search of EPA databases to determine if potentially contaminating activities have or are occurring on a site.

The LISTMap identifies both EPA Regulated Premises and EPA Underground Petroleum Storage Systems. The site is not listed as an EPA regulated premises and EPA do not have records relating to the registration or decommissioning of an UPSS.

According to LISTMap there are no UPSS located upgradient of the site that would pose risk to future receptors.

7.4 Historical Aerial Imagery

A review of selected available historical imagery for the site and surrounds between 1974 and 2013 is provided in Appendix 1. Key observations are summarised below:

Date	Key Developments
1971	Dwelling on northern title, several buildings on southern title
1984	Dwelling demolished
2008	Two buildings on southern title demolished, units constructed on Landale Rd, vehicles stored on property

7.5 Aboriginal Heritage

A search of the Aboriginal Heritage Register for 167-171 Invermay Road, Invermay did not identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

7.6 European Heritage

167-171 Invermay Road, Invermay is not recognised under the Tasmanian Heritage Register.

7.7 Site Inspection

ES&D representatives visited the site on three occasions between the 21st of December 2021 and 20th of January 2022 to investigate potential sources of contamination on the site. The site is currently commercial, with an office and mechanical workshop situated on site. The office area is occupied by H&M Autos, a secondhand car dealer. The workshop is occupied by Ghan Automotive to the west. (Figures 5-9).

Minor hydrocarbon spills were observed on the site surface associated with the storage of vehicles. No fuel tanks were observed on the site and the workshop had a reasonable level of housekeeping.

A spray-painting booth has been recently installed on the property, but solvent spill/leakage is unlikely due to the housekeeping (venting) and time factor.

Figure 5: Mechanical workshop on site

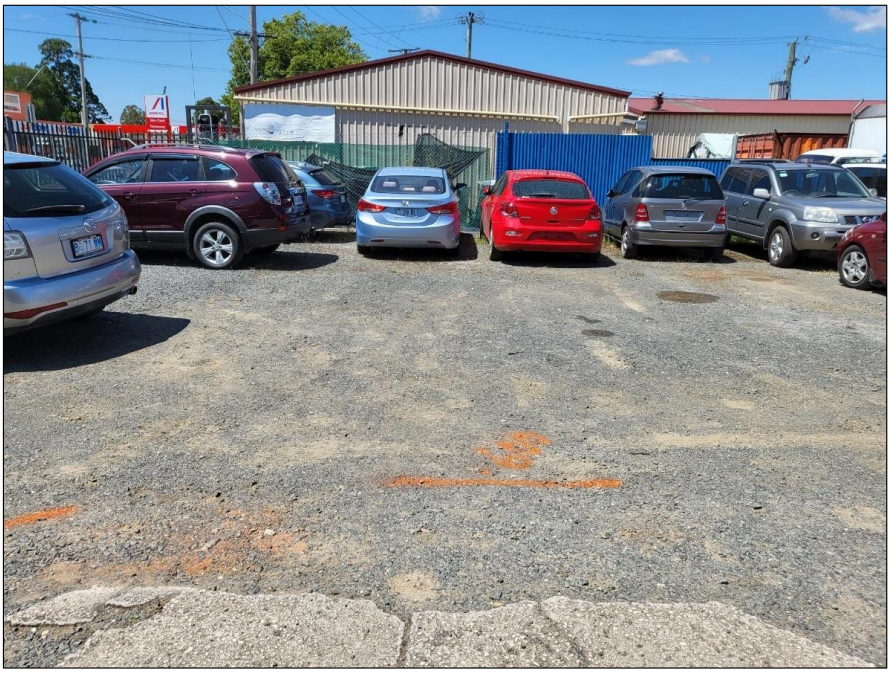


Figure 6: Storage of vehicles on site, minor oil spills visible.

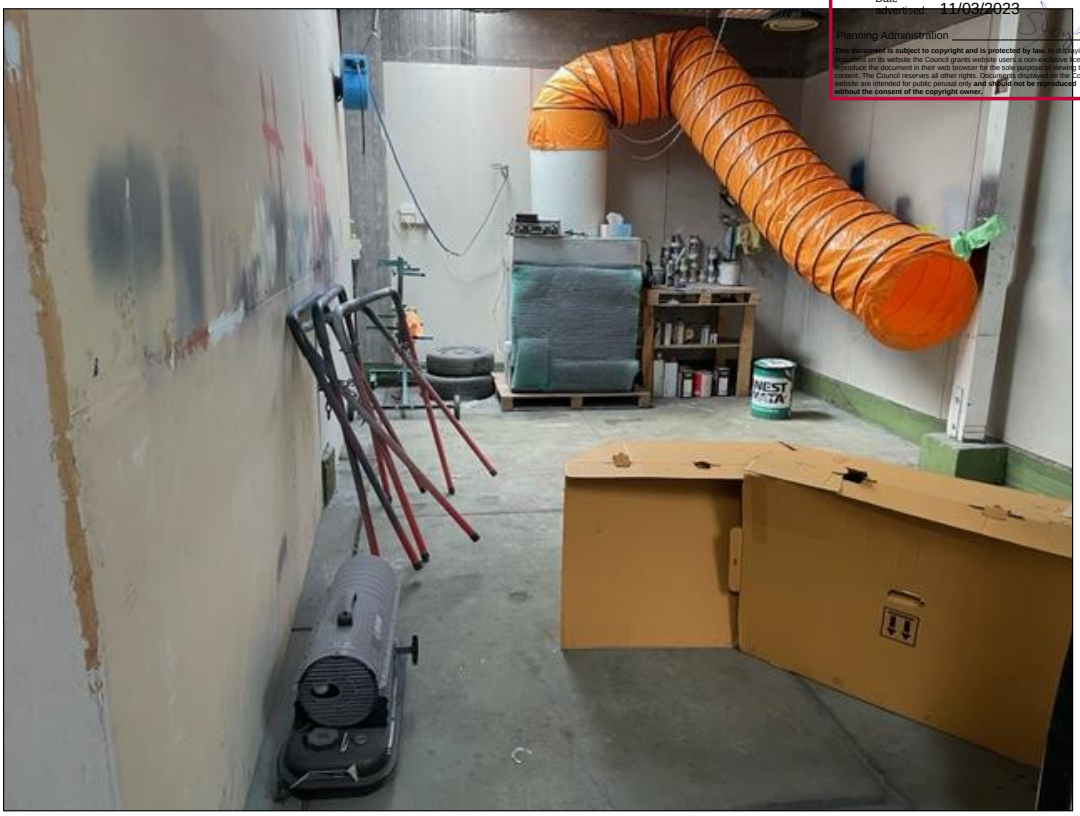


Figure 7: Recently installed paint booth

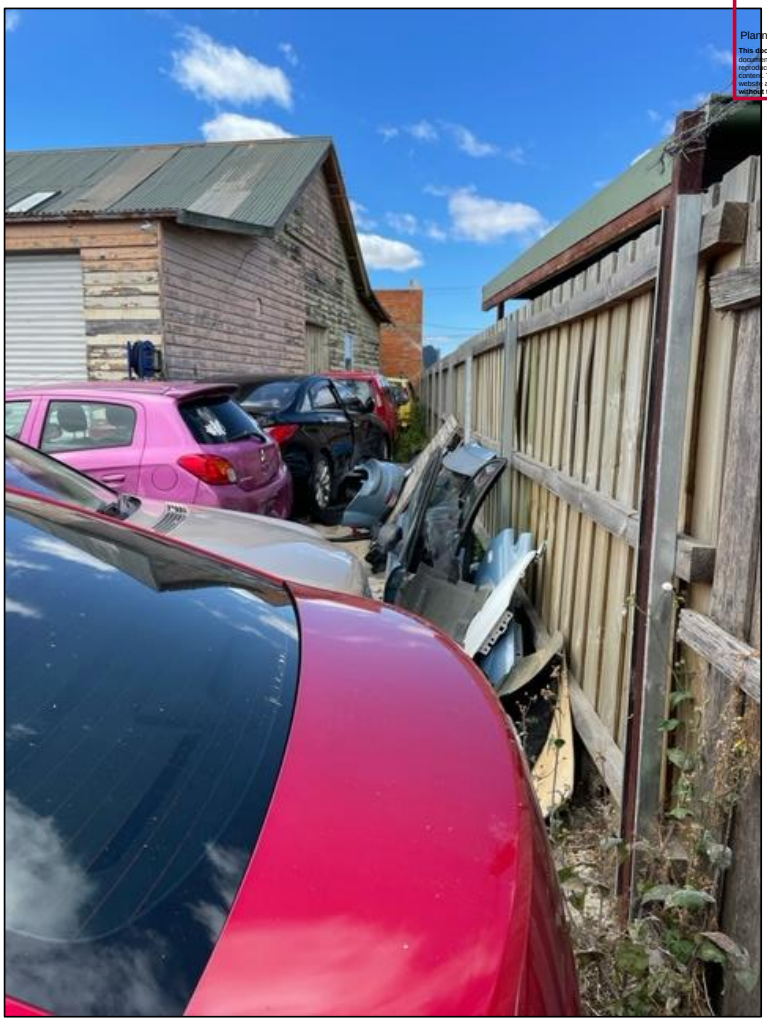


Figure 8: Storage of damaged and burnt vehicles on site – mostly on concrete.

Figure 9: Storage of damaged vehicles and tyres on site

8 Preliminary Conceptual Site Model

A conceptual site model (CSM) was created based on the site history, site visit, environment, potential receptors and contamination sources, see Table 3. It shows possible contamination sources, receptors and pathways.

Contamination sources were identified onsite and/or within the immediate vicinity of the site.

8.1 Summary of Potential Contamination Sources

The assessment has identified several potential sources of contamination and related contaminants of concern (COPC).

8.1.1 Onsite Sources

Table 1: Onsite Sources

Site Activity/Potential Source	Contaminants of Potential Concern	Comments
Historical Dry cleaner at 167-171 Invermay Road, Invermay	• Petroleum Hydrocarbons • Per chloroethene • Tetrachloroethane • Trichloroethane • Dichloroethane	Potential dermal contact, incidental ingestion or inhalation of surface contaminated soils/dust. Potential uptake by ecological receptors and leaching of contaminants into groundwater presenting soil vapour hazard.
Mechanical Workshop at 167-171 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential dermal contact, incidental ingestion or inhalation of surface contaminated soils/dust. Potential uptake by ecological receptors and leaching of contaminants into groundwater presenting soil vapour hazard.

8.1.2 Offsite Sources

Table 2: Offsite Sources

Site Activity/Potential Source	Contaminants of Potential Concern	Comments
Engineering Workshop/Plastic and Aluminum Manufacturing at Unit 4 6-8 Landale Road	• Solvents • Metals • Paint resins	Potential groundwater plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard.
Engine Works at 30 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential groundwater plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard.
Underground/above ground storage tanks at 32-38 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential hydrocarbon groundwater plume extending beneath the site presenting a soil vapour hazard.

8.2 Potential Receptors

Risks to human health from hydrocarbon contamination can arise via the inhalation route when people are exposed to vapours for extended periods, including from vapour intrusion into built spaces, and/or by direct contact with contaminated soil, surface water or groundwater (e.g., ingestion, dermal contact). Future site building users were considered in the preliminary CSM, along with subsurface workers and future construction workers when the site undergoes development.

No groundwater flow direction information is available, but assuming groundwater discharges to the North Esk River, it would be expected to generally flow in a southwesterly direction. Ecological receptors might be at risk if there is a hydrocarbon plume in groundwater which is discharging to the river.

Table 3: Preliminary conceptual site model

Contamination Source	COPC	Pathways	Receptor	Potential Linkage	Discussion
Historical Dry cleaner at 167-171 Invermay Road, Invermay	• Petroleum Hydrocarbons • Per chloroethene • Tetrachloroethane • Trichloroethane • Dichloroethane	Potential dermal contact, incidental ingestion or inhalation of surface contaminated soils/dust. Potential uptake by ecological receptors and leaching of contaminants into groundwater presenting soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **Yes**	A potential linkage exists for exposure to identified receptors.
Mechanical Workshop at 167-171 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential dermal contact, incidental ingestion or inhalation of surface contaminated soils/dust. Potential uptake by ecological receptors and leaching of contaminants into groundwater presenting soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **Yes**	A potential linkage exists for exposure to identified receptors.
Engineering Workshop/Plastic and Aluminum Manufacturing at Unit 4 6-8 Landale Road	• Solvents • Metals • Paint resins	Potential groundwater plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **No**	Potential plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard is LOW. This is due to most contaminants related to workshops do not impact groundwater but rather make hotspots on the source site.
Engine Works at 30 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential groundwater plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers • Ecological Receptors	• **No**	Potential plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard is LOW. This is due to the premises being hydraulically cross-gradient to down gradient of the site.
Underground/above ground storage tanks at 32-38 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential hydrocarbon groundwater plume extending beneath the site presenting a soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **No**	Potential hydrocarbon groundwater plume extending beneath the site presenting a soil vapour hazard is LOW. This is due to the fuel tank being hydraulically cross-gradient to down gradient of the site.

9 Site Investigation

9.1 Sample Strategy & Methodology

To assess impacts resulting previous site activities, an intrusive investigation including soil and groundwater sampling was conducted on the site. Targeted soil sampling occurred at the location of four oil hotspots in the caryard on the 21st of December 2021. Four soil bores were sampled using a hand auger to a depth of 100mm. Soil samples were field screened using a calibrated PID.

Based on the historical operation of a dry-cleaning establishment on the site, three groundwater monitoring bores were installed at the approximate location of the settling tanks. Bores were drilled using a mechanical auger and soil samples collected at regular intervals. BH2 refused at 0.7m and as such no monitoring well was installed. BH1 & BH3 were installed into a shallow aquifer while BH4 was installed into a deeper aquifer. Bores were developed using a bailer to purge any accumulated sediment to increase the efficiency and integrity of the monitoring wells.

Due to the slow recharge, a grab sample of the groundwater was collected using a disposable bailer after purging to ensure a representative sample was collected of the natural groundwater in the water table.

Soil and groundwater samples were collected using a new pair of disposable gloves for each sample and immediately placed in ALS supplied analyte containers, individually labelled, placed in eskies with freezer packs and dispatched for overnight delivery to the laboratory with accompanying chain of custody document.

Figure 10 shows the soil and groundwater sample locations at the site.

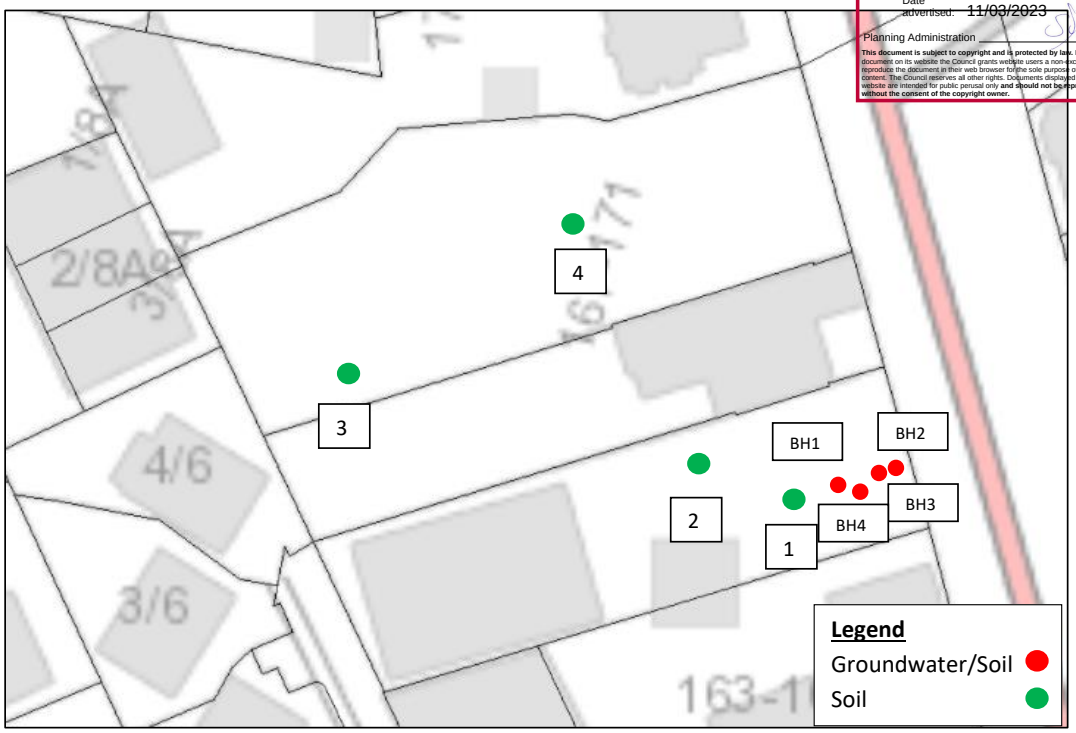


Figure 10: Sample locations

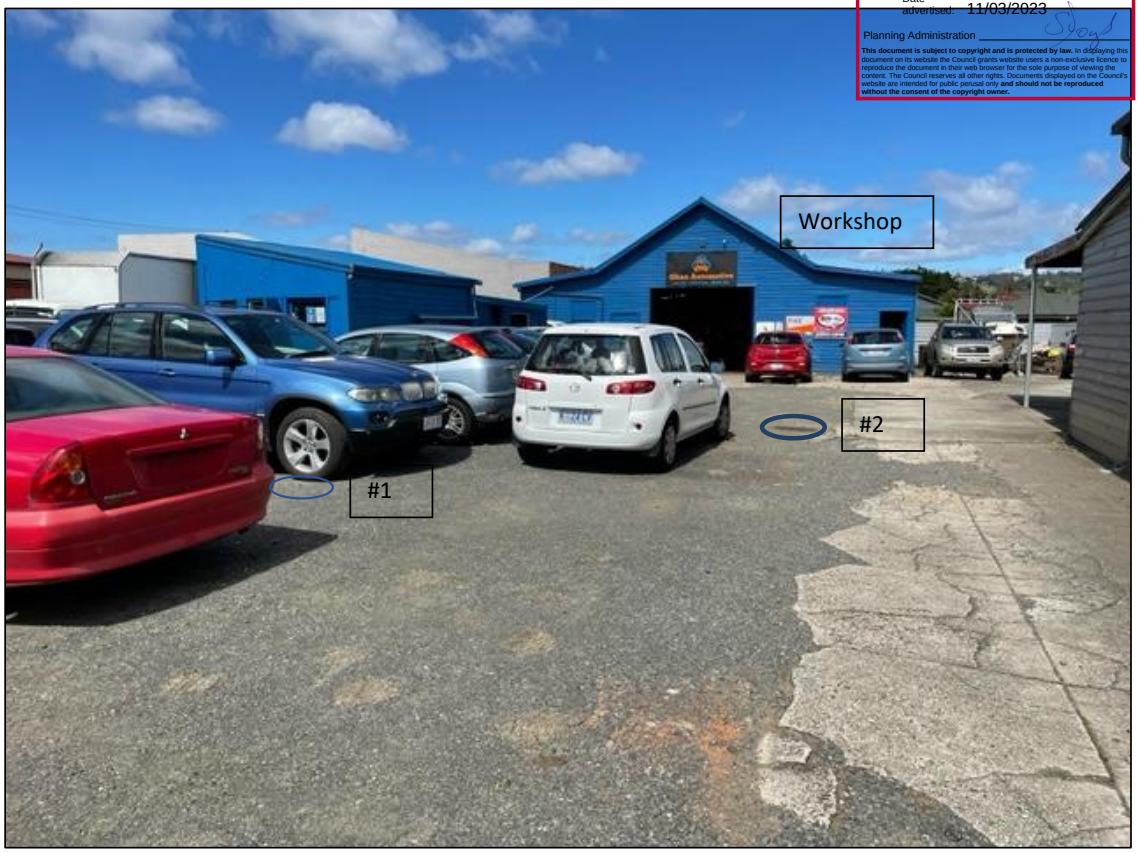


Figure 11: Sample points #1 and #2 in the car yard

Figure 12: High plasticity clay soil beneath site

9.2 Laboratory Analysis

Samples were assayed for heavy metals, BTEXN, glycols and hydrocarbons based on general screening for potential contamination. Analysis was done by NATA accredited ALS Laboratory in Springvale, Victoria.

10 Results

A summary of the results is provided in Table 4-6 below.

All soil samples were compared to NEPM guidelines for fine/clay soil commercial guidelines. Groundwater samples were compared to NEPM guidelines for clay soil commercial guidelines, groundwater investigation levels and World Health Organisation/National Institute for Public Health and the Environment (RIVM) air quality guidelines. Laboratory reports are provided in Appendix 2.

Table 4: Soil samples 21st December 2021

EM2125924, 21/12/2021	#1	#2	#3	#4	Duplicate	HIL-D	HSL-D	ESL -D	IB105
Depth (mBGSL):	0.1	0.1	0.1	0.1	0.1		0-<1		
Metals (mg/kg)									
Arsenic	<5	<5	<5	<5	<5	3,000			20
Cadmium	<1	<1	<1	<1	<1	900			3
Chromium	**7**	**15**	**15**	**66**	**13**	3,600V)			50
Copper	**94**	**69**	**114**	**80**	**63**	240,000			100
Lead	**24**	**54**	**141**	**196**	**178**	1,500			300
Nickel	**23**	**46**	**18**	**23**	**12**	6,000			60
Zinc	**169**	**123**	**322**	**158**	**128**	400,000			200
Mercury	<0.1	<0.1	<0.1	<0.1	<0.1	730			1
TPH (mg/kg)									
C6 – C9 Fraction	<10	<10	<10	<10	<10				65
C10 – C14 Fraction	<50	<50	<50	<50	<50				
C15 – C28 Fraction	**4730**	<100	<100	<100	**360**				
C29 – C36 Fraction	**4260**	<100	<100	<100	**150**				
C10 – C36 Fraction (sum)	**8990**	<50	<50	<50	**510**				1000
TRH (mg/kg)									
C6 – C10 Fraction	<10	<10	<10	<10	<10				
F1	<10	<10	<10	<10	<10		310	215	
>C10 – C16 Fraction	<50	<50	<50	<50	<50				
>C16 - C34 Fraction F3	**8420**	<100	<100	<100	**490**			1700	
>C34 - C40 Fraction F4	**1060**	<100	<100	<100	<100			3300	
>C10 – C40 Fraction (sum)	**9480**	<50	<50	<50	**490**				
F2	<50	<50	<50	<50	<50			170	
BTEXN (mg/kg)									
Benzene	<0.2	<0.2	<0.2	<0.2	<0.2		4	75	1
Toluene	<0.5	<0.5	<0.5	<0.5	<0.5			135	1
Ethylbenzene	<0.5	<0.5	<0.5	<0.5	<0.5			165	3
meta- & para-Xylene	<0.5	<0.5	<0.5	<0.5	<0.5				
ortho-Xylene	<0.5	<0.5	<0.5	<0.5	<0.5				
Sum of BTEX	<0.2	<0.2	<0.2	<0.2	<0.2				
Total Xylenes	<0.5	<0.5	<0.5	<0.5	<0.5		230	180	14
Naphthalene	<1	<1	<1	<1	<1			370	

Table 5: Soil samples 17th January 2022

EM2200572, 17/01/2022	BH1	BH1	BH1	BH2	BH3	BH3	FD	HIL-D	HSL-D	HSL-D	HSL-D	ESL -D	IB105
Depth (mBGSL):	0.5	1.0	2.0	0.5	1.0	3.0			0-<1	1-<2	2-<4m		
Metals (mg/kg)													
Arsenic	<5	**8**	**13**	<5	<5	**9**	**13**	3000				160	20
Cadmium	<1	<1	<1	<1	<1	<1	<1	900					3
Chromium	**25**	**48**	**72**	**18**	**29**	**46**	**71**	3600(IV)					50
Copper	**55**	**31**	**29**	**46**	**41**	**24**	**29**	240 000					100
Lead	**20**	**26**	**9**	**151**	**48**	**6**	**10**	1500					300
Nickel	**113**	**56**	**35**	**12**	**14**	**10**	**33**	6000					60
Zinc	**64**	**83**	**70**	**94**	**62**	**20**	**65**	400 000					200
Mercury	<0.1	<0.1	<0.1	<0.1	2.3	<0.1	<0.1	730					1
TPH (mg/kg)													
C6 – C9 Fraction	<10	<10	<10	<10	<10	<10	<10						65
C10 – C14 Fraction	<50	<50	<50	<50	<50	<50	<50						
C15 – C28 Fraction	<100	<100	<100	<100	<100	<100	<100						
C29 – C36 Fraction	<100	<100	<100	<100	<100	<100	<100						
C10 – C36 Fraction (sum)	<50	<50	<50	<50	<50	<50	<50						1000
TRH (mg/kg)													
C6 – C10 Fraction	<10	<10	<10	<10	<10	<10	<10						
F1	<10	<10	<10	<10	<10	<10	<10		310	480	NL	215	
>C10 – C16 Fraction	<50	<50	<50	<50	<50	<50	<50						
>C16 - C34 Fraction F3	<100	<100	<100	<100	<100	<100	<100					2500	
>C34 - C40 Fraction F4	<100	<100	<100	<100	<100	<100	<100					6600	
>C10 – C40 Fraction (sum)	<50	<50	<50	<50	<50	<50	<50						
F2	<50	<50	<50	<50	<50	<50	<50					170	
BTEXN (mg/kg)													
Benzene	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2		4	6	9	95	1
Toluene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5					135	1
Ethylbenzene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5					185	3
meta- & para-Xylene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5						
ortho-Xylene	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5						
Sum of BTEX	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5	<0.5						
Total Xylenes	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2	<0.2					95	14
Naphthalene	<1	<1	<1	<1	<1	<1	<1					370	
PAH (mg/kg)													
Sum of PAH	<0.5	----	----	<0.5	----	----	----	4000					
BaP (TEQ) Carc PAH	<0.5	----	----	<0.5	----	----	----	40				0.7	
Volatile Organic Chlorinated Compounds													
TCE	<0.5	----	<0.5	<0.5	<0.5	----	----	0.08					
1,1,1-TCA	<0.5	----	<0.5	<0.5	<0.5	----	----	230					
PCE	<0.5	----	<0.5	<0.5	<0.5	----	----	8					
Cis-1,2-dichloroethene	<0.5	----	<0.5	<0.5	<0.5	----	----	0.3					
Vinyl chloride	<5	----	<5	<5	<5	----	----	0.1					
Glycols													
Propylene Glycol	<2	----	----	<2	----	----	----						
Ethylene Glycol	<2	----	----	<2	----	----	----						

Table 6: Groundwater samples 20th January 2022

EM2200722, 20/01/2022	BH1	FD	BH3	BH4	NEPM Drinking Water	NEPM Recreational Use/Primary Contact	HSL-D
Depth (mBGSL):	0.93	0.93	0.99	2.48			2-<4m
Metals							
Lead	<0.001	<0.001	<0.001	<0.001	0.01	0.1	
TPH (µg/L)							
C6 – C9 Fraction	<20	<20	<20	<20			
C10 – C14 Fraction	<50	<50	<50	<50			
C15 – C28 Fraction	**470**	**560**	**430**	**470**			
C29 – C36 Fraction	**120**	**160**	**110**	**140**			
C10 – C36 Fraction (sum)	**590**	**720**	**540**	**610**			
TRH (µg/L)							
C6 – C10 Fraction	<20	<20	<20	<20			
F1	<20	<20	<20	<20			
>C10 – C16 Fraction	<100	<100	<100	<100			
>C16 - C34 Fraction F3	**530**	**640**	**500**	**560**			
>C34 - C40 Fraction F4	<100	<100	<100	<100			
>C10 – C40 Fraction (sum)	**530**	**640**	**500**	**560**			
F2	<100	<100	<100	<100			
BTEXN (µg/L)							
Benzene	<1	<1	<1	<1			30 000
Toluene	<2	<2	<2	<2			
Ethylbenzene	<2	<2	<2	<2			
meta- & para-Xylene	<2	<2	<2	<2			
ortho-Xylene	<2	<2	<2	<2			
Total Xylenes	<2	<2	<2	<2			
Sum of BTEX	<1	<1	<1	<1			
Naphthalene	<5	<5	<5	<5			
Volatile Organic Chlorinated Compounds (µg/L)							
1,1,2 – Trichloroethane	<5	<5	<5	<5			
Chloroethene	<50	<50	<50	<50	0.3	3	
1,1-Dichloroethene	<5	<5	<5	<5	30	300	
Cis-1,2-dichoroethene	<5	<5	<5	<5	60	600	
Trans 1,2-dichlorethene	<5	<5	<5	<5	60	600	
Tetrachloroethene	<5	<5	<5	<5	50	500	

10.1 Laboratory QA/QC

ALS provide a QA/QC report for each laboratory certificate detailing the results for duplicate, method blank, laboratory control spike, and matrix spike tests. Results are given below.

Table 7: Laboratory QA/QC

ALS Report	*Date*	*DUP*	*MB*	*LCS*	*MS*
EM2125924	29/12/2021	OK	OK	OK	OK
EM2200572	21/01/2022	OK	OK	OK	OK
EM2200722	24/01/2022	OK	OK	OK	OK

10.2 Field QA/QC

A duplicate sample was taken from Sample #4, BH1 (2.0m) and BH1.

Relative percent difference (RPD) and its duplicate are given below in Table 8 for analytes above the LOR. Limits are based on AS 4482.1-2005 Guide to the Investigation and Sampling of Potentially Contaminated Soil – Non-volatile and Semi-volatile Compounds which states the typical RPD which can be expected from acceptable field duplicates is <+/- 30-50% of the mean concentration of the analyte. Sample #4 had high RPD for Chromium and hydrocarbon analytes. This would likely be attributed to the sample being collected from the surface, which could be highly variable.

Table 8: Field duplicate S3 2.6m results

	S#4	*Dup*	*RPD*	*BH1 2.0m*	*Dup*	*RPD*	*BH1*	*Dup*	*RPD*	*LIMIT*
Arsenic	<5	<5	N/A	13	13	0	-	-	-	N/A
Cadmium	<1	<1	N/A	<1	<1	N/A	-	-	-	30%
Chromium	66	13	134.18	72	71	1.40	-	-	-	N/A
Copper	80	63	23.78	29	29	0	-	-	-	N/A
Lead	196	178	9.63	9	10	10.53	-	-	-	N/A
Nickel	23	12	62.86	35	33	5.88	-	-	-	30
Zinc	158	128	20.98	70	65	7.41	-	-	-	30%
C6 – C9 Fraction	<10	<10	N/A	-	-	-	<20	<20	0	30%
C10 – C14 Fraction	<50	<50	N/A	-	-	-	<50	<50	0	30%
C15 – C28 Fraction	<100	360	151.22	-	-	-	470	560	17.48	30%
C29 – C36 Fraction	<100	150	100	-	-	-	120	160	28.57	30%
C10 – C36 Fraction (sum)	<50	510	181.31	-	-	-	590	720	19.85	N/A
C6 – C10 Fraction	<10	<10	N/A	-	-		<20	<20	0	30%
F1	<10	<10	N/A	-	-	-	<20	<20	N/A	
>C10 – C16 Fraction	<50	<50	N/A	-	-	-	<100	<100	N/A	
>C16 - C34 Fraction F3	<100	490	162.96	-	-	-	530	640	18.80	
>C34 - C40 Fraction F4	<100	<100	N/A	-	-	-	<100	<100	N/A	
>C10 – C40 Fraction (sum)	<50	490	180.58	-	-	-	530	640	18.80	
F2	<50	<50	N/A	-	-	-	<100	<100	N/A	

11 Discussion

11.1 Soil Results

The results of the laboratory analysis have been compared against the NEPASCM adopted assessment criteria. An interpretation of this data is summarised below:

- Sample #1 collected on the 21st of December 2021, analysed for TRH C16-34 Fraction (F3) reported a concentration of 8420 mg/kg which exceeds the ecological screening level of 1700 mg/kg.

11.2 Groundwater Results

The principal objective of the investigation was to determine if toxic chlorinated hydrocarbons were present in groundwater beneath the site. Human health risks from the intrusion of vapours into residential buildings can be evaluated in more than one way. As the site is likely planned for development vapour sampling would not represent the same conditions under which exposure may occur. No chlorinated hydrocarbons were detected in either of the three groundwater monitoring wells. Therefore, compared to the health risk based acceptable air concentrations published in the NSW *Vapour Intrusion: Technical Practice Note*, the measured concentrations of TCE, DCE and PCE in groundwater were below the guidance values.

In addition, the results of the other analytes have been compared against the NEPASCM adopted assessment criteria and no exceedances were reported.

11.3 State Planning Code

C14.5 Use Standards

P1

For a sensitive use, or a specified use listed in Table C14.1, the land is suitable for the intended use, having regard to:

(c) an environmental site assessment that includes a plan, to manage contamination and associated risk to human health or the environment that includes:
(i) any specific remediation and protection measures required to be implemented before any use commences; and
(ii) a statement that the land will be suitable for the intended use.

C14.6 Development Standards for Building and Works

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:

(c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:
(i) any specific remediation and protection measures required to be implemented before excavation commences; and
(ii) a statement that the excavation does not adversely impact on human health or the environment.

12 Conclusions and Recommendations

The assessment, which included desktop investigation, field observations and soil sampling found the following:

- **The site is currently zoned local business. A second-hand car dealer and workshop currently occupy the site.**
- **A review of historical aerial imagery from 1974 indicate the northern title was residential until the 1980's. The southern title had several buildings on the site until the late 1990's/early 2000's. This was most likely the location of the laundromat and dry cleaners (Ensign Dry Cleaners).**
- **The site visit located several hydrocarbon hot spots on the site. Soil sampling detected hydrocarbons below applicable NEPASCM health screening levels for commercial premises.**
- **Groundwater sampling detected no NEPASCM health screening level exceedances for hydrocarbons or volatile organic chlorinated compounds.**
- **Soil results exceed Level 1 (fill material) classification under TAS EPA Bulletin 105 for disposal of soil for metals and total petroleum hydrocarbons and soil is likely to require testing and disposal management measures in accordance with EMPCA (Waste Management) Regulations 2020 and IB105.**
- **A 500-gallon underground storage tank used for white spirits was located on the site and was likely removed in 1970.**

The environmental site assessment demonstrates that there is no evidence the land is contaminated. Future development of the site is not likely to expose contaminants in concentrations likely to pose a risk to health or the environment in accordance with C14 of the ***Tasmanian Planning Scheme 2022.***

The land will be suitable for the intended use.

Excavation does not adversely impact on human health or the environment

The following management measures is required;

- ***All excavated soil intended to be removed from the site must be stockpiled in piles not greater than 25 cubic metres and tested by a suitably qualified environmental consultant to classify the soil for disposal prior to removal of the soil from site. If soil does not meet Level 1 (fill material) classification, it may only be removed from the site once written approval for disposal has been granted by EPA Tasmania. Soil can otherwise be reused on the site.***

Rod Cooper.

Site Contamination Specialist

Table 9: Final conceptual site model

Contamination Source	COPC	Pathways	Receptor	Potential Linkage	Discussion
Historical Dry cleaner at 167-171 Invermay Road, Invermay	• Petroleum Hydrocarbons • Per chloroethene • Tetrachloroethane • Trichloroethane • Dichloroethane	Potential dermal contact, incidental ingestion or inhalation of surface contaminated soils/dust. Potential uptake by ecological receptors and leaching of contaminants into groundwater presenting soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **No**	CoPC below health screening levels
Mechanical Workshop at 167-171 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential dermal contact, incidental ingestion or inhalation of surface contaminated soils/dust. Potential uptake by ecological receptors and leaching of contaminants into groundwater presenting soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **No**	CoPC below health screening levels
Engineering Workshop/Plastic and Aluminum Manufacturing at Unit 4 6-8 Landale Road	• Solvents • Metals • Paint resins	Potential groundwater plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **No**	Potential plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard is LOW. This is due to most contaminants related to workshops do not impact groundwater but rather make hotspots on the source site. CoPC below health screening levels
Engine Works at 30 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential groundwater plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers • Ecological Receptors	• **No**	Potential plume as a result of spillage or leakage of contaminants extending beneath the site presenting a soil vapour hazard is LOW. This is due to the premises being hydraulically cross-gradient to down gradient of the site.
Underground/above ground storage tanks at 32-38 Invermay Road, Invermay	• Heavy metals (predominantly lead) • Petroleum Hydrocarbons • Polyaromatic Hydrocarbons • Phenols / BTEXN	Potential hydrocarbon groundwater plume extending beneath the site presenting a soil vapour hazard.	• Future site users • Future construction workers • Subsurface workers	• **No**	Potential hydrocarbon groundwater plume extending beneath the site presenting a soil vapour hazard is LOW. This is due to the fuel tank being hydraulically cross-gradient to down gradient of the site.

13 Limitations

ES&D has prepared this report in accordance with the care and thoroughness of the consulting profession for Pharos Properties Pty Ltd. It was based on accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this report. It is prepared in accordance with the scope of work and for the purpose outlined.

This report was prepared during December 2021 and January 2022 and is based on the conditions encountered and information reviewed at the time of preparation. ES&D disclaims the responsibility for any changes that may have occurred after this time.

This report should be read in full. No responsibility is accepted for any use of any part of this report in any other context or for any other purpose or by third parties. This report does not purport to give legal advice.

Subsurface conditions can vary across a site and cannot be explicitly defined by these investigations. It is unlikely therefore that the results and estimations expressed in this report will represent the extreme conditions within the site.

The information in this report is accurate at the date of issue and is in accordance with conditions at the site at the dates sampled.

This document and the information contained herein should only be regarded as validly representing the site conditions at the time of the investigation unless otherwise explicitly stated in a preceding section of the report.

No warranty or guarantee of property conditions is given or intended.

References

Tasmanian Planning Scheme 2022 (Potentially Contaminated Land Code - C14) (www.iplan.tas.gov.au)

National Environmental Protection (Assessment of Site Contamination) Measure, *Guideline on the Investigation Levels for Soil and Groundwater*, Schedule B (1), (1999) as amended 2013

Land Information System Tasmania (the List): www.thelist.tas.gov.au

Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal: http://wrt.tas.gov.au/groundwater-info/

Mineral Resources Tasmania 1:25,000 digital geological map database

NSW Department of Environment, Climate Change and Water in the document Vapour Intrusion: Technical Practice Note, September 2010

APPENDICES

APPENDIX 1 HISTORICAL AERIAL IMAGERY

Figure 1: 1971

Figure 2: 1984

Figure 3: 1992

Figure 4: 2008

Figure 5: 2016

APPENDIX 2 NATA LABORATORY RESULTS

ALS Environmental

CERTIFICATE OF A

Work Order	: **EM2125924**	Page	: 1 of 5
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: MR ROD COOPER	Contact	: Gregory Gommers
Address	: 80 MINNA ROAD PO BOX 651 HEYBRIDGE TASMANIA, AUSTRALIA 7316	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: +61 03 6442 4037	Telephone	: +61-3-8549 9600
Project	: 8177 - 167 Invermay Rd	Date Samples Received	: 23-Dec-2021 12:17
Order number	: ----	Date Analysis Commenced	: 23-Dec-2021
C-O-C number	: ----	Issue Date	: 29-Dec-2021 10:44
Sampler	: ROD COOPER		
Site	: 167 Invermay Rd		
Quote number	: EN/222		
No. of samples received	: 5		
No. of samples analysed	: 5		

ilac-MRA NATA
Accreditation No. 825
Accredited for compliance with ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	*Position*	*Accreditation Category*
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

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 Contact 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.

- EP080: Where reported, Total Xylenes is the sum of the reported concentrations of m&p-Xylene and o-Xylene at or above the LOR.

Page : 3 of 5
Work Order : EM2125924
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177 - 167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)			Sample ID	#1	#2	#3	#4	Duplicate
			Sampling date / time	21-Dec-2021 00:00	21-Dec-2021 00:00	21-Dec-2021 00:00	21-Dec-2021 00:00	21-Dec-2021 00:00
Compound	CAS Number	LOR	Unit	EM2125924-001	EM2125924-002	EM2125924-003	EM2125924-004	EM2125924-005
				Result	Result	Result	Result	Result
EA055: Moisture Content								
Moisture Content	----	1.0	%	1.3	1.2	3.6	2.1	<1.0
EG005(ED093)T: Total Metals by ICP-AES								
Arsenic	7440-38-2	5	mg/kg	<5	<5	<5	<5	<5
Cadmium	7440-43-9	1	mg/kg	<1	<1	<1	<1	<1
Chromium	7440-47-3	2	mg/kg	7	15	15	66	13
Copper	7440-50-8	5	mg/kg	94	69	114	80	63
Lead	7439-92-1	5	mg/kg	24	54	141	196	178
Nickel	7440-02-0	2	mg/kg	23	46	18	23	12
Zinc	7440-66-6	5	mg/kg	169	123	322	158	128
EG035T: Total Recoverable Mercury by FIMS								
Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	<0.1	<0.1	<0.1
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	<50
C15 - C28 Fraction	----	100	mg/kg	4730	<100	<100	<100	360
C29 - C36 Fraction	----	100	mg/kg	4260	<100	<100	<100	150
^ C10 - C36 Fraction (sum)	----	50	mg/kg	8990	<50	<50	<50	510
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	<50
>C16 - C34 Fraction	----	100	mg/kg	8420	<100	<100	<100	490
>C34 - C40 Fraction	----	100	mg/kg	1060	<100	<100	<100	<100
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	9480	<50	<50	<50	490
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	<50	<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

Page : 4 of 5
Work Order : EM2125924
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177 - 167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	#1	#2	#3	#4	Duplicate
				Sampling date / time	21-Dec-2021 00:00	21-Dec-2021 00:00	21-Dec-2021 00:00	21-Dec-2021 00:00	21-Dec-2021 00:00
Compound	CAS Number	LOR	Unit		EM2125924-001	EM2125924-002	EM2125924-003	EM2125924-004	EM2125924-005
					Result	Result	Result	Result	Result
EP080: BTEXN - Continued									
^ 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	%		77.0	87.1	82.5	97.2	77.7
Toluene-D8	2037-26-5	0.2	%		80.8	88.3	80.5	99.3	79.6
4-Bromofluorobenzene	460-00-4	0.2	%		92.4	108	94.2	111	90.8

Surrogate Control Limits

Sub-Matrix: **SOIL**

Compound	CAS Number	Recovery Limits (%) Low	High
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

ALS Environmental

QUALITY CONTRO

Work Order	: **EM2125924**	Page	: 1 of 5
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: MR ROD COOPER	Contact	: Gregory Gommers
Address	: 80 MINNA ROAD PO BOX 651 HEYBRIDGE TASMANIA, AUSTRALIA 7316	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: +61 03 6442 4037	Telephone	: +61-3-8549 9600
Project	: 8177 - 167 Invermay Rd	Date Samples Received	: 23-Dec-2021
Order number	: ----	Date Analysis Commenced	: 23-Dec-2021
C-O-C number	: ----	Issue Date	: 29-Dec-2021
Sampler	: ROD COOPER		
Site	: 167 Invermay Rd		
Quote number	: EN/222		
No. of samples received	: 5		
No. of samples analysed	: 5		

ilac-MRA NATA
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.

Signatories	*Position*	*Accreditation Category*
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis. Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

Key : Anonymous = Refers to samples which are not specifically part of this work order but formed part of the QC process lot
CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
LOR = Limit of reporting
RPD = Relative Percentage Difference
# = Indicates failed QC

Laboratory Duplicate (DUP) Report

The quality control term Laboratory Duplicate refers to a randomly selected intralaboratory split. Laboratory duplicates provide information regarding method precision and sample heterogeneity. The permitted ranges for the Relative Percent Deviation (RPD) of Laboratory Duplicates are specified in ALS Method QWI-EN/38 and are dependent on the magnitude of results in comparison to the level of reporting: Result < 10 times LOR: No Limit; Result between 10 and 20 times LOR: 0% - 50%; Result > 20 times LOR: 0% - 20%.

Sub-Matrix: **SOIL**

				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EG005(ED093)T: Total Metals by ICP-AES (QC Lot: 4096553)									
EM2125924-001	#1	EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	7	9	27.0	No Limit
		EG005T: Nickel	7440-02-0	2	mg/kg	23	33	33.2	0% - 50%
		EG005T: Arsenic	7440-38-2	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Copper	7440-50-8	5	mg/kg	94	95	1.1	0% - 50%
		EG005T: Lead	7439-92-1	5	mg/kg	24	28	16.0	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	169	189	11.5	0% - 20%
EA055: Moisture Content (Dried @ 105-110°C) (QC Lot: 4096581)									
EM2125924-001	#1	EA055: Moisture Content	----	0.1	%	1.3	1.5	13.3	No Limit
EG035T: Total Recoverable Mercury by FIMS (QC Lot: 4096552)									
EM2125924-001	#1	EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4096547)									
EM2125924-001	#1	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4096549)									
EM2125924-001	#1	EP071: C15 - C28 Fraction	----	100	mg/kg	4730	5730	19.0	0% - 20%
		EP071: C29 - C36 Fraction	----	100	mg/kg	4260	5180	19.6	0% - 20%
		EP071: C10 - C14 Fraction	----	50	mg/kg	<50	<50	0.0	No Limit
		EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	8990	10900	19.3	0% - 20%
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4096547)									
EM2125924-001	#1	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: 4096549)									
EM2125924-001	#1	EP071: >C16 - C34 Fraction	----	100	mg/kg	8420	10200	19.2	0% - 20%
		EP071: >C34 - C40 Fraction	----	100	mg/kg	1060	1300	20.1	0% - 50%

Page : 3 of 5
Work Order : EM2125924
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177 - 167 Invermay Rd

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: 4096549) - continued									
EM2125924-001	#1	EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	<50	0.0	No Limit
		EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	9480	11500	19.3	0% - 20%
EP080: BTEXN (QC Lot: 4096547)									
EM2125924-001	#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

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**

				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike	Spike Recovery (%)	Acceptable Limits (%)	
Method: Compound	CAS Number	LOR	Unit	Result	Concentration	LCS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 4096553)								
EG005T: Arsenic	7440-38-2	5	mg/kg	<5	123 mg/kg	105	70.0	130
EG005T: Cadmium	7440-43-9	1	mg/kg	<1	1.23 mg/kg	68.6	50.0	130
EG005T: Chromium	7440-47-3	2	mg/kg	<2	20.2 mg/kg	113	70.0	130
EG005T: Copper	7440-50-8	5	mg/kg	<5	55.9 mg/kg	102	70.0	130
EG005T: Lead	7439-92-1	5	mg/kg	<5	62.4 mg/kg	98.2	70.0	130
EG005T: Nickel	7440-02-0	2	mg/kg	<2	15.4 mg/kg	105	70.0	130
EG005T: Zinc	7440-66-6	5	mg/kg	<5	162 mg/kg	77.6	70.0	130
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4096552)								
EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	0.64 mg/kg	95.3	70.0	130
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4096547)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	114	58.6	131
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4096549)								
EP071: C10 - C14 Fraction	----	50	mg/kg	<50	760 mg/kg	93.9	75.0	128
EP071: C15 - C28 Fraction	----	100	mg/kg	<100	3270 mg/kg	91.3	82.0	123
EP071: C29 - C36 Fraction	----	100	mg/kg	<100	1550 mg/kg	90.7	82.4	121
EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	5580 mg/kg	91.2	70.0	130
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4096547)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	112	59.3	128
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4096549)								
EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	1110 mg/kg	89.7	77.0	130
EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	4180 mg/kg	90.7	81.5	120
EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	290 mg/kg	92.6	73.3	137
EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	5580 mg/kg	90.7	70.0	130
EP080: BTEXN (QCLot: 4096547)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	101	61.6	117
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	106	65.8	125
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	106	65.8	124
EP080: meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	4 mg/kg	113	64.8	134
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	108	68.7	132
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	92.1	61.8	123

Matrix Spike (MS) Report

Page : 5 of 5
Work Order : EM2125924
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177 - 167 Invermay Rd

The quality control term Matrix Spike (MS) refers to an intralaboratory split sample spiked with a representative set of target analytes. The purpose of this QC parameter is to monitor potential matrix effects on analyte recoveries. Static Recovery Limits as per laboratory Data Quality Objectives (DQOs). Ideal recovery ranges stated may be waived in the event of sample matrix interference.

Sub-Matrix: **SOIL**

				Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Acceptable Limits (%)	
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Concentration	MS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 4096553)							
EM2125924-002	#2	EG005T: Arsenic	7440-38-2	50 mg/kg	107	78.0	124
		EG005T: Cadmium	7440-43-9	50 mg/kg	105	79.7	116
		EG005T: Chromium	7440-47-3	50 mg/kg	104	79.0	121
		EG005T: Copper	7440-50-8	250 mg/kg	112	80.0	120
		EG005T: Lead	7439-92-1	250 mg/kg	102	80.0	120
		EG005T: Nickel	7440-02-0	50 mg/kg	114	78.0	120
		EG005T: Zinc	7440-66-6	250 mg/kg	95.6	80.0	120
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4096552)							
EM2125924-002	#2	EG035T: Mercury	7439-97-6	0.5 mg/kg	106	76.0	116
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4096547)							
EM2125924-002	#2	EP080: C6 - C9 Fraction	----	28 mg/kg	92.6	33.4	124
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4096549)							
EM2125924-002	#2	EP071: C10 - C14 Fraction	----	760 mg/kg	81.8	71.2	125
		EP071: C15 - C28 Fraction	----	3270 mg/kg	86.3	75.6	122
		EP071: C29 - C36 Fraction	----	1550 mg/kg	82.8	78.0	120
		EP071: C10 - C36 Fraction (sum)	----	5580 mg/kg	84.8	70.0	130
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4096547)							
EM2125924-002	#2	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	89.6	30.8	120
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4096549)							
EM2125924-002	#2	EP071: >C10 - C16 Fraction	----	1110 mg/kg	88.0	72.2	128
		EP071: >C16 - C34 Fraction	----	4180 mg/kg	84.8	76.5	119
		EP071: >C34 - C40 Fraction	----	290 mg/kg	68.2	66.8	138
		EP071: >C10 - C40 Fraction (sum)	----	5580 mg/kg	85.0	70.0	130
EP080: BTEXN (QCLot: 4096547)							
EM2125924-002	#2	EP080: Benzene	71-43-2	2 mg/kg	102	54.4	127
		EP080: Toluene	108-88-3	2 mg/kg	103	57.1	131

ALS Environmental

QA/QC Compliance Assessment to assist with Quality Review

Work Order	: **EM2125924**	Page	: 1 of 4
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: MR ROD COOPER	Telephone	: +61-3-8549 9600
Project	: 8177 - 167 Invermay Rd	Date Samples Received	: 23-Dec-2021
Site	: 167 Invermay Rd	Issue Date	: 29-Dec-2021
Sampler	: ROD COOPER	No. of samples received	: 5
Order number	: ----	No. of samples analysed	: 5

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.**
- **NO Matrix Spike outliers occur.**
- **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.**

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 / Container / Client Sample ID(s)	Sample Date	Extraction / Preparation			Analysis		
		Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EA055: Moisture Content							
Soil Glass Jar - Unpreserved (EA055)							
#1, #2, #3, #4, Duplicate	**21-Dec-2021**	**----**	----	----	**23-Dec-2021**	04-Jan-2022	✓
EG005(ED093)T: Total Metals by ICP-AES							
Soil Glass Jar - Unpreserved (EG005T)							
#1, #2, #3, #4, Duplicate	**21-Dec-2021**	**23-Dec-2021**	19-Jun-2022	✓	**24-Dec-2021**	19-Jun-2022	✓
EG035T: Total Recoverable Mercury by FIMS							
Soil Glass Jar - Unpreserved (EG035T)							
#1, #2, #3, #4, Duplicate	**21-Dec-2021**	**23-Dec-2021**	18-Jan-2022	✓	**24-Dec-2021**	18-Jan-2022	✓
EP080/071: Total Petroleum Hydrocarbons							
Soil Glass Jar - Unpreserved (EP080)							
#1, #2, #3, #4, Duplicate	**21-Dec-2021**	**23-Dec-2021**	04-Jan-2022	✓	**23-Dec-2021**	04-Jan-2022	✓
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions							
Soil Glass Jar - Unpreserved (EP080)							
#1, #2, #3, #4, Duplicate	**21-Dec-2021**	**23-Dec-2021**	04-Jan-2022	✓	**23-Dec-2021**	04-Jan-2022	✓
EP080: BTEXN							
Soil Glass Jar - Unpreserved (EP080)							
#1, #2, #3, #4, Duplicate	**21-Dec-2021**	**23-Dec-2021**	04-Jan-2022	✓	**23-Dec-2021**	04-Jan-2022	✓

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)							
Moisture Content	EA055	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Laboratory Control Samples (LCS)							
Total Mercury by FIMS	EG035T	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Method Blanks (MB)							
Total Mercury by FIMS	EG035T	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Matrix Spikes (MS)							
Total Mercury by FIMS	EG035T	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard

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 (SnCl2) (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 SnCl2 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)
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).
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
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.

ALS Environmental

CERTIFICATE OF A

Work Order	: **EM2200572**	Page	: 1 of 9
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: MR ROD COOPER	Contact	: Gregory Gommers
Address	: 80 MINNA ROAD PO BOX 651 HEYBRIDGE TASMANIA, AUSTRALIA 7316	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: +61 03 6442 4037	Telephone	: +61-3-8549 9600
Project	: 8177-167 Invermay Rd	Date Samples Received	: 19-Jan-2022 14:00
Order number	: ----	Date Analysis Commenced	: 20-Jan-2022
C-O-C number	: ----	Issue Date	: 21-Jan-2022 15:59
Sampler	: ROD COOPER		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 9		
No. of samples analysed	: 7		

ilac-MRA NATA
Accreditation No. 825
Accredited for compliance with ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	*Position*	*Accreditation Category*
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

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 Contact 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.

- 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: Benz(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.
- 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-dichlorothene, trans-1,2-dichlorothene, 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.
- No standard reference exists for the Holding Time of Glycols in soils. ALS takes a conservative approach and applies a holding time of 7 days for extraction.

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)			Sample ID	BH1 - 0.5m	BH1 - 1.0m	BH1 - 2.0m	BH2 - 0.5m	BH3 - 1.0m
			Sampling date / time	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00
Compound	CAS Number	LOR	Unit	EM2200572-001	EM2200572-002	EM2200572-003	EM2200572-005	EM2200572-006
				Result	Result	Result	Result	Result
EA055: Moisture Content								
Moisture Content	----	1.0	%	----	36.7	37.4	----	20.9
EA055: Moisture Content (Dried @ 105-110°C)								
Moisture Content	----	1.0	%	7.9	----	----	9.1	----
EG005(ED093)T: Total Metals by ICP-AES								
Arsenic	7440-38-2	5	mg/kg	<5	8	13	<5	<5
Cadmium	7440-43-9	1	mg/kg	<1	<1	<1	<1	<1
Chromium	7440-47-3	2	mg/kg	25	48	72	18	29
Copper	7440-50-8	5	mg/kg	55	31	29	46	41
Lead	7439-92-1	5	mg/kg	20	26	9	151	48
Nickel	7440-02-0	2	mg/kg	113	56	35	12	14
Zinc	7440-66-6	5	mg/kg	64	83	70	94	62
EG035T: Total Recoverable Mercury by FIMS								
Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	<0.1	<0.1	2.3
EP067: Glycols								
Propylene glycol	57-55-6	2	mg/kg	<2	----	----	<2	----
Ethylene glycol	107-21-1	2	mg/kg	<2	----	----	<2	----
EP074E: Halogenated Aliphatic Compounds								
Dichlorodifluoromethane	75-71-8	5	mg/kg	<5	----	<5	<5	<5
Chloromethane	74-87-3	5	mg/kg	<5	----	<5	<5	<5
Vinyl chloride	75-01-4	5	mg/kg	<5	----	<5	<5	<5
Bromomethane	74-83-9	5	mg/kg	<5	----	<5	<5	<5
Chloroethane	75-00-3	5	mg/kg	<5	----	<5	<5	<5
Trichlorofluoromethane	75-69-4	5	mg/kg	<5	----	<5	<5	<5
1.1-Dichloroethene	75-35-4	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Iodomethane	74-88-4	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
trans-1.2-Dichloroethene	156-60-5	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.1-Dichloroethane	75-34-3	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
cis-1.2-Dichloroethene	156-59-2	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.1.1-Trichloroethane	71-55-6	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.1-Dichloropropylene	563-58-6	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Carbon Tetrachloride	56-23-5	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.2-Dichloroethane	107-06-2	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Trichloroethene	79-01-6	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Dibromomethane	74-95-3	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5

Page : 4 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)			Sample ID	BH1 - 0.5m	BH1 - 1.0m	BH1 - 2.0m	BH2 - 0.5m	BH3 - 1.0m
			Sampling date / time	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00
Compound	CAS Number	LOR	Unit	EM2200572-001	EM2200572-002	EM2200572-003	EM2200572-005	EM2200572-006
				Result	Result	Result	Result	Result
EP074E: Halogenated Aliphatic Compounds - Continued								
1.1.2-Trichloroethane	79-00-5	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.3-Dichloropropane	142-28-9	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Tetrachloroethene	127-18-4	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.1.1.2-Tetrachloroethane	630-20-6	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
trans-1.4-Dichloro-2-butene	110-57-6	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
cis-1.4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.1.2.2-Tetrachloroethane	79-34-5	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.2.3-Trichloropropane	96-18-4	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Pentachloroethane	76-01-7	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
1.2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
Hexachlorobutadiene	87-68-3	0.5	mg/kg	<0.5	----	<0.5	<0.5	<0.5
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	----
Benzo(a)pyrene	50-32-8	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**	----
EP080/071: Total Petroleum Hydrocarbons								
C6 - C9 Fraction	----	10	mg/kg	<10	<10	<10	<10	<10

Page : 5 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)			Sample ID	BH1 - 0.5m	BH1 - 1.0m	BH1 - 2.0m	BH2 - 0.5m	BH3 - 1.0m
			Sampling date / time	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00
Compound	CAS Number	LOR	Unit	EM2200572-001	EM2200572-002	EM2200572-003	EM2200572-005	EM2200572-006
				Result	Result	Result	Result	Result
EP080/071: Total Petroleum Hydrocarbons - Continued								
C10 - C14 Fraction	----	50	mg/kg	<50	<50	<50	<50	<50
C15 - C28 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100
C29 - C36 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100
^ C10 - C36 Fraction (sum)	----	50	mg/kg	<50	<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	<50
>C16 - C34 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100
>C34 - C40 Fraction	----	100	mg/kg	<100	<100	<100	<100	<100
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	<50	<50	<50	<50
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg	<50	<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
EP074S: VOC Surrogates								
1.2-Dichloroethane-D4	17060-07-0	0.5	%	102	----	98.4	102	108
Toluene-D8	2037-26-5	0.5	%	99.7	----	98.7	102	104
4-Bromofluorobenzene	460-00-4	0.5	%	100	----	97.0	99.1	103
EP075(SIM)S: Phenolic Compound Surrogates								
Phenol-d6	13127-88-3	0.5	%	91.7	----	----	93.7	----
2-Chlorophenol-D4	93951-73-6	0.5	%	89.0	----	----	93.8	----
2.4.6-Tribromophenol	118-79-6	0.5	%	80.0	----	----	118	----
EP075(SIM)T: PAH Surrogates								
2-Fluorobiphenyl	321-60-8	0.5	%	86.0	----	----	85.1	----
Anthracene-d10	1719-06-8	0.5	%	90.2	----	----	115	----

Page : 6 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	BH1 - 0.5m	BH1 - 1.0m	BH1 - 2.0m	BH2 - 0.5m	BH3 - 1.0m
				Sampling date / time	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00	17-Jan-2022 00:00
Compound	CAS Number	LOR	Unit		EM2200572-001	EM2200572-002	EM2200572-003	EM2200572-005	EM2200572-006
					Result	Result	Result	Result	Result
EP075(SIM)T: PAH Surrogates - Continued									
4-Terphenyl-d14	1718-51-0	0.5	%		96.4	----	----	94.4	----
EP080S: TPH(V)/BTEX Surrogates									
1.2-Dichloroethane-D4	17060-07-0	0.2	%		106	94.1	101	105	111
Toluene-D8	2037-26-5	0.2	%		97.9	87.1	97.2	101	103
4-Bromofluorobenzene	460-00-4	0.2	%		98.8	98.7	99.6	96.1	99.2

Page : 7 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)			Sample ID	BH3 - 3.0m	FD	----	----	----
			Sampling date / time	17-Jan-2022 00:00	17-Jan-2022 00:00	----	----	----
Compound	CAS Number	LOR	Unit	EM2200572-008	EM2200572-009	--------	--------	--------
				Result	Result	----	----	----
EA055: Moisture Content								
Moisture Content	----	1.0	%	**35.3**	**39.3**	----	----	----
EG005(ED093)T: Total Metals by ICP-AES								
Arsenic	7440-38-2	5	mg/kg	**9**	**13**	----	----	----
Cadmium	7440-43-9	1	mg/kg	<1	<1	----	----	----
Chromium	7440-47-3	2	mg/kg	**46**	**71**	----	----	----
Copper	7440-50-8	5	mg/kg	**24**	**29**	----	----	----
Lead	7439-92-1	5	mg/kg	**6**	**10**	----	----	----
Nickel	7440-02-0	2	mg/kg	**10**	**33**	----	----	----
Zinc	7440-66-6	5	mg/kg	**20**	**65**	----	----	----
EG035T: Total Recoverable Mercury by FIMS								
Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	----	----	----
EP080/071: Total Petroleum Hydrocarbons								
C6 - C9 Fraction	----	10	mg/kg	<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	----	----	----
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg	<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	----	----	----
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	----	----	----

Page : 8 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Sample ID	BH3 - 3.0m	FD	----	----	----
				Sampling date / time	17-Jan-2022 00:00	17-Jan-2022 00:00	----	----	----
Compound	CAS Number	LOR	Unit		EM2200572-008	EM2200572-009	--------	--------	--------
					Result	Result	----	----	----
EP080: BTEXN - Continued									
^ **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	%		**95.4**	**95.7**	**----**	**----**	**----**
Toluene-D8	2037-26-5	0.2	%		**89.7**	**86.7**	**----**	**----**	**----**
4-Bromofluorobenzene	460-00-4	0.2	%		**99.6**	**98.3**	**----**	**----**	**----**

Surrogate Control Limits

Sub-Matrix: **SOIL**

Compound	CAS Number	Recovery Limits (%) Low	High
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
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

ALS Environmental

QUALITY CONTRO

Work Order	: **EM2200572**	Page	: 1 of 9
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: MR ROD COOPER	Contact	: Gregory Gommers
Address	: 80 MINNA ROAD PO BOX 651 HEYBRIDGE TASMANIA, AUSTRALIA 7316	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: +61 03 6442 4037	Telephone	: +61-3-8549 9600
Project	: 8177-167 Invermay Rd	Date Samples Received	: 19-Jan-2022
Order number	: ----	Date Analysis Commenced	: 20-Jan-2022
C-O-C number	: ----	Issue Date	: 21-Jan-2022
Sampler	: ROD COOPER		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 9		
No. of samples analysed	: 7		

ilac-MRA NATA
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.

Signatories	*Position*	*Accreditation Category*
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis. Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

Key : Anonymous = Refers to samples which are not specifically part of this work order but formed part of the QC process lot
CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
LOR = Limit of reporting
RPD = Relative Percentage Difference
# = Indicates failed QC

Laboratory Duplicate (DUP) Report

The quality control term Laboratory Duplicate refers to a randomly selected intralaboratory split. Laboratory duplicates provide information regarding method precision and sample heterogeneity. The permitted ranges for the Relative Percent Deviation (RPD) of Laboratory Duplicates are specified in ALS Method QWI-EN/38 and are dependent on the magnitude of results in comparison to the level of reporting: Result < 10 times LOR: No Limit; Result between 10 and 20 times LOR: 0% - 50%; Result > 20 times LOR: 0% - 20%.

Sub-Matrix: **SOIL**

				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EG005(ED093)T: Total Metals by ICP-AES (QC Lot: 4128678)									
EM2200408-097	Anonymous	EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	8	9	0.0	No Limit
		EG005T: Nickel	7440-02-0	2	mg/kg	6	14	82.5	No Limit
		EG005T: Arsenic	7440-38-2	5	mg/kg	<5	<5	0.0	No Limit
		EG005T: Copper	7440-50-8	5	mg/kg	14	15	11.2	No Limit
		EG005T: Lead	7439-92-1	5	mg/kg	28	37	29.2	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	97	99	2.3	0% - 50%
EM2200572-008	BH3 - 3.0m	EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.0	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	46	40	14.2	0% - 20%
		EG005T: Nickel	7440-02-0	2	mg/kg	10	9	15.1	No Limit
		EG005T: Arsenic	7440-38-2	5	mg/kg	9	9	0.0	No Limit
		EG005T: Copper	7440-50-8	5	mg/kg	24	23	4.4	No Limit
		EG005T: Lead	7439-92-1	5	mg/kg	6	<5	0.0	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	20	17	17.8	No Limit
EA055: Moisture Content (Dried @ 105-110°C) (QC Lot: 4129030)									
EM2200518-001	Anonymous	EA055: Moisture Content	----	0.1	%	12.3	12.6	2.1	0% - 20%
EM2200572-008	BH3 - 3.0m	EA055: Moisture Content	----	0.1	%	35.3	35.8	1.3	0% - 20%
EG035T: Total Recoverable Mercury by FIMS (QC Lot: 4128679)									
EM2200408-097	Anonymous	EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	0.0	No Limit
EM2200572-008	BH3 - 3.0m	EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	<0.1	0.0	No Limit
EP067: Glycols (QC Lot: 4128623)									
EM2200572-001	BH1 - 0.5m	EP067: Propylene glycol	57-55-6	2	mg/kg	<2	<2	0.0	No Limit
		EP067: Ethylene glycol	107-21-1	2	mg/kg	<2	<2	0.0	No Limit

Sub-Matrix: **SOIL**

Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Laboratory Duplicate (DUP) Report: Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EP074E: Halogenated Aliphatic Compounds (QC Lot: 4128653)									
EM2200572-001	BH1 - 0.5m	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
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QC Lot: 4128649)									
EM2200408-101	Anonymous	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

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: 4128649) - continued									
EM2200408-101	Anonymous	EP075(SIM): Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	<0.5	<0.5	0.0	No Limit
		EP075(SIM): Benzo(a)pyrene	50-32-8	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
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4128648)									
EM2200408-101	Anonymous	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 Petroleum Hydrocarbons (QC Lot: 4128651)									
EM2200572-001	BH1 - 0.5m	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4128662)									
EM2200572-002	BH1 - 1.0m	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.0	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4128648)									
EM2200408-101	Anonymous	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
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4128651)									
EM2200572-001	BH1 - 0.5m	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: 4128662)									
EM2200572-002	BH1 - 1.0m	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.0	No Limit
EP080: BTEXN (QC Lot: 4128651)									
EM2200572-001	BH1 - 0.5m	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: 4128662)									
EM2200572-002	BH1 - 1.0m	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

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: 4128662) - continued									
EM2200572-002	BH1 - 1.0m	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

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**

				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike	Spike Recovery (%)	Acceptable Limits (%)	
Method: Compound	CAS Number	LOR	Unit	Result	Concentration	LCS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 4128678)								
EG005T: Arsenic	7440-38-2	5	mg/kg	<5	123 mg/kg	102	70.0	130
EG005T: Cadmium	7440-43-9	1	mg/kg	<1	1.23 mg/kg	63.0	50.0	130
EG005T: Chromium	7440-47-3	2	mg/kg	<2	20.2 mg/kg	108	70.0	130
EG005T: Copper	7440-50-8	5	mg/kg	<5	55.9 mg/kg	89.3	70.0	130
EG005T: Lead	7439-92-1	5	mg/kg	<5	62.4 mg/kg	91.9	70.0	130
EG005T: Nickel	7440-02-0	2	mg/kg	<2	15.4 mg/kg	101	70.0	130
EG005T: Zinc	7440-66-6	5	mg/kg	<5	162 mg/kg	83.4	70.0	130
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4128679)								
EG035T: Mercury	7439-97-6	0.1	mg/kg	<0.1	0.64 mg/kg	77.9	70.0	130
EP067: Glycols (QCLot: 4128623)								
EP067: Propylene glycol	57-55-6	2	mg/kg	<2	50 mg/kg	122	76.6	133
EP067: Ethylene glycol	107-21-1	2	mg/kg	<2	50 mg/kg	123	77.2	133
EP074E: Halogenated Aliphatic Compounds (QCLot: 4128653)								
EP074: Dichlorodifluoromethane	75-71-8	5	mg/kg	<5	10 mg/kg	66.8	26.0	137
EP074: Chloromethane	74-87-3	5	mg/kg	<5	10 mg/kg	92.1	49.4	140
EP074: Vinyl chloride	75-01-4	5	mg/kg	<5	10 mg/kg	91.2	46.0	138
EP074: Bromomethane	74-83-9	5	mg/kg	<5	10 mg/kg	73.7	39.1	127
EP074: Chloroethane	75-00-3	5	mg/kg	<5	10 mg/kg	102	59.2	128
EP074: Trichlorofluoromethane	75-69-4	5	mg/kg	<5	10 mg/kg	84.2	60.1	124
EP074: 1.1-Dichloroethene	75-35-4	0.5	mg/kg	<0.5	1 mg/kg	91.2	55.2	122
EP074: Iodomethane	74-88-4	0.5	mg/kg	<0.5	1 mg/kg	73.6	47.0	125
EP074: trans-1.2-Dichloroethene	156-60-5	0.5	mg/kg	<0.5	1 mg/kg	92.3	63.6	120
EP074: 1.1-Dichloroethane	75-34-3	0.5	mg/kg	<0.5	1 mg/kg	93.5	64.5	120
EP074: cis-1.2-Dichloroethene	156-59-2	0.5	mg/kg	<0.5	1 mg/kg	94.4	67.5	121
EP074: 1.1.1-Trichloroethane	71-55-6	0.5	mg/kg	<0.5	1 mg/kg	92.1	57.0	117
EP074: 1.1-Dichloropropylene	563-58-6	0.5	mg/kg	<0.5	1 mg/kg	90.2	60.3	120
EP074: Carbon Tetrachloride	56-23-5	0.5	mg/kg	<0.5	1 mg/kg	88.6	57.7	113
EP074: 1.2-Dichloroethane	107-06-2	0.5	mg/kg	<0.5	1 mg/kg	99.2	68.9	117
EP074: Trichloroethene	79-01-6	0.5	mg/kg	<0.5	1 mg/kg	93.4	65.5	119
EP074: Dibromomethane	74-95-3	0.5	mg/kg	<0.5	1 mg/kg	98.5	68.4	115
EP074: 1.1.2-Trichloroethane	79-00-5	0.5	mg/kg	<0.5	1 mg/kg	110	69.8	118
EP074: 1.3-Dichloropropane	142-28-9	0.5	mg/kg	<0.5	1 mg/kg	113	70.6	118
EP074: Tetrachloroethene	127-18-4	0.5	mg/kg	<0.5	1 mg/kg	97.9	65.6	117
EP074: 1.1.1.2-Tetrachloroethane	630-20-6	0.5	mg/kg	<0.5	1 mg/kg	98.5	62.8	106

Page : 7 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Sub-Matrix: **SOIL**

				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike	Spike Recovery (%)	Acceptable Limits (%)	
Method: Compound	CAS Number	LOR	Unit	Result	Concentration	LCS	Low	High
EP074E: Halogenated Aliphatic Compounds (QCLot: 4128653) - continued								
EP074: trans-1.4-Dichloro-2-butene	110-57-6	0.5	mg/kg	<0.5	1 mg/kg	101	58.9	117
EP074: cis-1.4-Dichloro-2-butene	1476-11-5	0.5	mg/kg	<0.5	1 mg/kg	95.4	57.8	110
EP074: 1.1.2.2-Tetrachloroethane	79-34-5	0.5	mg/kg	<0.5	1 mg/kg	105	72.3	127
EP074: 1.2.3-Trichloropropane	96-18-4	0.5	mg/kg	<0.5	1 mg/kg	109	69.0	123
EP074: Pentachloroethane	76-01-7	0.5	mg/kg	<0.5	1 mg/kg	86.7	59.0	100
EP074: 1.2-Dibromo-3-chloropropane	96-12-8	0.5	mg/kg	<0.5	1 mg/kg	98.4	60.8	111
EP074: Hexachlorobutadiene	87-68-3	0.5	mg/kg	<0.5	1 mg/kg	95.2	54.1	132
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QCLot: 4128649)								
EP075(SIM): Naphthalene	91-20-3	0.5	mg/kg	<0.5	3 mg/kg	98.3	85.7	123
EP075(SIM): Acenaphthylene	208-96-8	0.5	mg/kg	<0.5	3 mg/kg	108	81.0	123
EP075(SIM): Acenaphthene	83-32-9	0.5	mg/kg	<0.5	3 mg/kg	109	83.6	120
EP075(SIM): Fluorene	86-73-7	0.5	mg/kg	<0.5	3 mg/kg	108	81.3	126
EP075(SIM): Phenanthrene	85-01-8	0.5	mg/kg	<0.5	3 mg/kg	102	79.4	123
EP075(SIM): Anthracene	120-12-7	0.5	mg/kg	<0.5	3 mg/kg	99.9	81.7	127
EP075(SIM): Fluoranthene	206-44-0	0.5	mg/kg	<0.5	3 mg/kg	109	78.3	124
EP075(SIM): Pyrene	129-00-0	0.5	mg/kg	<0.5	3 mg/kg	109	79.9	128
EP075(SIM): Benz(a)anthracene	56-55-3	0.5	mg/kg	<0.5	3 mg/kg	104	76.9	123
EP075(SIM): Chrysene	218-01-9	0.5	mg/kg	<0.5	3 mg/kg	105	80.9	130
EP075(SIM): Benzo(b+j)fluoranthene	205-99-2 205-82-3	0.5	mg/kg	<0.5	3 mg/kg	102	70.0	121
EP075(SIM): Benzo(k)fluoranthene	207-08-9	0.5	mg/kg	<0.5	3 mg/kg	92.3	80.4	130
EP075(SIM): Benzo(a)pyrene	50-32-8	0.5	mg/kg	<0.5	3 mg/kg	96.6	70.2	123
EP075(SIM): Indeno(1.2.3.cd)pyrene	193-39-5	0.5	mg/kg	<0.5	3 mg/kg	99.4	67.9	122
EP075(SIM): Dibenz(a.h)anthracene	53-70-3	0.5	mg/kg	<0.5	3 mg/kg	98.4	65.8	123
EP075(SIM): Benzo(g.h.i)perylene	191-24-2	0.5	mg/kg	<0.5	3 mg/kg	99.8	65.8	127
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4128648)								
EP071: C10 - C14 Fraction	----	50	mg/kg	<50	760 mg/kg	92.6	75.0	128
EP071: C15 - C28 Fraction	----	100	mg/kg	<100	3270 mg/kg	90.7	82.0	123
EP071: C29 - C36 Fraction	----	100	mg/kg	<100	1550 mg/kg	90.8	82.4	121
EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	5580 mg/kg	90.9	70.0	130
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4128651)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	90.8	58.6	131
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4128662)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	100	58.6	131
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128648)								
EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	1110 mg/kg	91.4	77.0	130
EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	4180 mg/kg	92.0	81.5	120
EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	290 mg/kg	86.0	73.3	137

Page : 8 of 9
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Sub-Matrix: **SOIL**

Method: Compound	CAS Number	LOR	Unit	Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike	Spike Recovery (%)	Acceptable Limits (%)	
				Result	Concentration	LCS	Low	High
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128648) - continued								
EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	5580 mg/kg	91.8	70.0	130
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128651)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	89.4	59.3	128
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128662)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	97.7	59.3	128
EP080: BTEXN (QCLot: 4128651)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	96.6	61.6	117
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	97.4	65.8	125
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	94.3	65.8	124
EP080: meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	4 mg/kg	91.5	64.8	134
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	91.8	68.7	132
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	100	61.8	123
EP080: BTEXN (QCLot: 4128662)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	96.2	61.6	117
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	101	65.8	125
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	96.8	65.8	124
EP080: meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	4 mg/kg	103	64.8	134
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	103	68.7	132
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	90.0	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**

Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Acceptable Limits (%)	
				Concentration	MS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 4128678)							
EM2200408-101	Anonymous	EG005T: Arsenic	7440-38-2	50 mg/kg	109	78.0	124
		EG005T: Cadmium	7440-43-9	50 mg/kg	109	79.7	116
		EG005T: Chromium	7440-47-3	50 mg/kg	103	79.0	121
		EG005T: Copper	7440-50-8	250 mg/kg	106	80.0	120
		EG005T: Lead	7439-92-1	250 mg/kg	106	80.0	120
		EG005T: Nickel	7440-02-0	50 mg/kg	107	78.0	120
		EG005T: Zinc	7440-66-6	250 mg/kg	112	80.0	120
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4128679)							

Sub-Matrix: **SOIL**

				Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Acceptable Limits (%)	
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Concentration	MS	Low	High
EG035T: Total Recoverable Mercury by FIMS (QCLot: 4128679) - continued							
EM2200408-101	Anonymous	EG035T: Mercury	7439-97-6	0.5 mg/kg	77.6	76.0	116
EP067: Glycols (QCLot: 4128623)							
EM2200572-005	BH2 - 0.5m	EP067: Propylene glycol	57-55-6	50 mg/kg	114	71.5	123
		EP067: Ethylene glycol	107-21-1	50 mg/kg	114	65.3	133
EP074E: Halogenated Aliphatic Compounds (QCLot: 4128653)							
EM2200572-003	BH1 - 2.0m	EP074: 1.1-Dichloroethene	75-35-4	2 mg/kg	94.3	29.0	141
		EP074: Trichloroethene	79-01-6	2 mg/kg	89.5	50.0	126
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons (QCLot: 4128649)							
EM2200467-001	Anonymous	EP075(SIM): Acenaphthene	83-32-9	3 mg/kg	98.2	77.2	116
		EP075(SIM): Pyrene	129-00-0	3 mg/kg	93.6	65.5	136
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4128648)							
EM2200572-001	BH1 - 0.5m	EP071: C10 - C14 Fraction	----	760 mg/kg	91.7	71.2	125
		EP071: C15 - C28 Fraction	----	3270 mg/kg	89.3	75.6	122
		EP071: C29 - C36 Fraction	----	1550 mg/kg	89.3	78.0	120
		EP071: C10 - C36 Fraction (sum)	----	5580 mg/kg	89.8	70.0	130
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4128651)							
EM2200572-003	BH1 - 2.0m	EP080: C6 - C9 Fraction	----	28 mg/kg	77.4	33.4	124
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4128662)							
EM2200572-008	BH3 - 3.0m	EP080: C6 - C9 Fraction	----	28 mg/kg	85.9	33.4	124
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128648)							
EM2200572-001	BH1 - 0.5m	EP071: >C10 - C16 Fraction	----	1110 mg/kg	90.2	72.2	128
		EP071: >C16 - C34 Fraction	----	4180 mg/kg	90.6	76.5	119
		EP071: >C34 - C40 Fraction	----	290 mg/kg	84.1	66.8	138
		EP071: >C10 - C40 Fraction (sum)	----	5580 mg/kg	90.4	70.0	130
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128651)							
EM2200572-003	BH1 - 2.0m	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	74.7	30.8	120
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4128662)							
EM2200572-008	BH3 - 3.0m	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	84.3	30.8	120
EP080: BTEXN (QCLot: 4128651)							
EM2200572-003	BH1 - 2.0m	EP080: Benzene	71-43-2	2 mg/kg	102	54.4	127
		EP080: Toluene	108-88-3	2 mg/kg	104	57.1	131
EP080: BTEXN (QCLot: 4128662)							
EM2200572-008	BH3 - 3.0m	EP080: Benzene	71-43-2	2 mg/kg	106	54.4	127
		EP080: Toluene	108-88-3	2 mg/kg	107	57.1	131

ALS Environmental

QA/QC Compliance Assessment to assist with Quality Review

Work Order	: **EM2200572**	Page	: 1 of 5
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: MR ROD COOPER	Telephone	: +61-3-8549 9600
Project	: 8177-167 Invermay Rd	Date Samples Received	: 19-Jan-2022
Site	: ----	Issue Date	: 21-Jan-2022
Sampler	: ROD COOPER	No. of samples received	: 9
Order number	: ----	No. of samples analysed	: 7

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.**
- **NO Matrix Spike outliers occur.**
- **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.**

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 / Container / Client Sample ID(s)	Sample Date	Extraction / Preparation			Analysis		
		Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EA055: Moisture Content							
Soil Glass Jar - Unpreserved (EA055)							
BH1 - 1.0m, BH1 - 2.0m, BH3 - 1.0m, BH3 - 3.0m, FD	**17-Jan-2022**	**----**	----	----	**20-Jan-2022**	31-Jan-2022	✓
EA055: Moisture Content (Dried @ 105-110°C)							
Soil Glass Jar - Unpreserved (EA055)							
BH1 - 0.5m, BH2 - 0.5m	**17-Jan-2022**	**----**	----	----	**20-Jan-2022**	31-Jan-2022	✓
EG005(ED093)T: Total Metals by ICP-AES							
Soil Glass Jar - Unpreserved (EG005T)							
BH1 - 0.5m, BH1 - 1.0m, BH1 - 2.0m, BH2 - 0.5m, BH3 - 1.0m, BH3 - 3.0m, FD	**17-Jan-2022**	**20-Jan-2022**	16-Jul-2022	✓	**20-Jan-2022**	16-Jul-2022	✓
EG035T: Total Recoverable Mercury by FIMS							
Soil Glass Jar - Unpreserved (EG035T)							
BH1 - 0.5m, BH1 - 1.0m, BH1 - 2.0m, BH2 - 0.5m, BH3 - 1.0m, BH3 - 3.0m, FD	**17-Jan-2022**	**20-Jan-2022**	14-Feb-2022	✓	**20-Jan-2022**	14-Feb-2022	✓
EP067: Glycols							
Soil Glass Jar - Unpreserved (EP067)							
BH1 - 0.5m, BH2 - 0.5m	**17-Jan-2022**	**20-Jan-2022**	24-Jan-2022	✓	**20-Jan-2022**	21-Jan-2022	✓
EP074E: Halogenated Aliphatic Compounds							
Soil Glass Jar - Unpreserved (EP074)							
BH1 - 0.5m, BH1 - 2.0m, BH2 - 0.5m, BH3 - 1.0m	**17-Jan-2022**	**20-Jan-2022**	24-Jan-2022	✓	**20-Jan-2022**	24-Jan-2022	✓
EP075(SIM)B: Polynuclear Aromatic Hydrocarbons							
Soil Glass Jar - Unpreserved (EP075(SIM))							
BH1 - 0.5m, BH2 - 0.5m	**17-Jan-2022**	**20-Jan-2022**	31-Jan-2022	✓	**20-Jan-2022**	01-Mar-2022	✓

Page : 3 of 5
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

Matrix: **SOIL**

Evaluation: × = Holding time breach ; ✓ = Within holding time.

Method / Container / Client Sample ID(s)	Sample Date	Extraction / Preparation			Analysis		
		Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EP080/071: Total Petroleum Hydrocarbons							
Soil Glass Jar - Unpreserved (EP080)							
BH1 - 0.5m, BH1 - 1.0m, BH1 - 2.0m, BH2 - 0.5m, BH3 - 1.0m, BH3 - 3.0m, FD	**17-Jan-2022**	**20-Jan-2022**	31-Jan-2022	✓	**20-Jan-2022**	31-Jan-2022	✓
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions							
Soil Glass Jar - Unpreserved (EP080)							
BH1 - 0.5m, BH1 - 1.0m, BH1 - 2.0m, BH2 - 0.5m, BH3 - 1.0m, BH3 - 3.0m, FD	**17-Jan-2022**	**20-Jan-2022**	31-Jan-2022	✓	**20-Jan-2022**	31-Jan-2022	✓
EP080: BTEXN							
Soil Glass Jar - Unpreserved (EP080)							
BH1 - 0.5m, BH1 - 1.0m, BH1 - 2.0m, BH2 - 0.5m, BH3 - 1.0m, BH3 - 3.0m, FD	**17-Jan-2022**	**20-Jan-2022**	31-Jan-2022	✓	**20-Jan-2022**	31-Jan-2022	✓

Page : 4 of 5
Work Order : EM2200572
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 8177-167 Invermay Rd

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)							
Glycols by GCMS	EP067	1	2	50.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Moisture Content	EA055	2	12	16.67	10.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	4	25.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	2	11	18.18	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	2	11	18.18	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	9	11.11	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	2	7	28.57	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	4	25.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Laboratory Control Samples (LCS)							
Glycols by GCMS	EP067	1	2	50.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	11	9.09	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	11	9.09	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	9	11.11	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	2	7	28.57	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Method Blanks (MB)							
Glycols by GCMS	EP067	1	2	50.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	11	9.09	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	11	9.09	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	9	11.11	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	2	7	28.57	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Matrix Spikes (MS)							
Glycols by GCMS	EP067	1	2	50.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
PAH/Phenols (SIM)	EP075(SIM)	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Mercury by FIMS	EG035T	1	11	9.09	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Total Metals by ICP-AES	EG005T	1	11	9.09	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	9	11.11	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	2	7	28.57	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	4	25.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard

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 (SnCl2) (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 SnCl2 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)
Glycols by GCMS	EP067	SOIL	In house method for the analysis of Glycols in soil by GCMS
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).
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)
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
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).
Extraction of Glycols in Soil	EP067PR	SOIL	In house. 5g of sample extracted using a 1:1 Methanol:Milli-Q water solution via shaking. Resulting extracts are analysed by GCMS.
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.

ALS Environmental

CERTIFICATE OF A

Work Order	: **EM2200722**	Page	: 1 of 5
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: SAMUEL SMITH	Contact	: Gregory Gommers
Address	: Level 1 49-51 Elizabeth Street Launceston 7250	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: +61 03 6431 2999	Telephone	: +61-3-8549 9600
Project	: Water Samples	Date Samples Received	: 21-Jan-2022 09:35
Order number	: ----	Date Analysis Commenced	: 21-Jan-2022
C-O-C number	: ----	Issue Date	: 24-Jan-2022 13:23
Sampler	: SAMUEL SMITH		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 4		
No. of samples analysed	: 4		

ilac-MRA NATA
Accreditation No. 825
Accredited for compliance with ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	*Position*	*Accreditation Category*
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 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 Contact 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.

- EP080: 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, Total Trihalomethanes is the sum of the reported concentrations of all Trihalomethanes at or above the LOR.
- 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.

Page : 3 of 5
Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : Water Samples

Analytical Results

Sub-Matrix: **WATER** (Matrix: **WATER**)

Compound	CAS Number	LOR	Unit	Sample ID	B1	FD	BH3	BH4	----
				Sampling date / time	20-Jan-2022 00:00	20-Jan-2022 00:00	20-Jan-2022 00:00	20-Jan-2022 00:00	----
					EM2200722-001	EM2200722-002	EM2200722-003	EM2200722-004	--------
					Result	Result	Result	Result	----
EG020T: Total Metals by ICP-MS									
Lead	7439-92-1	0.001	mg/L		<0.001	<0.001	<0.001	<0.001	----
EP074E: Halogenated Aliphatic Compounds									
Dichlorodifluoromethane	75-71-8	50	µg/L		<50	<50	<50	<50	----
Chloromethane	74-87-3	50	µg/L		<50	<50	<50	<50	----
Vinyl chloride	75-01-4	50	µg/L		<50	<50	<50	<50	----
Bromomethane	74-83-9	50	µg/L		<50	<50	<50	<50	----
Chloroethane	75-00-3	50	µg/L		<50	<50	<50	<50	----
Trichlorofluoromethane	75-69-4	50	µg/L		<50	<50	<50	<50	----
1.1-Dichloroethene	75-35-4	5	µg/L		<5	<5	<5	<5	----
Iodomethane	74-88-4	5	µg/L		<5	<5	<5	<5	----
trans-1.2-Dichloroethene	156-60-5	5	µg/L		<5	<5	<5	<5	----
1.1-Dichloroethane	75-34-3	5	µg/L		<5	<5	<5	<5	----
cis-1.2-Dichloroethene	156-59-2	5	µg/L		<5	<5	<5	<5	----
1.1.1-Trichloroethane	71-55-6	5	µg/L		<5	<5	<5	<5	----
1.1-Dichloropropylene	563-58-6	5	µg/L		<5	<5	<5	<5	----
Carbon Tetrachloride	56-23-5	5	µg/L		<5	<5	<5	<5	----
1.2-Dichloroethane	107-06-2	5	µg/L		<5	<5	<5	<5	----
Trichloroethene	79-01-6	5	µg/L		<5	<5	<5	<5	----
Dibromomethane	74-95-3	5	µg/L		<5	<5	<5	<5	----
1.1.2-Trichloroethane	79-00-5	5	µg/L		<5	<5	<5	<5	----
1.3-Dichloropropane	142-28-9	5	µg/L		<5	<5	<5	<5	----
Tetrachloroethene	127-18-4	5	µg/L		<5	<5	<5	<5	----
1.1.1.2-Tetrachloroethane	630-20-6	5	µg/L		<5	<5	<5	<5	----
trans-1.4-Dichloro-2-butene	110-57-6	5	µg/L		<5	<5	<5	<5	----
cis-1.4-Dichloro-2-butene	1476-11-5	5	µg/L		<5	<5	<5	<5	----
1.1.2.2-Tetrachloroethane	79-34-5	5	µg/L		<5	<5	<5	<5	----
1.2.3-Trichloropropane	96-18-4	5	µg/L		<5	<5	<5	<5	----
Pentachloroethane	76-01-7	5	µg/L		<5	<5	<5	<5	----
1.2-Dibromo-3-chloropropane	96-12-8	5	µg/L		<5	<5	<5	<5	----
Hexachlorobutadiene	87-68-3	5	µg/L		<5	<5	<5	<5	----
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	20	µg/L		<20	<20	<20	<20	----
C10 - C14 Fraction	----	50	µg/L		<50	<50	<50	<50	----
C15 - C28 Fraction	----	100	µg/L		**470**	**560**	**430**	**470**	----

Page : 4 of 5
Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : Water Samples

Analytical Results

Sub-Matrix: WATER (Matrix: WATER)				Sample ID	B1	FD	BH3	BH4	----
				Sampling date / time	20-Jan-2022 00:00	20-Jan-2022 00:00	20-Jan-2022 00:00	20-Jan-2022 00:00	----
Compound	CAS Number	LOR	Unit		EM2200722-001	EM2200722-002	EM2200722-003	EM2200722-004	--------
					Result	Result	Result	Result	----
EP080/071: Total Petroleum Hydrocarbons - Continued									
C29 - C36 Fraction	----	50	µg/L		120	160	110	140	----
^ C10 - C36 Fraction (sum)	----	50	µg/L		590	720	540	610	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	20	µg/L		<20	<20	<20	<20	----
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	20	µg/L		<20	<20	<20	<20	----
>C10 - C16 Fraction	----	100	µg/L		<100	<100	<100	<100	----
>C16 - C34 Fraction	----	100	µg/L		530	640	500	560	----
>C34 - C40 Fraction	----	100	µg/L		<100	<100	<100	<100	----
^ >C10 - C40 Fraction (sum)	----	100	µg/L		530	640	500	560	----
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	100	µg/L		<100	<100	<100	<100	----
EP080: BTEXN									
Benzene	71-43-2	1	µg/L		<1	<1	<1	<1	----
Toluene	108-88-3	2	µg/L		<2	<2	<2	<2	----
Ethylbenzene	100-41-4	2	µg/L		<2	<2	<2	<2	----
meta- & para-Xylene	108-38-3 106-42-3	2	µg/L		<2	<2	<2	<2	----
ortho-Xylene	95-47-6	2	µg/L		<2	<2	<2	<2	----
^ Total Xylenes	----	2	µg/L		<2	<2	<2	<2	----
^ Sum of BTEX	----	1	µg/L		<1	<1	<1	<1	----
Naphthalene	91-20-3	5	µg/L		<5	<5	<5	<5	----
EP074S: VOC Surrogates									
1.2-Dichloroethane-D4	17060-07-0	5	%		109	104	110	110	----
Toluene-D8	2037-26-5	5	%		110	106	110	111	----
4-Bromofluorobenzene	460-00-4	5	%		107	102	104	106	----
EP080S: TPH(V)/BTEX Surrogates									
1.2-Dichloroethane-D4	17060-07-0	2	%		114	109	115	116	----
Toluene-D8	2037-26-5	2	%		106	102	106	107	----
4-Bromofluorobenzene	460-00-4	2	%		111	106	108	109	----

Page : 5 of 5
Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : Water Samples

Surrogate Control Limits

Sub-Matrix: **WATER**

Compound	CAS Number	Recovery Limits (%) Low	High
EP074S: VOC Surrogates			
1.2-Dichloroethane-D4	17060-07-0	72	132
Toluene-D8	2037-26-5	77	132
4-Bromofluorobenzene	460-00-4	67	131
EP080S: TPH(V)/BTEX Surrogates			
1.2-Dichloroethane-D4	17060-07-0	73	129
Toluene-D8	2037-26-5	70	125
4-Bromofluorobenzene	460-00-4	71	129

ALS Environmental

QUALITY CONTRO

Work Order	: **EM2200722**	Page	: 1 of 6
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: SAMUEL SMITH	Contact	: Gregory Gommers
Address	: Level 1 49-51 Elizabeth Street Launceston 7250	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: +61 03 6431 2999	Telephone	: +61-3-8549 9600
Project	: Water Samples	Date Samples Received	: 21-Jan-2022
Order number	: ----	Date Analysis Commenced	: 21-Jan-2022
C-O-C number	: ----	Issue Date	: 24-Jan-2022
Sampler	: SAMUEL SMITH		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 4		
No. of samples analysed	: 4		

ilac-MRA NATA
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.

Signatories	*Position*	*Accreditation Category*
Jarwis Nheu	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

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: **WATER**

				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Acceptable RPD (%)
EG020T: Total Metals by ICP-MS (QC Lot: 4133491)									
EM2200718-005	Anonymous	EG020A-T: Lead	7439-92-1	0.001	mg/L	0.018	0.018	0.0	0% - 50%
EM2200737-003	Anonymous	EG020A-T: Lead	7439-92-1	0.001	mg/L	0.001	<0.001	0.0	No Limit
EP074E: Halogenated Aliphatic Compounds (QC Lot: 4132251)									
EM2200619-001	Anonymous	EP074: 1.1-Dichloroethene	75-35-4	5	µg/L	<5	<5	0.0	No Limit
		EP074: Iodomethane	74-88-4	5	µg/L	<5	<5	0.0	No Limit
		EP074: trans-1.2-Dichloroethene	156-60-5	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.1-Dichloroethane	75-34-3	5	µg/L	<5	<5	0.0	No Limit
		EP074: cis-1.2-Dichloroethene	156-59-2	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.1.1-Trichloroethane	71-55-6	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.1-Dichloropropylene	563-58-6	5	µg/L	<5	<5	0.0	No Limit
		EP074: Carbon Tetrachloride	56-23-5	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.2-Dichloroethane	107-06-2	5	µg/L	<5	<5	0.0	No Limit
		EP074: Trichloroethene	79-01-6	5	µg/L	<5	<5	0.0	No Limit
		EP074: Dibromomethane	74-95-3	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.1.2-Trichloroethane	79-00-5	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.3-Dichloropropane	142-28-9	5	µg/L	<5	<5	0.0	No Limit
		EP074: Tetrachloroethene	127-18-4	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.1.1.2-Tetrachloroethane	630-20-6	5	µg/L	<5	<5	0.0	No Limit
		EP074: trans-1.4-Dichloro-2-butene	110-57-6	5	µg/L	<5	<5	0.0	No Limit
		EP074: cis-1.4-Dichloro-2-butene	1476-11-5	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.1.2.2-Tetrachloroethane	79-34-5	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.2.3-Trichloropropane	96-18-4	5	µg/L	<5	<5	0.0	No Limit
		EP074: Pentachloroethane	76-01-7	5	µg/L	<5	<5	0.0	No Limit
		EP074: 1.2-Dibromo-3-chloropropane	96-12-8	5	µg/L	<5	<5	0.0	No Limit

Sub-Matrix: **WATER**

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: 4132251) - continued									
EM2200619-001	Anonymous	EP074: Hexachlorobutadiene	87-68-3	5	µg/L	<5	<5	0.0	No Limit
		EP074: Dichlorodifluoromethane	75-71-8	50	µg/L	<50	<50	0.0	No Limit
		EP074: Chloromethane	74-87-3	50	µg/L	<50	<50	0.0	No Limit
		EP074: Vinyl chloride	75-01-4	50	µg/L	<50	<50	0.0	No Limit
		EP074: Bromomethane	74-83-9	50	µg/L	<50	<50	0.0	No Limit
		EP074: Chloroethane	75-00-3	50	µg/L	<50	<50	0.0	No Limit
		EP074: Trichlorofluoromethane	75-69-4	50	µg/L	<50	<50	0.0	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 4132250)									
EM2200619-001	Anonymous	EP080: C6 - C9 Fraction	----	20	µg/L	<20	<20	0.0	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 4132250)									
EM2200619-001	Anonymous	EP080: C6 - C10 Fraction	C6_C10	20	µg/L	<20	<20	0.0	No Limit
EP080: BTEXN (QC Lot: 4132250)									
EM2200619-001	Anonymous	EP080: Benzene	71-43-2	1	µg/L	<1	<1	0.0	No Limit
		EP080: Toluene	108-88-3	2	µg/L	<2	<2	0.0	No Limit
		EP080: Ethylbenzene	100-41-4	2	µg/L	<2	<2	0.0	No Limit
		EP080: meta- & para-Xylene	108-38-3 106-42-3	2	µg/L	<2	<2	0.0	No Limit
		EP080: ortho-Xylene	95-47-6	2	µg/L	<2	<2	0.0	No Limit
		EP080: Naphthalene	91-20-3	5	µg/L	<5	<5	0.0	No Limit

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: **WATER**

				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike	Spike Recovery (%)	Acceptable Limits (%)	
Method: Compound	CAS Number	LOR	Unit	Result	Concentration	LCS	Low	High
EG020T: Total Metals by ICP-MS (QCLot: 4133491)								
EG020A-T: Lead	7439-92-1	0.001	mg/L	<0.001	0.1 mg/L	97.0	88.3	112
EP074E: Halogenated Aliphatic Compounds (QCLot: 4132251)								
EP074: Dichlorodifluoromethane	75-71-8	50	µg/L	<50	200 µg/L	88.6	51.9	140
EP074: Chloromethane	74-87-3	50	µg/L	<50	200 µg/L	97.1	63.2	134
EP074: Vinyl chloride	75-01-4	50	µg/L	<50	200 µg/L	119	58.1	135
EP074: Bromomethane	74-83-9	50	µg/L	<50	200 µg/L	91.8	54.4	130
EP074: Chloroethane	75-00-3	50	µg/L	<50	200 µg/L	91.9	69.4	129
EP074: Trichlorofluoromethane	75-69-4	50	µg/L	<50	200 µg/L	87.3	70.1	126
EP074: 1.1-Dichloroethene	75-35-4	5	µg/L	<5	20 µg/L	94.8	68.4	125
EP074: Iodomethane	74-88-4	5	µg/L	<5	20 µg/L	69.9	30.9	126
EP074: trans-1.2-Dichloroethene	156-60-5	5	µg/L	<5	20 µg/L	97.2	70.8	122
EP074: 1.1-Dichloroethane	75-34-3	5	µg/L	<5	20 µg/L	98.9	76.6	121
EP074: cis-1.2-Dichloroethene	156-59-2	5	µg/L	<5	20 µg/L	99.8	79.1	120
EP074: 1.1.1-Trichloroethane	71-55-6	5	µg/L	<5	20 µg/L	95.7	72.5	120
EP074: 1.1-Dichloropropylene	563-58-6	5	µg/L	<5	20 µg/L	92.3	69.4	120
EP074: Carbon Tetrachloride	56-23-5	5	µg/L	<5	20 µg/L	91.6	67.8	120
EP074: 1.2-Dichloroethane	107-06-2	5	µg/L	<5	20 µg/L	105	78.4	120
EP074: Trichloroethene	79-01-6	5	µg/L	<5	20 µg/L	95.4	73.1	120
EP074: Dibromomethane	74-95-3	5	µg/L	<5	20 µg/L	105	78.3	119
EP074: 1.1.2-Trichloroethane	79-00-5	5	µg/L	<5	20 µg/L	104	81.1	120
EP074: 1.3-Dichloropropane	142-28-9	5	µg/L	<5	20 µg/L	105	80.3	120
EP074: Tetrachloroethene	127-18-4	5	µg/L	<5	20 µg/L	102	73.1	118
EP074: 1.1.1.2-Tetrachloroethane	630-20-6	5	µg/L	<5	20 µg/L	96.2	76.9	111
EP074: trans-1.4-Dichloro-2-butene	110-57-6	5	µg/L	<5	20 µg/L	98.0	70.0	122
EP074: cis-1.4-Dichloro-2-butene	1476-11-5	5	µg/L	<5	20 µg/L	92.0	62.4	118
EP074: 1.1.2.2-Tetrachloroethane	79-34-5	5	µg/L	<5	20 µg/L	97.2	77.9	128
EP074: 1.2.3-Trichloropropane	96-18-4	5	µg/L	<5	20 µg/L	106	78.5	124
EP074: Pentachloroethane	76-01-7	5	µg/L	<5	20 µg/L	71.6	68.5	110
EP074: 1.2-Dibromo-3-chloropropane	96-12-8	5	µg/L	<5	20 µg/L	93.9	70.7	116
EP074: Hexachlorobutadiene	87-68-3	5	µg/L	<5	20 µg/L	92.1	60.0	134
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4132106)								
EP071: C10 - C14 Fraction	----	50	µg/L	<50	4670 µg/L	84.2	47.2	122
EP071: C15 - C28 Fraction	----	100	µg/L	<100	15800 µg/L	94.1	52.9	131
EP071: C29 - C36 Fraction	----	50	µg/L	<50	8180 µg/L	91.6	50.4	127

Sub-Matrix: **WATER**

Method: Compound	CAS Number	LOR	Unit	Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
				Result	Spike Concentration	Spike Recovery (%)	Acceptable Limits (%)	
						LCS	Low	High
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4132106) - continued								
EP071: C10 - C36 Fraction (sum)	----	50	µg/L	<50	28650 µg/L	91.9	51.5	128
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4132250)								
EP080: C6 - C9 Fraction	----	20	µg/L	<20	360 µg/L	88.6	66.2	134
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4132106)								
EP071: >C10 - C16 Fraction	----	100	µg/L	<100	6100 µg/L	86.1	49.1	125
EP071: >C16 - C34 Fraction	----	100	µg/L	<100	21200 µg/L	92.4	51.6	128
EP071: >C34 - C40 Fraction	----	100	µg/L	<100	1620 µg/L	83.3	47.2	130
EP071: >C10 - C40 Fraction (sum)	----	100	µg/L	<100	28920 µg/L	90.6	51.2	127
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4132250)								
EP080: C6 - C10 Fraction	C6_C10	20	µg/L	<20	450 µg/L	87.2	66.2	132
EP080: BTEXN (QCLot: 4132250)								
EP080: Benzene	71-43-2	1	µg/L	<1	20 µg/L	96.7	68.8	127
EP080: Toluene	108-88-3	2	µg/L	<2	20 µg/L	93.9	72.9	129
EP080: Ethylbenzene	100-41-4	2	µg/L	<2	20 µg/L	91.9	71.7	130
EP080: meta- & para-Xylene	108-38-3 106-42-3	2	µg/L	<2	40 µg/L	88.6	72.3	136
EP080: ortho-Xylene	95-47-6	2	µg/L	<2	20 µg/L	90.9	75.9	134
EP080: Naphthalene	91-20-3	5	µg/L	<5	5 µg/L	94.8	68.3	131

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: **WATER**

Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Matrix Spike (MS) Report			
				Spike Concentration	SpikeRecovery(%) MS	Acceptable Limits (%) Low	High
EG020T: Total Metals by ICP-MS (QCLot: 4133491)							
EM2200718-005	Anonymous	EG020A-T: Lead	7439-92-1	1 mg/L	104	80.5	121
EP074E: Halogenated Aliphatic Compounds (QCLot: 4132251)							
EM2200722-001	B1	EP074: 1.1-Dichloroethene	75-35-4	20 µg/L	92.6	33.0	150
		EP074: Trichloroethene	79-01-6	20 µg/L	95.7	51.4	124
EP080/071: Total Petroleum Hydrocarbons (QCLot: 4132250)							
EM2200722-001	B1	EP080: C6 - C9 Fraction	----	280 µg/L	72.3	33.9	126
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 4132250)							
EM2200722-001	B1	EP080: C6 - C10 Fraction	C6_C10	330 µg/L	69.1	34.0	122
EP080: BTEXN (QCLot: 4132250)							
EM2200722-001	B1	EP080: Benzene	71-43-2	20 µg/L	92.7	56.3	133

Page : 6 of 6
Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : Water Samples

Sub-Matrix: **WATER**

Laboratory sample ID	Sample ID	Method: Compound	CAS Number	Matrix Spike (MS) Report: Spike Concentration	SpikeRecovery(%): MS	Acceptable Limits (%): Low	Acceptable Limits (%): High
EP080: BTEXN (QCLot: 4132250) - continued							
EM2200722-001	B1	EP080: Toluene	108-88-3	20 µg/L	92.0	60.4	132

ALS Environmental

QA/QC Compliance Assessment to assist with Quality Review

Work Order	: **EM2200722**	Page	: 1 of 5
Client	: **ENVIRONMENTAL SERVICE AND DESIGN PTY LTD**	Laboratory	: Environmental Division Melbourne
Contact	: SAMUEL SMITH	Telephone	: +61-3-8549 9600
Project	: Water Samples	Date Samples Received	: 21-Jan-2022
Site	: ----	Issue Date	: 24-Jan-2022
Sampler	: SAMUEL SMITH	No. of samples received	: 4
Order number	: ----	No. of samples analysed	: 4

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.**
- **NO Matrix Spike outliers occur.**
- **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

- **Quality Control Sample Frequency Outliers exist - please see following pages for full details.**

Outliers : Frequency of Quality Control Samples

Matrix: **WATER**

Quality Control Sample Type / Method	Count QC	Count Regular	Rate (%) Actual	Rate (%) Expected	Quality Control Specification
Laboratory Duplicates (DUP)					
TRH - Semivolatile Fraction	0	5	0.00	10.00	NEPM 2013 B3 & ALS QC Standard
Matrix Spikes (MS)					
TRH - Semivolatile Fraction	0	5	0.00	5.00	NEPM 2013 B3 & ALS QC Standard

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: **WATER**

Evaluation: × = Holding time breach ; ✓ = Within holding time.

Method / Container / Client Sample ID(s)	Sample Date	Extraction / Preparation: Date extracted	Extraction / Preparation: Due for extraction	Extraction / Preparation: Evaluation	Analysis: Date analysed	Analysis: Due for analysis	Analysis: Evaluation
EG020T: Total Metals by ICP-MS							
Clear Plastic Bottle - Unfiltered; Lab-acidified (EG020A-T)							
B1, FD, BH3, BH4	**20-Jan-2022**	**24-Jan-2022**	19-Jul-2022	✓	**24-Jan-2022**	19-Jul-2022	✓
EP074E: Halogenated Aliphatic Compounds							
Amber VOC Vial - Sulfuric Acid (EP074)							
B1, FD, BH3, BH4	**20-Jan-2022**	**21-Jan-2022**	03-Feb-2022	✓	**21-Jan-2022**	03-Feb-2022	✓
EP080/071: Total Petroleum Hydrocarbons							
Amber Glass Bottle - Unpreserved (EP071)							
B1, FD, BH3, BH4	**20-Jan-2022**	**21-Jan-2022**	27-Jan-2022	✓	**21-Jan-2022**	02-Mar-2022	✓
Amber VOC Vial - Sulfuric Acid (EP080)							
B1, FD, BH3, BH4	**20-Jan-2022**	**21-Jan-2022**	03-Feb-2022	✓	**21-Jan-2022**	03-Feb-2022	✓
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions							
Amber Glass Bottle - Unpreserved (EP071)							
B1, FD, BH3, BH4	**20-Jan-2022**	**21-Jan-2022**	27-Jan-2022	✓	**21-Jan-2022**	02-Mar-2022	✓
Amber VOC Vial - Sulfuric Acid (EP080)							
B1, FD, BH3, BH4	**20-Jan-2022**	**21-Jan-2022**	03-Feb-2022	✓	**21-Jan-2022**	03-Feb-2022	✓

Page : 3 of 5
Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : Water Samples

Matrix: **WATER**

Evaluation: × = Holding time breach ; ✓ = Within holding time.

Method / Container / Client Sample ID(s)	Sample Date	Extraction / Preparation			Analysis		
		Date extracted	Due for extraction	Evaluation	Date analysed	Due for analysis	Evaluation
EP080: BTEXN							
Amber VOC Vial - Sulfuric Acid (EP080)							
B1, FD, BH3, BH4	**20-Jan-2022**	**21-Jan-2022**	03-Feb-2022	✓	**21-Jan-2022**	03-Feb-2022	✓

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: **WATER**

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)							
Total Metals by ICP-MS - Suite A	EG020A-T	2	10	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	0	5	0.00	10.00	×	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	5	20.00	10.00	✓	NEPM 2013 B3 & ALS QC Standard
Laboratory Control Samples (LCS)							
Total Metals by ICP-MS - Suite A	EG020A-T	1	10	10.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Method Blanks (MB)							
Total Metals by ICP-MS - Suite A	EG020A-T	1	10	10.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Matrix Spikes (MS)							
Total Metals by ICP-MS - Suite A	EG020A-T	1	10	10.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
TRH - Semivolatile Fraction	EP071	0	5	0.00	5.00	×	NEPM 2013 B3 & ALS QC Standard
TRH Volatiles/BTEX	EP080	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard
Volatile Organic Compounds	EP074	1	5	20.00	5.00	✓	NEPM 2013 B3 & ALS QC Standard

Page : 5 of 5
Work Order : EM2200722
Client : ENVIRONMENTAL SERVICE AND DESIGN PTY LTD
Project : 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
Total Metals by ICP-MS - Suite A	EG020A-T	WATER	In house: Referenced to APHA 3125; USEPA SW846 - 6020, ALS QWI-EN/EG020. The ICPMS technique utilizes a highly efficient argon plasma to ionize selected elements. Ions are then passed into a high vacuum mass spectrometer, which separates the analytes based on their distinct mass to charge ratios prior to their measurement by a discrete dynode ion detector.
TRH - Semivolatile Fraction	EP071	WATER	In house: Referenced to USEPA SW 846 - 8015 The sample extract is analysed by Capillary GC/FID and quantification is by comparison against an established 5 point calibration curve of n-Alkane standards. This method is compliant with the QC requirements of NEPM Schedule B(3)
Volatile Organic Compounds	EP074	WATER	In house: Referenced to USEPA SW 846 - 8260 Water samples are directly purged prior to analysis 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)
TRH Volatiles/BTEX	EP080	WATER	In house: Referenced to USEPA SW 846 - 8260 Water samples are directly purged prior to analysis by Capillary GC/MS and quantification is by comparison against an established 5 point calibration curve. Alternatively, a sample is equilibrated in a headspace vial and a portion of the headspace determined by GCMS analysis. This method is compliant with the QC requirements of NEPM Schedule B(3)

Preparation Methods	Method	Matrix	Method Descriptions
Digestion for Total Recoverable Metals	EN25	WATER	In house: Referenced to USEPA SW846-3005. Method 3005 is a Nitric/Hydrochloric acid digestion procedure used to prepare surface and ground water samples for analysis by ICPAES or ICPMS. This method is compliant with NEPM Schedule B(3)
Separatory Funnel Extraction of Liquids	ORG14	WATER	In house: Referenced to USEPA SW 846 - 3510 100 mL to 1L of sample is transferred to a separatory funnel and serially extracted three times using DCM for each extract. The resultant extracts are combined, dehydrated and concentrated for analysis. This method is compliant with NEPM Schedule B(3) . ALS default excludes sediment which may be resident in the container.
Volatiles Water Preparation	ORG16-W	WATER	A 5 mL aliquot or 5 mL of a diluted sample is added to a 40 mL VOC vial for purging.

pitt&sherry

167 – 171 Invermay Road

Traffic Impact Assessment

Prepared for
Pharos Properties

Client representative
Tim Lucas

Date
31 January 2023

Rev02

Table of Contents

List of figures

List of tables

Appendices

Appendix A — Site Plans
Appendix B — Swept Paths

Prepared by — Emma Calvert, Nicholas Ashlin		**Date —** 31 January 2023
Reviewed by — Rebekah Ramm		**Date —** 31 January 2023
Authorised by — Rebekah Ramm		**Date —** 31 January 2023

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	EC, NA	RLR	RLR	3/11/2022
01	Traffic Impact Assessment – Minor updates	NA	RLR	RLR	9/11/2022
02	Traffic Impact Assessment – Minor changes	EC	RLR	RLR	31/01/2023

1. Introduction

Pharos Properties proposes to construct a new building at 167 – 171 Invermay Road, Invermay. The building will comprise two Bulky Goods stores, one of which will be Ashley Furniture Homestore (Ashley Furniture) and the other of which is yet to be determined. The building is proposed to have a total floor area of 2,090 m^2 and provide 22 car parking spaces. Ashley Furniture will feature a ground floor and a mezzanine level whilst the other tenancy will feature a ground floor level only.

Pharos Properties have engaged pitt&sherry to complete a Traffic Impact Assessment (TIA) for the proposed development.

This assessment has been undertaken in accordance with the Department of State Growth's (State Growth's) *Framework for Undertaking Traffic Impact Assessment* and the *Tasmanian Planning Scheme – Launceston* (the Planning Scheme).

2. Existing conditions

2.1 Site location

As discussed, the site is located at 167 – 171 Invermay Road, Invermay, approximately 0.5km north of UTAS Stadium. The site has a land use classification of 14.0 Local Business under the Planning Scheme. Surrounding land uses include 17.0 Commercial to the south, 9.0 Inner Residential to the north, further 14.0 Local Business to the east and 8.0 General Residential surrounding.

Figure 1 shows the location of the site in the local context.

Figure 1: Site location (aerial Image Source: https://maps.thelist.tas.gov.au)

2.2 Surrounding road network

2.2.1 Invermay Road

Invermay Road is a City of Launceston (Council) owned two-way Arterial Road[1] that provides a single lane in each direction in the vicinity of the site. Invermay Road operates primarily in a northwest southeast direction and spans from the Tamar Street/ Lindsay Street/ Invermay Road roundabout north of the North Esk River to George Town Road at Grubb Street. Invermay Road is primarily utilised to access local roads in Invermay and Mowbray.

Invermay Road is subject to a signposted speed limit of 60km/h and carries approximately 16,000 vehicles per day at the Invermay Road/ Forster Street intersection.

2.2.2 Bryan Street

Bryan Street is a Council owned two-way Local Road[1] that provides a single lane in each direction. Bryan Street operates in a northeast southwest direction and spans from Invermay Road to a cul-de-sac west of 19-25 Churchill Park Drive.

Bryan Street is subject to the Tasmanian Urban Default Speed limit of 50km/h.

2.3 Surrounding intersections

The Invermay Road/ Bryan Street intersection is located directly east of the site. A wide central median on Invermay Road provides sufficient space such that right turning vehicles can stop in the middle of the road.

2.4 Traffic volumes

Traffic volumes were provided by The Department of State Growth for the Invermay Road/ Forster Street Intersection, which noted that approximately 16,000 travel along Invermay Road each day. These counts indicated the AM and PM peak hours as follows:

- AM peak hour 8:00am to 9:00am; and
- PM peak hour 4:00pm to 5:00pm.

2.5 Parking surrounding site

Nearby on-street car parking is located along Invermay Road, Landale Street, Eddie Street, Brian Street, Albion Street, Elm Street and Richmond Street.

2.5.1 Parking surveys

Car parking surveys were undertaken on the roads surrounding the site to determine if there is available parking on-street in the vicinity of the site.

To determine the extent of the parking survey, the convenient distance a person is likely to walk for a shopping trip was sourced from the Monash University publication *Traffic Engineering and Management*. For shopping trips this distance is 200m which is about a 3 minute walk. As such, it was assumed that parking spaces on the roads detailed above could be utilised by customers if required.

[1] Based on theLIST Road Centrelines Transport Class

Car parking surveys along these streets were undertaken by pitt&sherry staff on Saturday October 2022. The car parking surveys were undertaken to determine the existing occupancy of on-street parking in the vicinity of the site.

Where on-street parking was not delineated and at capacity, the number of cars parked in that section was determined as the capacity. Where on-street parking was empty or not fully occupied, a car parking space length of 7.0m was assumed. The on-street parking inventory also considered the location of driveways and no parking zones in which cars cannot park.

Car parking surveys were undertaken at the following times to align with the expected peak shopping times for the development:

- Tuesday – 11am to 12pm (weekday peak at shop and maximum parking demand on surrounding roads); and
- Saturday – 11am to 12pm (weekend peak at shop).

The area surveyed is shown in Figure 2 below.

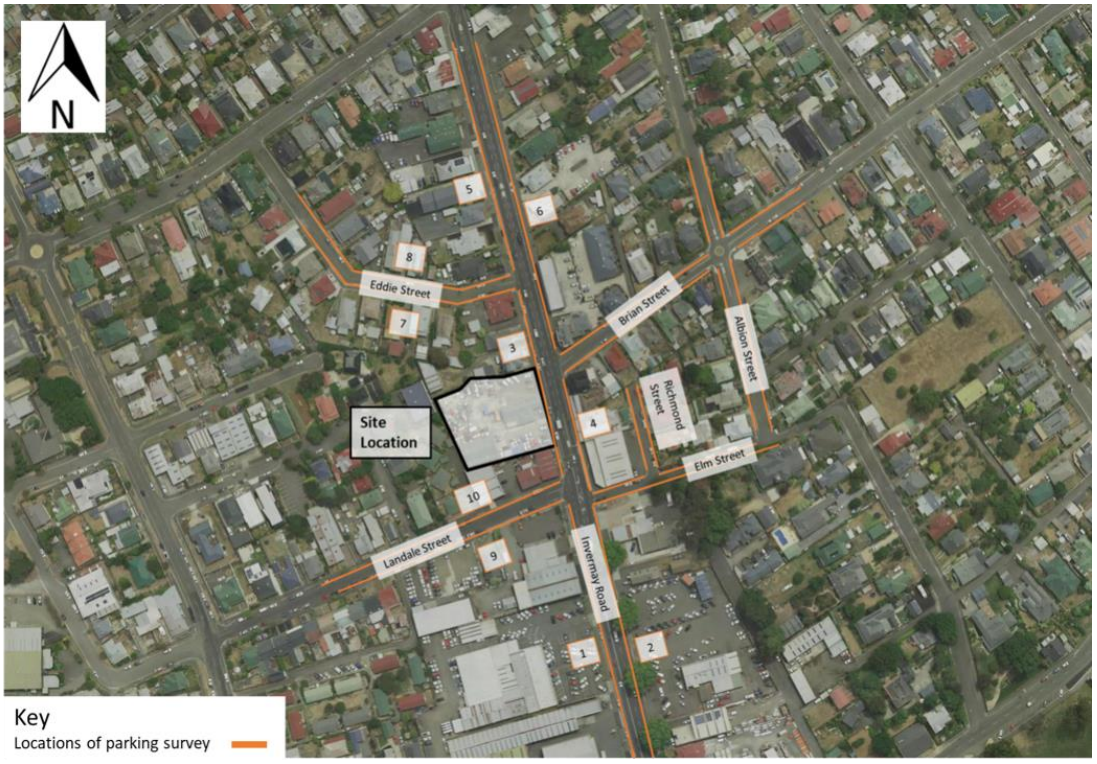


Figure 2: Locations of on-street car parking in the vicinity of the site

Weekday car parking survey

The results of the weekday car parking survey, as well as the car parking restrictions, are shown below in Table 1. Note that the maximum occupancy relates to the maximum occupancy at a single time across all parking spaces.

Table 1: Weekday parking occupancy surrounding proposed site

Number (on map)	Location	Side of Street	Restrictions	Supply	Maximum Occupancy	Percentage Occupancy
1	Invermay Road – South of Landale Street	West	8-6 Mon-Fri: Loading zone	3	0	0%
			9-5 Mon-Fri: 1 hour	16	2	13%
2	Invermay Road – South of Elm Street	East	8-5:30: ½ hour	20	1	5%
3	Invermay Road – North of Landale Street	West	9-6: ½ hour	15	4	27%
4	Invermay Road – North of Elm Street	East	8-6: ¼ hour	6	3	50%
5	Invermay Road – North of Eddie Street	West	8-5:30 Mon-Fri: ¼ hour and 8-12 Sat: ½ hour	2	0	0%
		West	8-5:30 Mon-Fri: ½ hour and 8-12 Sat: ½ hour	16	4	25%
6	Invermay Road – North of Brian Street	East	Unrestricted	4	0	0%
			Mon-Fri and 9-12 Sat: ½ hour	20	7	35%
7	Eddie Street	South	Unrestricted	16	4	25%
8	Eddie Street	North	8-5:30 Mon-Fri and 8-12 Sat: ¼ hour	2	0	0%
			Unrestricted	13	4	31%
9	Landale Street	South	9-6 Mon-Fri: ½ hour	4	2	50%
			Unrestricted	18	13	72%
10	Landale Street	North	Loading zone	2	2	100%
			Unrestricted	13	10	77%
-	Elm Street – West of Albion Street	North and South	Unrestricted	8	6	75%

Number (on map)	Location	Side of Street	Restrictions	Supply	Maximum Occupancy	Percentage Occupancy
-	Brian Street – West of Albion Street	North and South	9-5: 2 hours +residential	15	10	67%
-	Brian Street – East of Albion Street	North and South	Unrestricted	5	3	60%
-	Albion Street – South of Brian Street	East and West	Unrestricted	18	7	39%
-	Albion Street – North of Brian Street	East and West	Unrestricted	8	3	38%
Total				**224**	**85**	**38%**

Weekend car parking survey

The results of the weekend car parking survey, as well as the car parking restrictions, are shown below in Table 2. Note that the maximum occupancy relates to the maximum occupancy at a single time across all parking spaces.

Table 2: Parking occupancy survey results

Number (on map)	Location	Side of Street	Restrictions	Supply	Maximum Occupancy	Percentage Occupancy
1	Invermay Road – South of Landale Street	West	8-6 Mon-Fri: Loading zone	3	1	33%
			9-5 Mon-Fri: 1 hour	16	9	56%
2	Invermay Road – South of Elm Street	East	8-5:30: ½ hour	20	1	5%
3	Invermay Road – North of Landale Street	West	9-6: ½ hour	15	4	27%
4	Invermay Road – North of Elm Street	East	8-6: ¼ hour	6	1	17%
5	Invermay Road – North of Eddie Street	West	8-5:30 Mon-Fri: ¼ hour and 8-12 Sat: ½ hour	2	0	0%
		West	8-5:30 Mon-Fri: ½ hour and 8-12 Sat: ½ hour	16	2	13%

Number (on map)	Location	Side of Street	Restrictions	Supply	Maximum Occupancy	Percentage Occupancy
6	Invermay Road – North of Brian Street	East	Unrestricted	4	0	0%
			Mon-Fri and 9-12 Sat: ½ hour	20	2	10%
7	Eddie Street	South	Unrestricted	16	4	25%
8	Eddie Street	North	8-5:30 Mon-Fri and 8-12 Sat: ¼ hour	2	1	50%
			Unrestricted	13	2	15%
9	Landale Street	South	9-6 Mon-Fri: ½ hour	4	3	75%
			Unrestricted	18	6	33%
10	Landale Street	North	Loading zone	2	0	0%
			Unrestricted	13	2	15%
-	Elm Street – West of Albion Street	North and South	Unrestricted	8	0	0%
-	Brian Street – West of Albion Street	North and South	9-5: 2 hours +residential	15	5	33%
-	Brian Street – East of Albion Street	North and South	Unrestricted	5	3	60%
-	Albion Street – South of Brian Street	East and West	Unrestricted	18	3	17%
-	Albion Street – North of Brian Street	East and West	Unrestricted	8	4	50%
Total				**224**	**53**	**24%**

Based on the results above, there are 224 parking spaces on-street within a 200m walk of the site. The surveys determined that the on-street parking demand on both the weekday and weekend car parking surveys is low. On the weekday surveyed there were 139 available spaces and, on the Saturday surveyed, there were 171 available spaces within a 200m walk of the site.

2.6 Public transport links

The nearest bus stops on Invermay Road, Stop 5, are located approximately 100m south of the site. Both stops provide a pull over area, bus flags and tactile ground surface indicators (TGSIs). Buses travelling in both directions stop approximately once per 5 minutes at the stop.

2.7 Active transport links

Pedestrian footpaths are provided on both sides of Invermay Road and all streets in the vicinity of the site.

A signalised pedestrian crossing is provided directly south of the site on Invermay Road. Furthermore, a pedestrian crossing with kerb outstands and a pedestrian median is provided approximately 100m north of the site.

No bicycle specific infrastructure is provided in the vicinity of the site, however, due to the width of Invermay Road, it is expected that cyclists can share the road with other vehicles.

2.8 Crash history

State Growth have provided crash history along Invermay Road and Bryan Street in the vicinity of the site. The data provided was for the most recent 10-year period. The crash data is summarised below in Table 3.

Table 3: 10-year crash history

Location	Crash Type	Severity	Count
Invermay Road	110 – Cross Traffic	Property Damage Only	3
	113 – Right near		1
	121 – Right Through		3
	123 – Right/ left		1
	130 – Vehicles in same lane/rear end		20
	131 – Vehicles in same lane/ left rear		1
	132 – Vehicles in same lane/ right rear		1
	133 – Vehicles in parallel lane/ lane side swipe		1
	139 – Other same direction (including vehicle rolling backwards)		1
	140 – U turn		1
	142 – Leaving Parking		1
	144 – Parking vehicles only		3
	147 – Emerging from driveway or lane		4
	149 – Other manoeuvring		1
	160 - Parked		2
	171 – Left of carriageway into object or parked vehicle		1

Location	Crash Type	Severity	Count
	189 – Other curve		1
	100 – Near side	Minor	1
	102 – Far side		1
	130 – Vehicles in same lane/ rear end		4
	140 – U turn		1
	169 – Other on path		1
	179 – Other straight		1
	113 – Right near	First Aid	1
	121 – Right through		1
	137 – Vehicles in parallel lane/ left turn side swipe		1
	147 – Emerging from driveway or lane		1
	163 – Vehicle door		1
Bryan Street	110 – Cross traffic	Property Damage Only	1
	111 – Right far		1
	147 – Emerging from driveway or lane		2
	189 – Other curve		1
	110 – Cross Traffic	Minor	3
	179 – Other straight		1
	160 - Parked	Not known	1
Intersection of Bryan Street and Invermay Road	111 – Right far	Property Damage Only	1
	113 – Right rear		1
	183 – Off left bend into object/ parked vehicle		1

The crash history shows that 73 crashes have occurred in the vicinity of the site in the most-recent 10-year period. Of those crashes 46 occurred along Invermay Road, 10 occurred along Bryan Street and 3 occurred at the Invermay Road/ Bryan Street Intersection.

Of the 73 crashes, 54 caused property damage only, 13 caused minor injuries and 5 required first aid to be administered at the scene.

Many of the crashes recorded in the vicinity of the site are typical of locations with high traffic volumes and frequent intersections, such as low severity rear end crashes. As such, the crash history does not indicate any existing road safety issues.

3. Development proposal

3.1 Overview

Pharos Properties proposes to demolish the existing buildings at 167 – 171 Invermay Road, Invermay, and construct a single building comprising two furniture stores. The building would have a total floor area of 2,090 m^2 and provide a 22 space car park. Ashley Furniture Homestore will provide entrances at the northern and eastern sides of the building and provide a ground floor and mezzanine. The other tenancy would provide a single access at the northern side of the building and provide a ground floor. Furniture stock will be stored off site.

The proposed site plan is shown below in Figure 3.

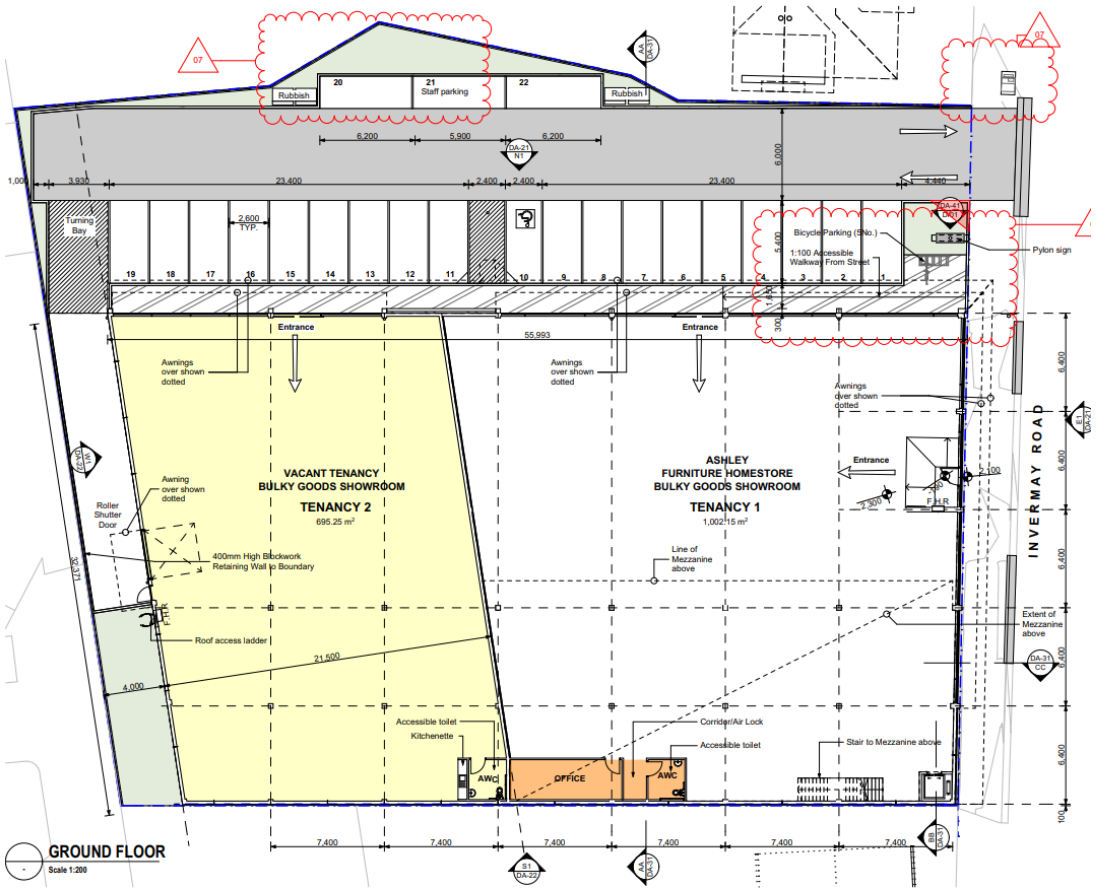


Figure 3: Site Plan

3.2 Site access and circulation

Access to the site will be via a new access at the northeast corner of the site, which replaces the two existing site accesses. The proposed site access and circulation road are 6.0m wide. Vehicles parking in the three parallel spaces on the northern side of the circulation road are expected to turn around using the turning bay and enter the spaces such that the front of the vehicle is facing east.

3.3 Car parking

The development proposes to provide 19, 90-degree car parking spaces located along the northern side of the building, of which one is a DDA accessible car parking space. There is one space marked as a loading bay, but this would only operate out of hours and can be used for parking whilst the showrooms are open. The car parking spaces are 2.6m wide and 5.4m long and the DDA accessible space is 2.4m wide and 5.4m long.

A further three parallel staff car parking spaces are located on the northern boundary of the site, north of the circulation road. Each car parking space is 2.1m wide. The westernmost and easternmost car parking spaces are 6.2m long, and the central space is 5.9m long.

3.4 Bicycle parking

Bicycle parking is provided east of the customer parking spaces. Bicycles are proposed to be parked within 5 bicycle hoops.

3.5 Deliveries and rubbish collection

General deliveries to the business will be completed using sprinter delivery vans at the loading bay. The only large furniture that will be delivered to the site is floor stock in the vans, customers will not collect large furniture items from the store.

Rubbish is proposed to be collected weekly outside of opening hours. Rubbish will generally be collected using the Council kerbside service and wheelie bins. A skip bin will also be located on site, on occasion when the skip bin is full, rubbish collection will be arranged with a private collection business which will use a vehicle no larger than an 8.8m Medium Rigid Vehicle (MRV). The skip bin will be stored and collected next to the staff car parking spaces which will be unoccupied at the time of rubbish collection.

3.6 Pedestrian connectivity

A 1.65m wide pedestrian path is located along the northern side of the building. The path spans the full extent of the building from the footpath.

4. Transport assessment

4.1 Traffic Impact Assessment

4.1.1 Bulky goods traffic generation

Traffic generation rates for the site have been sought from the *RMS Guide to Traffic Generating Developments* (RMS Guide).

The RMS Guide specifies the following traffic generation rates during weekdays for Bulky Goods retail stores:

- Daily 17 (including 1 heavy vehicle) per 100m^2 of gross floor area; and
- Peak Hour 2.7 vehicles per 100m^2 of gross floor area.

Based on the above information, the traffic generation during the AM and PM peak hours is expected to be 57 vehicle trips. Daily, the vehicle generation is expected to be 356 vehicle trips. This is expected to be conservative, based on observations made during the site visit to Main Road, Moonah, this is discussed further in Section 4.2.2.

4.1.2 Directional split of traffic

The directional split of the traffic (i.e. ratio between inbound and outbound movements) that has been adopted for the proposed development is as follows:

- AM Peak Hour 65% in/35% out; and
- PM Peak Hour 45% in/ 55% out.

4.1.3 Traffic impacts

The traffic generated by the development when compared to the existing traffic volumes on Invermay Road is minimal and would account for an increase in traffic of less than 2.5%. Note that this does not account for the reduction in traffic due to the closing of the existing development and is expected to be conservative. Thus, it is expected that the traffic generated by the development will have little effect on the performance of Invermay Road post development and 10-years post development.

4.1.4 Road safety impacts

As discussed in Section 2.8 of this report, the existing crash history is typical for the location. The expected increase in pedestrian and vehicle movements generated by the site is minor compared with the existing use along Invermay Road and thus is not expected to increase the risk or severity of crashes in the vicinity of the site.

4.1.5 Suitability of road layout at site access point

The existing central median on Invermay Road can accommodate right turn movements into the site as it does for many properties nearby.

The proposed site access is located directly opposite Bryan Street. Although not entirely ideal, the location of the site driveway at the northern end of the site is considered the best location as there are pedestrian signals directly to the south of the site. It would be difficult to turn right onto Invermay Road near the pedestrian signals at busy times due to queuing.

Furthermore, the site access is not expected to be heavily used and there is no significant crash history at the Invermay Road/ Bryan Street intersection with only 3 property damage crashes in the last 10 years and no crashes resulting in injuries.

4.2 Parking assessment

4.2.1 Parking provision

The Planning Scheme – Table C2.1 Parking Space Requirements for Bulky Goods Sales has been used to determine the number of car parking spaces required for the site, which is summarised below in Table 4.

Table 4: Parking provision requirement

Parking Type	Planning Scheme Parking Rate	Parking Requirement
Car	1 space per 50m^2 of floor area	42
Accessible	1 space for every 100 car parking spaces or part thereof	1
Bicycle	1 space per 500m^2 of floor area	5
Motorcycle	Where the required number of parking spaces is 41 or more, 1 space for every additional 20 car parking spaces required, plus 1 space	2

As the development is providing 22 car parking spaces, the Planning Scheme requirements are not met. However, studies undertaken by the RMS Guide determined large variances in the number of car parking occupied at bulky goods stores based on the type and location of the store.

As bulky goods sales cover a wide range of different store types, a survey of similar stores was completed to determine whether the parking supply of 22 spaces is suitable. The parking surveys were undertaken at 3 bulky goods retail stores located in Moonah (north of Hobart) on Saturday October 1 at 10:30 to 11:00am. These stores were chosen as they are located on Main Road which does not have on-street parking available, so the parking demand was required to be off-street. Main Road was considered a suitable comparison as it also carries high traffic volumes, has similar land uses, and is located north of the CBD. The survey time is expected to coincide with the time in which parking for furniture stores would be greatest.

The parking supply and demand of the stores is shown in Table 5. Furthermore, the proposed parking supply and expected parking demand of the development, based on the size of the store compared to those surveyed, is also shown.

Table 5: Parking supply and demand of similar stores in Tasmania

Store	Parking Supply	Parking Demand	Size (approximate)	Parking Supply Rate
Ashley Furniture	2 + 1 DDA (2 spaces used by loading vans)	2	1,010 sqm	1 per 44m^2
Early Settler	21 + 1 DDA	4	1,610 sqm	1 per 73m^2
Edge Living	7 + 1 DDA	4	1,100 sqm	1 per 138m^2
Proposed Site	21 + 1 DDA	8 parking spaces (predicted)	2,090 sqm	1 per 91m^2 (Loading not included)

From Table 5 above, the parking supply is within the range of the similar furniture shops. It is also noted that the demand at the time of the parking survey was very low. Edge Living which has the lowest rate of parking supply to floor area had a parking demand of 50%.

The site also has 224 on-street parking spaces located within 200m. The car parking survey that was undertaken by pitt&sherry staff found that the weekday occupancy of the on-street parking surrounding the site was 38% and the weekend occupancy was 24%. It is expected that these on-street spaces would be suitable for use at very busy times and would not be required regularly.

Based on the above assessment, the supply of 22 car parking spaces is considered suitable for the following reasons:

- The rate of parking supply is within the range of similar furniture shops
- The parking demand at similar stores was determined to be low at a time where demand is expected to be highest; and
- There is significant available on-street car parking surrounding the site.

4.2.2 Car park layout

The car parking layout has been reviewed against the *Australian Standard AS/NZS2890.1:2004 Parking Facilities for Off-Street Car Parking* (AS 2890.1). In order to determine the class of parking, Table 1.1 of AS 2890.1 has been reviewed. An excerpt of Table 1.1 is shown below in Figure 4.

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Key
Staff parking
Visitor parking

Figure 4: Table 1.1 of Australian Standard AS/NZS 2890.1:2004

Based on the above, the staff parking spaces were assessed against User Class 1 requirements and the visitor car parking spaces were assessed against User Class 2 requirements.

The assessment is shown below in Table 6.

Table 6:Car parking layout

Carpark	Feature	Minimum Requirement (Australian Standard)	Proposed
Parallel spaces	Parking Space Width	2.1m	2.1m
	Parking Space Length	5.9m (5.4m at unobstructed end spaces, 6.2m at obstructed end spaces)	5.9m, 6.2m at obstructed end spaces
	Parking Aisle Width	3.6m (one-way)	6.0m (two-way)*
90-degree angled spaces	Parking Space Width	2.6m	2.6m
	Parking Space Length	5.4m	5.4m
	Parking Aisle Width	5.8m	6.0m

*Due to the provision of a wide aisle for the 90-degree angle parking spaces

Based on the above, the size of the proposed car parking layout meets the *Australian Standard AS/NZS2890.1:2004 Parking Facilities for Off-Street Car Parking* (AS 2890.1).

4.2.3 DDA accessible parking spaces

Provision

The *National Construction Code (NCC),* referred to as the *Building Code of Australia* (BCA) in the Planning Scheme, requires 1 DDA accessible car parking space for every 50 car parking spaces or part thereof for Class 6 developments with up to 1,000 car parking spaces.

As the development is providing 1 DDA accessible space, it meets the requirement of the NCC.

Requirements

AS/NZS 2890.6:2009 Parking facilities Part 6: Off-street parking for people with disabilities (AS 2890.6) requires the following for angled DDA accessible parking spaces.

Table 7: AS/NZS 2890.6:2009 Parking facilities Part 6 requirements

Feature	Minimum Requirement	Proposed
Parking Space Width	2.4m	2.4m
Parking Space Length	5.4m	5.4m
Shared area (side)	2.4m wide, 5.4m long	2.4m wide, 5.4m long
Shared area (front)	2.4m wide, 5.4m long	2.4m wide, 6.0m long
Parking Space Gradient (parallel to parking)	3.0% (Bituminous surface)	≤3.0%
Parking Space Gradient (perpendicular to parking)	3.0% (Bituminous surface)	≤3.0%
Parking Aisle Width	5.8m	6.0m

Furthermore, AS 2890.6 requires the parking angle to be between 45 and 90 degrees (where no parallel parking), a bollard be provided within the shared space (as shown in Figure 5) and the space to be identified (as shown in Figure 6) and delineated as per AS 2890.6. The shared area to the side may be dually used as a walkway.

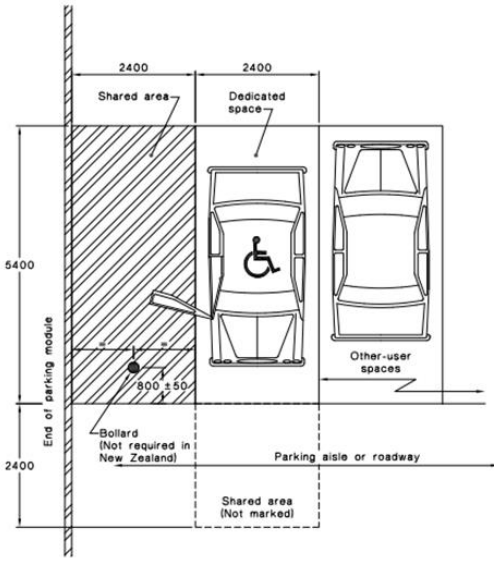


FIGURE 2.2 EXAMPLE OF AN ANGLE PARKING SPACE WITH SHARED AREA ON ONE SIDE ONLY—DIMENSIONS FOR AUSTRALIA ONLY*

Figure 5: Figure 2.2 of AS 2890.6

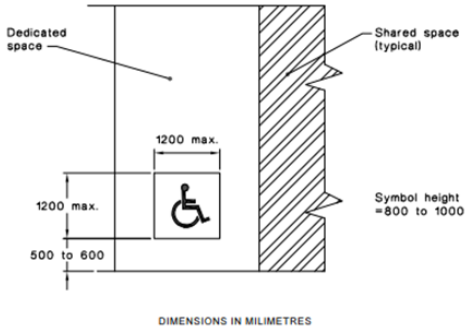


Figure 6: Figure 3.1 of AS2890.6

The Planning Scheme further requires DDA Accessible parking to be located as close as practicable to the building entrance.

Based on the above, the DDA requirements of AS 2890.6 and the Planning Scheme will be met. Note that the shared area is located between car parking spaces 10 and 11.

4.2.4 Bicycle parking

The Planning Scheme – Table C2.1 Parking Space Requirements requires 1 bicycle space per 500 m^2 of ground floor area. As such, the development is required to provide 5 bicycle parking spaces. Due to the site being primarily for bulky goods sales, it is unlikely that customers will travel to the site via bicycle. However, 5 Class C bicycle hoops have been provided next to the customer parking to meet the requirements. Bicycle Parking should be designed to comply with *AS 2890.3:2015 Parking facilities Part 3: Bicycle Parking (AS 2890.3)*.

If there is a demand for bicycle travel to the stores by staff, a lockable bike cage can be added next to the staff car parking spaces.

4.3 Pedestrian connectivity

For uses that require 10 or more car parking spaces, the Planning Scheme requires that a 1m wide footpath, separated from access ways or parking aisles, is provided. Furthermore, in parking areas containing DDA accessible car parking spaces for use by persons with a disability, the Planning Scheme requires a minimum width of 1.5m from the DDA accessible car parking space/s to the main entry point of the building.

As the proposed pedestrian path is 1.65m wide for the full extent, it complies with the Planning Scheme.

4.4 Deliveries and rubbish collection

As discussed, deliveries are expected to be completed by sprinter vans. Rubbish will generally be collected using the Council kerbside service and wheelie bins. A skip bin will also be located on site, on occasion when the skip bin is full, rubbish collection will be arranged with a private collection business which will use a vehicle no larger than an 8.8m Medium Rigid Vehicle (MRV).

To determine whether these vehicles can enter and exit the existing car park, a swept path assessment (attached in Appendix B) was undertaken. A sprinter van (6.4m vehicle) can enter the site, turn around and exit in a forward direction.

Due to the constraints of the site, a MRVcannot turn around on the site. As discussed, heavy vehicle movements would not be undertaken on a regular basis and therefore providing a large amount of space dedicated to vehicle turning for a low use is not considered necessary. A swept path assessment confirms that a MRV can reverse into the car park and exit the car park in a forward direction.

Rubbish collection will occur outside of business opening hours.

The approximate daily traffic volume profile of Invermay Road is shown in Figure 7 and Figure 8.

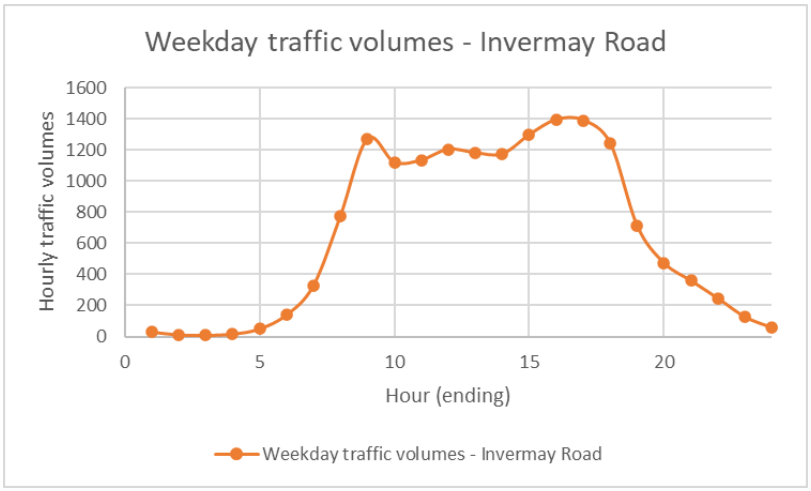


Figure 7: Invermay Road – weekday hourly traffic volumes

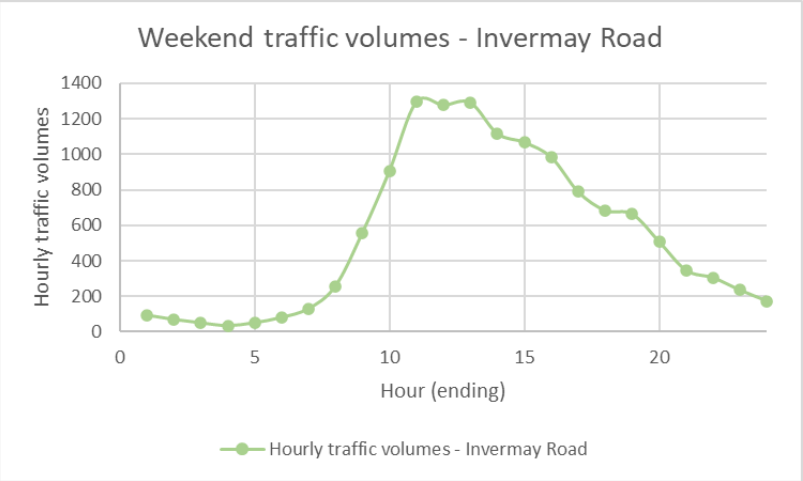


Figure 8: Invermay Road - weekend hourly traffic volumes

Based on the above, it is considered suitable to allow reversing manoeuvres into the site at times when low traffic volumes would be experienced on Invermay Road. This is expected to be before 7:00am and after 8:00pm on a weekday and before 8:00am and after 8:00pm on a weekend.

4.5 Sight distance assessment

The Safe Intersection Sight Distance (SISD) at the access has been assessed against the *Austroads Guide to Road Design Part 4A* (Austroads Guide Part 4A) requirements. The SISD was recorded during a site visit on 11 October 2022. The sight distance was measured in accordance with the Planning Scheme.

The SISD requirements and the observed sight distance at the site exit is shown below in Table 8.

Table 8: Sight distance assessment

Direction of vehicle travel on Invermay Road	Vehicle Speed	Sight Distance Requirement	Available Sight Distance	Meets Requirement
Northbound	60km/h	123 m	185 m	Yes
Southbound			150 m	Yes

Based on the above, the sight distance at the site exit to vehicles traveling both northbound and southbound meets the requirements of Austroads Guide Part 4A.

5. Planning scheme assessment

5.1 Parking and Sustainable Transport Code

The development has been assessed against the Parking and Sustainable Transport Code of the Planning Scheme, as shown below in Section 5.1.1 and 0.

5.1.1 Use Standards

Table 9: Parking and Sustainable Transport Code Use Standards

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 Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 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 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	**Satisfies Performance Criteria P1.1. Performance Criteria P1.2 is not applicable** As the Planning Scheme requires 42 parking spaces for this development and only 22 have been supplied, the development is unable to comply with Acceptable Solution A1. It does, however, satisfy Performance Criteria P1 as follows: a) There are no other off-street public parking spaces within reasonable walking distance of the site b) Sharing of off-street car parking spaces has not been considered due to the substantial availability of on-street parking (discussed in this report and in Performance Criteria f) c) Bus stops are located within 100m of the site on Invermay Road with buses operating frequently throughout the week d) There are footpaths on both sides of Invermay Road and there is sufficient space for bicycles to travel along Invermay Road e) Based on the assessment completed in this report, it is not considered appropriate to provide the 44 spaces as required by the planning scheme as it is not expected this number of spaces would typically be required and may sit empty. As discussed in Performance Criteria f and in this report, similar furniture stores have a low parking demand and there is substantial on-street parking located nearby to accommodate any occasional additional parking needs f) The current occupancy of the on-street car parking within a 200m walk of the development is 38% on the weekday and 24% on the weekend. Thus, there is sufficient on-street parking if the car park is at capacity g) As the site is located within a Local Business Zone under the Planning Scheme, the siting of the car

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.

Performance Criteria P1.1

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

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:

   i. Variations in car parking demand over time

   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.

Performance Criteria P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

a) The nature and intensity of the use and car parking required

b) The size of the dwelling and the number of bedrooms; and

c) The pattern of parking in the surrounding area.

parking north of the proposed building is not anticipated to be of detriment to the streetscape; and

h) Comparing the size of the proposed development against similar Bulky Goods stores in Tasmania resulted in an expected demand of approximately 8 vehicles for this site during its peak period. Thus, the 22 car parking spaces supplied is expected to be sufficient.

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 Solution/ Performance Criteria	**Comment**
Acceptable Solution 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.	**Can comply with Acceptable Solution A1** As the Planning Scheme requires 5 bicycle parking spaces and 5 bicycle parking spaces have been provided, it complies with Acceptable Solution A1.
C2.5.3 Motorcycle parking numbers	
Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 The number of on-site motorcycle parking spaces for all uses must: a) Be no less than the number specified in Table C2.4; and 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. **Performance Criteria P1** Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: a) The nature of the proposed use and development; b) The topography of the site; c) The location of existing buildings on the site; d) Any constraints imposed by existing development; and e) The availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.	**Satisfies Performance Criteria P1** As the Planning Scheme requires 2 motorcycle parking spaces for the development and there has been no provision for motorcycle parking, it is unable to comply with Acceptable Solution A1. It does, however, satisfy Performance Criteria P1 as follows: a) As the site will be used primarily for Bulky Goods sales it is unlikely that customers will travel to site via motorcycle b) The topography of the site should not impact motorcycle parking c) The location of existing buildings on the site should not impact motorcycle parking d) There are no constraints imposed by the existing development on motorcycle parking; and e) The proposed on-site carpark is estimated to have less than 50% occupancy during its peak period. The on-street carparking surrounding the site also has an occupancy of 38% on weekdays and 24% on the weekend. Should people travel to site via motorcycle, it is expected that they can use on-site car parking spaces or on-street car parking spaces. Therefore, there is anticipated to be a sufficient amount of car parking spots for motorcycles.

C2.5.4 Loading bays	
Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	**Complies with Acceptable Solution A1** As the floor area of the Ashley Furniture Homestore is more than 1000m^2 and 1 loading bay has been supplied, it complies with Acceptable Solution A1.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	
Objective: To: a) Facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and b) To not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and b) General Retail and Hire uses up to 100m² floor area. Provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	**Acceptable Solution A1 is not applicable** As the development is located within the Local Business Zone, Acceptable Solution A1 is not applicable.

5.1.2 Development standards

Table 10: Parking and Sustainable Transport Code Development Standards

C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 All parking, access ways, manoeuvring and circulation spaces must: a) Be constructed with a durable all weather pavement; b) Be drained to the public stormwater system, or contain stormwater on the site; and c) 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.	**Complies with Acceptable Solution A1** It is expected that all parking, access ways, manoeuvring and circulation spaces will be sealed with asphalt or spray seal, and drained to the public stormwater system. Therefore, the development complies with Acceptable Solution A1.
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 Solution/ Performance Criteria	**Comment**
Acceptable Solution A1.1 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	**Complies with Acceptable Solution A1.2** The DDA compliant car parking space has been assessed against Acceptable Solution A1.2 as follows: a) The singular DDA accessible parking space has been located as close to both northern entrances as possible b) The proposed DDA accessible parking space is in the on-site car park; and c) The proposed DDA accessible parking carpark meets all the requirements set out in AS/NZS 2890.6:2009. **Satisfies Performance Criteria P1 in place of Acceptable Solution A1.1** As the site access and circulation road does not meet the requirements of AS 2890.2 for the types of heavy vehicles expected to utilise the site, the development does not comply with Acceptable Solution A1.1. It does, however, satisfy Performance Criteria P1 as follows: a) It is necessary for garbage trucks to occasionally access the site to empty the skip bin

vii. Excluding a single dwelling, be delineated by line marking or other clear physical means *b)* Comply with *australian standard as 2890- parking facilities, parts 1-6.* **Acceptable Solution A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: a) Be located as close as practicable to the main entry point to the building b) Be incorporated into the overall car park design; and 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.* **Performance Criteria 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: 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 e) The nature and use of the development f) The expected number and type of vehicles g) The likely use of the parking areas by persons with a disability h) The nature of traffic in the surrounding area i) The proposed means of parking delineation; and j) The provisions of *australian standard as 2890.1:2004 - parking facilities, part 1: off-street car parking and as 2890.2 -2002 parking facilities, part 2: off-street commercial vehicle facilities.*	b) The site is on a flat grade, the site dimensions are limited which restricts heavy vehicle movement without substantially impacting the building footprint c) The car park will have an asphalt or spray seal surface d) There are dedicated footpaths to Australian Standard located both on street and within the site e) The development is a Bulky Goods store, it is necessary for garbage trucks to occasionally access the site f) Heavy vehicles would consist of 8.8m MRV which are typical for garbage collection. Heavy vehicle movements would not be undertaken on a regular basis and therefore providing a large amount of space dedicated to vehicle turning for a low use is not considered necessary g) N/A h) It is considered suitable to allow reversing manoeuvres into the site at times when low traffic volumes would be experienced on Invermay Road. This could be before 7am and after 8pm on a weekday and before 8am and after 8pm on a weekend i) N/A; and j) The proposed car park layout and operation has been assessed as part of this report and is expected to provide convenient, safe and efficient parking for users. Despite not meeting all the provisions of AS2890.2, use of the car park by MRVs during times outlined in Section 4.4 of the report is anticipated to have minimal impact on the road network and on the car park itself.

C2.6.3 Number of accesses for vehicles

Objective:

That:

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

b) Accesses do not cause an unreasonable loss of amenity of adjoining uses; and

c) The number of accesses minimise impacts on the streetscape.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of accesses provided for each frontage must: a) Be no more than 1 b) No more than the existing number of accesses; or c) Whichever is the greater.	**Complies with Acceptable Solution A1** As there is only 1 access on the frontage of the site, it complies with Acceptable Solution A1.
Acceptable Solution A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**Acceptable Solution A2 is not applicable** As the development is not located within a Central Business Zone or in a pedestrian priority street, Acceptable Solution A2 is not applicable.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

Objective:

That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:

- Enables easy and efficient use
- Promotes the safety of users
- Minimises opportunities for crime or anti-social behaviour; and
- Prevents unreasonable light overspill impacts.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.*	**Acceptable Solution A1 is not applicable** As the site is not located within the General Business Zone or Central Business Zone, Acceptable Solution A1 is not applicable.

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 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 ii. Protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle b) Be signed and line marked at points where pedestrians cross access ways or parking aisles. **Acceptable Solution A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	**Complies with Acceptable Solution A1.1 and A1.2** As the development provides a 1.65m separate pedestrian footpath 5.4m from the access way and parking aisle, it complies with Acceptable Solution A1.1 and A1.2.

C2.6.6 Loading bays

Objective:

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 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. **Performance Criteria P1** Loading bays must have an area and dimensions suitable for the use, having regard to: a) The types of vehicles likely to use the site; b) The nature of the use; c) The frequency of loading and unloading; d) The area and dimensions of the site; e) The topography of the site; f) The location of existing buildings on the site; and g) Any constraints imposed by existing development.	**Satisfies Performance Criteria P1** The development provides a loading bay for courier vans that has been designed in accordance with AS 2890.2. However, as the access way is not designed to accommodate the use of MRVs, and the development does not provide a loading bay for such vehicles, it does not meet the requirements of Acceptable Solution A1. The development does, however, satisfy Performance Criteria P1 as follows: a) No loading bay is provided for MRVs. However, as these vehicles will only access the site outside of opening hours and thus can park in the circulation road, which is sufficiently dimensioned to cater for such vehicles, the arrangement is anticipated to be suitable b) The development is a Bulky Goods store, it is necessary for heavy vehicles to occasionally access the site

	c) MRVs will only access the site for rubbish collection, which will likely occur once per week. . As such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable d) As discussed, MRVs can utilise the full extent of the circulation road outside hours e) The topography of the site is not anticipated to impact parking of MRVs f) Existing buildings on the site are proposed to be demolished and thus will not impact parking of MRVs; and g) No constraints on MRV parking is imposed by the existing development.
Acceptable Solution A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.* **Performance Criteria P2** Access for commercial vehicles to and from the site must be safe, having regard to: a) The types of vehicles associated with the use b) The nature of the use c) The frequency of loading and unloading d) The area and dimensions of the site e) The location of the site and nature of traffic in the area of the site f) The effectiveness or efficiency of the surrounding road network; and g) Site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.	**Satisfies Performance Criteria P2** As heavy vehicles cannot turn around on the site, the development does not meet the requirements of Acceptable Solution A2. It does, however, satisfy Performance Criteria P2 as follows: a) As discussed, heavy vehicles travelling to and from the site will consist of MRVs, for garbage collection. As these vehicles will reverse into the site outside of tenancy opening hours during times in which the number of vehicles on Invermay Road is significantly lower, ingress and egress of such vehicles to and from the site is expected to be safe b) MRVs will only access the site for rubbish collection, which will likely occur once per week. As such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable and safe c) MRVs will only access the site for rubbish collection, which will likely occur once per weekAs such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable and safe. Furthermore, the dedication of a significant amount of space within the site for such infrequent movements is not considered necessary, nor practical d) The site dimensions are limited which restricts heavy vehicle movement without substantially impacting the building footprint e) As discussed, reversing movements of MRVs into the site will occur during times in which no other vehicles will be entering the site. Traffic volumes on Invermay Road in the vicinity of the site are low during times in which reversing movements would occur f) The reversing of trucks into the site outside of tenancy operating hours (before 7am and after 6pm on weekdays, before 8am and after 5pm on weekends) coincides with low traffic volumes on Invermay Road. As such, little detriment to the efficiency of the

	surrounding road network during these manoeuvres is anticipated; and g) The site dimensions are limited which restricts heavy vehicle movement without substantially impacting the building footprint.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: a) Be accessible from a road, cycle path, bicycle lane, shared path or access way b) Be located within 50m from an entrance c) Be visible from the main entrance or otherwise signed; and d) Be available and adequately lit during the times they will be used, in accordance with table 2.3 of *australian/new zealand standard as/nzs 1158.3.1: 2005 lighting for roads and public spaces - pedestrian area (category p) lighting - performance and design requirements.*	**Acceptable Solution A1 is not applicable** As the site is not located within the General Business Zone or Central Business Zone, Acceptable Solution A1 is not applicable.
Acceptable Solution A2 Bicycle parking spaces must: a) Have dimensions not less than: i. 1.7m in length ii. 1.2m in height iii. 0.7 m in width at the handlebars b) Have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and *c)* Include a rail or hoop to lock a bicycle that satisfies *australian standard as 2890.3-2015 parking facilities -- part 3: bicycle parking.*	**Acceptable Solution A2 is not applicable** As the site is not located within the General Business Zone or Central Business Zone, Acceptable Solution A2 is not applicable.

C2.6.8 Siting of parking and turning areas	
Objective: That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	**Complies with Acceptable Solution A1** As the development provides car parking spaces behind the building line, it complies with Acceptable Solution A1.
Acceptable Solution A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: a) Have no new vehicle accesses, unless an existing access is removed b) Retain an active street frontage; and c) Not result in parked cars being visible from public places in the adjacent roads.	**Acceptable Solution A2 is not applicable** As the development is located within the Local Business Zone, Acceptable Solution A1 is not applicable.

5.2 Road and Railways Assets Code

The development has been assessed against the Road and Railways Assets Code of the Planning Scheme, as shown below in Section 5.2.1 and 5.2.2.

5.2.1 Use Standards

Table 11: Road and Railways Assets Code Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: 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.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1.1 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. **Acceptable Solution A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **Acceptable Solution A1.3** 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. **Acceptable Solution A1.4** 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 licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **Acceptable Solution A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction. **Performance Criteria P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle	**Complies with Acceptable Solution A1.1, A1.4 and A1.5.** As the proposed development includes no plans for a new junction, vehicle crossing or level crossing and all vehicular traffic can enter and exit the site in a forward direction, it complies with Acceptable Solution A1.1, A1.4 and A1.5. **Acceptable Solution A1.1 and A1.3 are not applicable** As the development is not on a category 1 road or limited access road or requiring modification to the rail network. Acceptable Solution A1.1 and A1.3 are not applicable. **Meets Performance Criteria P1 in place of A1.2, A1.4 and A1.5** As the development does not currently have written consent for a new vehicle crossing, is increasing traffic by more than 10 vehicles per day and does not provide sufficient room such that MRVs can enter and exit the site in a forward direction, it does not comply with Acceptable Solution A1.2, A1.4 and A1.5. It does, however, Satisfy Performance Criteria P1 as follows: a) As traffic to and from the site is anticipated to account for less than 2.5% of traffic on Invermay Road, which is expected to be very conservative, it is not expected to have an adverse impact on the safety of the newly proposed vehicle crossing b) Almost all traffic generated by the use will be light vehicles as furniture, other than that on the showroom floor, will not be stored on site. As Invermay Road currently carries 16,000 vehicles per day and is subject to heavy vehicles, the nature of the traffic generated by the use is expected to be consistent with the traffic already on Invermay Road c) Invermay Road provides wide trafficable lanes and a central median and thus enables the safe and efficient

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.	ingress and egress of light vehicles to and from the site d) Invermay Road, in the vicinity of the site, is subject to a speed limit of 60km/h which is expected to be consistent with the safe ingress and egress of traffic to and from the site. During instances in which MRVs reverse into the site, the traffic flow will likely be halted for a short time, however is not expected to largely impact the operation and efficiency of Invermay Road e) No alternative access to Invermay Road is provided as part of the development f) The use is expected to employ local workers g) Assessment undertaken in this report outlines that the additional traffic generated by the development is expected to have minimal impact on the safety and efficiency of the surrounding road network; and h) Council have indicated, subject to the findings of this report, that vehicular traffic and movements generated by the development may be acceptable.

5.2.2 Development standards

Table 12: Road and Railways Assets Code Development Standards

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	
Objective: To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: a) Within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building b) An extension which extends no closer to the existing or future major road or rail network than: i. The existing habitable building; or ii. An adjoining habitable building for a sensitive use c) Located or designed so that external noise levels are not more than the level in table c3.2 measured in accordance with part d of the *noise measurement procedures manual, 2nd edition, july 2008*.	**Acceptable Solution A1 is not applicable** As the development does not provide buildings for sensitive use, Acceptable Solution A1 is not applicable.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective:

To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area. **Performance Criteria P1** A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: a) The topography of the site b) Any buffers created by natural or other features c) The location of existing or proposed buildings on the site d) The frequency of use of the rail network e) The speed limit and traffic volume of the road f) Any noise, vibration, light and air emissions from the rail network or road g) The nature of the road h) The nature of the intended uses i) The layout of the subdivision j) The need for the subdivision k) Any traffic impact assessment l) Any mitigating measures proposed m) Any recommendations from a suitably qualified person for mitigation of noise; and n) Any advice received from the rail or road authority.	**Acceptable Solution A1 is not applicable** As the development does not provide buildings for sensitive use, Acceptable Solution A1 is not applicable.

6. Conclusion

pitt&sherry have been engaged to undertake a Traffic Impact Assessment for a proposed bulky goods store at 167 – 171 Invermay Road, Launceston. The Traffic Impact Assessment has been undertaken with reference to the Department of State Growth's Publication *Traffic Impact Assessment (TIA) Guideline* and with reference to the *Tasmanian Planning Scheme*. The results of the assessment may be summarised as follows:

- The additional traffic volumes generated by the development are low and expected to have minimal impact on the safety and operation of the surrounding road network
- The development will provide a total of 22 car parking spaces for the development which does not comply with the Planning Scheme requirements. However, due to the anticipated use of the site and availability of on-street parking in the vicinity of the site, the proposed number of car parks is expected to be adequate
- The layout of car parking on site meets the requirements of AS 2890.1, noting use of the full aisle width for vehicles accessing parallel car parking spaces
- One DDA accessible car parking space has been provided, per the requirements of the National Construction Code, and is designed to meet the requirements of AS 2890.6
- A 5 hoop bicycle stand has been provided east of the customer car parking spaces, which should be designed to meet the requirements AS2890.3
- The SISD along Invermay Road at the site access exceeds the requirements set out in the Austroads Guide Part 4A
- The loading bay is sufficiently dimensioned for use by courier vans; and
- MRVs used for rubbish collection are required to reverse into the site based on swept path assessment. Vehicles larger than a HRV cannot enter the site. MRVs should enter the site prior to 7am and after 8pm on weekdays and prior to 8am or after 8pm on weekends. During these times and noting the infrequency of these vehicles to and from the site, such movements are expected to have minimal impact on the surrounding road network.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

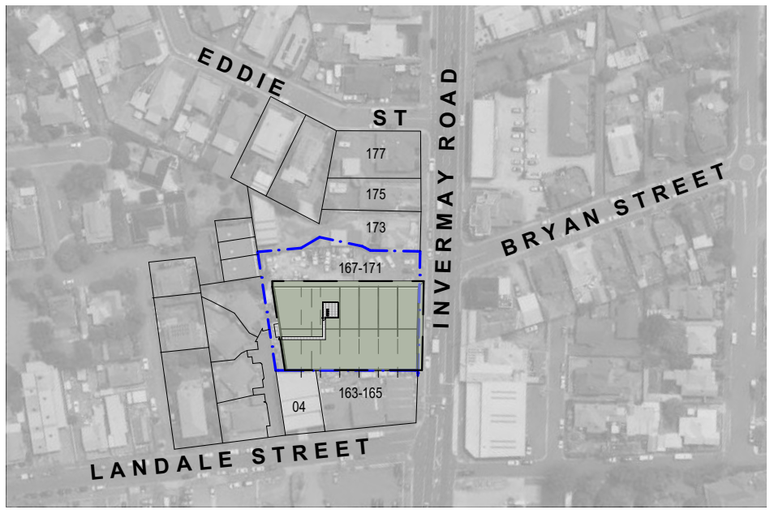
The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

Site Plans

Appendix A

pitt&sherry

Street Perspective
NOT TO SCALE



LOCATION PLAN
Scale 1:2000

ARCHITECTURAL

DRAWING No.	DESCRIPTION	REV
COVER PAGE & LOCATION PLAN		
DA-01	COVER PAGE & LOCATION PLAN	07
PLANS		
DA-11	SITE PLAN	07
DA-12	PROPOSED GROUND FLOOR PLAN	07
DA-13	PROPOSED MEZZANINE FLOOR PLAN	07
DA-14	ROOF PLAN	07
DA-15	INDICATIVE INTERIOR FIT-OUT	07
ELEVATIONS		
DA-21	PROPOSED EXTERNAL ELEVATIONS 1 of 2	07
DA-22	PROPOSED EXTERNAL ELEVATIONS 2 of 2	07
SECTION		
DA-31	PROPOSED SECTION	07
SIGNAGE		
DA-41	SIGNAGE	07

SITE INFORMATION

Land Title Reference	**YES**	92817/2 & 40007/1
Wind Classification	**NA**	Site Classificaiton to AS 4055-2006
Soil Classification	**NA**	Site Classificaiton to AS 2870-2011
Climate Zone	**7**	(www.abcb.gov.au map)
BAL Level	**NA**	No areas of bushfire prone vegetation >1ha within 100m of the building
Alpine Area	**NA**	BCA Figure 3.7.5.2
Corrosion Environment	**C2-LOW**	For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4.2. Cladding and fixings to manufacturer's recommendations
Other Hazards	**N/A**	High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
Total Area	**Site:**	2,773m²
House existing:	**3**	Total Area: 519.47m²
Building proposed:	**1**	Area: 1697.4m²

ACCREDITED DESIGNER

Designer	Neal Mackintosh
Accreditation Number	CC1027V

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

COVER PAGE & LOCATION PLAN

DRAWING NO

22003_DA-01

REVISION

07

NORTH

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

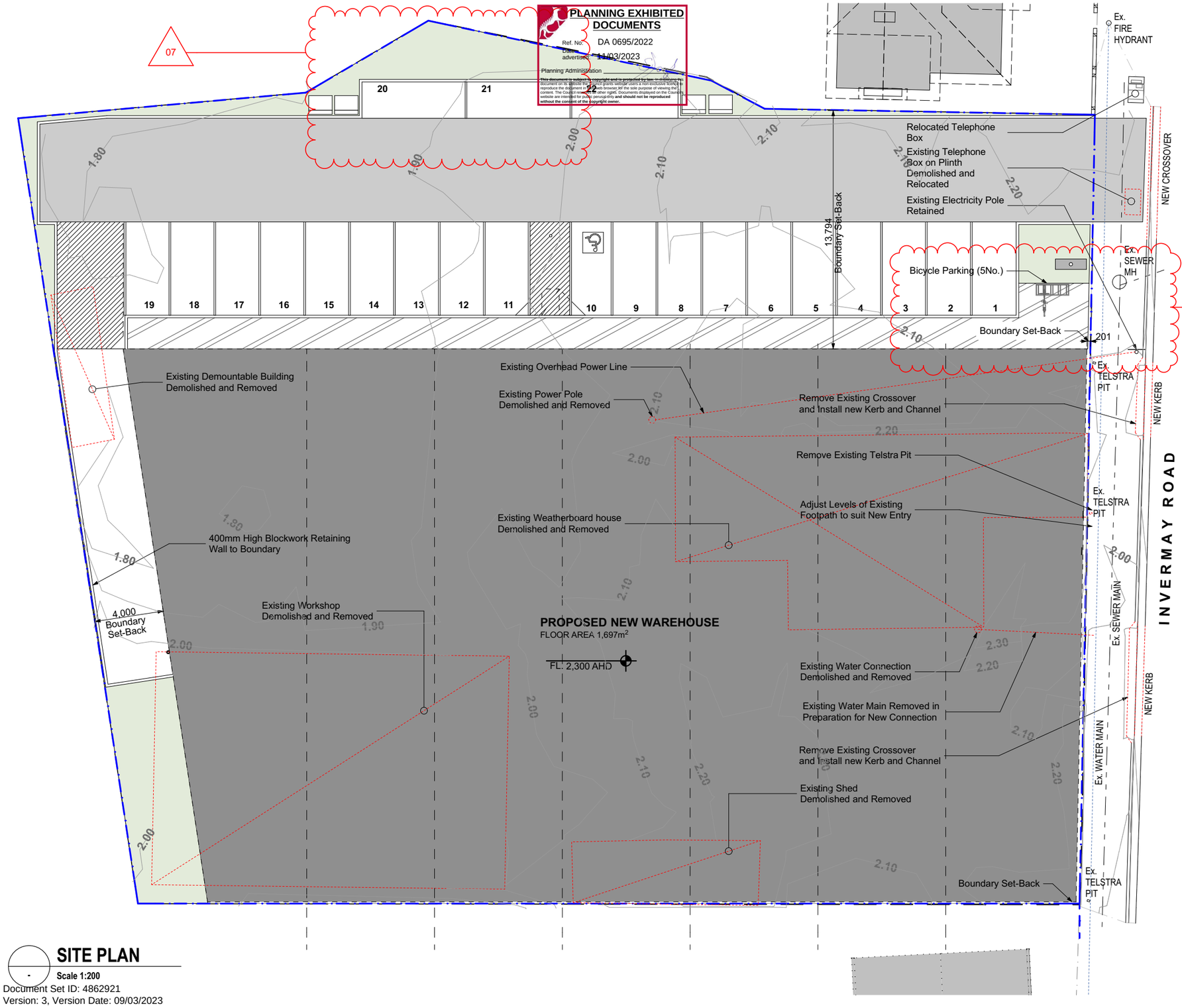
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



SITE PLAN

Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

07

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

SITE PLAN

DRAWING NO

22003_DA-11

REVISION

07

NORTH

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

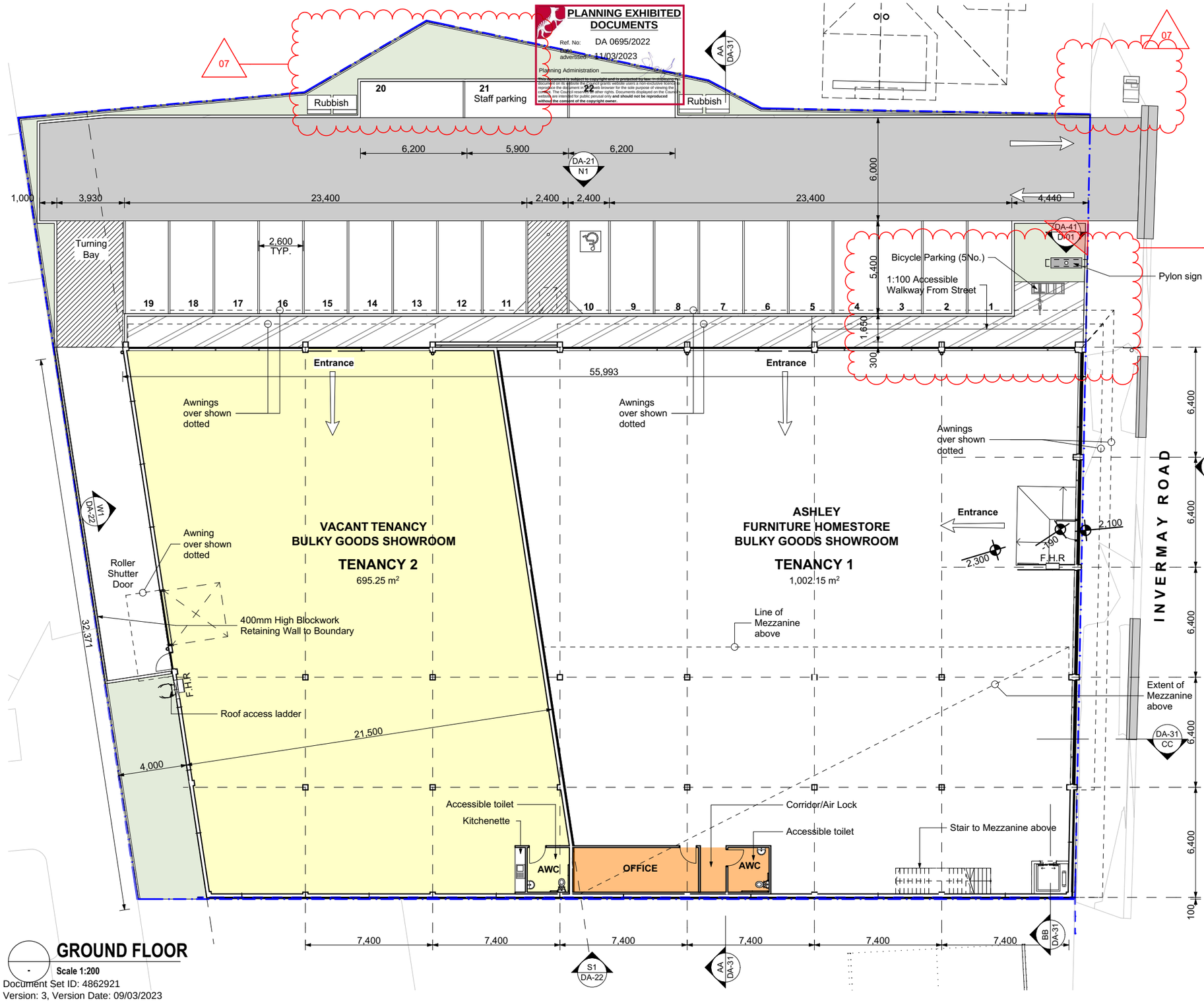
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



GROUND FLOOR

Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY.** COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED GROUND FLOOR PLAN

DRAWING NO

22003_DA-12

REVISION

07

NORTH

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

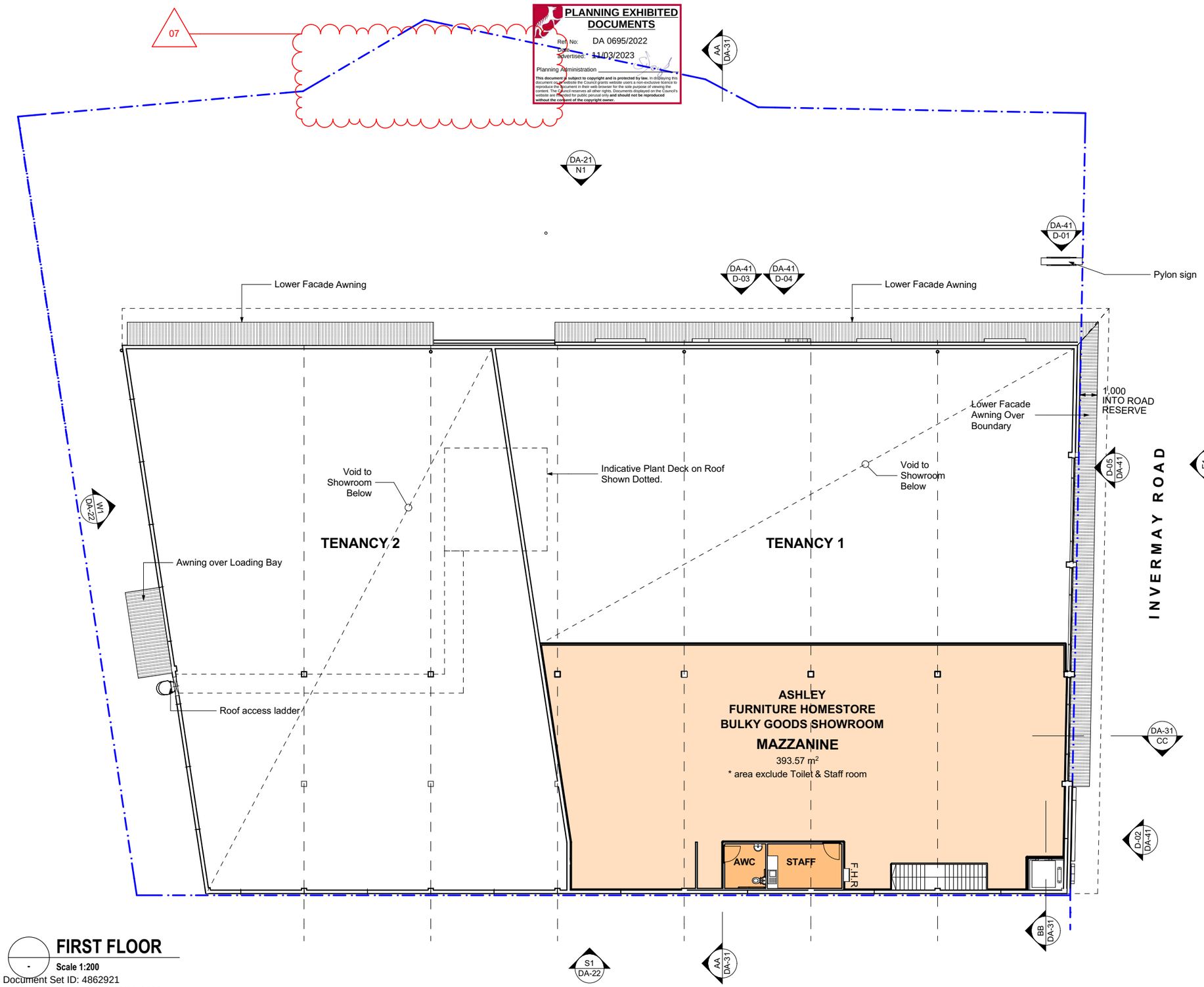
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



FIRST FLOOR

Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY**. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED MEZZANINE FLOOR PLAN

DRAWING NO

22003_DA-13

REVISION

07

NORTH

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

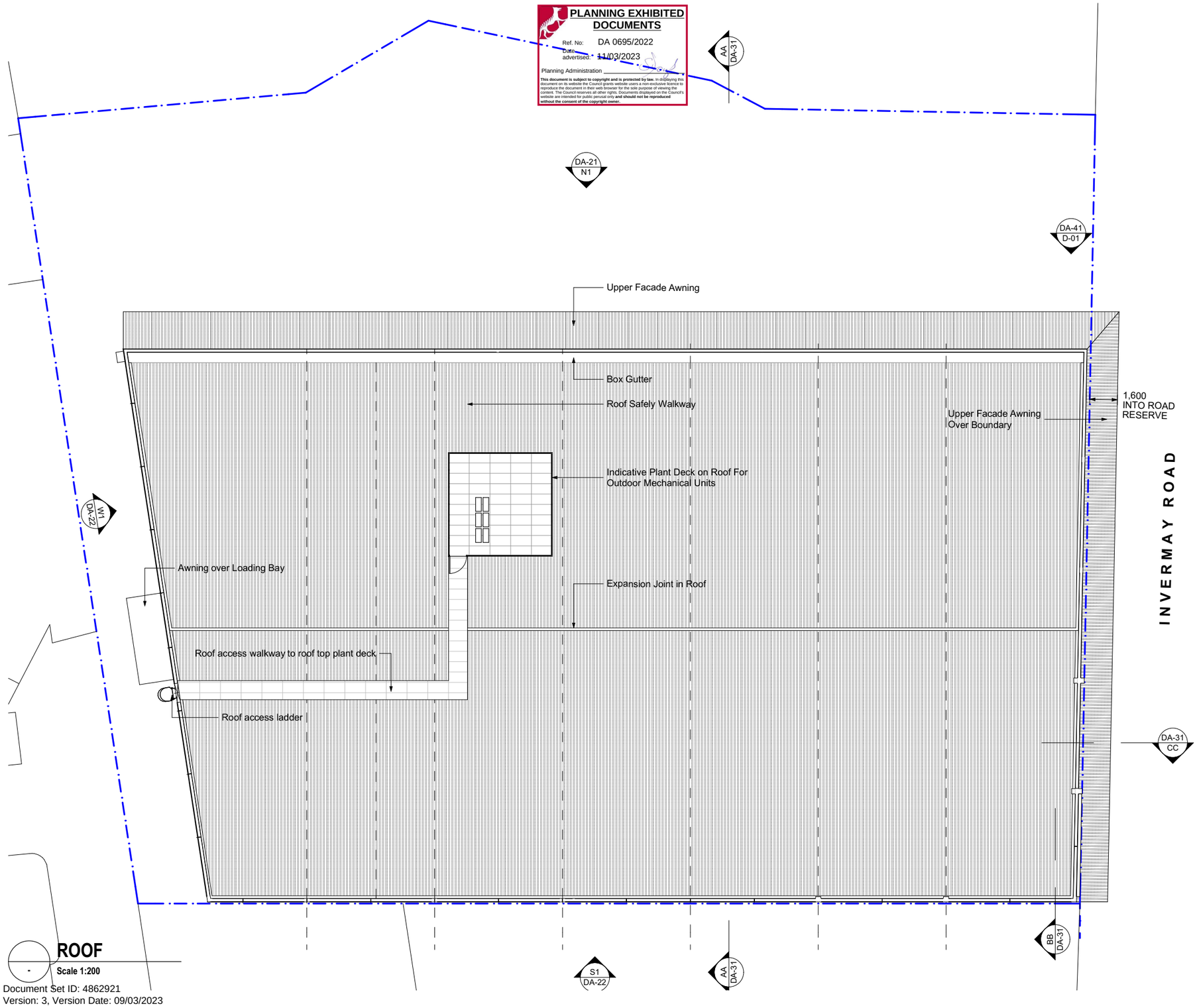
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



ROOF
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY**. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT
INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING
DRAWING NAME

ROOF PLAN

DRAWING NO

22003_DA-14

REVISION

07

NORTH

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

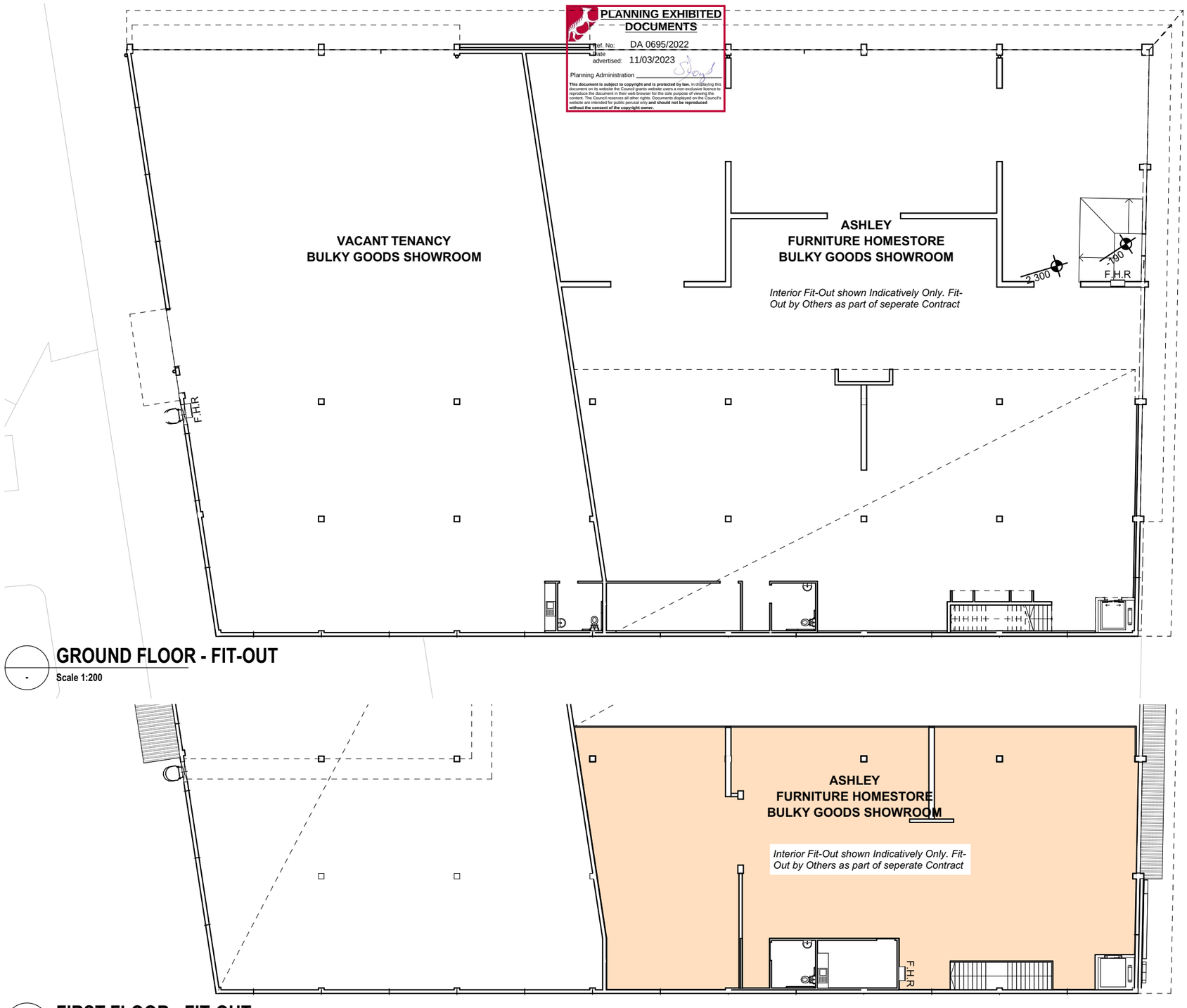
0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



GROUND FLOOR - FIT-OUT
Scale 1:200

FIRST FLOOR - FIT-OUT
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

INDICATIVE INTERIOR FIT-OUT

DRAWING NO

22003_DA-15

REVISION

07

NORTH

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

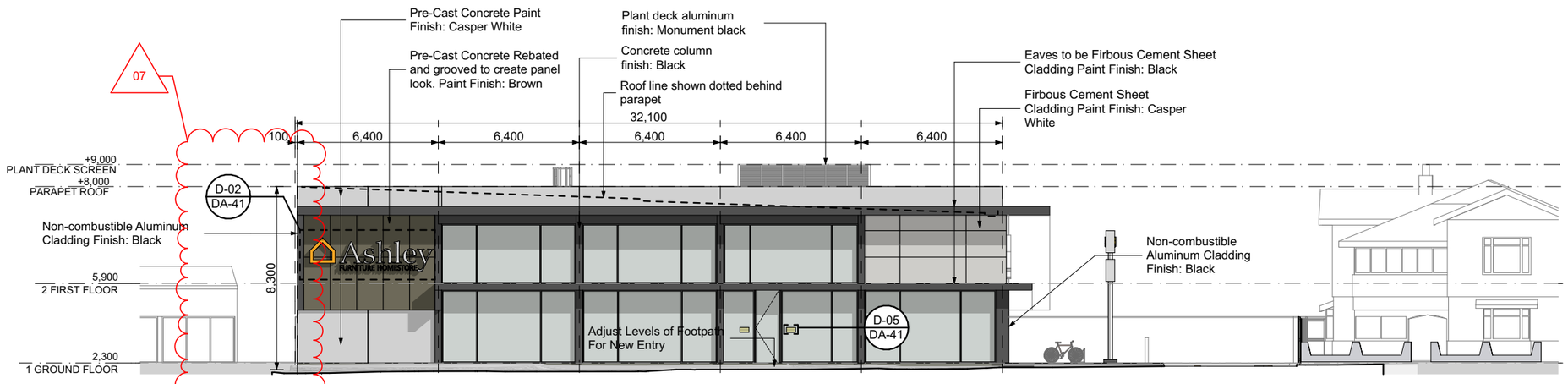
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

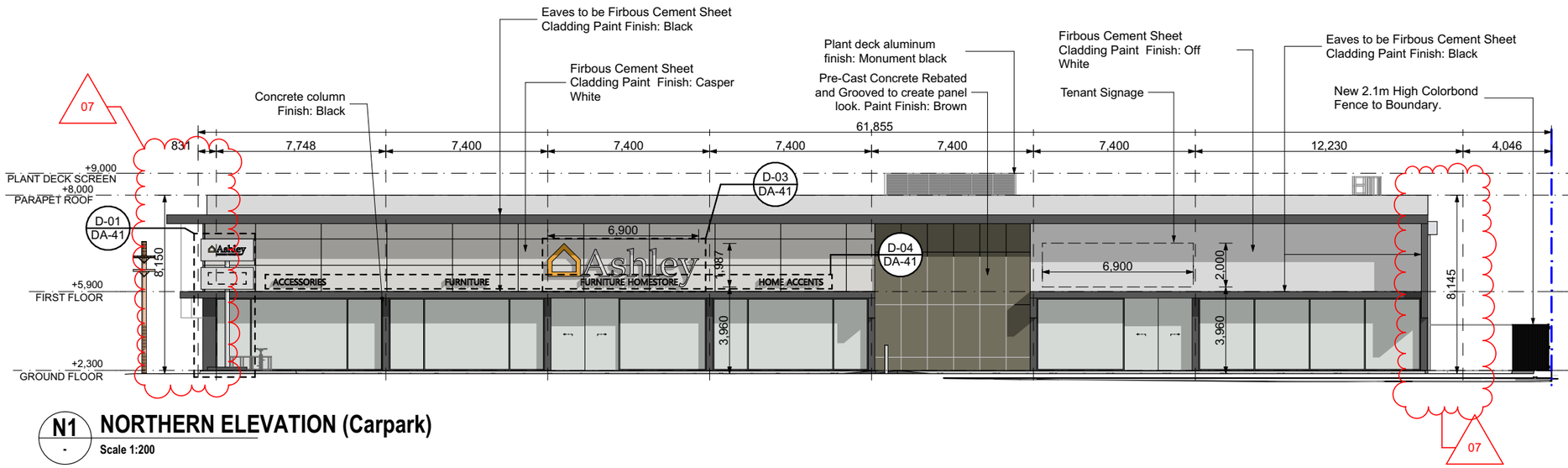
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



E1 - **EASTERN ELEVATION (Invermay Road)**
Scale 1:200



N1 - **NORTHERN ELEVATION (Carpark)**
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED EXTERNAL ELEVATIONS 1 of 2

DRAWING NO

22003_DA-21

REVISION

07

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3
0 2 4 6 8 10m

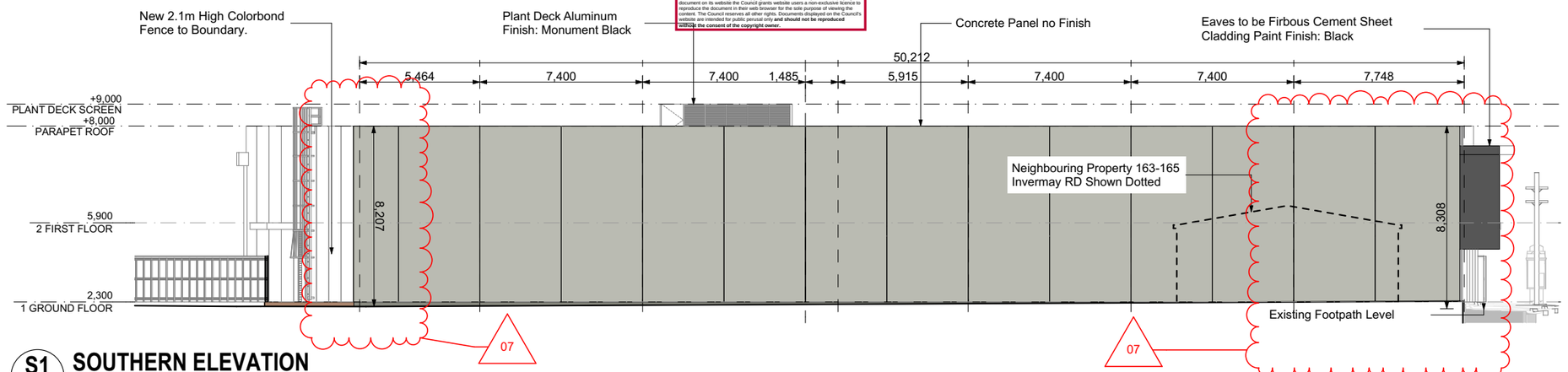
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

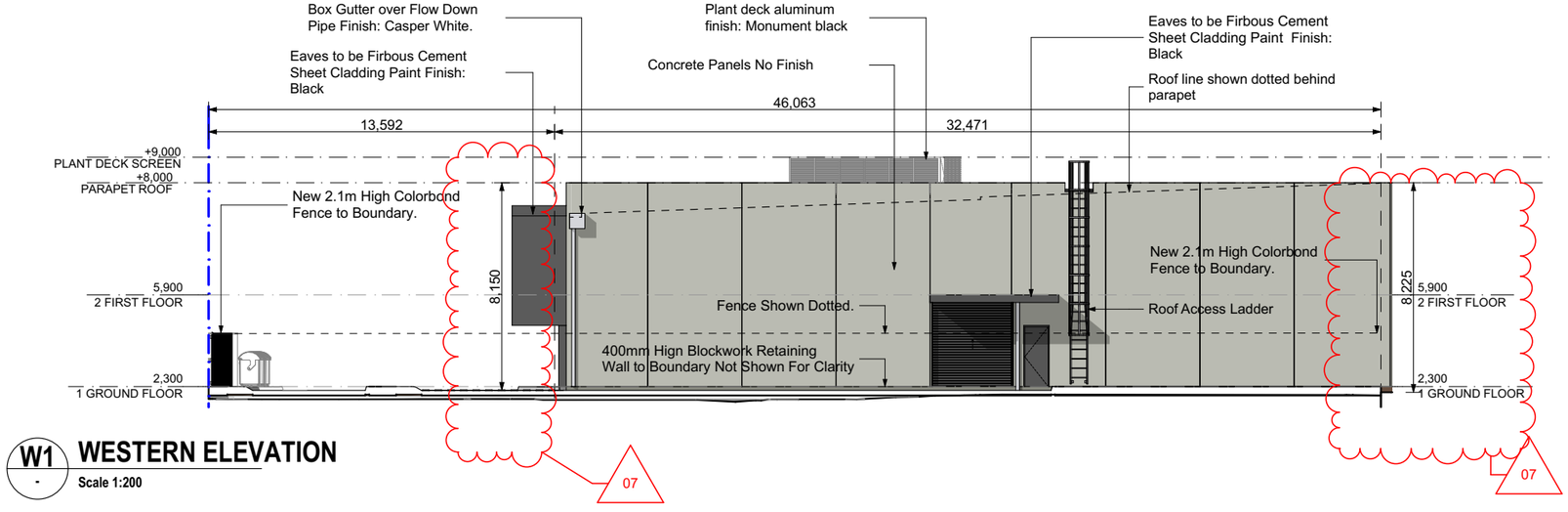
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



S1 - **SOUTHERN ELEVATION**
Scale 1:200



W1 - **WESTERN ELEVATION**
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED EXTERNAL ELEVATIONS 2 of 2

DRAWING NO

22003_DA-22

REVISION

07

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

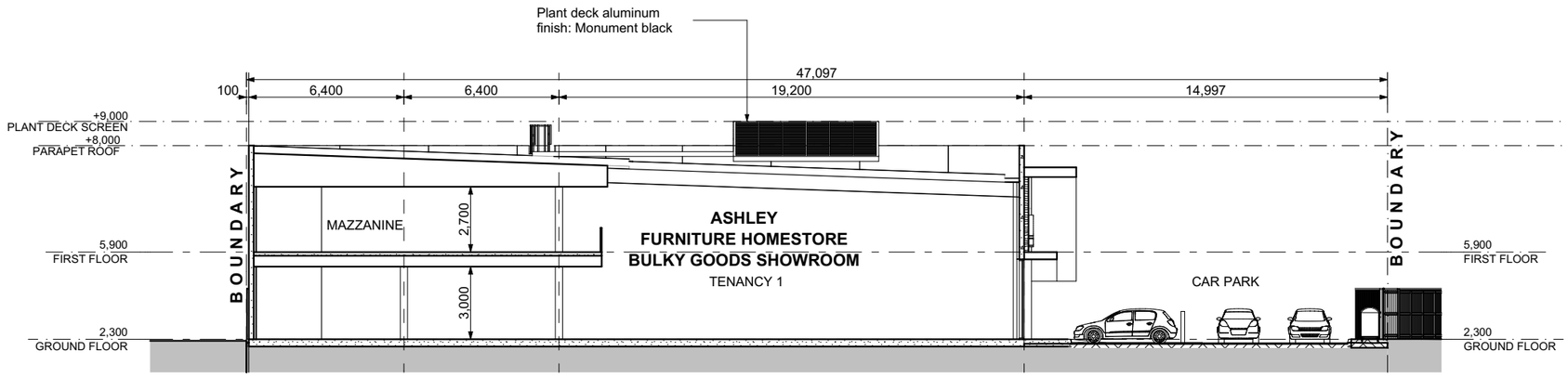
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

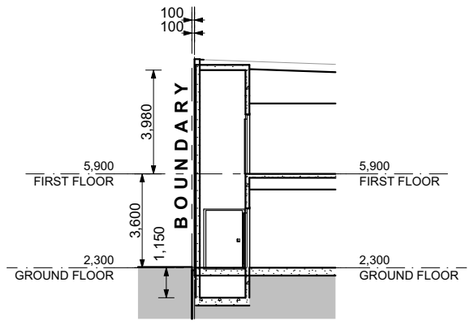
DEVELOPMENT APPLICATION

REVISIONS

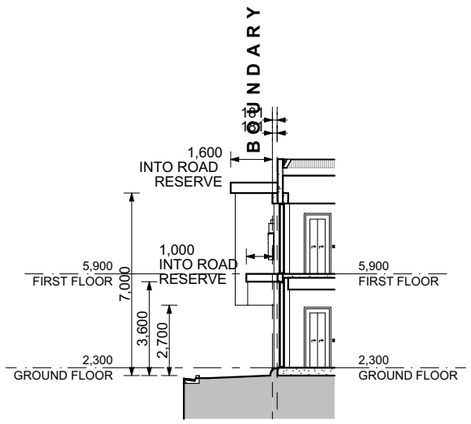
REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



AA SECTION
Scale 1:200



BB LIFT SECTION
Scale 1:200



CC AWNING PROJECTION INTO ROAD RESERVE
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED SECTION

DRAWING NO

22003_DA-31

REVISION

07

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

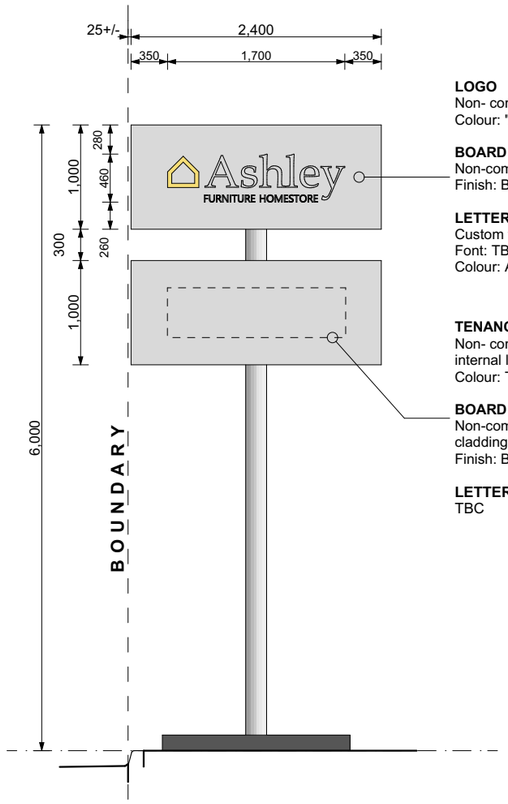
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022



LOGO
Non- combustible aluminum with internal lighting
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Black

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Acrylic White

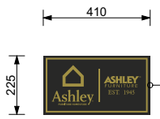
TENANCY 2 SIGNAGE
Non- combustible aluminum with internal lighting
Colour: TBC

BOARD
Non-combustible aluminum external cladding
Finish: Black

LETTERS
TBC

D-01 PYLON SIGN ELEVATION
Scale 1:50

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0695/2022
Date advertised: 11/03/2023
Planning Administration

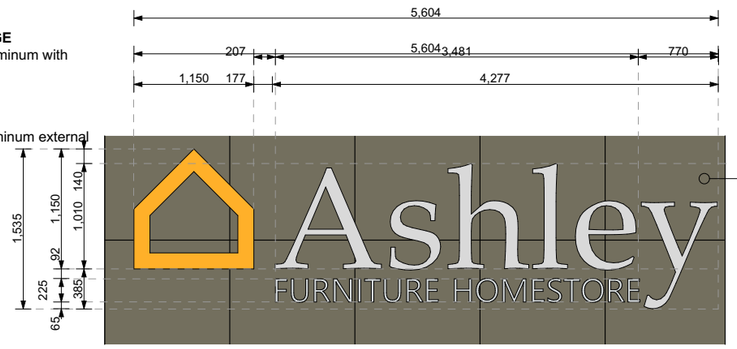


LOGO
Cast Bronze plate
Colour: Bronze

BOARD
Cast Bronze plate
Finish: Black

LETTERS
Cast Bronze plate.
Font: TBC
Colour: Bronze

D-05 DOOR SIGNAGE
Scale 1:20

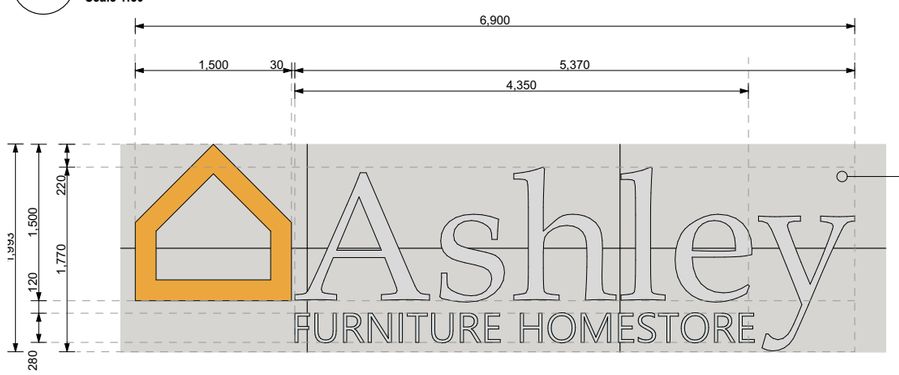


LOGO
Custom formed aluminum with internal lighting
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Brown Mystery

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Acrylic White (Front), Black (Sides)

D-02 STREET FRONT SIGNAGE
Scale 1:50



LOGO
Custom formed aluminum with internal lighting.
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally lighting.
Font: TBC
Colour: Acrylic White (Front), Black (Sides)

D-03 CAR PARK SIGNAGE
Scale 1:50

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Black

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Black

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum wit internally LED lighting.
Font: TBC
Colour: Black

D-04 CAR PARK SIGNAGE
Scale 1:50

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

SIGNAGE

DRAWING NO

22003_DA-41

REVISION

07

PLOT DATE : **20/12/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

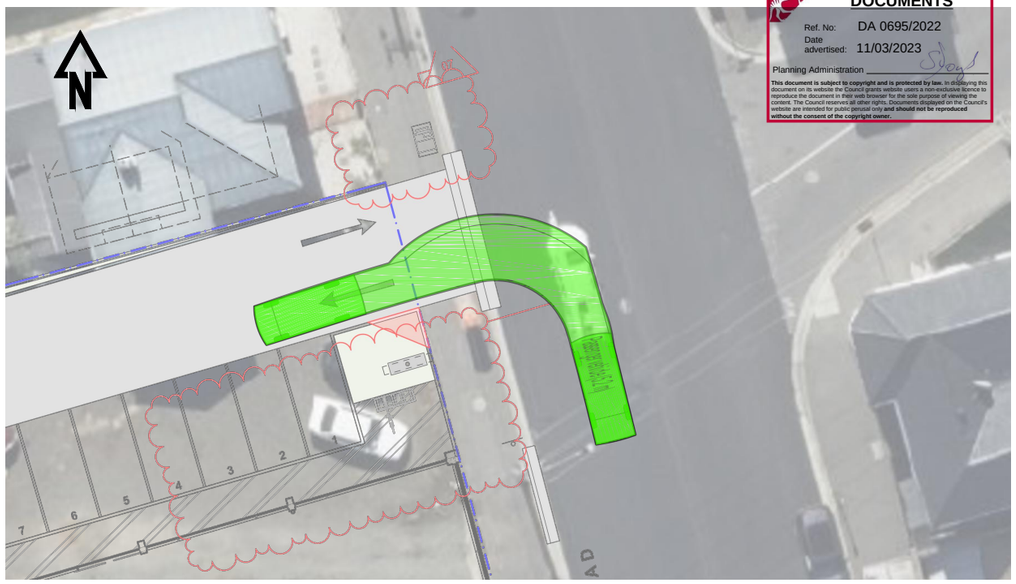
REVISIONS

REV	DESCRIPTION	DATE
07	DEVELOPMENT APPLICATION	20/12/2022

Swept Paths

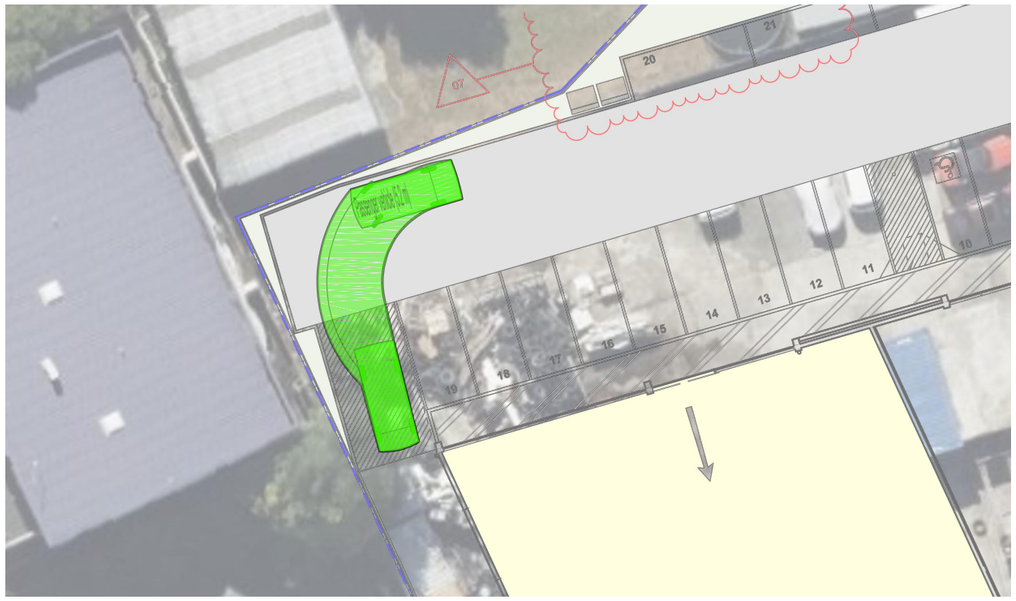
Appendix B

pitt&sherry

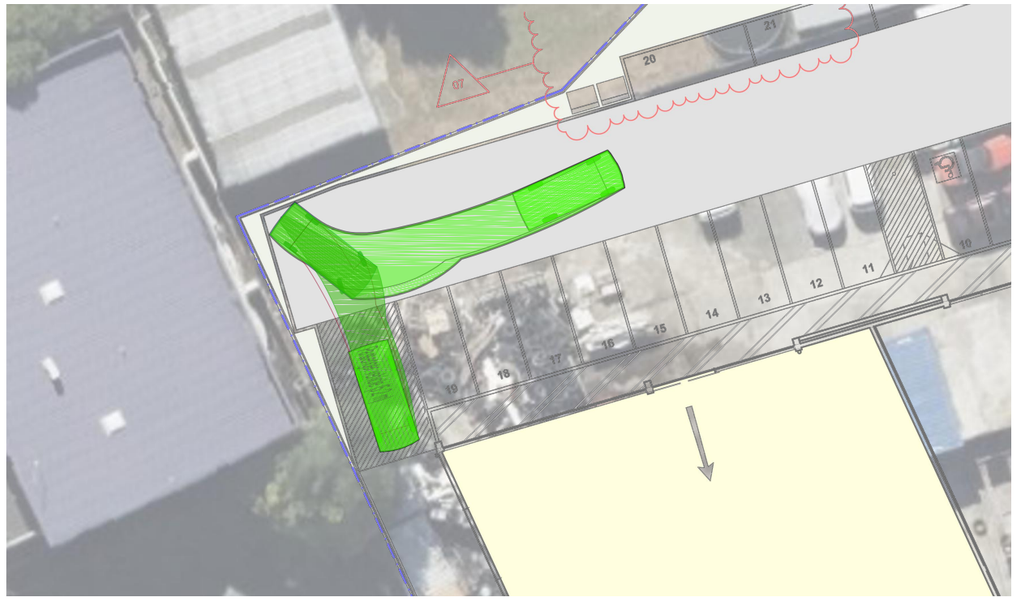


ENTERING SITE FROM INVERMAY ROAD

LEAVING SITE ONTO INVERMAY ROAD



FORWARD INTO TURNING SPOT



REVERSING OUT OF TURNING SPOT

REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
C		OVH	OVH	RLR	31/01/2023
B		OVH	OVH	RLR	01/11/2022
A		OVH	OVH	RLR	18/10/2022
		OVH	OVH	RLR	06/10/2022

APPROVED
ORIGINAL COPY ON FILE "e" SIGNED BY
SIGNED
DATE

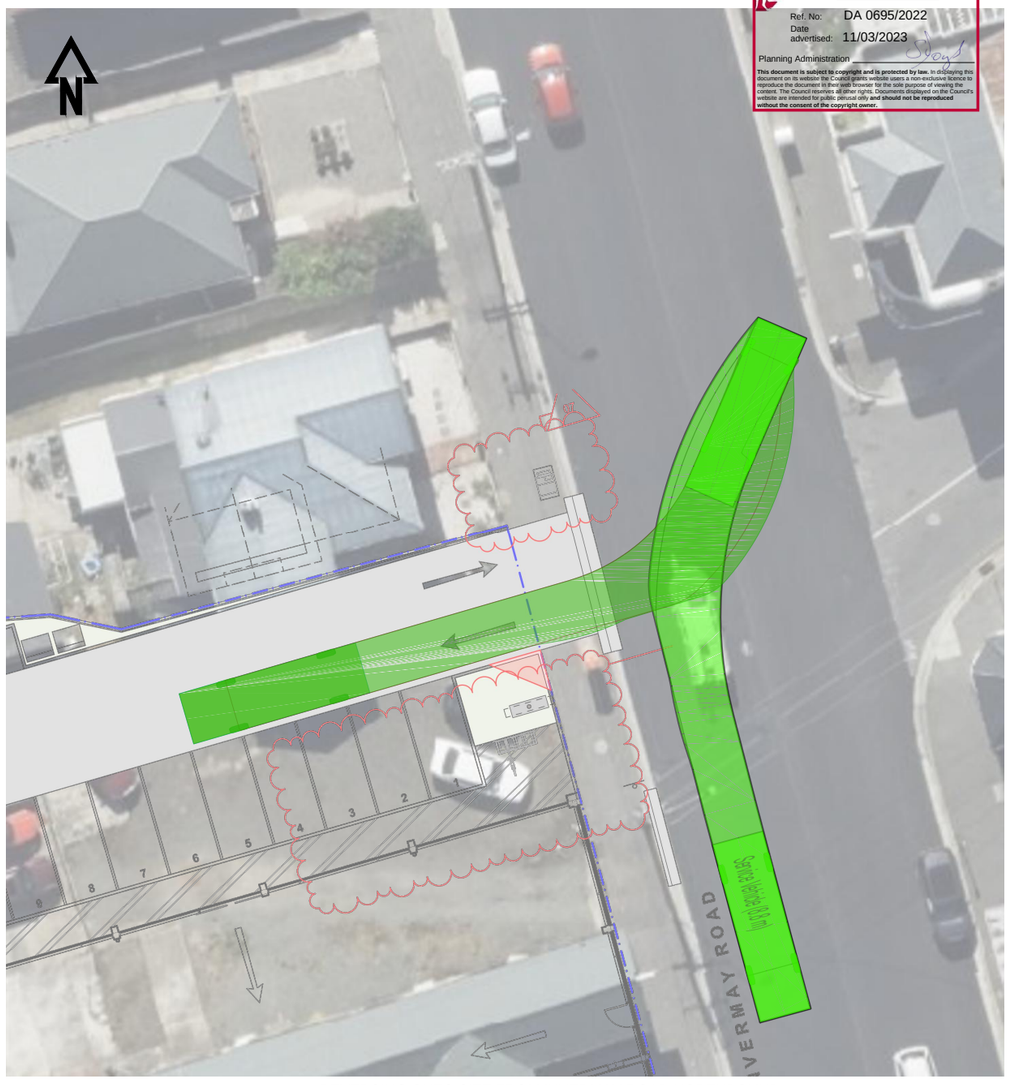
SCALE (PLOTTED FULL SIZE) 1:250
SHEET SIZE A3
2.5 0 2.5 5 7.5 10
SCALE IN METRES - 1:250

pitt&sherry
pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

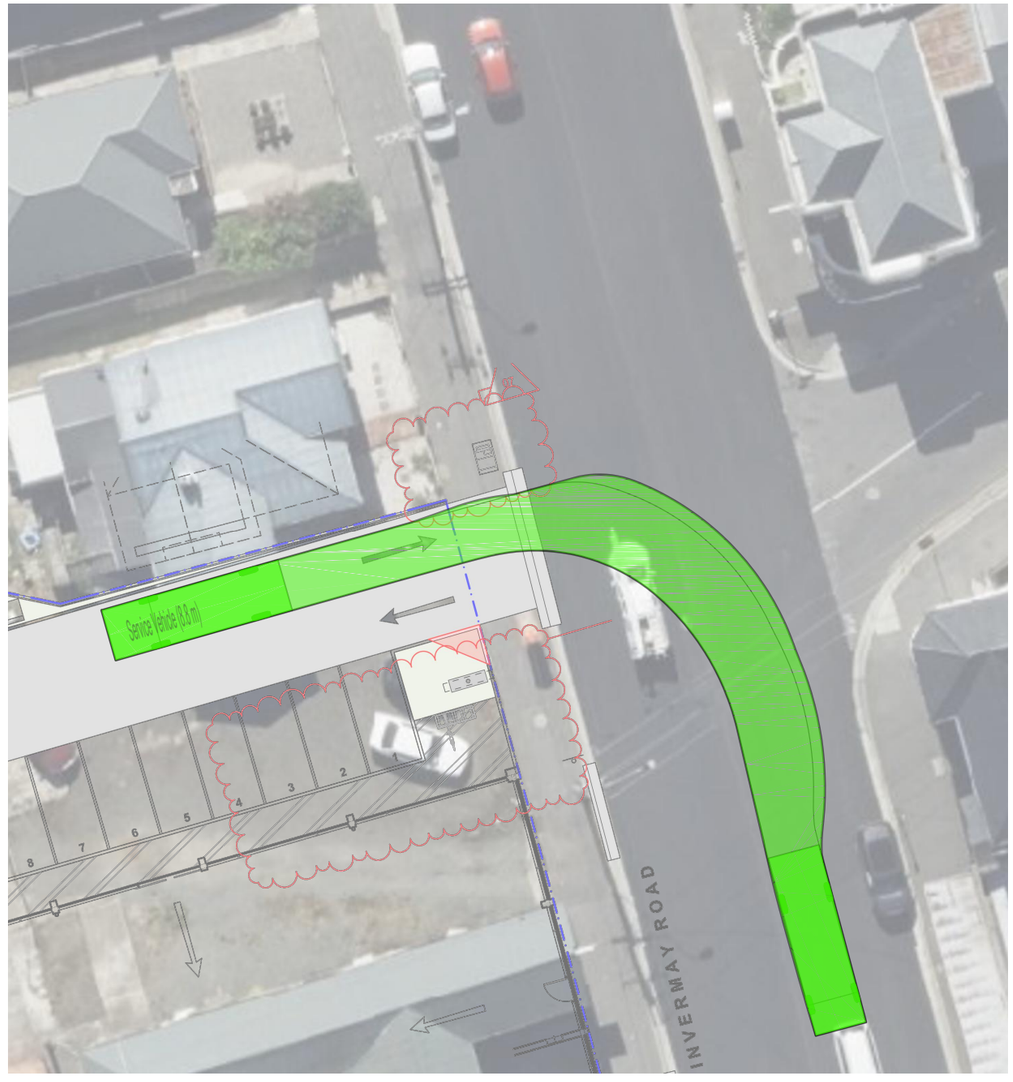
CLIENT: PHAROS PROPERTIES
PROJECT: 167 INVERMAY RD
STATUS: PRELIMINARY

P&S FORM DRG-A3 REV - 10
DRAWING TITLE: SWEPT PATHS 6.4m SRV
DATUMS: AHD / MGA
CLIENT No.: -
DRAWING No.: P.22.1353-00-TRA-SKT-001
REVISION: C
PRINT IN COLOUR
Jan. 31, 23 - 07:50:58 Name: P:22.1353-00-TRA-SKT-001.dwg

Document Set ID: 4862921
Version: 3, Version Date: 09/03/2023



REVERSING ONTO SITE FROM INVERMAY ROAD NORTHBOUND



LEAVING SITE ONTO INVERMAY ROAD SOUTHBOUND

REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
C		OVH	OVH	RLR	31/01/2023
B		OVH	OVH	RLR	01/11/2022
A		OVH	OVH	RLR	18/10/2022
		OVH	OVH	RLR	06/10/2022

APPROVED
ORIGINAL COPY ON FILE "e" SIGNED BY
SIGNED
DATE

SCALE (PLOTTED FULL SIZE) 1:250
SHEET SIZE A3
2.5 0 2.5 5 7.5 10
SCALE IN METRES - 1:250

pitt&sherry
pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT PHAROS PROPERTIES
PROJECT 167 INVERMAY RD
STATUS PRELIMINARY

DRAWING TITLE SWEPT PATHS 8.8m MRV
DATUMS: AHD / MGA
CLIENT No. -
DRAWING No. P.22.1353-00-TRA-SKT-001
REVISION C
PRINT IN COLOUR
Jan. 31, 23 - 07:50:59 Name: P:22.1353-00-TRA-SKT-001.dwg

P&S FORM DRG-A3 REV - 10

pitt&sherry

167 – 171 Invermay Road Traffic Impact Assessment

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

pitt&sherry

Flood Assessment

167-171 Invermay Road

Prepared for
Pharos Properties

Client representative
Tim Lucas

Date
26 October 2022

Rev00

Table of Contents

List of figures

List of tables

Appendices

ref: T-P.22.1351-DRN-REP-001-Invermay Flood-Rev00/JC/cd

Prepared by — Joshua Coates		**Date** — 26 October 2022
Reviewed by — Hamish Peacock		**Date** — 26 October 2022
Authorised by — Joshua Coates		**Date** — 26 October 2022

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Report for issue	JC	HP	JC	26/10/2022

ref: T-P.22.1351-DRN-REP-001-Invermay Flood-Rev00/JC/cd

1. Introduction

pitt&sherry have been commissioned to prepare a Flood Assessment Report relating to the proposed development of 167-171 Invermay Road, Invermay for use as commercial. The site of the proposed development is shown in Figure 1 and plans of the proposal are provided at Appendix B. This report is provided to respond to *LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan, Tasmania Planning Scheme - Launceston.*

Figure 1: Subject site

1.1 Background

The proposed use is for a retail showroom. The site has a ground floor level, comprising of two tenancies and a mezzanine area comprising amenities and a staff room.

It is anticipated the building will be occupied during daylight hours on weekdays and weekends.

2. Flood assessment

2.1 Relevant provisions

As the proposed development is located within an inundation prone area, it must respond to relevant flood related planning criteria. The proposed building is not residential and therefore, *LAU-S10.7.2 Flood Impact, A1 P1 and A2 P2* are not relevant. As such, the only criteria relevant to this development are presented below in Table 1.

Table 1: LAU-S10.7.2 – Flood Impact (Tasmania Planning Scheme - Launceston)

Objective	
That new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding	
Acceptable Solution	**Performance Criteria**
A3 All buildings not in the Residential use class must have a: a. Floor level of at least 3.4m AHD b. Gross floor area of not more than: i 400m^2; or ii 10% more than that existing or approved on the 1st January 2008.	**P3** Buildings not in the Residential use class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must: a. Detail i The risks to life ii The likely impact on the use or development iii How the use or development will manage the risk to tolerable levels; during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP; 2% AEP or a 1% AEP flood event b. Consider the following: i The likely velocity and depth of flood waters ii The need to locate electrical equipment and other fittings above the 1% AEP flood level iii The likely effect of the use or development on flood characteristics iv The development and incorporation of evacuation plans into emergency management procedures for the precinct; and v The ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.

Although not explicitly stated within the Planning Scheme, City of Launceston have previously stated that 1% AEP event should be the 1% AEP + **Climate Change (2090 Scenario)**. As such, the assessment will be based on this event unless noted otherwise.

As the gross floor area will exceed 400 m^2. The proposal relies on the Performance Criteria (P3) which are addressed below.

Figure 2: Site Elevation (m AHD)

Based on available LiDAR data, the existing ground sits at approximately 1.7-2.2m AHD. The proposed ground floor level is proposed to be at 2.3m AHD.

2.2 Risk to life

The proposed use is a retail showroom which operates during daylight hours on weekdays and weekends.

Risk to life will be present in either a flood levee over topping event or a flood levee breach. Both scenarios likely require a substantial depth of water to build up within the river area to instigate a failure.

Lead times (i.e., time between rainfall being recorded in the catchments and significant flooding occurring at Launceston) on peak flood levels within the North Esk and South Esk Rivers at Launceston are generally between 12 hours and 3 days respectively. The primary risk to life is persons present within the Invermay flood plain during a flood event. As such, Launceston Municipal Emergency Management Plan recognises this risk and manages it through several methods. One being evacuation. The *Launceston Evacuation Plan Issue – 2 2011* provides for the following triggers that activate the plan.

The circumstances under which activation would normally occur are:

- *In the event that predicted flooding in the South Esk are expected to reach 2000 m^3/s, (the trigger point for placing Invermay residents on evacuation standby)*
- *In the event that rising flood waters in the South Esk are expected to breach the Launceston levee system causing significant inundation to the Invermay and Inveresk areas (a flood approaching 1:50 ARI / 2330 m^3/s); and*
- *In the event that the combined discharge values in the South and North Esk rivers approach a 1:50 ARI / 2330 m^3/s flood.*

The proposed use must adhere to evacuation requirements. This means:

- In the lead up to a flood event, a responsible person at the facility must monitor advice from TasPolice; and
- If an evacuation order is issued, persons are to promptly leave the facility and not re-enter until TasPolice advise it is safe to do so. This will be in accordance with the Site Flood Emergency Response Plan (Attached).

Given the long lead time of flooding, it will be possible to implement emergency management measures such as closing the store so people and have staff safely leave the facility.

It is not envisaged that the proposed use will have a significant impact on the ability of the City to effectively evacuate Invermay, nor are there any factors as part of the proposed development which would preclude it complying with flood evacuation requirements.

2.2.1 Flood emergency response classifications

Floodplain areas can be classified according to isolation and access in a way that informs emergency response management, as per the *Australian Disaster Resilience Guideline 7-2 Flood Emergency Response Classification of the Floodplain (Australia 2017c).*Table 2 describes the flood emergency response classifications that relate to land subject to flooding in the event of the Probable Maximum Flood (PMF):

Table 2: Australian Disaster Resilience Guideline 7-2 Flood Emergency Response Classification of the Floodplain

Primary Classification	Secondary Classification	Tertiary Classification	Description
Flooded (F) – The area is flooded in the PMF	Isolated (I)	Submerged (FIS)	Where all land in the isolated area will be fully submerged in a PMF after becoming isolated.
		Elevated (FIE)	Where there is a substantial amount of land in isolated areas elevated above the PMF.
	Exit Route (E)	Overland Escape (FEO)	Evacuation from the area relies upon overland escape routes that rise out of the floodplain.
		Rising Road (FER)	Evacuation routes from the area follows roads that rise out of the floodplain
Not Flooded (N) - The area is not flooded in the PMF		Indirect Consequence (NIC)	Areas that are not flooded but may lose electricity, gas, water, sewerage, telecommunications and transport links due to flooding.
		Flood free	Areas that are not affected flood affected and are not affected by indirect consequences of flooding.

The subject site is in the FIS Category, as illustrated in Figure 3. This is considered as the most dangerous isolation scenario. If members of the community were to wait to observe flooding before acting, there will be no option for evacuation other than rescue.

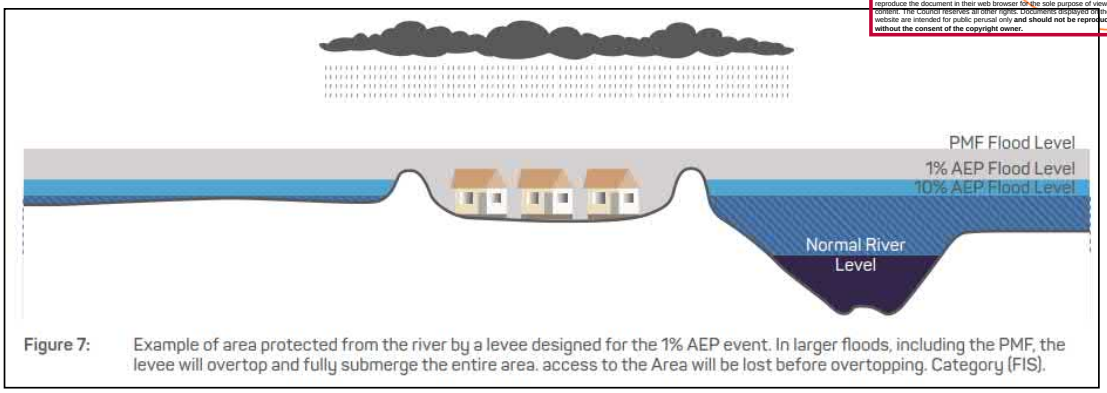


Figure 3: Example of FIS (Flood - Isolated – Submerged) category (AIDR, 2017)1

This further enforces the importance of regional evacuation as the primary measure to manage risk to life.

[1] Australian Disaster Resilience Guideline 7-2 Flood Emergency Response Classification of the Floodplain.

2.3 Impact on the use or development / levee overtopping or breach

A flood levee overtopping or breach event will impact the proposed site. The regional evacuation system currently in place will serve the development appropriately, ensuring no persons are present at the facility during the peak of a flood event.

The facility itself will be subject to flood inundation, with damage to the structure and loss of stock likely. The analysis below details the likely flood impact at the site.

Flood modelling results from the *North and South Esk Rivers Flood Modelling and Mapping Update Volume 1: Technical Report (BMT, 2018)*, and *North and South Esk Rivers Flood Modelling and Mapping Update, Levee Breach Assessment (BMT,2018*) are used to quantify the flood impact at the subject site.

2.3.1 Flood levee breach assessment

This assessment analysed several flood levee breach scenarios and reported flood behaviour at several locations within the Invermay/Inveresk area. The figure below (Figure 4) shows the relevant reporting locations for this assessment.

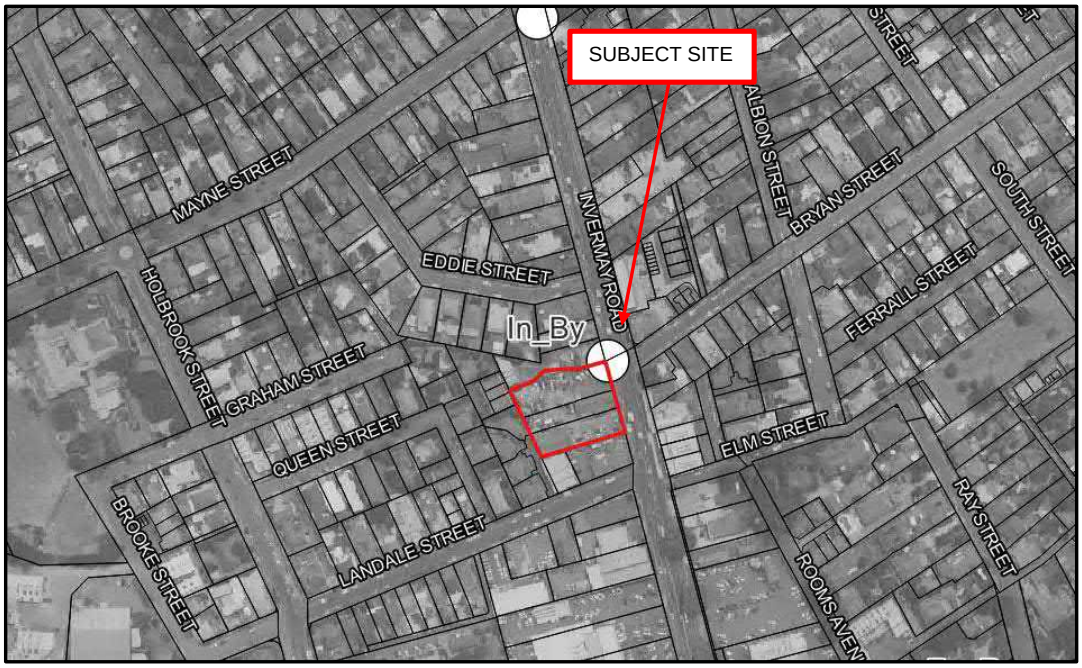


Figure 4: Levee Breach reporting locations (white dot)

There is one relevant reporting location for a flood levee breach. This is 'In_By' and is highlighted in white above at the corner of Murphy and Gilmore Street.

Flood levee breach behaviour for three design flood events (no climate change considered) is presented below in Table 3.

Table 3: Flood behaviour – In_By

Event	5% AEP	2% AEP	1% AEP
Time to Inundate (min)	N/A	310	130
Time to 300mm (min)	N/A	470	170
Time above 300mm (hrs)	N/A	168	168
Time to 2m/s (min)	N/A	N/A	N/A
Time above 2m/s (hrs)	N/A	N/A	N/A

2.3.2 Flood Levee Overtopping

This assessment considers what events and scenarios are likely to affect the site and to what degree. The following events have been assessed:

- 1% AEP (present day)
- 1% AEP (2050 climate scenario)
- 1% AEP (2090 climate scenario); and
- 1% AEP (present day, flood levee breach).

The figures below present how flood behaviour varies with climate change at the subject site.

Figure 5: 1% AEP (present day)

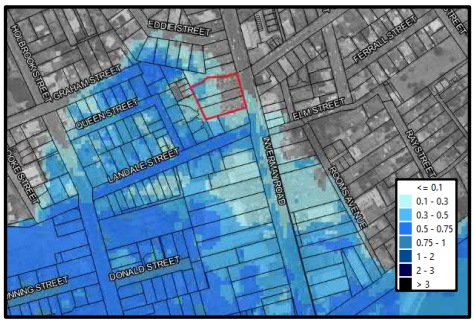


Figure 6: 1% AEP (2050 Climate Scenario)

Figure 7: 1% AEP (2090 Climate Scenario)

Figure 8: 1% AEP (Present Day, Flood Levee Breach)

Table 4: Flood behaviour – 1% AEP Flood behaviour

Event	Flood Level (m AHD)	Peak Depth (m)	Peak Hazard	Peak Velocity (m/s)
1% AEP (existing condition)	NA	NA	NA	NA
1% AEP (2050 Climate Scenario)	2.15m AHD	0.3m	NA	<0.25m/s
1% AEP (2090 Climate Scenario)	5.35m AHD	3.5m	H3	<0.25m/s
1% AEP (Levee Breach Scenario)	4.59m AHD	2.7m	H3	<0.25m/s

The flood impact encroaches the site and the primary source of damage will be attributed to flood depth and the associated hydraulic forces. The flood model results indicate an overtopping or flood levee breach will fill the low-lying area slowly. Localised impacts based on where an overtopping occurs cannot be easily represented in a flood model. Therefore, it is recommended that the structure consider hydrodynamic loading up to a velocity of 1.5m/s.

There is great variability in peak flood levels based on climate impacts, with flood levels varying from 0m AHD to 5.35m AHD. The most conservative approach is to design the structure withstand hydrostatic loading up to 5.35m AHD. It is not recommended to attempt to flood proof the structure (i.e., prevent ingress of flood water). For the peak depth of approximately 3.5m, it would be expected that the doors and windows would fail. This is preferred as it will equalise the flood level on either side of the wall, hence reducing the net force on walls and likelihood of structure failure.

Flood maps which describe flood behaviour (depth, velocity and hazard) are provided in Appendix A.

2.4 Impact on surrounding development

A flood levee breach will slowly fill the Invermay/Inveresk precinct and/or the City floodplain, excluding the land adjacent to the location of the levee failure (where flood conditions will be more volatile). The flood function within Invermay and the City is considered ‘flood storage’.

Any proposed development may locally increase flood levels against adjacent development, although the impact of any level increase is likely to be insignificant compared to the overall impact of a flood levee overtopping event.

The BMT flood model represents site within the Invermay Road/ Eddie Street / Landale Street area as a blockage with a high roughness value (‘n’ = 0.4). Figure 9 illustrates the roughness layer descriptions, which are assigned the roughness values in Table 5.

Figure 9: BMT Flood model roughness layer

Table 5: Roughness layer information

Material ID	Description	Manning's 'n'
2	Roads	0.020
3	Residential	0.200
4	Commercial, Industrial	0.400
5	School, Hospital, other public building	0.300

As such the future development has been considered in the existing case flood model.

3. Discussion

3.1 Recommendation

Based upon the 2090 climate scenario, the peak flood level for the 1% AEP event is 5.35 m AHD. Typically, for riverine flooding, a freeboard is applied to the peak flood level to determine minimum floor heights. This is typically 0.5m and is intended to account for modelling uncertainties, local hydraulic anomalies and actions such as wind driven waves.

Therefore, the based on typical floodplain management measures, the recommended minimum floor height should be 5.85m AHD.

It is noted that this is not practical for all development, and for this situation, it is proposed to design the development to be flood compatible and flood resilient for the ground floor. The following is recommended:

- Ensure the floor level of the structure is raised above the surrounding area. A minimum of 300mm height above natural ground is recommended to ensure minor flows do not enter the building
- The structure is to be designed to withstand hydrodynamic loading up to 1.5m/s. Flow may originate from any direction so all faces of the structure should consider this load
- The structure is to be designed to withstand hydrostatic loading up to 5.35m AHD. A conservative approach of assuming the inside of the building is dry and the outside wet should be adopted
- All critical infrastructure such as critical electrical components, HVAC, etc. should be installed at a level of 5.85 m AHD (5.35m AHD plus 0.5m freeboard). Any floor other than the ground floor would be appropriate
- Consider an elevated storage area where critical items can be stored (i.e., the mezzanine); and
- Prepare and update the flood emergency management plan (a draft plan has been provided in Appendix C) to firstly; manage risk to life and secondly, to minimise economic loss.

3.2 Response to planning criteria

Table 6: Response to planning criteria

Objective	
To ensure that new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding	
Acceptable Solution	**Performance Criteria**
A3 All buildings not in the Residential use class must have a: a. Floor level of at least 3.4m AHD b. Gross floor area of not more than: i 400m^2; or ii 10% more than that existing or approved on the 1st January 2008.	**P3** Buildings not in the Residential use class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must: a. Detail i The risks to life ii The likely impact on the use or development; and iii How the use or development will manage the risk to tolerable levels; during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP; 2% AEP or a 1% AEP flood event b. Consider the following: i The likely velocity and depth of flood waters ii The need to locate electrical equipment and other fittings above the 1% AEP flood level iii The likely effect of the use or development on flood characteristics iv The development and incorporation of evacuation plans into emergency management procedures for the precinct; and v The ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.

The ground floor level is less than 3.4m AHD (current ground level approx. 1.7m – 2.0m AHD) and the gross floor area exceeds 400m^2, the proposed development does not achieve the acceptable solution and hence performance criteria is relied upon. A response to each item of the performance criteria is provided below:

a (i): Detail of risk to life is presented in Section 2.2 of this report

a (ii):The likely impact on the use is detailed in Section 2.3 of this report

a (iii): The approach to how the proposed use manages risk is described in Section 2.2 (risk to life) and the recommended detailed in Section 3.1 (design requirements for the structure)

b (i): Likely velocity, depths and hazard for various scenarios is presented in map form in Appendix A, furthermore, detailed information of flood behaviour is provided in Section 2.3.1.

b (ii): A recommendation has been provided in Section 3.1 stating all critical infrastructure such as critical electrical components, HVAC, etc. should be installed at a level of 5.85 m AHD (5.35m AHD plus 0.5m freeboard).

b (iii): A discussion on the likely impacts on surrounding development is provided in Section 2.4 of this report

b (iv): The proposed development must rely on regional evacuation. A draft site-specific emergency management plan has been prepared which aligns to regional evacuation.

b (v): Flood loading parameters have been provided in Section 3.1 of this report. The design must consider this loading.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

Flood Maps

Appendix A

pitt&sherry

Figure A01: Existing Condition - 1% AEP - Peak Flood Depth

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:36		

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Figure A02: Existing Condition - 1% AEP - Peak Flood Hazard

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:37	Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria	

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Figure A03: Existing Condition - 1% AEP - Peak Flood Velocity

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	Launceston Flooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:38		

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

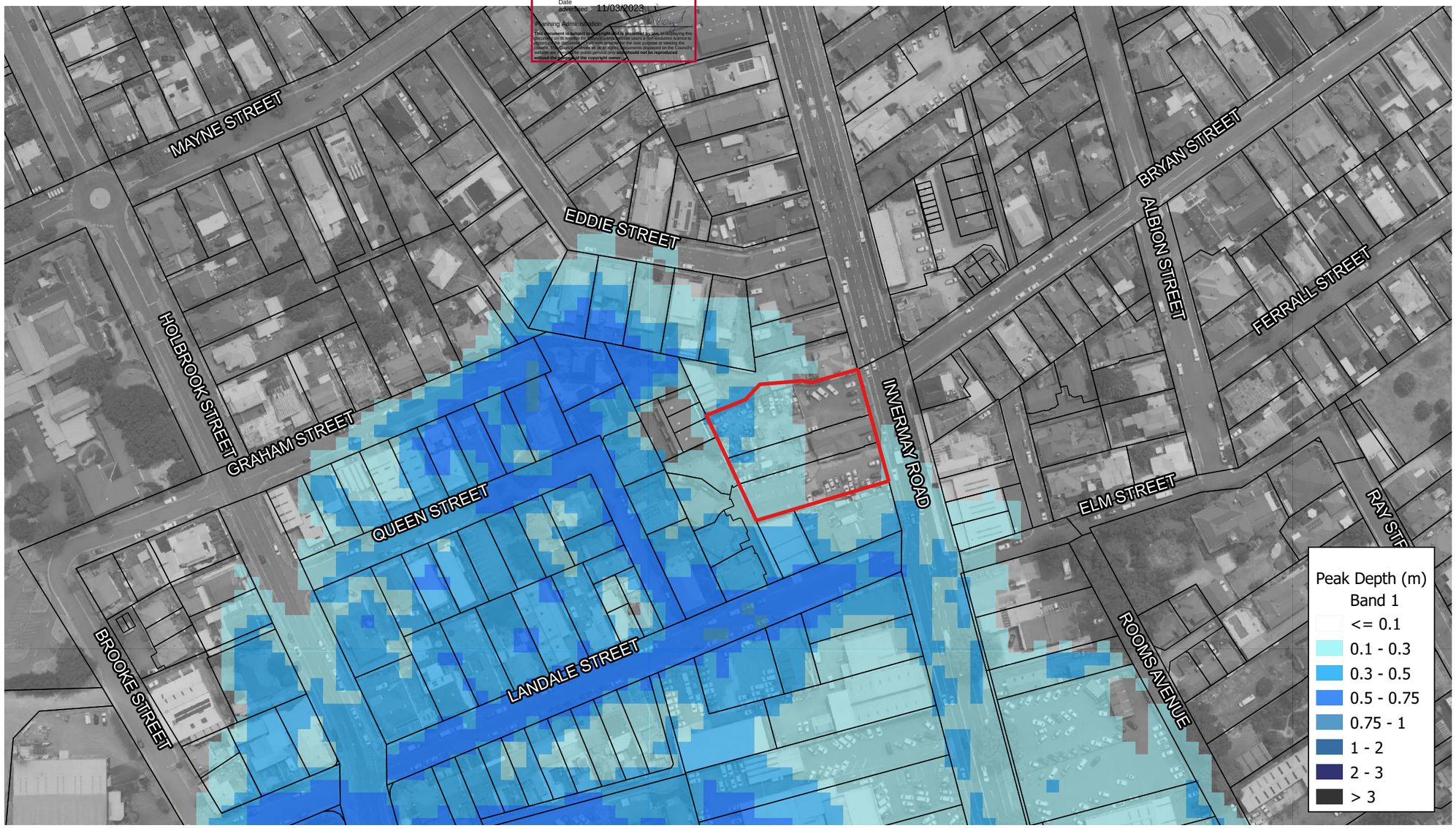


Figure A04: 2050 Climate Scenario - 1% AEP - Peak Flood Depth

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

LEGEND Subject Site

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:39		

N
0 30 60 90 120 m
COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

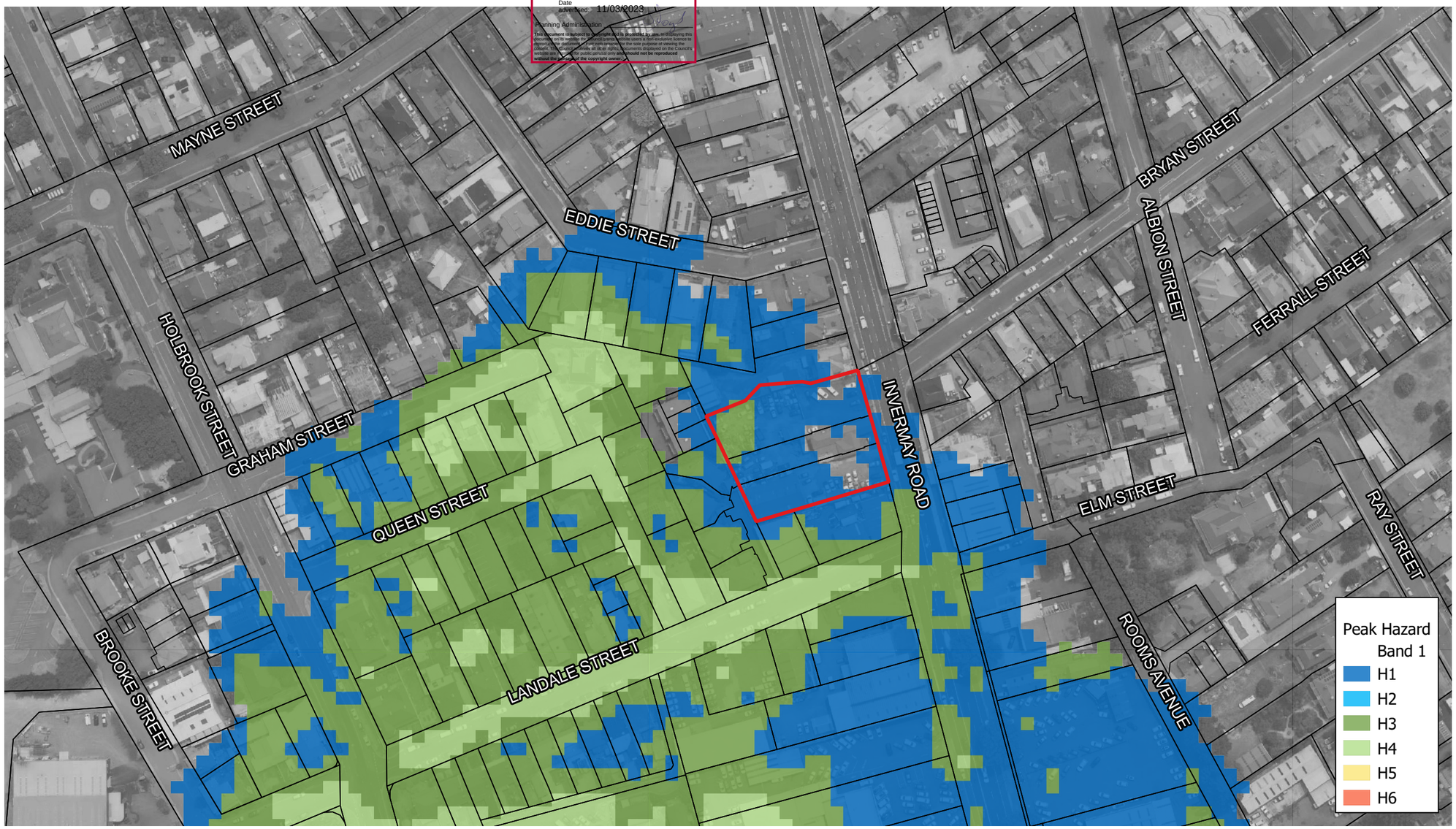


Figure A05: 2050 Climate Scenario - 1% AEP - Peak Flood Hazard

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:40	Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria	

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Figure A06: 2050 Climate Scenario - 1% AEP - Peak Flood Velocity

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:41		

N
0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

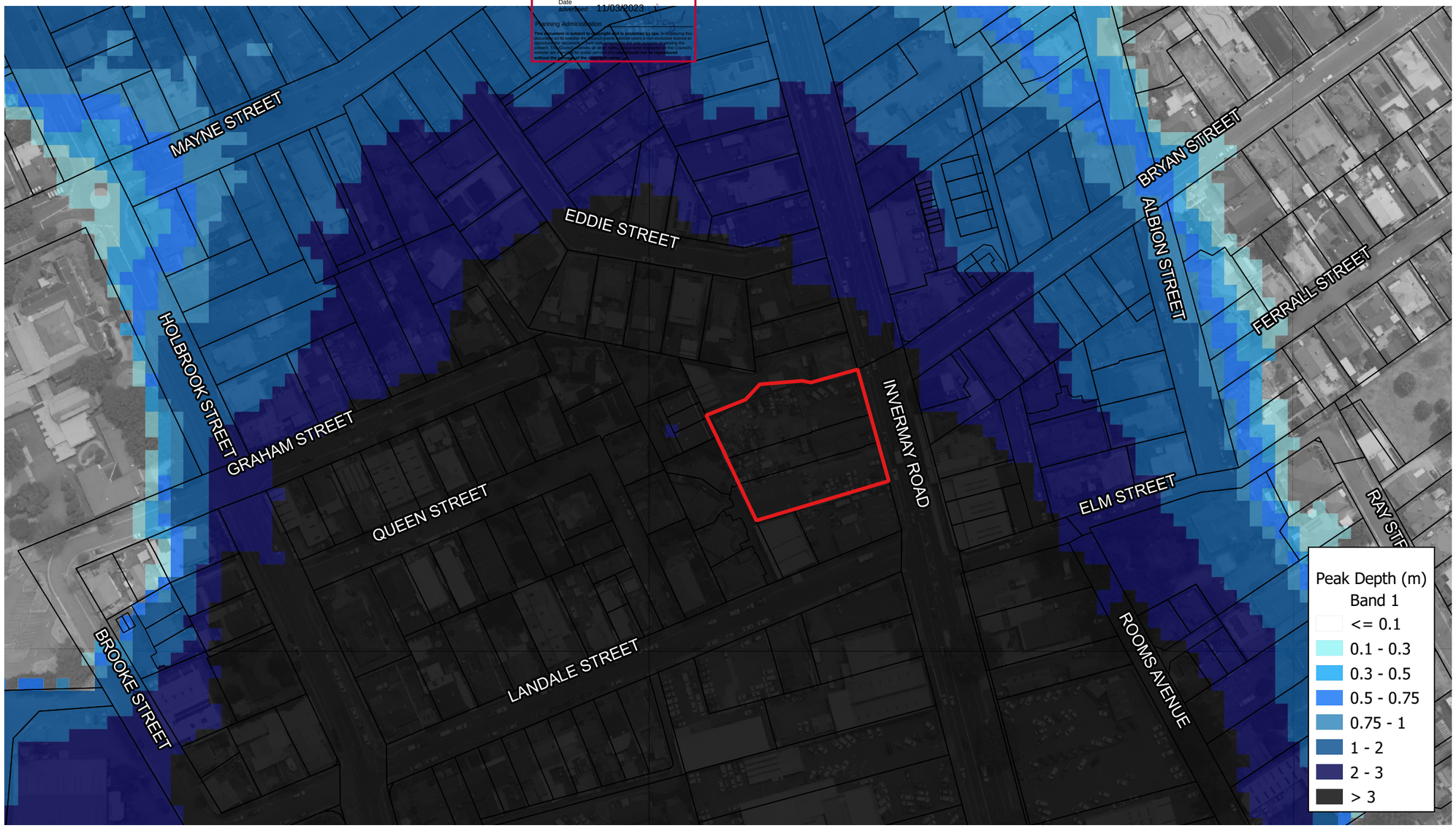


Figure A07: 2090 Climate Scenario - 1% AEP - Peak Flood Depth

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:42		

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

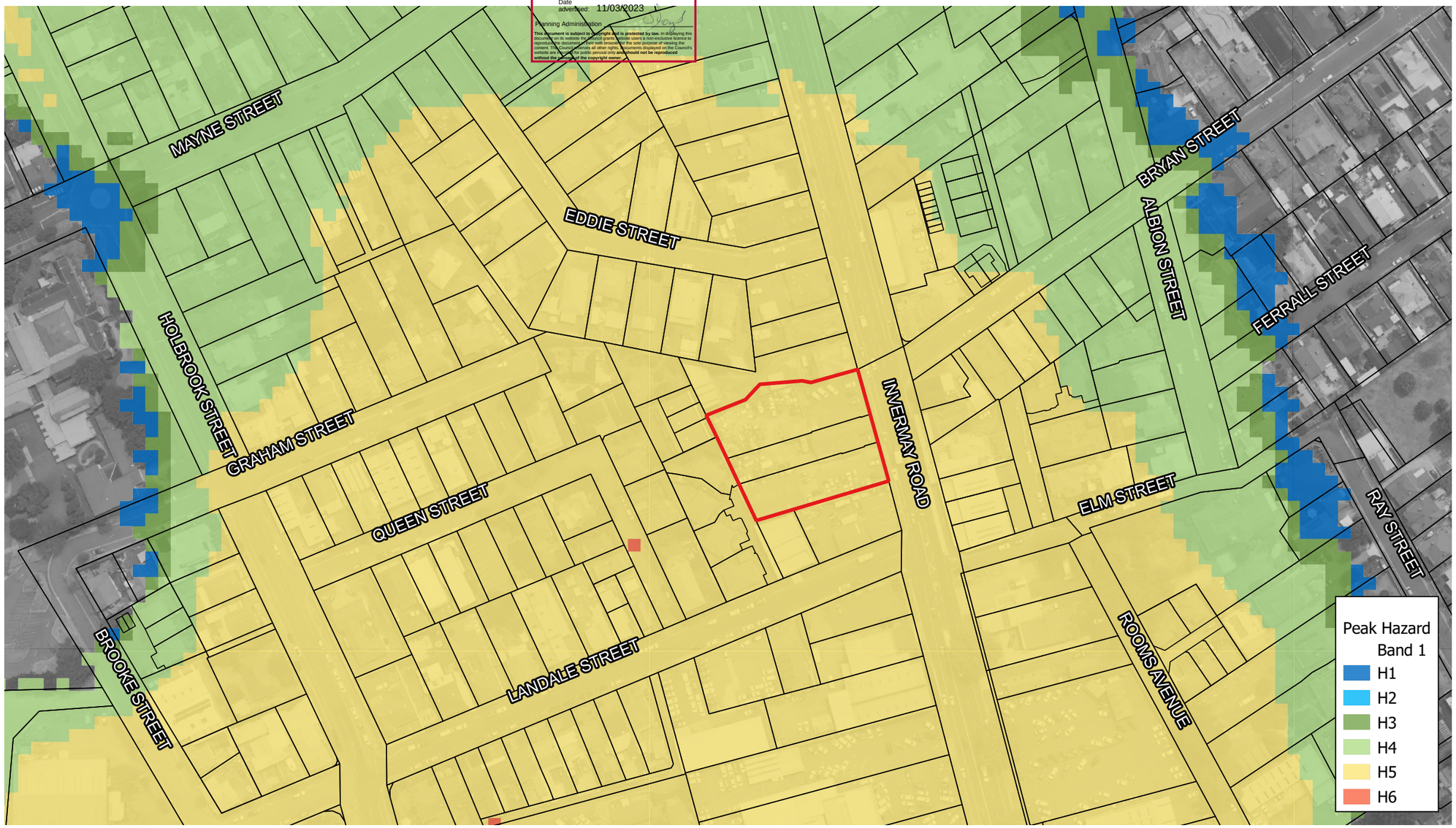


Figure A08: 2090 Climate Scenario - 1% AEP - Peak Flood Hazard

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:43	Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria	

N
0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Figure A09: 2090 Climate Scenario - 1% AEP - Peak Flood Velocity

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

LEGEND Subject Site

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:44		

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

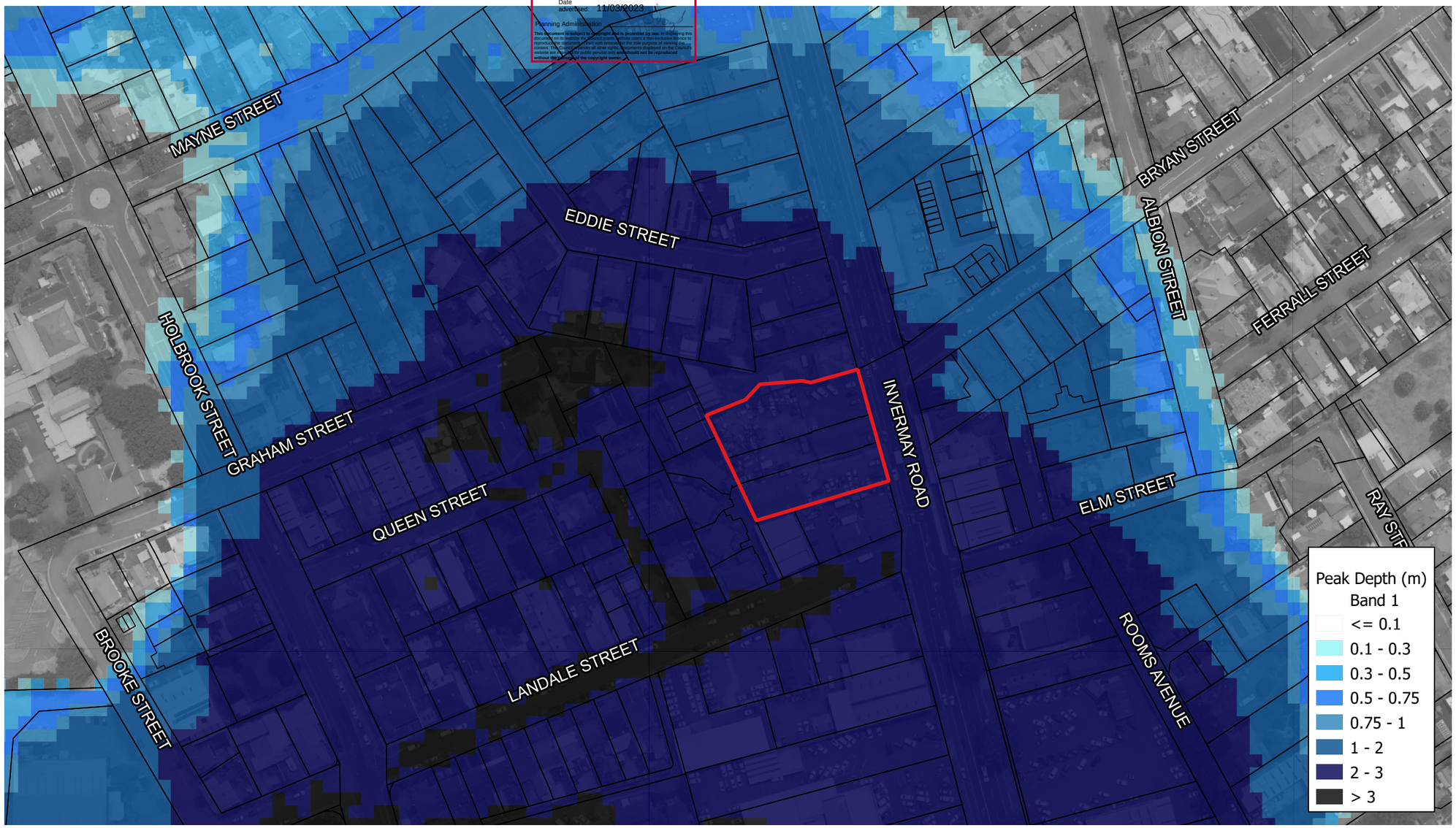


Figure A10: Levee Breach Scenario - 1% AEP - Peak Flood Depth

LEGEND Subject Site

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:45	Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria	

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Figure A11: Levee Breach Scenario - 1% AEP - Peak Flood Hazard

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

LEGEND Subject Site

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:46	Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria	

N
0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Figure A12: Levee Breach Scenario - 1% AEP - Peak Flood Velocity

Flood Hazard Assessment
167-171 Invermay Road

pitt&sherry

LEGEND Subject Site

MAP REF:	LauncestonFlooding_Workspace.qgz	**DATA SOURCES:**	TheLIST Orthophoto
AUTHOR:	Launceston Compute		
REVISION:	A		
DATE:	2022-10-11T10:46	Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria	

N

0 30 60 90 120 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500

Site Plans

Appendix B

pitt&sherry

Street Perspective
NOT TO SCALE

LOCATION PLAN
Scale 1:2000

ARCHITECTURAL

DRAWING No.	DESCRIPTION	REV
COVER PAGE & LOCATION PLAN		
DA-01	COVER PAGE & LOCATION PLAN	06
PLANS		
DA-11	SITE PLAN	06
DA-12	PROPOSED GROUND FLOOR PLAN	06
DA-13	PROPOSED MEZZANINE FLOOR PLAN	06
DA-14	ROOF PLAN	06
DA-15	INDICATIVE INTERIOR FIT-OUT	06
ELEVATIONS		
DA-21	PROPOSED EXTERNAL ELEVATIONS 1 of 2	06
DA-22	PROPOSED EXTERNAL ELEVATIONS 2 of 2	06
SECTION		
DA-31	PROPOSED SECTION	06
SIGNAGE		
DA-41	SIGNAGE	06

SITE INFORMATION

Land Title Reference	**YES**	92817/2 & 40007/1
Wind Classification	**NA**	Site Classificaiton to AS 4055-2006
Soil Classification	**NA**	Site Classificaiton to AS 2870-2011
Climate Zone	**7**	(www.abcb.gov.au map)
BAL Level	**NA**	No areas of bushfire prone vegetation >1ha within 100m of the building
Alpine Area	**NA**	BCA Figure 3.7.5.2
Corrosion Environment	**C2-LOW**	For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4.2. Cladding and fixings to manufacturer's recommendations
Other Hazards	**N/A**	High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
Total Area	**Site:**	2,773m²
House existing:	**3**	Total Area: 519.47m²
Building proposed:	**1**	Area: 1697.4m²

ACCREDITED DESIGNER

Designer	Neal Mackintosh
Accreditation Number	CC1027V

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

COVER PAGE & LOCATION PLAN

DRAWING NO

22003_DA-01

REVISION

06

NORTH

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

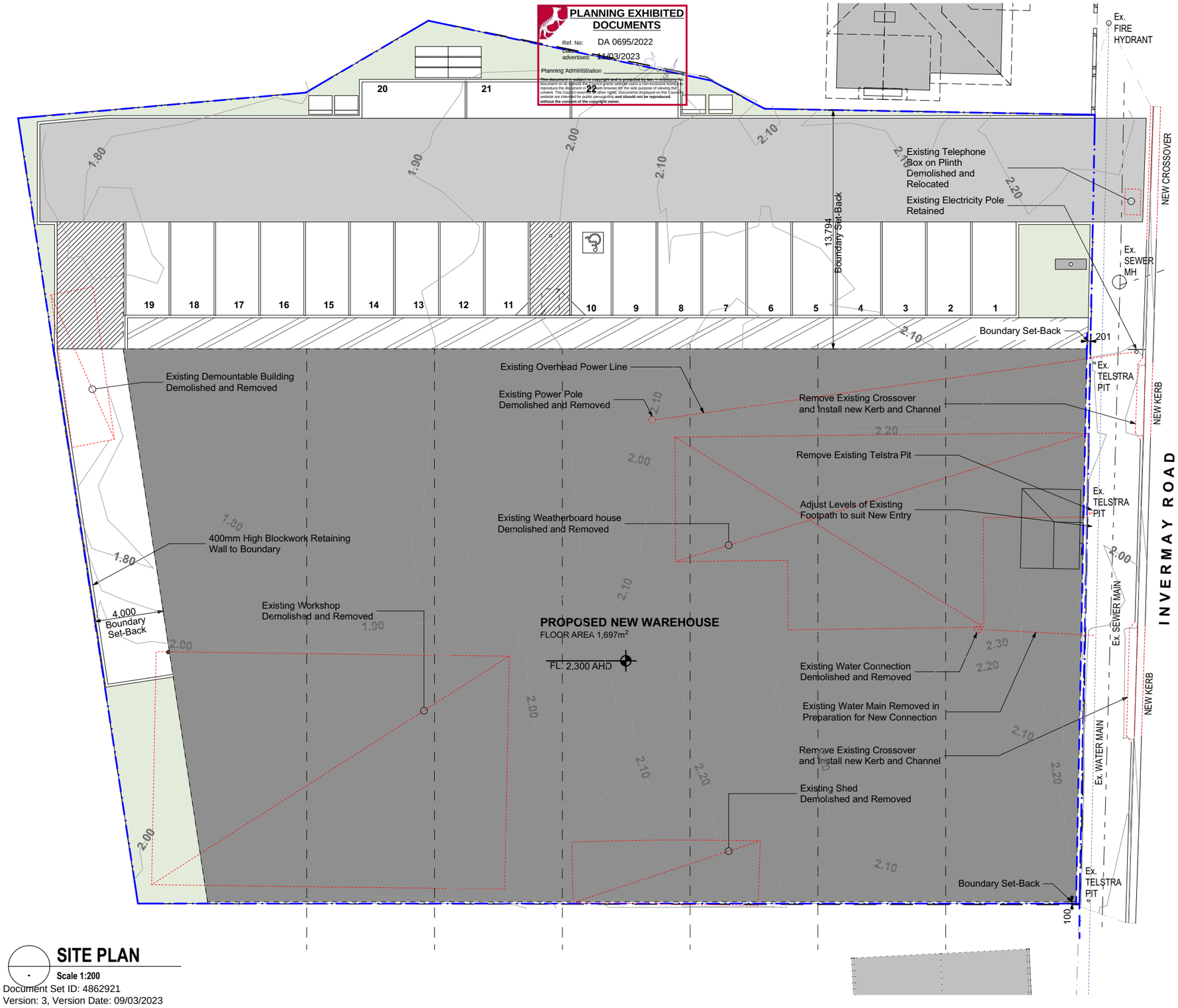
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



SITE PLAN

Scale 1:200

Document Set ID: 4862921
Version: 3, Version Date: 09/03/2023

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

SITE PLAN

DRAWING NO

22003_DA-11

REVISION

06

NORTH

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

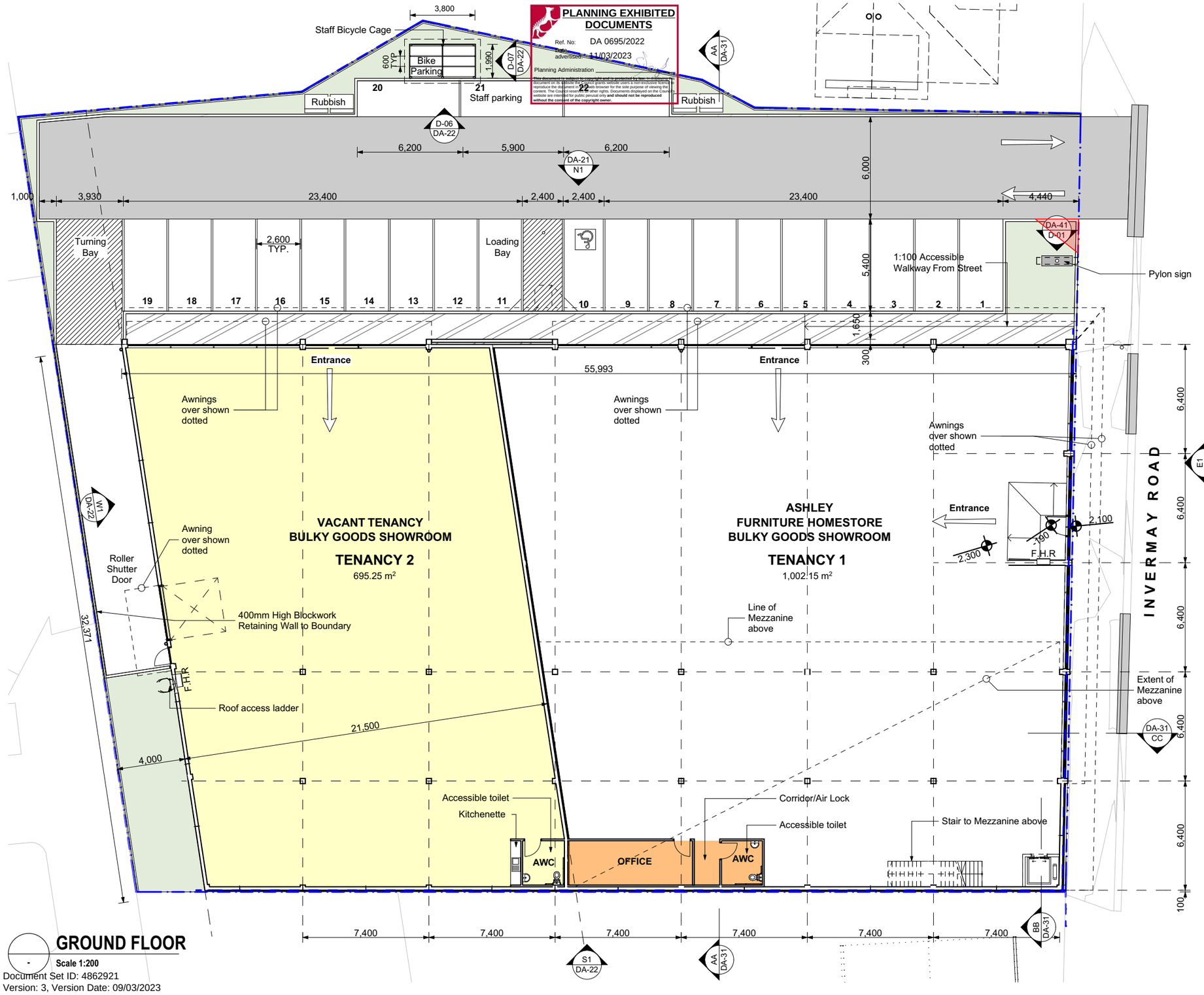
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



GROUND FLOOR

Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED GROUND FLOOR PLAN

DRAWING NO

22003_DA-12

REVISION

06

NORTH

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

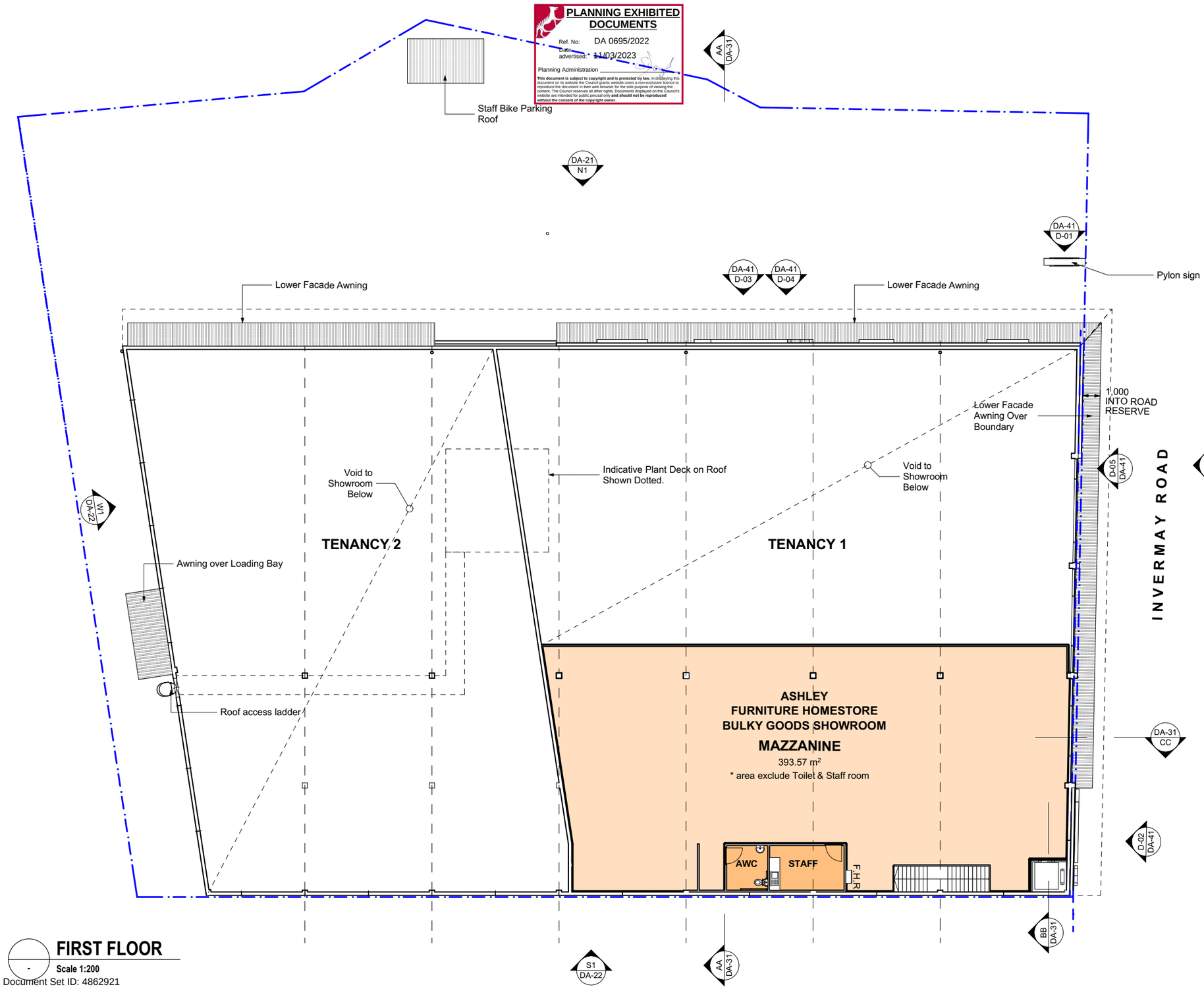
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



FIRST FLOOR
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY**. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT
INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING
DRAWING NAME

PROPOSED MEZZANINE FLOOR PLAN

DRAWING NO

22003_DA-13

REVISION

06

NORTH

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

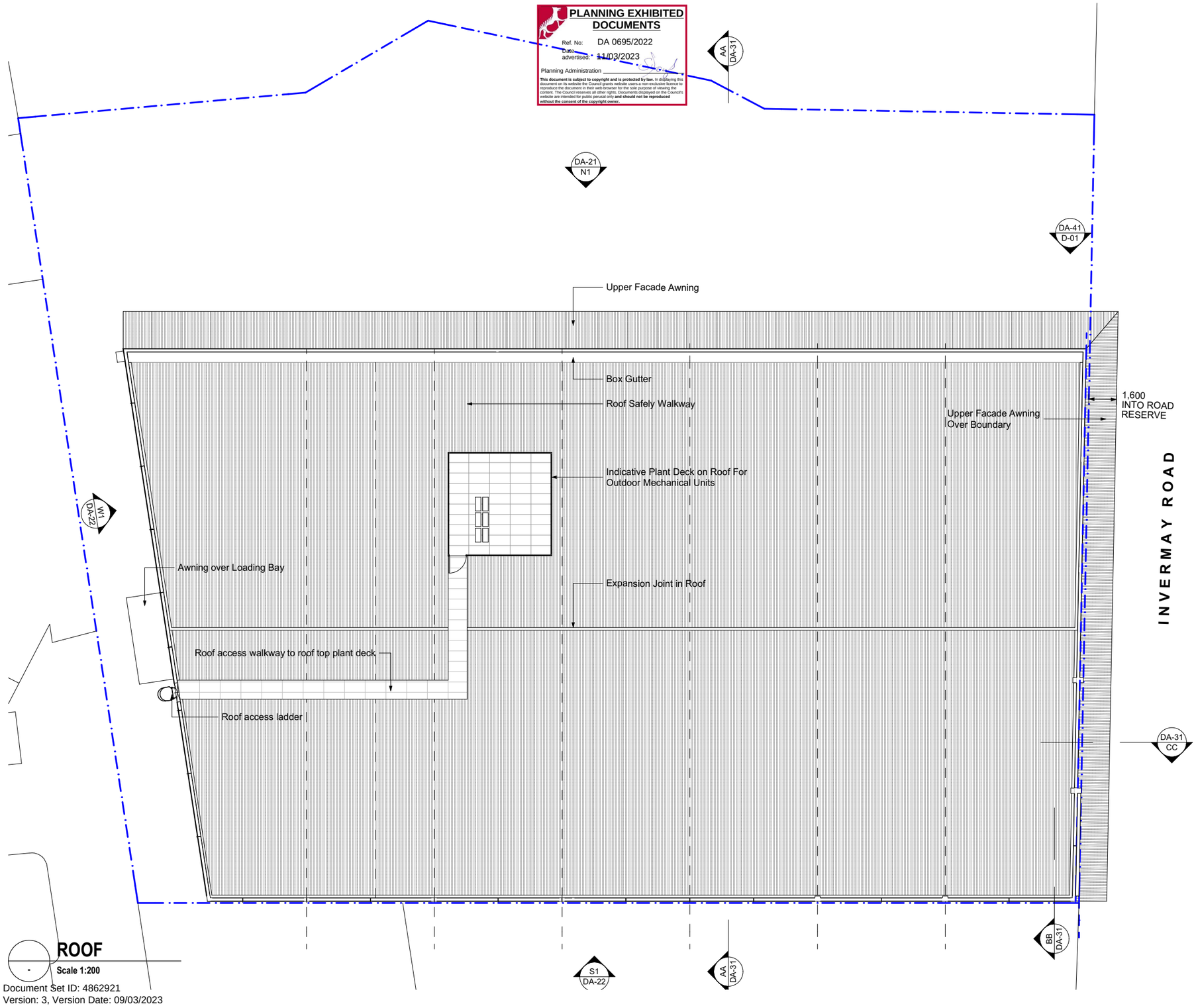
0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



ROOF
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT
INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING
DRAWING NAME

ROOF PLAN

DRAWING NO

22003_DA-14

REVISION

06

NORTH

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

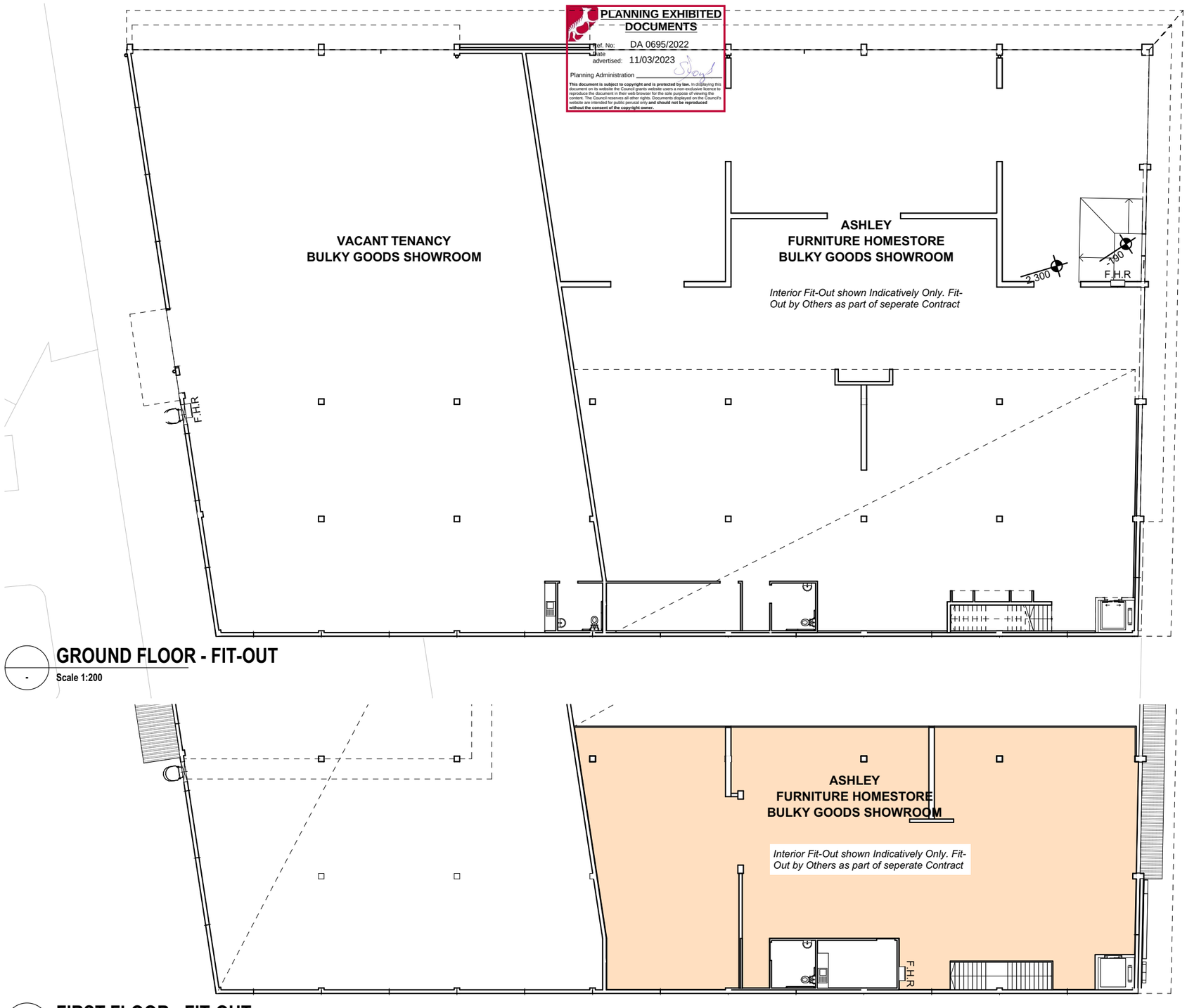
0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



GROUND FLOOR - FIT-OUT
Scale 1:200

FIRST FLOOR - FIT-OUT
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. **PRINT IN FULL COLOUR ONLY**. COLOUR USED TO IDENTIFY (WHERE APPLICABLE) CRITICAL DETAILS OF THE DESIGN. NO RESPONSIBILITY OF ANY KIND WILL BE ACCEPTED IN CASE BLACK AND WHITE OR GREYSCALE PRINT OUTS ARE USED INSTEAD.

PROJECT
INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING
DRAWING NAME

INDICATIVE INTERIOR FIT-OUT

DRAWING NO

22003_DA-15

REVISION

06

NORTH

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

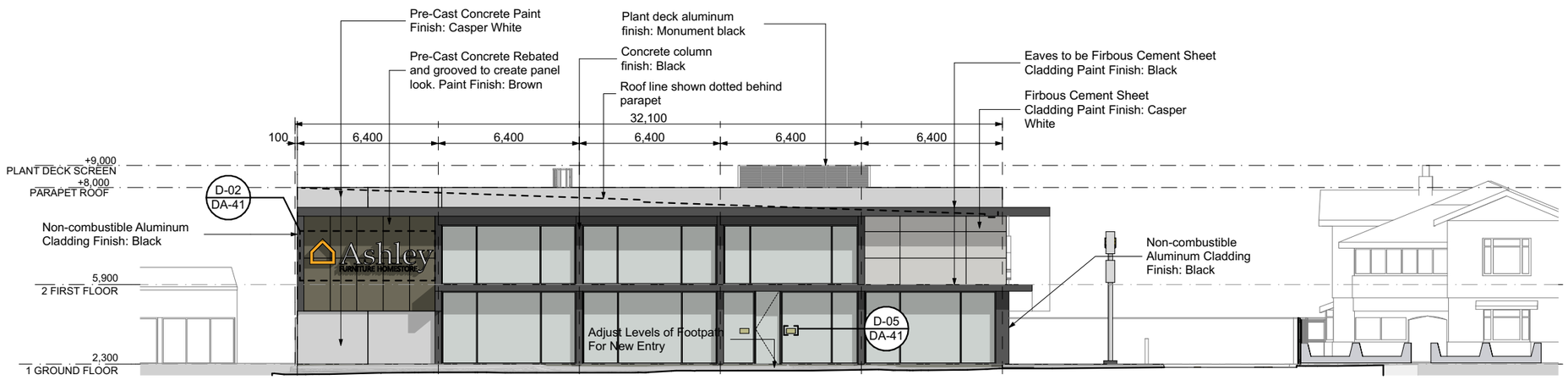
0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

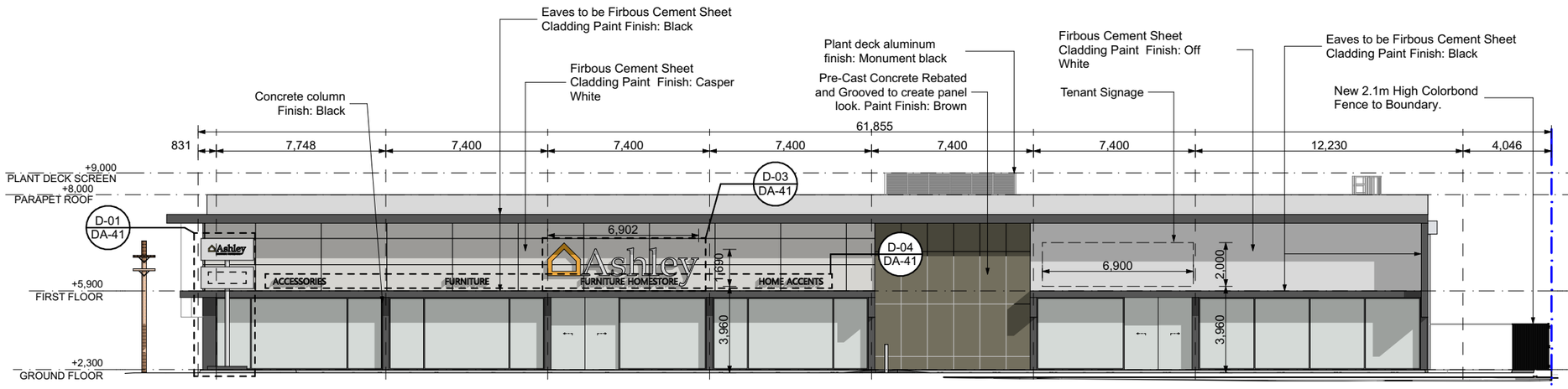
DRAWING ISSUE
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



E1 **EASTERN ELEVATION (Invermay Road)**
Scale 1:200



N1 **NORTHERN ELEVATION (Carpark)**
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED EXTERNAL ELEVATIONS 1 of 2

DRAWING NO

22003_DA-21

REVISION

06

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3
0 2 4 6 8 10m

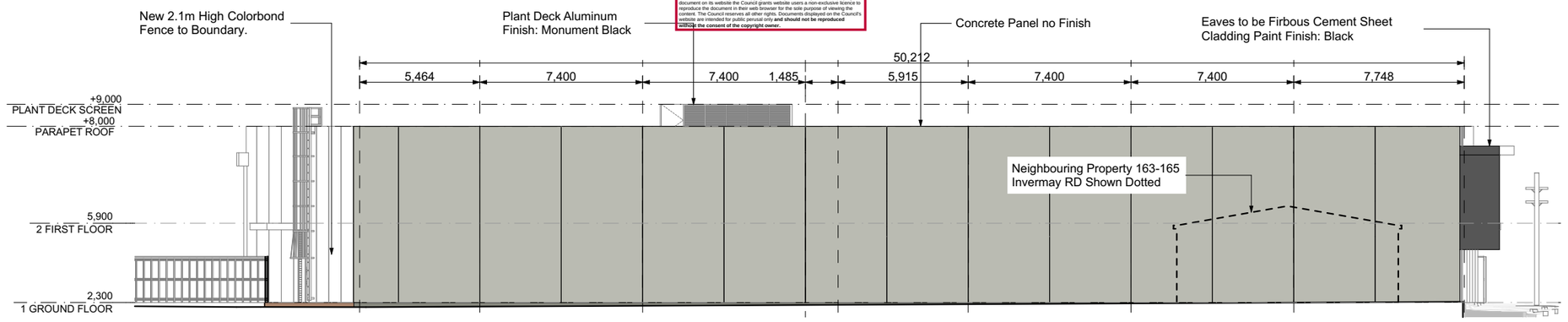
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

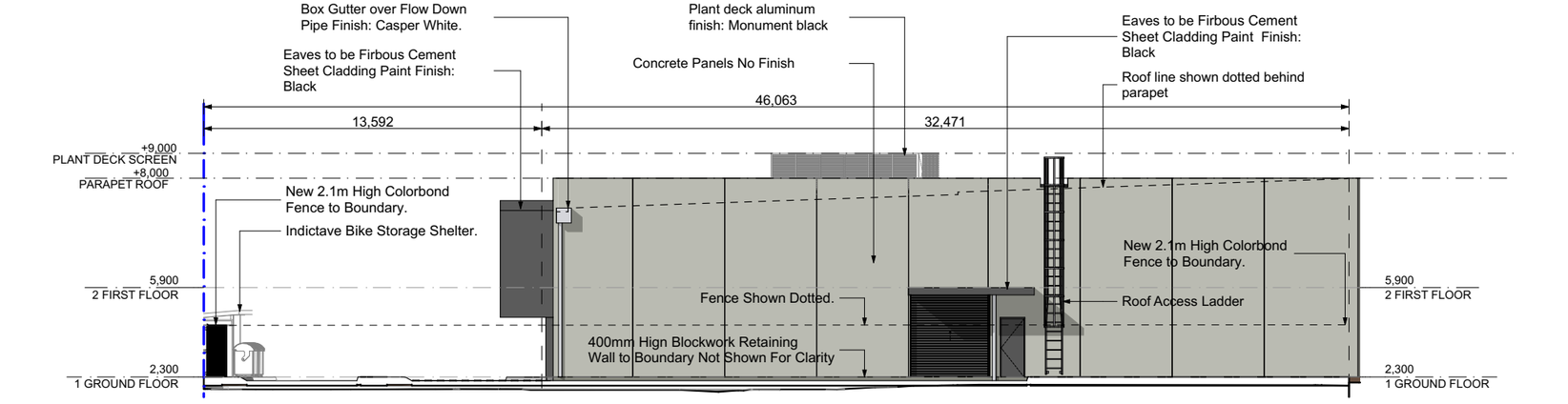
REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



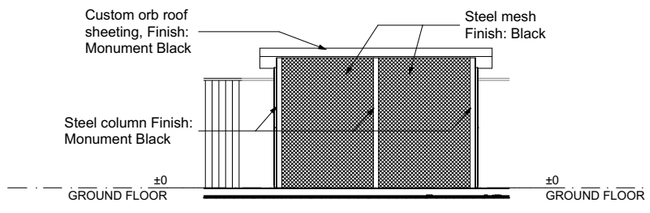
S1 - SOUTHERN ELEVATION

Scale 1:200



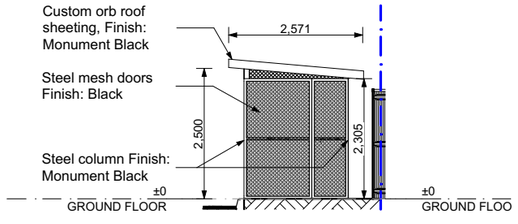
W1 - WESTERN ELEVATION

Scale 1:200



D-06 - BIKE STORAGE FRONT.

Scale 1:100



D-07 - BIKE STORAGE SIDE.

Scale 1:100

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED EXTERNAL ELEVATIONS 2 of 2

DRAWING NO

22003_DA-22

REVISION

06

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

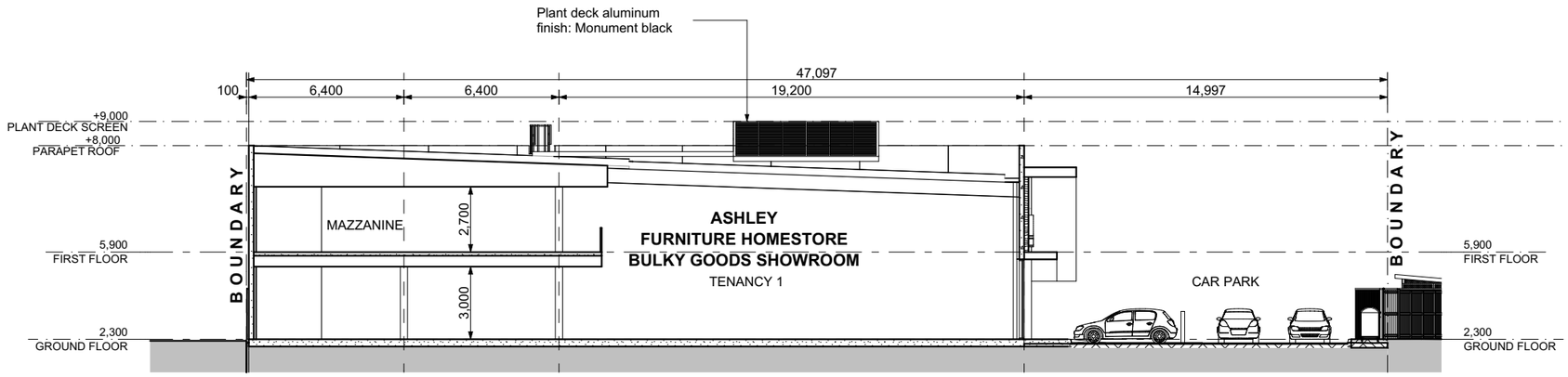
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

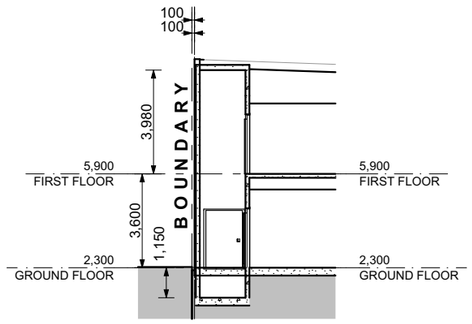
DEVELOPMENT APPLICATION

REVISIONS

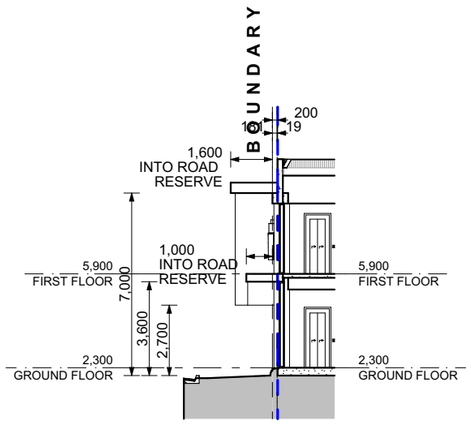
REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



AA SECTION
Scale 1:200



BB LIFT SECTION
Scale 1:200



CC AWNING PROJECTION INTO ROAD RESERVE
Scale 1:200

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

PROPOSED SECTION

DRAWING NO

22003_DA-31

REVISION

06

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

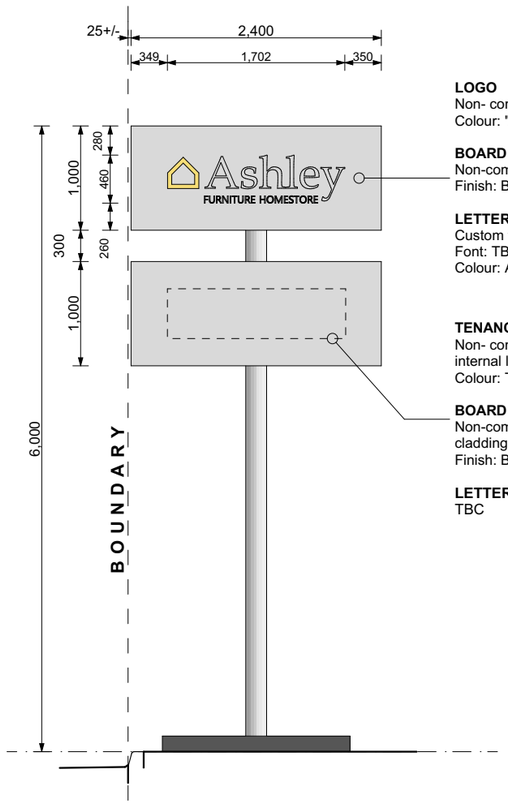
CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022



LOGO
Non- combustible aluminum with internal lighting
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Black

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Acrylic White

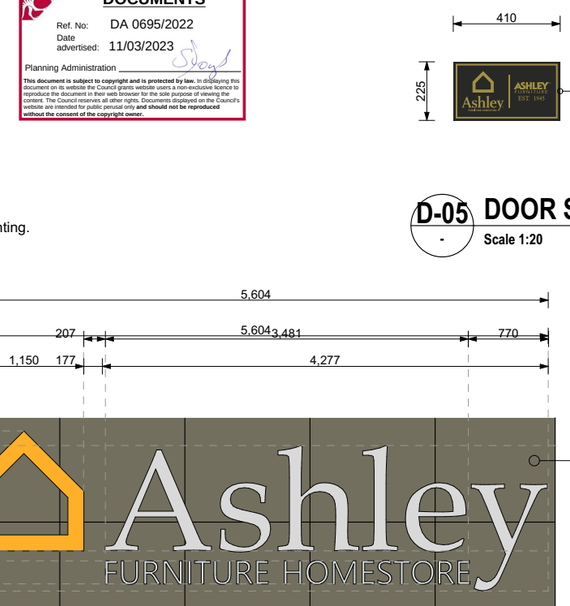
TENANCY 2 SIGNAGE
Non- combustible aluminum with internal lighting
Colour: TBC

BOARD
Non-combustible aluminum external cladding
Finish: Black

LETTERS
TBC

D-01 PYLON SIGN ELEVATION
Scale 1:50

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0695/2022
Date advertised: 11/03/2023
Planning Administration

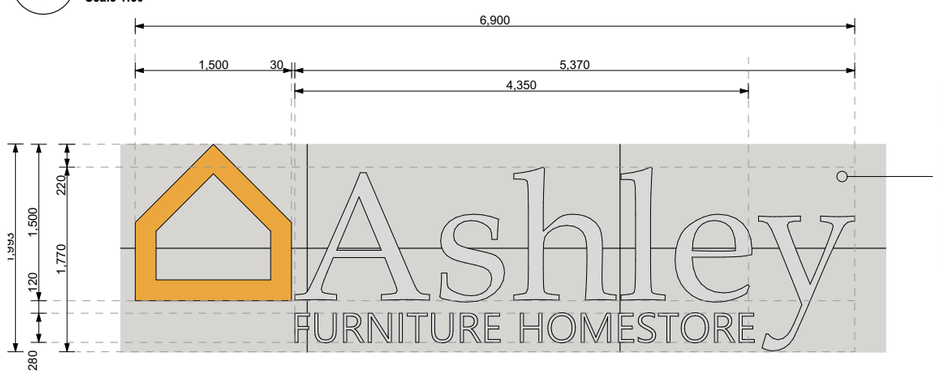


LOGO
Custom formed aluminum with internal lighting
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Brown Mystery

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Acrylic White (Front), Black (Sides)

D-02 STREET FRONT SIGNAGE
Scale 1:50



LOGO
Custom formed aluminum with internal lighting.
Colour: "Ashley Orange" (Front & Sides)

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally lighting.
Font: TBC
Colour: Acrylic White (Front), Black (Sides)

D-03 CAR PARK SIGNAGE
Scale 1:50

LOGO
Cast Bronze plate
Colour: Bronze

BOARD
Cast Bronze plate
Finish: Black

LETTERS
Cast Bronze plate.
Font: TBC
Colour: Bronze

D-05 DOOR SIGNAGE
Scale 1:20

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Black

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum with internally LED lighting.
Font: TBC
Colour: Black

BOARD
Non-combustible aluminum external cladding
Finish: Casper White

LETTERS
Custom formed aluminum wit internally LED lighting.
Font: TBC
Colour: Black

D-04 CAR PARK SIGNAGE
Scale 1:50

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

JAWSARCHITECTS

PROJECT

INVERMAY ROAD SHOWROOM

167-171 INVERMAY RD INVERMAY TAS 7248

For

Pharos Properties Pty Ltd

DRAWING

DRAWING NAME

SIGNAGE

DRAWING NO

22003_DA-41

REVISION

06

PLOT DATE : **15/11/2022**
DRAWN : **HL**
CHECKED : **HL**
ARCHITECT:**NM**
ACCREDITED NUMBER : **CC1027V**

SCALE : As Shown @ A3

0 2 4 6 8 10m

CAD REF :
BIMcloud: TEAMWORKS - BIMcloud Basic for ARCHICAD 24/22003 Invermay Showroom/22003_Invermay RD Showroom Ltn

DRAWING ISSUE

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
06	DEVELOPMENT APPLICATION	15/11/2022

Flood Emergency Management Plan

Appendix C

pitt&sherry

pitt&sherry

167-171 Invermay Road

Flood Emergency Management Plan

Prepared for
Pharos Properties

Client representative
Tim Lucas

Date
26 October 2022

RevA

Table of Contents

List of figures

List of tables

Prepared by — JC		**Date —** 26 October 2022
Reviewed by — HP		**Date —** 26 October 2022
Authorised by — JC		**Date —** 26 October 2022

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft for Submission	JC	HP	JC	26/10/2022

ref: T-P.22.1351-DRN-REP-002-FERP-RevA/JC/mj

Document Control

Document Version	V1 - Oct 2022
Next Review	Oct 2023
Flood Warden	

1. Introduction

1.1 Background

A new commercial building is proposed within Invermay. The proposal includes a retail showroom for two tenancies, a mezzanine level, and on-site parking for staff and visitors.

As the proposed development is located within the *Invermay/Inveresk Flood Inundation Area,* the proposed development must consider and respond to use and development standards under *LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan, Tasmania Planning Scheme - Launceston.*, of which flood emergency management must be considered.

This Flood Emergency Management Plan is based upon the most recent flood modelling data as reported in *North and South Esk Rivers Flood Modelling and Mapping Update Volume 1: Technical Report (BMT, 2018)*, and *North and South Esk Rivers Flood Modelling and Mapping Update, Levee Breach Assessment (BMT,2018).*

This document presents the known risks at the planning phase of the proposed development. This plan must be regularly reviewed to ensure all operational issues are captured and a plan is in place to manage risk. The update must be facilitated by a suitably qualified person in the field of flood emergency management.

This document should remain live and be progressively updated as circumstances of the business operation change.

1.2 Plan structure

Flood emergency management can be described in four distinct categories:

- Prevention and Mitigation
- Preparedness
- Response; and
- Recovery.

The plan details the **FLOOD RESPONSE** aspect of flood emergency management only.

The site is contained within the Inveresk Flood Inundation Area and as such, much of the flood emergency management will be coordinated at a regional and municipal level. This plan details the specific actions the site must undertake to both complement the municipal emergency management plan but also manage its own residual risk.

1.3 Regional context

The *Municipal Emergency Management Plan* provides a plan for the management of hazards within Launceston. It acts at a local level and addresses hazards relevant to the Launceston community. In the context of this flood emergency management plan, it defines who is responsible for emergency management relating to flooding.

City of Launceston and Tasmania Police have an evacuation plan for Invermay. Depending on the severity of a flood, or at any time Tasmania Police feel that the community is it risk, an evacuation order may be issued.

Within Launceston, TasPolice are the lead authority for flood emergency management. Any instruction provided by Tasmania Police must be followed.

2. Site details

2.1 Location

The site is located at 167-171 Invermay, Invermay. The site is located approximately in the centre of Invermay. In the event of a levee over topping or levee failure, the area to the south of the development presents the greatest flood risk.

The site has an access via Invermay Road. The site is generally flat like most of Invermay with a ground level of approximately 1.7m AHD to 2.0, AHD.

The site location and associated points of interest are presented below in Figure 1 and Figure 2.

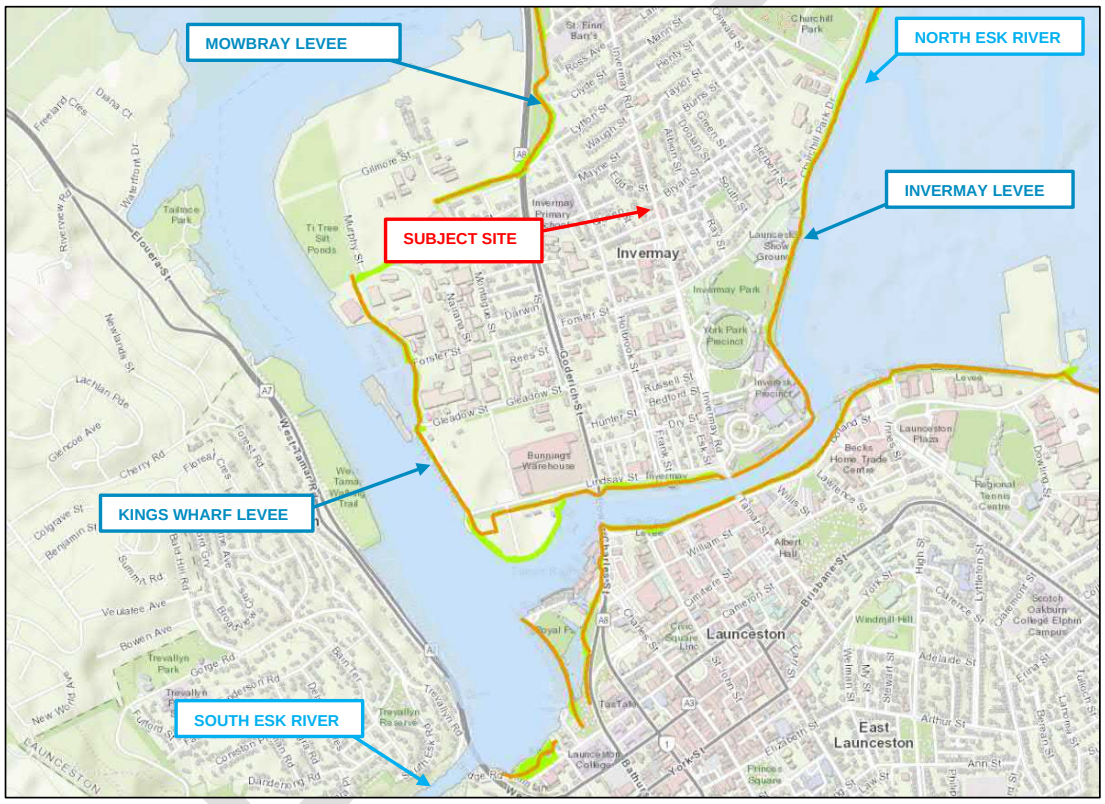


Figure 1: Subject site and relevant points of interest

The site is contained within an area serviced by flood levees. Flood levees can provide protection to flood liable land for some flood events, although, it is not practical to provide protection from all events. A flood levee may fail due to an unforeseen reason, or a flood levee may be overtopped by an event exceeding its design capacity. Under either of these scenarios, the site will likely be affected by flood water. It is possible that the lower levels of the building could be inundated by flood water in excess of 3.0m deep.

Figure 2: Site Location

2.2 Operation

The following operating times are assumed for the facility:

- Operating hours: 9:00am – 5:30pm during weekdays and weekends.

3. Risks and issues

Table 1 presents risks and issues associated with the operation of the facility in relation to its exposure to flood hazard. It is intended that as new risks and issues are identified that this table be updated to ensure that the flood emergency response escalation chart (Table 2) is appropriate.

Table 1: Risks and Issues

ID	Risk / Issue	Date
01	Stock and equipment may be located on the ground floor which may be exposed to flood water	Oct 2022
02	People and staff could be located at the facility	Oct 2022

4. Flood emergency response

The primary focus of flood emergency management is the protection of life. This plan prioritises protection of life over that of property. Notwithstanding, it is recommended that employees and officers implement measures to reduce the likely damage that may occur to property in the event of flooding.

The successful implementation of this flood emergency response plan requires an employee or officer to act as the 'Flood Warden'. The flood warden will be responsible for monitoring flood advice and flood warning from the relevant agency. They will also be responsible for ensuring employees are aware of the flood risk.

The City of Launceston has undertaken several flood studies to map areas affected by flooding. The link below presents Council's latest flood information. This information is correct as at October 2022.

https://launceston.maps.arcgis.com/apps/webappviewer/index.html?id=19c346f2067b4b6c884631b6d8dd5075

During a flood event, the Bureau of Metrology's website[1] should be monitored.

[1] http://www.bom.gov.au/tas/warnings/

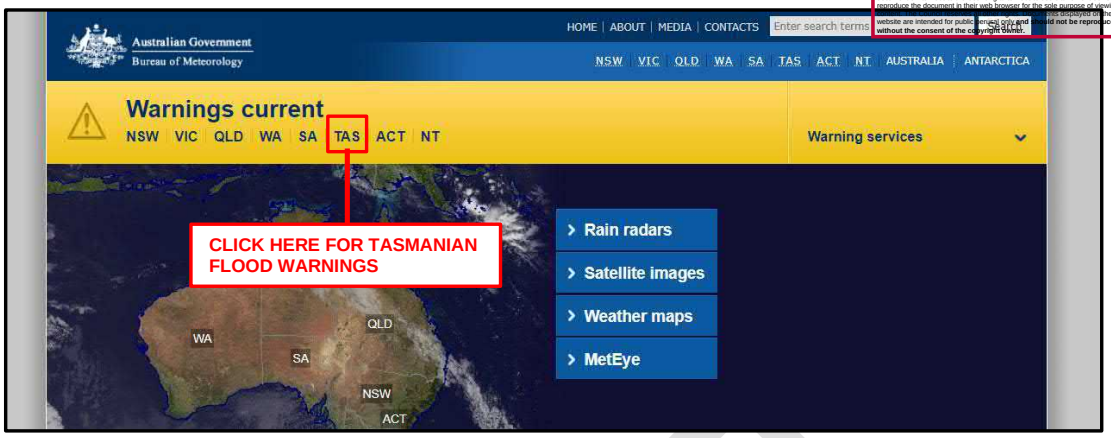


Figure 3: Bureau of Metrology Home Page

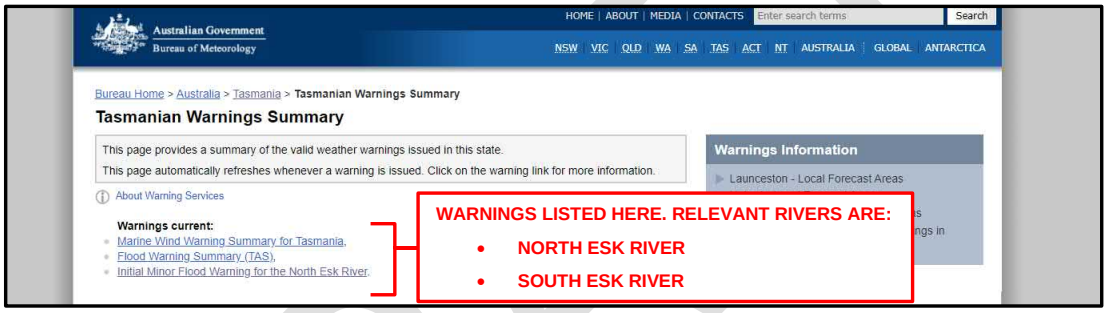


Figure 4: Bureau of Metrology Warnings Page

Table 2 details specific tasks and actions to be undertaken as an event escalates.

Table 2: Flood Emergency Response Escalation Chart

Phase	Trigger	Action	Responsible Person
Ongoing	Annually or following a flood event	Review this FERP annually to ensure it is up to date and reflects the current operation of the function centre and includes any new identified risks/issues.	Flood Warden
	Always	Ensure an employee or officer is the flood warden at all times.	Manager
	Always	Ensure all new employees are aware of the flood risk of the site and their role in a flood emergency.	Flood Warden
	Always	Flood warden to monitor flood warnings from the Bureau of Meteorology at all times.	Flood Warden
	Always	Ensure equipment is facility is located such that if a flood occurs, damage can be minimised.	Manager
Flood Watch	Flood watch advice issued for either the North or South Esk River.	Commence more frequent review of flood warning advice from the Bureau of Meteorology.	Flood Warden
Minor Flood Warning	Minor flood warning issued for either the North Esk River (Corra-Linn) or South Esk River (Trevallyn Dam).	Continue monitoring of advice from the Bureau of Meteorology and Tasmania Police.	Flood Warden
Moderate Flood Warning	Moderate flood warning issued for either the North Esk River (Corra-Linn) or South Esk River (Trevallyn Dam).	Continue monitoring of advice from the Bureau of Meteorology and Tasmania Police.	Flood Warden
		Issue notice to all staff members stating moderate flood warning in place. All staff to be on notice that if event does escalate that they will need to be ready to immediately evacuate the facility.	Flood Warden
		Prepare for possible closure of facility	Manager

Phase	Trigger	Action	Responsible Person
Major Flood Warning	Major flood warning for either the North Esk River (Corra-Linn) or South Esk River (Trevallyn Dam).	Plan for a possible evacuation. Send non-essential staff home.	Flood Warden / Manager
Evacuation	Evacuation order issued by Tasmania Police	Responsible person to notify all staff and patrons to immediately leave the premises and go to a nearby safer place (Either there home outside of the floodplain or an evacuation centre).	Manager
		Persons not currently at the site to be notified to stay home.	Manager
		All equipment and stock to remain on site and facility to be closed	Manager
		Do not return to the site until Tasmania Police have advised it is safe to so.	Manager

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

pitt&sherry

167-171 Invermay Road Flood Emergency Management Plan

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

ref: T-P.22.1351-DRN-REP-002-FERP-RevA/JC/mj

pitt&sherry

Flood Assessment Proposed Commercial Development

167-171 Invermay Road

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

ref: T-P.22.1351-DRN-REP-001-Invermay Flood-Rev00/JC/cd

Submission to Planning Authority Notice

Council Planning Permit No.	DA0695/2022	**Council notice date**	24/11/2022
TasWater details			
TasWater Reference No.	TWDA 2022/01916-LCC	**Date of response**	14/12/2022
TasWater Contact	Jake Walley **Phone No.**	0467 625 805	
Response issued to			
Council name	CITY OF LAUNCESTON		
Contact details	Planning.Admin@launceston.tas.gov.au		
Development details			
Address	167-171 INVERMAY RD, INVERMAY	**Property ID (PID)**	7562604
Description of development	Demolition of Existing buildings and Construction of a Warehouse and Car parking		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
JMG	220043PL Concept Services Plan P01	P2	30/11/2022

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection 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.

3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of $376.68 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice
General For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form **Service Locations** Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater. (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies. (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council. **Advice to the Drainage Authority** The combined system is at capacity in this area. TasWater cannot accept additional flows of stormwater into this area within the combined system over those currently discharged. The Drainage Authority will be required to either refuse or condition the development to ensure the current service standard of the combined system is not compromised.
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

From: "Susan Rocchi" [redacted]
Sent: Wed, 22 Mar 2023 09:13:54 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA0695/2022

You don't often get email from [redacted] Learn why this is important

Planning Officer,
I am submitting my concerns regarding the proposed Bulky Goods facility at 167-171 Invermay Road.
My rejection to this proposal is based on the following concerns:
1. Traffic flow and bottleneck: that particular stretch of road is already congested so it will only get worse with visitors going in and out of the new facility. Not to mention that the traffic lights already create a bank up so there will be even more delays.
2. Grossly underestimated parking requirements: It is already difficult to get an on street park when wanting to visit the IGA, and it is pretty much a guarantee that it will be even worse. So not only will the community suffer, but so will the already existing small family operated businesses.
3. Yet another ugly box shaped concrete building: Due to the lack of visionary leadership within the LCC, this city has gotten uglier and uglier over the past decade. Invermay Road looks like a dog's dinner, lacking any visually pleasing aesthetics and design in any of the newly built commercial developments.
4. The obvious: Invermay is a flood prone area. So why is there so much large scale commercial development still being approved by this council?
Thank you
Susan Rocchi

[redacted]

From: [redacted]
Sent: Mon, 27 Mar 2023 13:05:05 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA Representation
Attachments: Representaion to DA 0695-2022, Development and Risk in Flood inundation zones of Launceston 2023.docx

Dear Council officer,

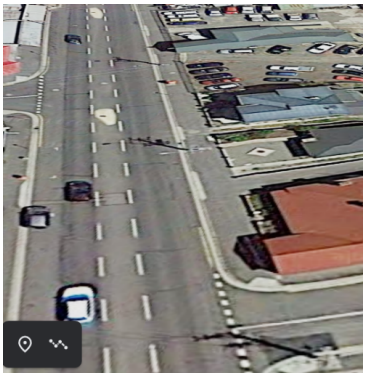
please find attached a Representation to DA 0695/2022,

Kind regards,

Dr Jillian Koshin
[redacted]

By way of Introduction to my representation to DA 0695/2022 and the subject site, I start with these views of the location.

Above: April 1929.Invermay road. Center background right to left: a) Corner shopfrontage ('Indian' sign), b) two storey house, c) shop frontage with veranda and co-joined house (not visible). Below: Same buildings in 2022 starting with a) red roof b) two-storey house c) co-joined shop/office (green roof) and footprints in situ as in 1929 (minus street verandas). Below left: note shadow of telegraph pole in right foreground for comparison with position of dingy in photo.



[redacted] 27 March 2023

To Whom it May Concern,

City of Launceston, Town Hall,

St John St.

Dear Sir,

Re DA 0695/2022 Bulk Goods Sales

FLOOD INUNDATION ZONE AND RISK

It is extremely worrying that in times of ever-increasing flood disasters across Australia and around the world due to climate change and rising sea-levels, that DAs for the Flood Inundation Zone continue to be submitted to the Launceston City Council. What kind of companies and developers submit plans with **eight** (8) discretionary issues to build in this known flood zone where all services and access roads and bridges are also in the flood zone? What kind of companies and developers choose to build in known flood zones in this new era of climate change and sea-level rise? Levees are no guarantee of flood prevention, they are only a stop-gap measure that can fail. Flood mitigation engineers state that there are only two kinds of levees: those that have failed and those that will fail.

In Launceston the clear evidence internationally, and the Council's own commissioned reports BMT Flood Study and the original Flood Inundation Code have been ignored by Council from 2012 to 2022 in its decision making and granting of approvals (on the recommendation of senior planning/development staff). The Flood Inundation Code, which was also an important mitigation measure, has been dismantled by the Council in its rush to push development, no matter what the risk or cost or liability.

The Pitt&Sherry Flood Report accompanying this DA (Appendix p. 3) presents a table for 'Flood levee breach behaviour for three design flood events' and notes that '**no climate change considered'.** In this regard, Launceston City Council having declared a Climate Emergency in 2019, Councillors and planning/development staff, particularly at senior management level, need to take three points into serious consideration (not just token nods) and apply (instate) these points in final decisions. The three points are: **1. All the current distrastrous flooding (eg Lismore) around Australia and internationally 2. Sea Level Rise – Launceston, being on an estuary is already being affected by**

SLR and tides. 3. Large parts of the Launceston flood plain sit below high tide level, where the water table is also rising due to Sea Level Rise.

The Pitt&Sherry Flood Report for the DA also notes the impact of developments on flood behaviour within the area surrounding development as follows:

2.4 Impact on surrounding development

A flood levee breach will slowly fill the Invermay/Inveresk precinct and/or the City floodplain, excluding the land adjacent to the location of the levee failure (where flood conditions will be more volatile). The flood function within Invermay and the City is considered 'flood storage'.

Any proposed development may locally increase flood levels against adjacent development, although the impact of any level increase is likely to be insignificant compared to the overall impact of a flood levee overtopping event.

The BMT flood model represents site within the Invermay Road/ Eddie Street / Landale Street area as a blockage with a high roughness value ('n' = 0.4). Figure 9 illustrates the roughness layer descriptions, which are assigned the roughness values in Table 5.

How can the few remaining flood mitigation measures of the Flood Inundation Code be dismissed as Discretionary, as is the case with this DA.

COMPLACENCY has no place in this era of climate change and environmental degradation. There should not be any more reductions to the Flood Code and there should not be any more approvals for DAs such as this one in the Flood Inundation Zone

The Council holds the responsibility for creating a greater flood hazard and the consequent ever greater risk across Invermay-Inveresk, and as such should reject this DA. Based on cases elsewhere in Australia, it is increasingly likely that in the case of flooding and damage in the Flood Inundation Zone, insurers, residents and ratepayers would hold the Council liable due to its unending approvals for the area. Please Council, refuse this DA.

Yours falthfully,

Dr Jillian Koshin.

Below in Appendix 1 are statistics and levels of risk (including serious risk to the city's economy) associated with, and resulting from, flooding. The high job rates in Invermay (in combination with the Paterson St-Seaport-Esplanade-Boland St-Henry St flood zone areas) and transport access to those jobs should be a major part of the Launceston Council's consideration when being asked to consider any more developments in the Invermay Flood Inundation Zone.

APPENDICES

APPENDIX 1

1.1 Employment/jobs risk in flood emergency

1.2 Value Added comparison

1.3 Bridge Acscess in Flood Zones

APPENDIX 2

Sponge Cities as Flood Mitigation

APPENDICES

APPENDIX 1.1:

EMPLOYMENT/JOBS at risk in flood emergency (as at 2021)

Group 1 areas - between 3849-7001 local workers

CBD 7001 17.2%

MARGARET-PATERSON STS AREA 6383 15.7% ****SOME FLOOD ZONE**

INVERMAY 3849 9.5% *****MAJOR FLOOD ZONE**

Group 2 areas - between 3075-3848 local workers

KINGS MEADOWS 3,511 8.6%

ESPLANADE-BOLAND ST-HENRY ST 3075 7.6% ****MAJORITY FLOOD ZONE**

Group 3 areas - between 1,882-3,074 local workers

SOUTH L'TON 2,536 6.2%

NEWSTEAD 1,882 4.6% SOME FLOOD ZONE, BRIDGE ACCESS IN ZONE

SUMMERHILL 1,489 3.7%

Group 4 areas – between 722-1881 local workers

NORWOOD 722 1.8%

ST LEONARDS 1251 3.1% BRIDGE ACCESS IN FLOOD ZONE

Group 5 areas – between 355-721 local workers

TREVALLYN 368 0.9% WEST LAUNCESTON 355 0.9%

APPENDIX 1.2

VALUE ADDED comparison

1. CBD $836.8m (20%)

2. Marg-Paterson St $641.3m (15.3%) Some Tidal/FLOOD ZONE businesses at risk

3. Kings M 380.2m (9.1%)

4. Invermay ie Tidal/FLOOD ZONE $790.2m (15.3%)- $843.6m at risk

5. Esplanade-Boland St-Henry St Tidal/FLOOD ZONE $288.8m (6.9%) at risk

6. Newstead $187.7m (4.5%) Some Flood zone business, TasRail at risk

APPENDIX 1.3

BRIDGE ACCESS in FLOOD ZONES

Areas at risk of losing transport access in flood emergencies

The employment of people working in jobs in the Invermay Flood Inundation Zone and living in the areas mentioned below will be affected in the event of Invermay being flooded:

Invermay, Esplanade-Boland St-Henry St, Ravenswood (Henry St & Hobler's Bridge Rd) Newstead (Hobler's Bridge Rd), Waverley, St Leonards (Hobler's Bridge Rd & Station Rd).

APPENDIX 2. Sponge Cities as Flood Mitigation

What are ‘sponge cities’ and how can they prevent floods?

BY KIM HARRISBERG | APRIL 11, 2022

- A new AI-based study compares cities’ trees and lakes to how much concrete they have, to gauge their ability to respond to climate shocks.
- ‘Sponge cities’ are urban areas with abundant natural areas such as trees, lakes and parks – or other good designs intended to absorb rain and prevent flooding.
- Experts say cities need to be designed with this in mind as a growing number of urban areas are experiencing devastating floods due to climate change.

As climate change brings increasing flood threats, cities need to be designed like giant sponges that allow water to drain away safely, researchers say.

A first-of-its kind study used artificial intelligence to rank seven major cities on their ‘sponginess’ – in this case, the amount of natural space they have that can easily absorb rainwater.

Here’s what sponge cities are and why they matter:

What are ‘sponge cities’?

The term “sponge cities” is used to describe urban areas with abundant natural areas such as trees, lakes and parks or other good design intended to absorb rain and prevent flooding.

Interest in harnessing nature – or using “nature-based solutions” – to tackle climate shocks has grown in popularity in recent years.

Cities as diverse as Shanghai, New York and Cardiff are embracing their “sponginess” through inner-city gardens, improved river drainage and plant-edged sidewalks.

Why do sponge cities matter?

A growing number of urban areas are experiencing devastating floods as climate change brings heavier rainfall and growing flood risk.

A recent Intergovernmental Panel on Climate Change (IPCC) report said 700 million people already live in areas where rainfall extremes have increased, a number expected to grow as global temperatures rise.

In 2016, flash floods in Nairobi left streets submerged, trees uprooted and buildings in heaps, while Tropical Storm Elsa flooded New York in 2021. Both storms disrupted livelihoods and killed dozens.

An equal benefit of sponge cities is that they can hold more water in rivers, greenery and soil instead of losing it to evaporation, meaning they are more resilient to drought.

Natural ways to absorb urban water are about 50% more affordable than man-made solutions, and are 28% more effective, according to earlier research by global design firm Arup and the World Economic Forum.

How is "sponginess" measured?

Researchers at Arup measured how much of seven major cities was covered by 'blue and green infrastructure' including grass, trees, ponds and lakes, and how much was covered in 'grey infrastructure' such as concrete, pavement and buildings.

Arup also looked at the type and texture of urban soil to assess how much water it could hold, as well as plant cover, which can help retain water and prevent runoff.

They used satellite imagery, artificial intelligence and machine learning to make the calculations. Arup said its AI digital mapping tool, Terrain, is 80% faster than manually mapping a city's landscape.

What were the findings?

The seven cities analysed were New York, London, Singapore, Mumbai, Auckland, Shanghai, and Nairobi.

Each was given a "sponginess" percentage of 1-100%. Cities with higher ratings can absorb more water during rainfall.

New Zealand's Auckland came out top with a 35% sponge rating – largely thanks to its stormwater systems, many golf courses, green parks and good-sized residential gardens.

It was followed by Nairobi at 34%, while New York, Mumbai and Singapore tied third with 30%, and Shanghai fourth with a 28% sponge city rating. In last place was London, at 22%, mainly due to high levels of concrete and poor soil absorbency.

How can cities become 'sponge cities'?

A city's sponginess is not set in stone. Adding more parks, trees, other greenery or natural drainage can boost a city's absorbency and make it more flood- and drought-resilient.

Many cities are adding green spaces to increase sponginess and deliver other benefits, from cleaner air to wildlife habitat and places to escape summer heat.

Landslide-hit Freetown, Sierra Leone's capital, for instance, is planting trees to help prevent future disasters, while Tirana in Albania is creating a ring forest to clean the air and halt urban sprawl.

Digital mapping tools can allow cities to quickly gauge the best use of their available space – from rainwater harvesting to ponds and inner-city gardens – as well as the risks in not doing so.

This article was first published by the Thomson Reuters Foundation.

Kim Harrisberg is Water Rights Correspondent for the Thomson Reuters Foundation.

From: [redacted]
Sent: Mon, 27 Mar 2023 15:34:42 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representation for DA
Attachments: Representation DA 0695-2022 Invermay-Inveresk Traffic situation March 2023.docx

Dear Council Officer,

I hope you are having a pleasant day.

Please find attached a representation on DA 0695/2022.

This is deliberately submitted separately to any other representation I submit as the contents are different and it makes for clearer reading overall. It is intended to be separate and it is not to be combined with any other representation.

Kind regards,

Jillian Koshin.

[redacted] 27 March 2023

To Whom it May Concern,

City of Launceston, Town Hall,

St John St.

Dear Sir,

Re DA 0695/2022

CYCLISTS

Re the claim in the DA that 'due to the width of Invermay Road, it is expected that cyclists cans share the road with other vehicles' shows ignorance of the actual situation in that area. As Invermay road narrows at Landale St from four lanes to two, combined with vehicles pulling over to park to visit the supermarket and other small businesses or to turn right into Bryan St, the road there is not cyclist-friendly. The notion of 'sharing the road' with the additional vehicles turning in/out of the DA site is a dangerous one.

TRAFFIC

The early and late operating hours will exacerbate the existing commuter traffic situation along Invermay Rd.

As can be seen in Figure 1 in the DA, the position of the "new access" directly opposite Bryan St will create a dangerous traffic hazard at an already hazardous traffic situation with vehicles entering and exiting Bryan St. and parking for the local supermarket, and the pedestrian lights.

Figure 1: 167-171 Invermay Road Launceston, subject site in blue, (source: LISTmap 07/04/2022).

Like all the Traffic Impact Assessments (TIAs) commissioned for developments in Invermay-Inveresk-Boland St area over the past six years, this one also plays down the actual effect of additional traffic. The down playing in this case is contained in the following three sections from the TIA included with the DA.

1.

As traffic to and from the site is anticipated to account for less than 2.5% of traffic on Invermay Road (Appendix E) it is not expected to have an adverse impact on the safety of the newly proposed vehicle crossing (a);

Almost all traffic generated by the use will be light vehicles as furniture, other than that on the showroom floor, will not be stored on-site - as Invermay Road currently carries 16,000 vehicles per day and is subject to heavy vehicles, the nature of the traffic generated by the use is expected to be consistent with the traffic already on Invermay Road (b);

. It seems to be a case of "Look! The Emperor's wearing no clothes", and in relation to these TIAs, it is time the City Council realised this, and that every new development brings more traffic into the area.

2.

Invermay Road provides wide trafficable lanes and a central median and thus enables the safe and efficient ingress and egress of light vehicles to and from the site (c);

Invermay Road, in the vicinity of the site, is subject to a speed limit of 60km/h which is expected to be consistent with the safe ingress and egress of traffic to and from the site. During instances in which MRVs and HRVs reverse into the site, the traffic flow will likely be halted for a short time, however, is not expected to largely impact the operation and efficiency of Invermay Road (d);

No alternative access to Invermay Road is provided as part of the development (e);

Similarly , in the 'Emperor with no clothes' style, here it states there is 'not expected to largely impact the operation and efficiency of Invermay Rd'. What does 'largely' impact mean. It certainly means there will be an impact of some sort, and residents and commuters will notice it. In an emergency, emergency services will also notice it.

3.

The use is expected to employ local workers (f);

The traffic assessment undertaken (Appendix E) outlines that the additional traffic generated by the development is expected to have minimal impact on the safety and efficiency of the surrounding road network (g); and

The Traffic Impact Assessment (Appendix E) states that Council has indicated, subject to the findings of this report, that vehicular traffic and movements generated by the development may be acceptable (h).

The proposal is therefore able to meet the performance criteria (P1).

Again, the same wording claims 'minimal impact', and the phrase, 'may be acceptable' down play the addition of traffic to the area.

It is not appropriate for the Council to have 'indicated' that the 'traffic and movement…may be acceptable' **Who** in the Council indicated 'that the vehicular traffic and movement generated by the development **may be acceptable**'?

The content of this real estate agent advertisement for the site describes the traffic differently to the Traffic Impact Assessment:

"The site is exposed to massive traffic flow, and
is surrounded by customer based enterprises such as, bulky goods retailers; motor vehicle sales and services; general service industries
Recently acquired by one of Tasmania's leading developers, the property will become a "showcase" and dominating feature in its locale."

Note that the advertisement also falsely claims that the site is surrounded by 'bulky goods, motor vehicle sales and services…' when it is not, and not even within the same zone.

The recent fatal crash along Goderich St Invermay resulted in serious congestion on the highway and Invermay Road for several hours. The traffic build-up and the domino effect on neighbouring roads/streets such as Tamar St, is an example of what happens to traffic in the district from upper Wellington St at the southern end to Lilydale Rd at the northern end. Adding a development such as this with any level of additional traffic to Invermay-Inveresk is dangerous in an emergency.

It would be irresponsible for a Council to approve such a development on a flood plain that has elevated traffic levels and ever-increasing traffic congestion. It would also be irresponsible for this Council, that declared a Climate Emergency in 2019, to add to climate change risk by approving more development, with more traffic and associated congestion, impermeable surfaces and parking that add to the storm-water run-off, pollution and toxins that end up in the Tamar River.

Yours faithfully,

Dr Jillian Koshin,

[redacted]

From: [redacted]
Sent: Mon, 27 Mar 2023 18:05:54 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representation for DA
Attachments: Representation for DA 0695-2022 Furniture warehouse etc March 2023.docx

Dear City Council Staff,

please find attached a representation for DA 0695/2022

This DA is to be kept separate from the previous two that I submitted earlier today. They are not to be joined or combined in any way. I have deliberately kept them separate in order to keep the documents as short as possible and the topics covered as clear as possible.

Kind regards,

Dr Jillian Koshin

[redacted] 27 March 2023

To Whom it May Concern,

City of Launceston, Town Hall,

St John St.

Dear Sir,

In relation to DA 0695/2022 which includes: the Demolitions 'one-storey' office and garage, Construction of a new 2-storey multi-tenant warehouse building etc. The proposal is a Discretionary Application, which has generated eight (8) discretions, and does not meet Acceptable Solutions for those discretions. The Council has the ability to refuse on the basis of any or all of these Discretions.

In regard to 14.1 Zone Purpose: 14.1.1 *To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area."* the DA claims that the proposal for ''Bulky Goods Sales (business) meets the needs of the local area' and so the proposal complies. It does no such thing. Who declares that the needs of the local area are met by a bulky goods furniture sales proposal? Is the intention of the business about meeting the needs of the local area, or about attracting buyers from across the Launceston region. And if it is the case about 'meeting the needs of the local area', they are already being met, as there is already an established furniture retailer in the appropriate zone between Forster and Landale Streets.

Figure 1: 167-171 Invermay Road Launceston, subject site in blue, (source: LISTmap 07/04/2022).

As can be seen from Figure 1 above, the properties in the immediate vicinity are domestic dwellings. The DA building proposal in size far exceeds all

neighbouring properties. This development is out of scale and it is out of character with the area north of Landale St. Furthermore, is not exactly “within an established Commercial/Business area of Launceston” as stated in the DA, because it is largely surrounded by residential dwellings.

As can be seen in Figure 2 of the DA the vast majority of the immediate area is either inner residential or general residential and is unsuitable for such a development. That is, such a development is inappropriate for this area.

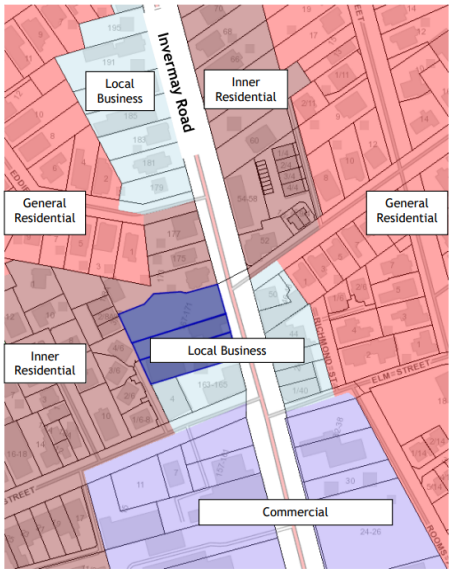


Figure 2: Land use zoning - site outlined in blue (source: LISTmap 08/04/2022).

The Local Business zone is limited to a narrow strip along Invermay Road north of Landale St and Elm St. That is because it is based on the same footprint and heights as late nineteenth and early twentieth century historical suburban local retail and small services such as hairdresser and grocery/newsagency. This development is completely out of character with the historic heritage nature of this part of the suburb of Invermay.

The early historical suburban residential layout can be seen even more clearly in Figure 3 of the DA and in the aerial photographs Figures 1-5 from Appendix 1, where the character of the area is overwhelmingly residential. This development will reduce the residential amenity of neighbouring properties.

This development is out of character with, and will compromise, the residential nature and small scale retail character as well as the amenity of this residential part of Invermay. It should not be permitted to proceed.

This development will also severely detract from the historic heritage character of the area. Whether the area is covered by the 'Local Historic Heritage Code', '*formal local objectives*' or '*Desired future character' statement* or not under the Planning Scheme, Invermay is a historic area, with most properties now older than 110-130 years, and some much older.

Further in relation to the heritage/historical background of Invermay and Inveresk, I would also point out that until large car yards and the like were permitted to invade the strip along Invermay Road between Forster St and Landale St from the early 1970s (the wider shaded area as shown in Figure 3 below) that strip was entirely residential (with large gardens – green, environmentally friendly, permeable surfaces acting like sponges in the flood inundation zone) until the 1970s.

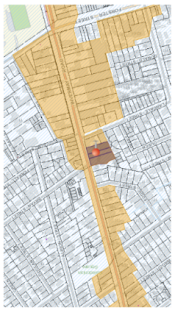
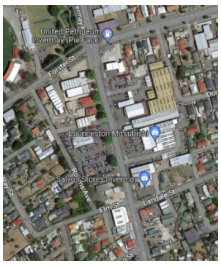


Figure 3. from the DA (reversed) to allow easier comparison with the early 1921 aerial views below showing the above-mentioned strip of well-established homes and gardens between Forster and Landale Streets.

Early 1921 aerial photographs of houses (residential dwellings) and gardens along Invermay Rd immediately north of Forster Street. Destroyed in 1970s.





The area from the corner of Landale St to the northern boundary of the proposed development site (see the above aerial images) was also previously part of the suburban heritage character of Invermay. Until c. 1980-90s it consisted of residential dwellings and a small dress shop. The historic era of the remaining house with shop front (subject of the demolition) can be seen in a few remaining features such as the late 19th, early 20th century tiled path leading to the front door.

Formal Heritage Classification versus actual heritage values is an easy way out to allow a development to override or devalue actual heritage values.

> C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts
>
> No sign is proposed on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code as such this clause is not considered applicable.

The Application (p.21) refers to 'local heritage places…precincts…etc' as not being listed under the LHHC. This is not a reason to destroy the actual visible, tangible heritage and social heritage of this part of one of Launceston's early suburbs.

Former councils allowed destruction of Invermay-Inveresk residential areas and the suburban heritage nature of Invermay Rd.

Will this Council continue that destruction and be responsible for the beginning of similar out-of-character developments along this section of Invermay Rd as well?

5

ACTIVITY CENTRES

The Application document (p 10, 14.1) refers to Principal Activity Centres and Major Activity Centres (specifically Mowbray). The DA states, “Invermay is not specifically listed”. It is not ‘specifically listed’ because Invermay is NOT an activity centre. That part of Invermay is largely residential with localised small retail/services, and as such is not in any Activity Centre hierarchy.

The Application incorrectly claims that ‘The type and scale of use and development will not compromise or distort the activity centre hierarchy…’ The rest of that paragraph is not very coherent, but similarly argues that the development will not detract from the existing hierarchy. Contrary to the argument given however, there are expansive sites at Mowbray where such a development as this would be appropriate with no interference to the Mowbray Activity Centre. The Tasmanian Land Use Strategies allows for bulky goods “Bulky good retailing may be accommodated at the fringe.” (eg, p. 76 Table 1, Southern Tasmanian Regional Land Use Strategy)

In relation to the second tenancy, there is no mention in the DA of what the second tenancy would, will be or is likely to be. There is limited to no mention of the second tenancy. This can be taken to mean that it is preferable if little or no mention is made that the DA is for not just one, but TWO bulky goods tenancies.

This inappropriate proposal is an attack on the residential amenity of the local area. It should not be permitted in this location. The bulky goods retailer could be encouraged to set up in one of the Activity Centres, where no flood emergency evacuations take place and where there is far greater visibility and easier access for such an enterprise.

Any site, location or traffic comparisons with Moonah as part of this DA are irrelevant, as it comparing two completely different situations. The location of the furniture outlet in Moonah bears no similarity with the Invermay site and location and any attempts at justifying this DA on that basis should be dismissed by the Council in any considerations. Moonah (together with Bridgewater Greenpoint), like Mowbray, is classified as a Major Activity Centre

There appears to be some contradiction in the DA itself in relation to the suitability of the location. In one section of the Application there is discussion about Activity Centres. It refers to the Mowbray Activity Centre which is Launceston’s highest functioning Activity Centre. The Application claims that

5

Mowbray Activity Centre is not suitable for a such a development, but that it would suit Invermay which is not classified as any level of activity centre.

Yet while it claims the Mowbray AC is not suitable, the Application compares the Moonah major Activity Centre location favourably with the Invermay location in order to get the Application approved.

Furthermore, this development does not meet the Activity Centre aims of the *Launceston Regional Planning Policy* under 'Specific Policies and Actions' (p.30 E. Regional Planning Policies). That policy states that it is to "Reinforce the role Of Launceston City as the regional Principal Activity Centre (PAC) through the preparation of a master plan that…Facilitates the consolidation of bulky goods precincts…" Locating the DA proposal in Mowbray would meet that aim of 'consolidation of bulky goods precincts', as well being safely above flood levels.

This DA does not assist in meeting that goal of consolidating bulky goods precincts. This DA does not consolidate any bulky goods precinct. Instead, it does the opposite. It is a completely new use for the subject area (Invermay). The structure is of a bulk that is completely incompatible with the adjacent dwellings and the residential precinct. It is incompatible with the small scale mixed retail in that part of Invermay between Elm/Bryan Streets and Landale/Eddy Sreets.

There is no need for any bulky goods store to move into this residential area where Invermay Rd narrows from four lanes to two lanes. There are more suitable alternative vacant sites along the wider four-lane section or in Mowbray where there is no flood risk.

FLOOD AND ENVIRONMENT

Under the Flood Inundation Code, building developments in the Flood Inundation Zone are limited to no more than 400m2. This proposal far exceeds that limit and should be rejected, without discretionary permission. If the proposal cannot stay within the limits of the Flood Code, it is clearly a very inappropriate building and use for the site and location.

The previous use as a car yard involved no new development and was unobtrusive. It used the original existing single-storey buildings and the ground surface was/is largely unsealed, a permeable surface, which means storm water is able to drain into the soil. This DA proposes the exact opposite - a

large, high building for bulky goods sales with two tenancies, and associated sealed impermeable surfaces, inappropriate surfaces for an area in a flood zone and in an area that has a combined storm water-sewerage system. The effect of impermeable surfaces in cities is well-known and accepted internationally. This City Council with its 2019 Climate Change Declaration and expressed concern for the condition of the Tamar Estuary should not be promoting the expansion of impermeable surfaces in the flood plain.

As the research shows, **"The more impermeable the city is, the more water will be mixed with wastewater and will not be able to be treated but discharged directly into rivers**. This increases the level of pollution of local water bodies. Degradation of urban ecosystems and green areas due to sprawling. …Sponge cities work in tune with nature to quickly soak up heavy rainfall, rather than solely relying on grey infrastructure like pipes and pumps."

Residents of Invermay-Inveresk, together with commuters, are experiencing the effects of all the increased big box developments that have been permitted since 2013, starting with Bunnings and the Silos Hotel. These permits have had serious domino effects:- increased traffic congestion, longer travelling times, a negative effect on the CBD, noise pollution, air pollution from idling traffic, increased toxic water runoff from the large car parks. These domino effects increase with every additional development permit granted. The time is long overdue for the Council to accept that this is the case and that it is the result of the Council's decision making. It has been the Council that has assisted the dismantling of the Flood Code provisions, and it is the Council who approves Discretionary applications. This DA is for yet another bulky goods development that will add to the domino effect unless it is refused by the Council.

It must be time for the council to take real notice of what the wider community, including a respected journalist, is saying about these inappropriate developments and their ongoing consequences.

Yours faithfully.

Dr Jillian Koshin

By way of an Appendix, I include the following three small items:

1.

NEWS > BUSINESS

The Examiner

Launceston council approve Invermay big box developments, but what about traffic, flooding?

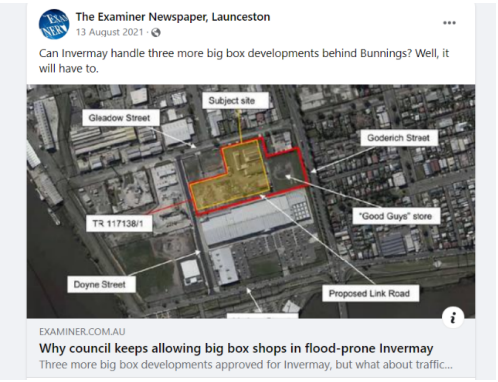
By Adam Holmes
Updated August 13 2021 - 7:54am, first published 4:00am

2.

Invermay big box expansion puts pressure on Launceston CBD retail; council proposes street changes

By Adam Holmes
August 15 2021 - 4:00am

3.



Examiner's FaceBook post 13 Aug 2021

Launceston councillors are confident that roads can handle an increase in traffic with the addition of three more big box developments behind Bunnings, while also believing developers can plan for the risk of…

Of all the comments on the Examiner's FB post, these two comments summed up the situation: "more shoppers to leave the town centre, huge traffic issues ,love to see how the council think they can fix traffic issues its terrible now. more building on a flood plain. will be interesting"

2. "Having blocked off turning spots etc near the Charles Street bridge it has created further traffic problems at the Invermay Road bridge - more traffic using the Esplanade and Boland Street. Haven't adjusted the turning light from Boland Street turning right over the bridge and sit there sometimes for up to 4 changes.
These traffic planners wouldn't have a clue 🤦 "

From: "Allyson Green" [redacted]
Sent: Mon, 27 Mar 2023 20:28:00 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Att: CEO re: DA0695/2022, 167-171 Invermay Road, Invermay
Attachments: DA06952022_167-171 Invermay Road, Invermay.docx

Dear Mr. Stretton and Mr. Karna,
Please find attached a submission in regard to DA0695/2022, 167-171 Invermay Road, Invermay.
Kind regards
Allison Green

Dear Mr. Karna,

I'd like to respond to details contained in DA0695/2022, 167-171 Invermay Road INVERMAY TAS 7248; particularly pertaining to parking, road use and flood provisions.

Parking and road use of this development is of primary concern due to the future impacts it will have for similar future "big box" retail along Invermay Road.

Currently there are several areas available in Invermay that can potentially accommodate such developments. Invermay Road has numerous sites occupied by car yards. Generally, there has been a slow, softening of the car market reported. Invermay Rd. has seen the loss of three second-hand car dealerships in recent years. Should the trend continue it is likely other sites suitable for bulky goods sales will become available. Therefore, appropriate parking and road usage is paramount for this proposal. Circumventing prescribed requirements set out in the State Planning Provisions will result in likewise being implemented for other future developments. Once the precedent is set, comparable future developments will be granted the same set of conditions causing an incremental decline in parking availability and reduced road safety.

Traffic Report

The Pitt and Sherry traffic report aims to portray the depleted level of parking of the proposal as appropriate. Although, by the report's own admission, provision of parking spaces does not comply with the planning scheme. Positive inferences rely on comparisons to "similar" developments of Ashley Furniture, Early Settler Furniture and Edge Living Furniture located on Main Road Moonah.[1]

While the traffic report gives a detailed synopsis of parking and traffic flow within 200m of the site and along Invermay Road, no statistical comparisons are offered regarding Main Road, Moonah. Claims the area has no on street parking appear to be false. It is evident on Google Earth Images published in July 2022 there is near-by street parking to all businesses.

Other notable differences between Main Rd. Moonah and the proposal are two of the three Moonah retailers appear to be single site occupancies and two are considerably smaller than the proposed DA.

I have used Google Earth to evaluate distances, available parking, and floor areas. [2]

Ashley Furniture and Edge Living, Moonah (situated on neighbouring sites) are located beside Zone Bowling Centre which provides over 90 available car parking spaces.

Immediately across the street from Edge Living is a sealed car park which appears to have no association with a particular house or business. It is shown as a vacant lot on the Glenorchy List map. That car park will accommodate another dozen cars. Edge living and Ashley Furniture are

[1] The parking supply rate for Ashley Furniture, Moonah in the Pitt and Sherry report on page 12 is incorrect. From the supply vs size amounts given, the parking supply rate for this site should be 1 per 202m².

[2] This method appears relatively accurate against the known floor areas of listed buildings.

approximately 200m from the Woolworths car park in Charles Street, Moonah which provides over 160 parking spaces.

Early Settler boarders a large, local business zone. A public council carpark provides over 220 spaces, 150m from Early Settler. As can be seen from Google imagery, there is abundant on street parking in the adjoining local business zone.

All three businesses are zoned commercial.

It is highly unlikely the Moonah businesses listed would have a detrimental effect to on street parking required by nearby business. The abundance of off-street and on street parking available in Moonah is not duplicated on Invermay Road. The closest public car park/s in Invermay are the round house, Invermay Park; almost 800m away via Invermay Rd/ Forster Street, and in front of the QVMag; almost 900m away via Invermay Road.

Had the traffic report compared local developments it could have cited the Salvation Army Opportunity Store on Invermay Rd (80m away from the proposal) with an approximate floor area of 1016.92m². It provides in range of 23 car parking spaces, which is compliant under the planning scheme. The dual occupancy of the Tamar Skin Clinic and Maven Dental (50m from the proposal) has an approximate floor area of 509m² and supplies approximately 13 customer car parking spaces: also, compliant.

Convenient, on street parking is identified in the traffic report as that within a walking distance of 200m, or a 3-minute walk, from the site as cited in the Monash University publication *Traffic Engineering and Management*. It does not evaluate what type of individual 200m is convenient for. Section 14.1.2 of the State Planning Provisions instructs the development "To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy." The traders in this location are small businesses including the IGA supermarket, veterinarian, beauty salon, Salvation Army op shop, second hand furniture store, dentist, and skin care clinic amongst others. Except for the op shop, dentist and skin clinic, the other businesses rely solely upon on-street customer parking. Therefore, is 200m comfortably achievable by all potential customers, or only those with good health and mobility? Is a 200m walk convenient for the elderly, individuals with injuries or a physical disability, parents wrangling small children while grabbing grocery essentials or a pet owner carrying sick/ injured pets to the vet? Or would they simply choose to patronise elsewhere, where there is more convenient parking? Surely a local business zone should be fully accessible to all customers regardless of circumstance.

Without uniform comparisons there is not enough evidence to determine an accurate level of on street parking produced by this development. It cannot be determined if any potential need for on street parking will produce a negative, positive or neutral outcome for already established businesses near the proposal.

It is arguable the presence of a large, multi-national company has little to compliment the local small retailers. As seen in the following advertisement: https://www.realcommercial.com.au/for-lease/property-167-171-invermay-road-invermay-tas-7248-504008823 the development is described as: "the property will become a "showcase" and dominating feature in its locale" and "the site is exposed to massive traffic flow, and is surrounded by customer-based enterprises such as, bulky goods retailers; motor vehicle sales and services; general service industries". This is descriptive of the businesses encompassing the commercial area of Invermay Road rather than the local business zone. To reiterate, the deficit in parking poses a genuine risk to the patronage to neighbouring small business.

A realistic lifespan for the development should be at least 30 years. The known retailer may or may not remain at this location for the same duration. The second undetermined occupancy has an unidentified parking demand. In the above advertisement, the second occupancy is described as: "businesses or companies, (that)…require a floor area of approximately 695 sqm, with *valuably supportive, on-site, customer parking*". It would appear the level of parking provided, about half that required at Table C2.1, will not match the expectations referred to in the marketing. If the not appropriately allocated now, it will be impossible to change adverse parking conditions in the future.

In relation to no parking spaces provided for motorcycles, the DA's argument that motorcyclists are unlikely to purchase from a bulky goods retailer lacks substance. Items are purchased instore, and an identical item is delivered to the customer from the warehouse. The traffic report supports this on page 10 in Appendix A. In which case it is irrelevant what type of vehicle customers use. There is no reasonable argument supplied to not include motorcycle parking.

The location of the new crossover (described in the traffic report as "*not entirely ideal*"), combined with increased traffic flow to and from site, creates a cross intersection opposite and Bryan Street. Currently there are four such intersections along Invermay Rd, three of which are uncontrolled. As the traffic flow along Invermay Rd. has increased in recent years it has become progressively more difficult to turn right when exiting residential streets at uncontrolled intersections.

Connectivity to the eastern side of Invermay's general residential zone is provide by only six cross streets from Invermay Rd. The intersection of Bryan Street services the residences along Bryan and at least nine other streets. The traffic report states the development will only increase traffic flow 2.5% along Invermay Rd, but it does not state the specific increase of turning vehicles at this intersection.

73 reported vehicle accidents have occurred in this area over the last ten years. The highest incidences (26) are same lane/ rear end collisions, suggesting traffic congestion is a likely cause.

Section 4.1.4 of the traffic report states "*the existing crash history is typical for the location. The expected increase in pedestrian and vehicle movements generated by the site is minor compared with the existing use along Invermay Road and thus is not expected to increase the risk or severity of crashes in the vicinity of the site.*" Nor is it acceptable that there will be any chance the development will contribute to the existing risk of the area.

The traffic report fails to mention similar, local developments with comparable vehicle movements are in the commercial zone, at the southern end of Invermay. This area of Invermay Rd. is wider, and conscientious road design is offered for large developments. Two south-bound lanes between Elm and Forster Streets allow vehicles to make a right-hand turn into a site without slowing or stopping other traffic. The solid white line restricts vehicles from performing right-hand turns across the single north bound lane when leaving sites, reducing the likelihood of collision. The only easterly cross street along the zone is a controlled intersection. Except for Windsor Street, all westerly residential streets bordering the zone have connectivity to Holbrook Street and are not solely reliant on Invermay Rd. Invermay Rd. further widens between Forster and Gleadow Streets allowing two lanes of traffic in each direction.

HRV and MRV usage to site cannot enter and exit in a forward movement, requiring heavy trucks to reverse enter from across the main road as seen in the following diagrams:

REVERSING ONTO SITE FROM INVERMAY ROAD NORTHBOUND

LEAVING SITE ONTO INVERMAY ROAD SOUTHBOUND

Stated, "*MRVs will only access the site for rubbish collection, which will likely occur once per week. HRVs will only access the site during the changeover of the showroom floor, which is likely to happen only a few times per year as such, the arrangement in which these vehicles will reverse into the site outside of opening hours is expected to be suitable and safe - the dedication of a significant amount of space within the site for such infrequent movements is not considered necessary, nor practical*" and "*It is considered suitable to allow reversing manoeuvres into the site at times when low traffic volumes would be experienced on Invermay Road, this could be before 7 am and after 8 pm on a weekday and before 8 am and after 8 pm on a weekend*". The word of choice here is "*could".* Once developed, how will the statements be enforced? Will the council issue a permit condition that HRV and MRV vehicles can only enter the site before and after the stated times and days?

Flood Risk

The flood report recommends the floor level be raised 300mm, although this is well below the required finished level of 5.85. AHD required at LAU-S10.7.2 *Flood Impact*, of the planning scheme.

Copious amounts of material are available regarding the likely occurrence and measure of flooding to Invermay/ Inveresk. The latest comprehensive report was the BMT flood mapping and technical data released by Council in 2019.

The implementation of the Flood Deed in 2008 between Council and the State Government (the provisions of which are now significantly diminished) was to mitigate risk to the entire area and release the State Government from indemnity relating to ensuing risk as outlined under Clause 4.2 Planning Controls (a) of the Deed.

The Deed states:

Clause 4.2 (a)

(vii) encourage the conversion of land use to activities that incur low levels of damage in cases of flood…

...resulting in the following Clause:

4.2 (g) The Crown will not provide any assistance, financial or otherwise, other than through a State Emergency Service operational response, arising from any flood in the 1:100 flood risk areas of Invermay in relation to any developments that:

(i) would not be approved under the Launceston Planning Scheme if that Scheme were amended to include the provisions in clause 4.2(a); and

(ii) were approved or facilitated by the Council since the Funding Agreement was signed.

Does Clause 4.2(g) conclude in the event of severe flooding the Launceston rate payers are liable for subsequent financial loss to developments approved by Council that do not meet the provisions set out at *LAU-S10.0 Invermay Inveresk Flood Specific Area Plan*?

In conclusion, the proposal would be better suited to a larger site in the commercial zone due to:

- more favourable traffic arrangements within Invermay's southern commercial zone,
- the potential for increased collisions caused by turning traffic to and from the proposed site, directly opposite the Bryan Street intersection,
- the depletion of available on street customer parking for existing businesses due to the lack of appropriate parking in relation to the development's size.

There is a vacant site 100m south of the proposal that would better achieve desirable outcomes. Undoubtedly there are many more commercial sites in the Launceston suburbs with an appropriate road design for large developments.

The proposed site will eventually be developed. When it is, I hope the Council take all steps to ensure it is done in a suitable, safe, and fair manner to all stakeholders.

Kind regards,

Allison Green,

[redacted]

[redacted]

PROVISIONAL PROGRAM

Event Time - (UTC+10:00) Canberra, Melbourne, S...

Tuesday, June 13, 2023 | Wednesday, June 14, 2023 | Thursday, June 15, 2023 | Friday, June 16, 2023

9:30 AM - 5:00 PM	**Regional Forum** Visit the Regional Forum website here: regionalforum.com.au regionalforum.com.au
5:00 PM - 7:00 PM	**Welcome Reception & Exhibition Opening** The Welcome Reception and Exhibiton Opening will be held within the Exhibition Hall at the National Convention Centre.

Event Time - (UTC+10:00) Canberra, Melbourne, S...

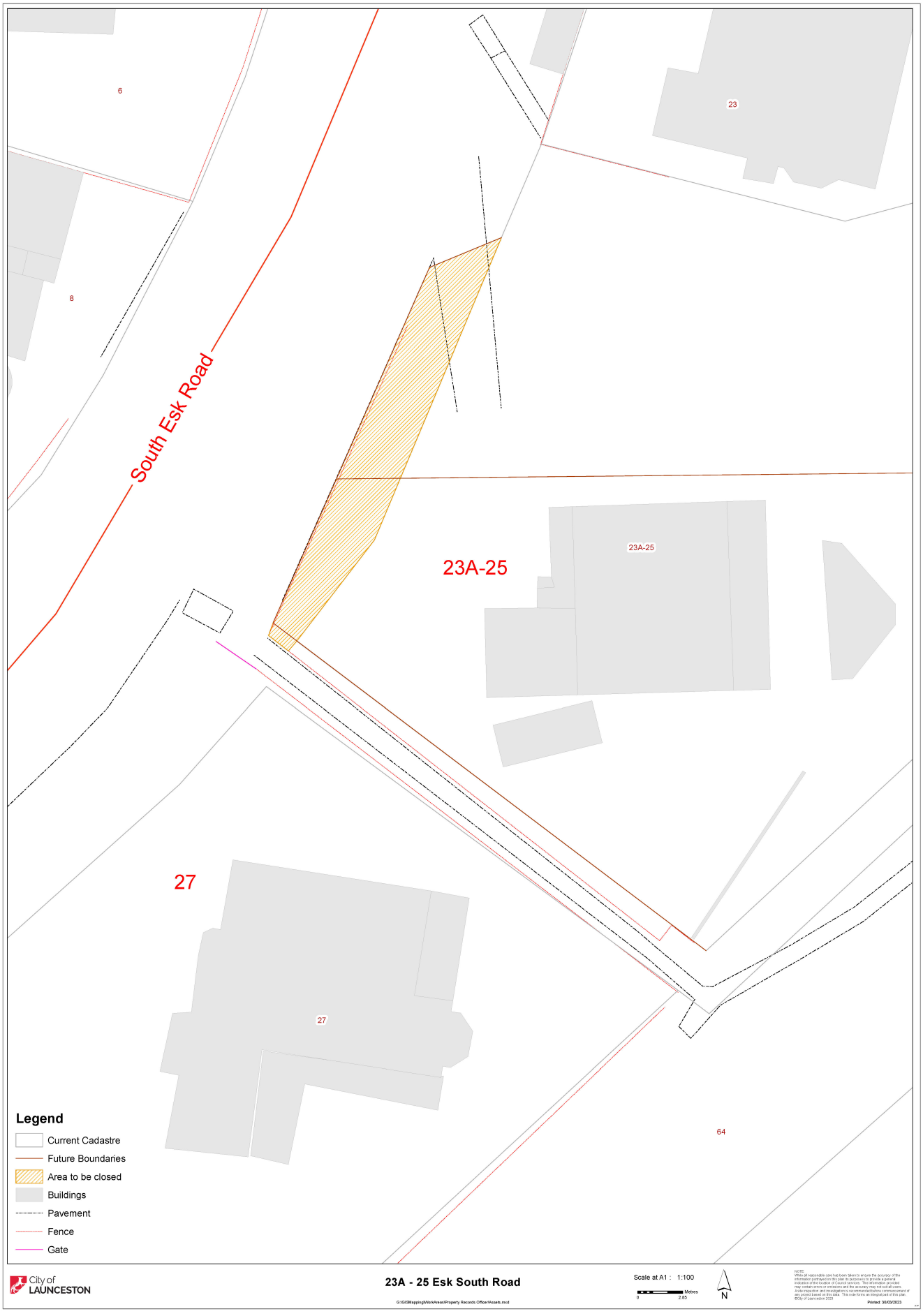
Tuesday, June 13, 2023 | Wednesday, June 14, 2023 | Thursday, June 15, 2023 | Friday, June 16, 2023

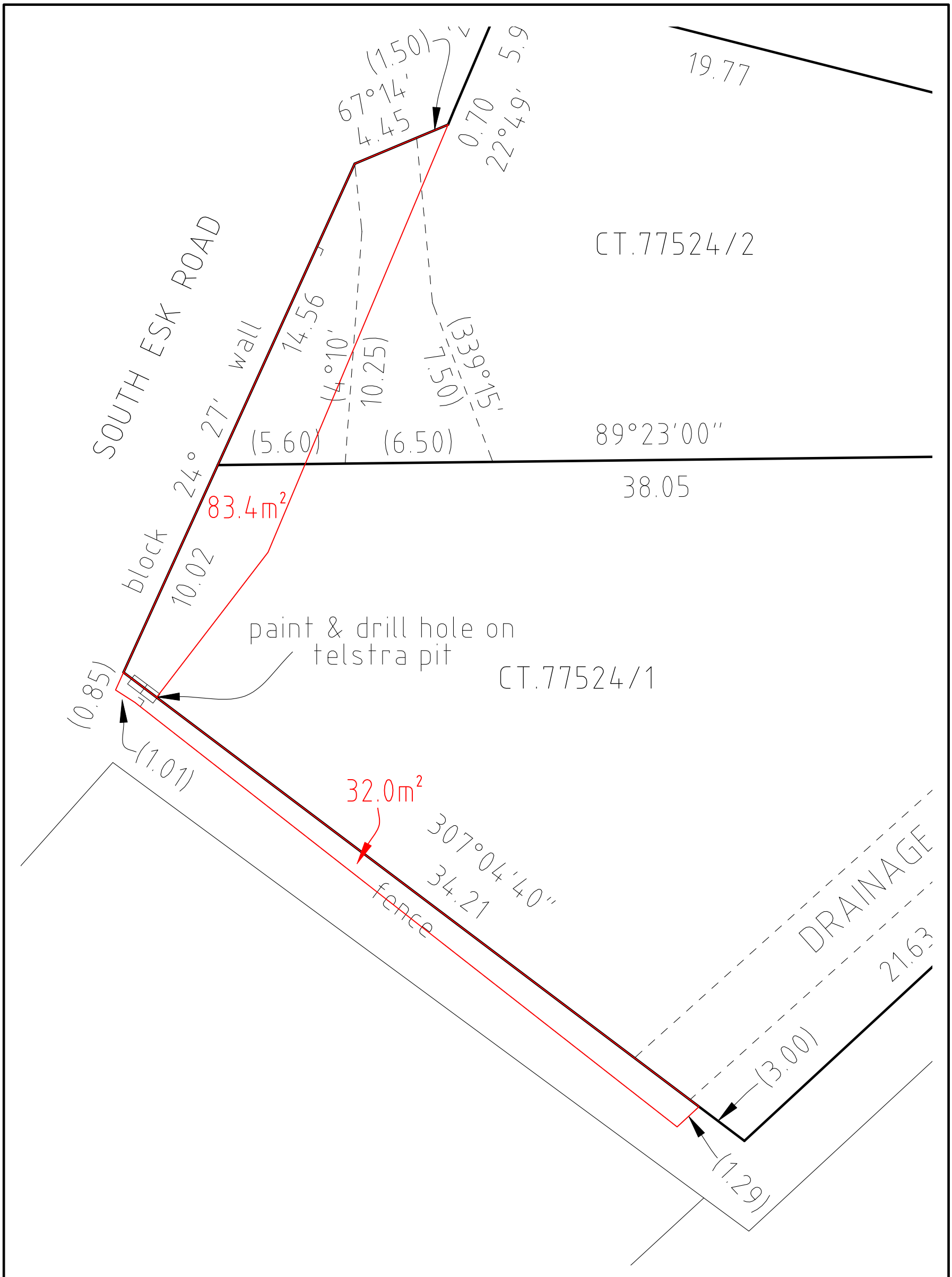
8:30 AM - 9:00 AM	REGISTRATIONS OPEN DAY ONE	
9:00 AM - 9:40 AM	OPENING CEREMONY	
9:40 AM - 10:00 AM	Address by the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government (invited)	
10:00 AM - 10:30 AM	ALGA President's Address	
10:30 AM - 11:00 AM	MORNING TEA DAY ONE	
11:00 AM - 11:45 AM	Building a Stronger Workforce (Panel)	
11:45 AM - 12:30 PM	Keynote Presentation	
12:30 PM - 1:30 PM	LUNCH DAY ONE	
1:30 PM - 2:15 PM	The Future of Local Government (Panel)	
2:15 PM - 3:00 PM	Local Solutions to Global Problems - Councils Addressing Climate Change (Panel)	
3:00 PM - 3:30 PM	AFTERNOON TEA DAY ONE	
3:30 PM - 5:30 PM	Debate on Motions	Concurrent Session 1 TBA
7:00 PM - 11:00 PM	GA Dinner	

Event Time - (UTC+10:00) Canberra, Melbourne, S...

Tuesday, June 13, 2023 | Wednesday, June 14, 2023 | Thursday, June 15, 2023 | Friday, June 16, 2023

8:30 AM - 9:00 AM	REGISTRATIONS OPEN DAY TWO	
9:00 AM - 9:45 AM	Indigenous Affairs (Panel)	
9:45 AM - 10:30 AM	Parliamentary Crossbench (Panel)	
10:30 AM - 11:00 AM	MORNING TEA DAY TWO	
11:00 AM - 11:45 AM	Cyclones, Fires and Floods (Panel)	
11:45 AM - 12:30 PM	Address by Leader of the Opposition, the Hon Peter Dutton MP (invited)	
12:30 PM - 1:30 PM	LUNCH DAY TWO	
1:30 PM - 2:15 PM	Australia's Affordable Housing Crisis (Panel)	
2:15 PM - 3:00 PM	Cyber Security and Local Government (Panel)	
3:00 PM - 3:30 PM	AFTERNOON TEA DAY TWO	
3:30 PM - 5:30 PM	Debate on Motions in Plenary	Concurrent Session 2 TBA


6
23
8
South Esk Road
23A-25
23A-25
27
27
64
Legend
Current Cadastre
Future Boundaries
Area to be closed
Buildings
Pavement
Fence
Gate
City of LAUNCESTON
23A - 25 Esk South Road
G:\GIS\Mapping\Work\Areas\Property Records Officer\Assets.mxd
Scale at A1 : 1:100
0
2.85
Metres
N
Printed: 30/03/2023



SURVEYOR	GEOCIVIL
PNA	110-08
DRAWN	CHECKED
SRL	@
DATE	
8-5-2012	

CT.77524/1 & 2
25 SOUTH ESK ROAD, TREVALLYN
RODNEY CHARLES SMART OWNER

CSPP
CAMPBELL SMITH PHELPS PEDLEY
Surveyors, Engineers & Planners.
3/23 Brisbane Street,
Launceston, Tasmania, 7250
www.pda.com.au
Also at: Hobart, Burnie & Kingston
PHONE: +61 03 6331 4099
FAX: +61 03 6334 3098
EMAIL: cspp.@pda.com.au

SCALE	PAPER
1: 150	(A3)
JOB NUMBER	DRAWING
110-08-D01	

NTCA MULTI- SPORTS PRECINCT FACILITIES MANAGEMENT GROUP CHARTER

ROLE:

The role of the NTCA Multi-Sports Precinct Facilities Management Group ('the Group') is to develop, implement and monitor strategic and operational plans for the NTCA Multi-Sports Precinct ensuring equity of provision for all precinct users.

PURPOSE:

To provide strategic oversight of the NTCA Multi-Sports Precinct.

RESPONSIBILITIES

The responsibilities of the Group are as follows:

- To develop a Precinct Management Plan for the approval of the Board. Once approved, the Group is to monitor and review the plan and recommend updates to the Board as required;
- Establish draft maintenance and operational plans for the precinct;
- Provide oversight of the budget and/or responsibilities for the precinct in conjunction with the NTCA Board to ensure the development and effective reporting on budget performance;
- To make decisions and approve budget spending on the precinct within the authority delegated by the Board and in accordance with agreed strategic priorities;
- Oversee the standards of use for all precinct user groups including strategy and management of use ensuring equity for all groups for ground access;
- Develop, report on and review key performance indicators in line with agreed precinct developed plans;
- Works collaboratively with the NTCA Board, NTCA Administrator and City of Launceston;
- Review and report on implementation of the Precinct Management Plan to the NTCA Board and City of Launceston;
- To guide the renewal, upgrades and future development of the precinct;
- To understand the roles and responsibilities of staff at the precinct with day-to-day management of NTCA employees to be provided by the NTCA Administrator and Board. For clarity, employee management is not the role of the Group;
- To encourages co-contribution from user groups for agreed priority projects;
- To provide security of tenure and influence for precinct users.

MEMBERSHIP

The Group shall consist of representatives from the following:

- The Council's Manager Parks and Sustainability (or nominated delegate), who will also act as Chair of the Group;
- Each NTCA User club is to nominate a member who is authorised to make decisions on behalf of the club for a 12 month period, (with a preference for a longer tenure);
- An NTCA Board Representative, as nominated by the Board; and
- NTCA Administrator.

GROUP OPERATION AND DELEGATION OF AUTHORITY

The Group is to operate as a subcommittee of the Board.

In liaison with the Board the Group is to develop a draft annual operational plan and budget for the precinct by March each year, which is to be in accordance with the Precinct Management Plan. The draft annual operational plan and budget is to be determined by the NTCA Board by May each year, for implementation on 1 July.

The Group is delegated authority from the NTCA Board to make decisions on spending in accordance with the approved annual plan and budget.

The Group is also delegated authority from the NTCA Board to make minor budget amendments which do not alter the overall total financial position. Budget amendments are to be reported to the Board with an explanation.

The Board has the overall responsibility for the financial management of the precinct.

ROLE OF CHAIR

The role of the Chair of the group is to:

- Ensure that the committee charter is applied and adhered to;
- Invitee attendees to meetings are required;
- To run meetings in an equitable manner ensuring that all members are able to have a voice;
- Ensure that the Group meetings are scheduled, minutes are recorded and circulated to members;
- Be the primary channel of communication with the NTCA Board
- Ensure that the meeting agendas are prepared and followed;
- Report to the NTCA Board and/or Council on the business of the Group on a regular basis

MEETINGS

Meetings will be held on a monthly basis. Agenda items should include the following, plus items the Chair deems necessary for the successful delivery of the project:

- Apologies
- Previous Minutes
- Actions from previous minutes
- Precinct user updates
- Budget
- Annual Plan and Program
- Communication
- Other business

OBLIGATIONS OF THE GROUP

All Group members, in performing responsibilities, shall:

1. Act honestly and in good faith.
2. Participate actively in the work of the Group.
3. Perform duties with integrity, objectivity, and impartiality.
4. Exercise the care, diligence and skill that would be expected of a reasonable person in comparable circumstances.
5. Respect any confidentiality requirements.

REPORTING

Minutes of all meetings are to be circulated to all Group members

Group members are to report to their respective clubs on the activities of the Group

The Group Chair (or delegate Group member) is to attend NTCA Board meetings once a quarter to discuss the activities of the Group, provide operational and financial performance updates and receive feedback and input from the Board.

Annual operational and financial performance against budget is to be reported to the NTCA Board.

The Group Chair (or delegate) is to attend a City of Launceston Councillor workshop at least once annually to discuss the activities of the Group, provide operational and financial performance updates and receive feedback and input from the Councillors.

CONFLICTS OF INTEREST

In the event of a conflict of interest arising for any member of the Group, the conflict must be immediately declared, and the member must leave the room and abstain from any discussion or decision making regarding the matter.

DEFINITION OF TERMS

Equity: For the purposes of this Charter, equity means that all precinct users are afforded fair, reasonable and impartial treatment in respect to their use of the precinct.

REVIEW

This charter is to be reviewed after the first 12 months of operation and thereafter every two (2) years.