8.7. As the proposed SSQ is virtually identical to two other SSQ's within the Scheme this is evidence that the SSQ if implemented would work and be effective.

8.8. Figures 14 and 15 show the properties subject to SSQ's that provide for vehicle fuel sales and service

Figure 14 3001 Midland Highway Mood Food which is subject to an SSQ

Figure 15: 1172 Midland Highway (Closed) which is subject to an SSQ

8.9. The SSQ is required as Vehicle Fuel Sales and Service Use is prohibited along the length of the Highway. Land immediately adjacent to the Highway Corridor is zoned either Agriculture or Rural as shown in Figure 16.

Figure 16: Image showing zoning of land immediately adjacent to the Highway.

8.10. Figure 17 shows the Agriculture and Rural Zoning of the land adjacent to the Midland Highway in the vicinity of the Site and Oatlands to the east.

Figure 17: Image showing Agriculture and Rural zoning of land adjacent to the Midland Highway.

8.11. Neither of these zones provide for Vehicle Fuel Sales and Service within their respective use tables as reproduced from the Scheme and shown in Figures 18 and 19.

20.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Resource Development	
Utilities	If for minor utilities.
Permitted	
Business and Professional Services	If for: (a) a veterinary centre; or (b) an agribusiness consultant or agricultural consultant.
Domestic Animal Breeding, Boarding or Training	
Educational and Occasional Care	If associated with Resource Development or Resource Processing.
Emergency Services	
Extractive Industry	
Food Services	If associated with Resource Development or Resource Processing.
General Retail and Hire	If associated with Resource Development or Resource Processing.
Manufacturing and Processing	If for the processing of materials from Extractive Industry.
Pleasure Boat Facility	If for a boat ramp.
Research and Development	If associated with Resource Development or Resource Processing.

Residential	If for: (a) a home-based business in an existing dwelling; or (b) alterations or extensions to an existing dwelling.
Resource Processing	
Storage	If for: (a) a contractors yard; (b) freezing and cooling storage; (c) grain storage; (d) a liquid, solid or gas fuel depot; or (e) a woodyard.
Utilities	If not listed as No Permit Required.
Visitor Accommodation	If for guests accommodated within an existing building.
Discretionary	
Bulky Goods Sales	If for: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscaping materials supplier; (c) a timber yard; or (d) rural supplies.
Business and Professional Services	If not listed as Permitted.
Community Meeting and Entertainment	
Crematoria and Cemeteries	
Custodial Facility	
Educational and Occasional Care	If not listed as Permitted.
Food Services	If not listed as Permitted.
General Retail and Hire	If not listed as Permitted.
Manufacturing and Processing	If not listed as Permitted.
Motor Racing Facility	
Pleasure Boat Facility	If not listed as Permitted.
Recycling and Waste Disposal	
Research and Development	If not listed as Permitted.

Figure 18: Rural Zone Use Table

21.2 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Resource Development	If: (a) on land other than prime agricultural land; or (b) an agricultural use, excluding plantation forestry, on prime agricultural land if it is dependent on the soil as the growth medium or conducted in a manner which does not alter, disturb or damage the existing soil profile or preclude it from future use as a growth medium.
Utilities	If for minor utilities.
Permitted	
Food Services	If associated with Resource Development or Resource Processing.
General Retail and Hire	If associated with Resource Development or Resource Processing.
Pleasure Boat Facility	If for a boat ramp.
Residential	If for: (a) a home-based business in an existing dwelling; or (b) alterations or extensions to an existing dwelling.
Discretionary	

Bulky Goods Sales	If: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscape supplier; or (c) a timber yard.
Domestic Animal Breeding, Boarding or Training	
Educational and Occasional Care	
Emergency Services	
Extractive Industry	
Food Services	If not listed as Permitted.
General Retail and Hire	If not listed as Permitted.
Manufacturing and Processing	If for: (a) the manufacturing of agricultural equipment; or (b) the processing of materials from Extractive Industry.
Research and Development	
Residential	If: (a) not restricted by an existing agreement under section 71 of the Act; and (b) not listed as Permitted.
Resource Development	If not listed as No Permit Required.
Resource Processing	
Storage	If for: (a) a contractors yard; (b) freezing and cooling storage; (c) grain storage; (d) a liquid, solid or gas fuel depot; or (e) a woodyard.
Tourist Operation	
Transport Depot and Distribution	If for the transport and distribution of agricultural produce and equipment.
Utilities	If not listed as No Permit Required.

Figure 19: Use Table Agriculture Zone

8.12. This zoning restriction necessitates alternative solutions for accommodating Vehicle Fuel Sales and Service Uses while complying with regional planning standards. Given the Midland Highway's strategic importance as a major corridor linking Hobart and Launceston, it is essential to evaluate existing fuel outlet facilities and their operational capacity to meet demand across this stretch.

9. SECTION 34 - ECONOMIC IMPACT

9.1. Section 34(2) of the *Land Use Planning and Approvals Act 1993* (the Act) requires that any proposed amendment to a Local Provision Schedule (LPS) demonstrate that it is of a significant social, economic or environmental benefit. The provision is reproduced below, and comments follow.

Sectrion 32(4) An LPS may only include a provision referred to in subsection (3) in relation to an area of land if –

a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or

9.2. The Midland Highway is the critical north south infrastructure corridor which provides the only transport options for light vehicles, passengers and heavy vehicles between Hobart and Launceston.

9.3. The SSQ would substantially improve the efficiency of the Highway by removing an 87km stretch of the Highway between Campbell Town and Kempton where there are no heavy vehicle fuel sales and no 24hour fuel sales to light passenger vehicles.

9.3.1. Campbell Town to Oatlands is 47km.

9.3.2. Kempton to Oatlands is 40km.

9.4. 87km is a significant stretch of highway to traverse without any easily accessible fuel or truck stops.

9.5. Heavy vehicle operators are required to take mandatory rest stops and breaks as per the National Heavy Vehicle Regulator as shown in Table 4. This truck stop would greatly assist in enabling operators to meet these mandatory requirements, particularly as they would be offered by a fuel supplier other than Ampol.

TIME	WORK	REST
In any period of...	A driver must not work for more than a maximum of...	And must have the rest of that period off work with at least a minimum rest break of...
6 ¼ hours	6 hours work time	15 continuous minutes rest time
9 hours	8 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
12 hours	11 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	14 hours work time	7 continuous hours stationary rest time*
7 days	36 hours long/night work time**	No limit has been set
14 days	144 hours work time	24 continuous hours stationary rest time taken after no more than 84 hours work time and 24 continuous hours stationary rest time and 2 x night rest breaks# and 2 x night rest breaks taken on consecutive days.

Table 4: Basic Fatigue Management Mandatory requirements. Work and rest requirements | NHVR

9.6. The lack of adequate facilities for heavy vehicles and continuous fuel access along this stretch of the Midland Highway raises concerns around about logistical inefficiencies and safety. Drivers must plan their journeys to ensure they do not get stranded on this fuel-scarce section of the highway. This is compounded by the absence of 24-hour fuel sales, which further restricts accessibility during night time hours.. Establishing fuel outlets at strategic intervals along the highway would not only address these deficiencies but also enhance the overall reliability of this crucial transport corridor. Such an initiative aligns with the broader regional planning goal of supporting infrastructure improvements with demonstrable social, economic, and environmental benefits.

The construction of a fuel outlet would minimise vehicles running out of fuel of fuel and people finding themselves in potentially dangerous situations on the roadside possibly late at night.

9.7. There is virtually no competition on the Highway with the Ampol brand having a Monopoly over fuel sales. Ampol branded outlets stretch along a 150km stretch or 2/3 of the entire length of the Highway.

9.8. Introducing competition into the fuel market would deliver the key benefits of:

9.8.1.1. Making fuel prices more dynamic and responsive to consumer demand.

9.8.1.2. Lower fuel prices from competitive pressure. Competition in the fuel market drives prices down due to fuel retailers attempting to undercut one another.

9.8.1.3. In more competitive markets fuel prices tend to follow a weekly cycle, where retailers' lower prices to gain customers then raise them again when demand stabilises.

9.9. A comparison of fuel prices at the fuel outlets along the Midland Highway (all of which are Ampol outlets) and fuel outs in Hobart and Launceston where there is competition demonstrates this to be the case. This comparison is shown in Table 5; prices are as of 30 May 2025 and are sourced from Fuel Radar.[v]

Fuel Station	Location	Fuel Price (Unleaded)
Ampol	Campbell Town	173.9c/litre
Mood Food Ampol	Kempton	175.6c/litre
Ampol	Epping Forest	173.9c/litre[1]
United	Sandy Bay	157.9c/litre
Ampol	Brooker Highway	161.7c/litre
United	York Park Launceston	157.9c/litre
Tas Petroleum	Invermay	159.9c/litre

Table 5: Fuel prices at Tasmanian fuel outlets.

9.10. As can be seen in Table 4 fuel prices on the Midland Highway are 17.7c/litre or 11% higher than the cheapest fuel offered for sale in Hobart and Launceston. Based upon Tas Petroleum's 20-year experience in the Tasmanian Fuel Industry they expect it will be possible to achieve a reduction in the price a fuel on the Midland Highway by at least 10 cents per litre.

9.11. In examining the potential economic benefits and costs that would be delivered by the Proposal the following assumptions are made:

9.11.1.1. Existing fuel sales on Midland Highway between Kempton and Epping Forest excluding urban centred service stations in Oatlands and Ross are 2,200Kl/month as shown in Table 6.[vi]

Fuel Station	Estimated fuel sales/month
Ampol Campbell Town	450KIL
Ampol Campbell Town South	450kL
Mood Food Ampol Kempton	850kL
Ampol Epping Forest	450kL
TOTAL	2,200kL

Table 6: Estimated fuel sales from fuel outlets on the Midland Highway

9.12. 24% of vehicles on the Midland Highway are Heavy Vehicles.

9.13. 60% of total fuel sold is diesel and the remaining petrol

9.13.1.1. Half of the diesel is sold to freight companies who have contracts with existing suppliers, this would not change.

9.13.1.2. The new fuel outlet would sell approximately 1000kL/month.

9.13.1.3. Introducing competition in the Midland Highway fuel market would impact 18% of existing fuel sales[vii] This would result in a reduction in fuel sales across the three existing outlets of 396kL/month. The Proposal would impact fuel sales from the Tas Petroleum outlets at Kingsmeadows, Westbury, Brighton, Cambridge. Tas Petroleum sells to heavy vehicle fleet operators under contract from these locations.

9.13.1.4. Total fuel sales when the outlet is operating would be 2,804kL/month.

9.13.1.5. Based upon existing fuel pricing, introducing competition would provide for a reduction fuel prices on the Midland Highway by 10 cents per litre. This reduction would be felt across diesel and petrol

9.13.1.6. Fuel price reductions of 10 cents per litre would be felt equally across diesel and petrol sales.

9.13.1.7. Table 7 shows the expected savings to customers purchasing fuel on the Midland Highway.

Fuel savings	Total Fuel Sold to be impacted	Saving to motorists/month	Savings to motorists/year
10 cents per litre	2,804kL/month	$280,400	$3.37 million

Table 7: Estimated fuel sales from fuel outlets on the Midland Highway

9.13.1.8. Economic benefits during construction are estimated by be approximately $4.5 - $5million.

9.13.1.9. Employment – 20 direct jobs would be created during construction of the fuel outlet.

9.13.1.10. The outlet would be unstaffed for most of the time; however, one full time employee would always be available the outlet is operating. This is comparable to a typical fuel outlet which has one staff member on site when operating. Between one and two staff would be required to be onsite during operating hours.

9.13.1.11. Non direct economic Benefits

9.13.1.12. Convenience – having more fuel outlets along the Midland Highway provides customers and vehicle operators with greater convenience and opportunities for refuelling.

9.13.1.13. Safety – having a 24-hour 7 day a week fuel outlet would reduce the likelihood of people running out of petrol on the Midland Highway, particularly at night.

9.13.1.14. Efficiency – another fuel outlet would improve the efficiency of the road network by providing critical infrastructure (fuel outlets)

9.13.1.15. Visitation – the proposed turnoff to the fuel outlet on Interlaken Road is immediately adjacent to Oatlands and it is expected that some customers would visit Oatlands.

9.13.1.16. Environmental - electric vehicle charging stations have become crucial components of modern transport corridors. Integrating these facilities within the Midland Highway would not only addresses the absence of 24-hour fuel availability but also aligns with global trends toward decarbonization and sustainable mobility solutions. The outlet would promote economic growth while reducing our reliance on fossil fuels. Strategic placement of these stations as proposed would ensure that both individual travellers and freight operators benefit from improved accessibility and efficiency, fostering resilience in Tasmania's transport network.

9.14. Costs

9.14.1.1. Competitors – there are three other fuel outlets on the Midland Highway that would be impacted by the Proposal. It is estimated that introducing competition into this section of the fuel market would reduce fuel sales by a maximum of 18%. Diesel sales are as unlikely to as effected, as many of their existing heavy vehicle fleet customers would continue to source fuel from these outlets.

9.14.1.2. There is an existing BP Fuel Outlet in Oatlands as shown in Figure 20, which sells fuel via two petrol bowsers, a limited retail offering and services vehicles. Its customers are principally local from Oatlands and surrounding farmers and landowners. Like most small service stations, it relies upon motor vehicle repair and retail as its main income source. Customers of the Proposal would have been very unlikely to have turned off the highway specifically to purchase fuel from this outlet. As the Proposal would not offer any retail or vehicle maintenance and repair it would not compete with the BP within Oatlands. No impact upon the existing BP outlet in Oatlands would occur because of the Proposal.

Figure 20: Image of BP service Station at Oatlands source: Google Streetview

9.15. The Proposal would improve the efficiency of the existing road network and improve services for users of the highway. From a strategic planning perspective, it is always preferable to maximise the efficiency of existing infrastructure.

9.16. Social benefits would be delivered through the convenience of having an additional outlet on the Midland Highway. This combined with cheaper fuel prices would benefit all people using the highway.

9.17. Getting vehicles as quickly, safely and efficiently to their destination would deliver environmental benefits by have vehicle on the highway for shorter periods.

(a) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

9.18. The Site is the most conveniently located site on the Midland Highway to provide for a fuel outlet such as proposed.

9.19. It is equidistant between Campbell Town and Kempton.

9.20. There is an existing intersection with a right turn and left turn slot off the Midland Highway providing a safe and efficient access to the Proposal. State Growth is supportive of the Proposal.

9.21. There are no other sites as conveniently located equidistant between Campbell Town and Kempton with an existing access as the Interlaken Road Site.

9.22. No environmental constraints exist which would prevent the Site being operated for a vehicle fuel outlet.

10. PLANNING SCHEME ASSESSMENT

10.1. The Property is zoned Rural under the Scheme.

10.2. Use Categorisation

10.3. The proposed use would be best categorised under Table 6.2 of the Scheme as:

10.4. **Vehicle Fuel Sales and Service** use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station.

10.5. This use is prohibited within the Rural Zone, hence the reason for the SSQ.

10.6. If the SSQ is approved and inserted into the Scheme the Proposal would need to be assessed against the relevant provisions of the Scheme. The relevant provisions are highlighted in italics and comments follow.

10.7. 20.3 Use Standards 20.3.1 Discretionary use.

10.8. The Acceptable Solution is:

A1

A use listed as Discretionary, excluding Residential, is for an alteration or extension to an existing use, if:

(a) the gross floor area does not increase by more than 30% from that existing at the effective date; and

(b) the development area does not increase by more than 30% from that existing at the effective date.

10.9. The Proposal can not comply with the acceptable solution and must be assessed against the performance criteria. It must be noted however that the entire basis for the SSQ is to provide for a Vehicle Fuel Sales and Service facility. Any approval of the SSQ would entail a strategic planning assessment on whether a vehicle fuel sales and service outlet is appropriate in on the site.

P1

A use listed as Discretionary, excluding Residential, must require a rural location for operational reasons, having regard to:

(a) the nature, scale and intensity of the use;

10.10. The proposed use would be immediately accessible from the Midland Highway and its scale and intensity would be equivalent with the infrastructure necessary to efficicnctly operate a highway by supplying fuel, energy and electricity to vehicles including cars and trucks.

10.11. It could reasonably be expected that a fuel outlet would be loacted adjacent to the highway. At 1.7ha the he site is relatively small and does not have sufficient area to undertaken any reasonable or economically viable agricultural activities.

(b) the importance or significance of the proposed use for the local community;

10.12. The provision of fuel outlets conveniently located along the Midland Highway is crucial to provide for the needs of the local community.

10.13. There is currently a gap of 87km between fuel outlets on the Midland Highway between Kempton and Oatlands. There are fuel outlets at Ross and Oatlands, however these are not easily accessable and require drivers to divert substantially from the highway.

10.14. As the fuel outlet would not provide retail services or grocery items it would not compete with or impact upon the retail hierachy of the surrounding area of Oatlands.

(c) whether the use supports an existing agricultural use;

10.15. The SSQ is proposed to provide for the development of a fuel services outlet at this location. A fuel outlet providing fuel 24 hours 7 days a week would improve convenience to surrounding agricultural uses.

10.16. As considered in the economic impact assessment, improving competition for fuel supplies on the Midland Highway is expected to place downward pressure upon fuel prices with Tas Petroleum intenting to offer diesel and unleaded 10 cents less than their existing competitors at Kempton, Campbell Town and Epping Forest.

(d) whether the use requires close proximity to infrastructure or natural resources; and

10.17. The site is immediately accessible from the Midland Highway and would provide fuel and electricity to vehicles, in particular trucks.

10.18. The Traffic Impact Assessment included with this submission demonstrates that the existing road network and Interlaken Road are appropraite and safe for the proposed use.

10.19. For the Midland Highway to operate as effectively and effcienctly as possible fuel outlets for drivers using it should be located as close to and as easily accessible to the highway as possible.

(e) whether the use requires separation from other uses to minimise impacts.

10.20. There are no other uses within the surrounding area that would be impact by the Proposal. Impacts from vehicles including noise and other emissions are already felt by the surrounding area through the operating of the highway.

10.21. **C2.0 Parking and Sustainable Transport Code** – The relevant provisions of this code are addressed in the Traffic Impact Assessment prepared by Keith Midson.

10.22. **C3.0 Road and Railway Assets Code** The relevant provisions of this code are addressed in the Traffic Impact Assessment prepared by Keith Midson.

10.23. **C7.0 Waterway and Coastal Protection Code**

10.24. Table 8 provides a planning response to the matters raised by the Code.

P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:	**Response**
(a) impacts caused by erosion, siltation, sedimentation and runoff;	A Stormwater Management Plan and erosion Management Plan would be prepared and submitted to Council prior to construction commencing.
(b) impacts on riparian or littoral vegetation;	The site contains no vegetation.
(c) maintaining natural streambank and streambed condition, where it exists;	No streams are on the site and accordingly no impact upon any streambeds would result from the Proposal.
(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;	No streams are present on the Property.
(e) the need to avoid significantly impeding natural flow and drainage;	There is no natural flow of water across the site. All stormwater generated from hardpaved surfaces will be directed to appropriate onsite detention basin/s.
(f) the need to maintain fish passage, where known to exist;	N/A
(g) the need to avoid land filling of wetlands;	No wetlands are on the site.
(h) the need to group new facilities with existing facilities, where reasonably practical; (i) minimising cut and fill; (j) building design that responds to the particular size, shape, contours or slope of the land;	The site is adjacent to the Midland Highway and provides for an easily accessible location of the fuel outlet such as proposed.

(k) minimising impacts on coastal processes, including sand movement and wave action;	The site is not near the coast.
(l) minimising the need for future works for the protection of natural assets, infrastructure and property;	N/A
(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and	The stormwater management plan and the erosion management control plan would be prepared in accordance with this document.
(n) the guidelines in the Tasmanian Coastal Works Manual	No works on the coast are proposed.

Table 8: Response to matters raised by the Code.

10.25. The exact location of the Septic Tank will be determined during detailed engineering designs, and the entire wastewater system will be designed by a suitably qualified practitioner. No designs have yet been undertaken as no Planning Permit has been issued outlining any of Council's requirements that must be met prior to the Fuel Outlet being operational.

10.26. Once a planning permit has been issued an application for a Special Plumbing Permit will be made to Council.

10.27. Although no designs have yet been prepared the Septic Tank and absorption areas will be located outside the Waterway and Coastal Protection Area.

10.28. **C13.0 Bushfire-Prone Areas Code –** This code is addressed in the Bushfire Hazard Assessment undertaken by Scott Livingstone.

10.29. **SOU-C8.2.1Scenic Protection** Code

10.30. Table 9 provides a planning response to the matters raised by the Code. As the building is partly located within the Scenic Road Corridor.

Objective	Response
Buildings or works within a scenic road corridor must not cause an unreasonable reduction of the scenic value of the road corridor, having regard to: (a) the topography of the site;.	The topography of the site is relatively flat.
(b) proposed reflectance and colour of external finishes;.	The exterior finishes of the building will be painted in low reflective neutral tones.
c) design and proposed location of the buildings or works;	Buildings and future works will appear as a piece of transport infrastructure within the road Corridor. Fuel Outlets are necessary along and within Road Corridors to provide for the efficient movement of vehicles. give off the appearance of N/A.
d) the extent of any cut or fill required.	No significant cut and fill in proposed.
e) any existing or proposed screening;	Landscaping is proposed along the boundary of the property facing toward the Midland Highway.
f) the impact on views from the road; and	The landscape when viewed from the road would still appear rural with a vital piece of transport infrastructure (a fuel outlet) within it.
g) the purpose of any management objectives identified in the relevant Local Provisions Schedule.	There are no relevant management objectives identified in the Local Provisions Schedule.

Table 9: Response to relevant matters within the Scenic Protection Area Code.

11. SOUTHERN TASMANIAN REGIONAL LAND USE STRATEGY 2010-2030 (STRLUS)

11.1. STRLUS is the most comprehensive strategic planning review ever undertaken which will direct the future development of Southern Tasmania over the next five years.

11.2. Any amendments to planning schemes must be capable of satisfying the relevant provisions and policies of STRLUS. Relevant section of STRLUS and highlighted in italics and comments follow.

11.3. Section 13 of STLUS deals with Land Use Transport and Integration

Demand for transport infrastructure is derived from the community's need to travel and to move freight. The relative location of different land uses (for example where people live in relationship to places for employment and shopping) is a significant determinant of transport demand, cost and modal choice. Improved integration of transport and land use planning is both a major challenge and critical factor in the development of efficient and liveable urban areas and becoming a more environmentally sustainable community in the face of a changing climate.

Freight movement is focused on the road network

11.4. There is nowhere on the Midland Highway for an 87km stretch where there is 24-hour fuel available.

13.1 Maximising the efficiency of freight and public transport corridors and assets including maintaining and improving existing key public transport corridors to facilitate reliable, frequent public transport services;

11.5. The Proposal would improve the efficiency of freight movement on the Highway

PI 2.3	***Identify, protect and manage existing and future infrastructure corridors and sites.***

11.6. The Midland Highway 10-Year Action Plan has resulted in a $565 million investment aimed at improving road safety and infrastructure. The Australian and Tasmanian governments have jointly funded various upgrades, including road widening, new overtaking lanes, and safety barriers.

11.7. To further align with the objectives of STRLUS, the Proposal emphasizes maximizing connectivity and efficiency. It prioritizes the development of strategic infrastructure that not only supports freight movement but also enhances public transport accessibility. By addressing the current gaps, such as the absence of 24-hour fuel availability along the Midland Highway, the Proposal aims to strengthen regional transport resilience and foster a more sustainable integration of land use and transportation systems.

LUTI 1.7	***Protect major regional and urban transport corridors through planning schemes as identified in Maps 3 & 4.***

11.8. The Midland Highway is identified within STRLUS as a regional transport Corridor.

11.9. The Proposal would foster protect the Corridor as it would provide greater choice for motorists when purchasing fuel, improve accessibility to it at a reduce price. access, such as electric vehicle charging stations, could address regional gaps like the lack of 24-hour fuel availability along key stretches of the Midland Highway.

WR 1	***Protect and manage the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands and estuaries***

11.10. This matter has been addressed through the provision of two separate reports which accompany the proposal. A Flood Hazard Report and a Stormwater Management Report prepared by Rare Consulting. The following summarises the findings and recommendations from these reports. The proposal would not impact upon the

11.11. Due to the presence of the potential for hydrocarbon spills from re-fuelling activities, it is proposed to install a stormwater treatment/oil water separator device to capture hydrocarbons and prevent discharge to the receiving environment. A SPEL Puraceptor or similar device is proposed as has been used in previous similar developments with sizing to be determined by SPEL (or other manufacturer) in accordance with relevant standards/guidelines. Sufficient available space is present to enable installation of varyingly sized systems as required.

11.12. The re-fuelling areas as well as tank fill points are to be suitably bunded to ensure containment of hydrocarbon spills, with all stormwater from bunded areas to be directed to the proposed treatment system.

11.13. The proposed development site has been identified by Statewide Flood Hazard mapping within LISTmap as being situated within areas of 1% AEP flood hazard and therefore subject to the flood-prone areas code of the Tasmanian Planning Scheme.

11.14. The proposed development consists of the construction of new hardstand areas for vehicle fuel sales including an overhead canopy and amenities/control room building. The existing site has been assessed as having a predominantly low risk to flooding of H1 hazard across the proposed development footprint.

11.15. It is considered that the relevant section of STRLUS have been addressed within the attached reports.

MRH 1 ***Minimise the risk of loss of life and property from bushfires.***

11.16. An *Emergency Management Strategy* to demonstrate how risk to employees and visitors to the site will be managed to a tolerable level through contextualised emergency procedures for the proposal as prepared by Scott Livingston forms part of this application and this Emergency Management Strategy has been endorsed by Alex Duncan, Planning and Assessment Officer at the Tasmanian Fire Service.

11.17. It is considered that the detailed response contained within this report addresses and responds to MR1 of STRLUS.

11.18. A Bushfire Hazard Management Plan is attached to supporting document.

CV 4	***Recognise and manage significant cultural landscapes throughout the region to protect their key values.***

11.19. This clause is addressed in sections 10.26 and 10.27 of the of the Development Application and is reproduced below to satisfy clause CV4 of STRLUS.

10.26. **SOU-C8.2.1Scenic Protection** Code

10.27. Table 9 provides a planning response to the matters raised by the Code.

Objective	Response
a) Minimise native vegetation clearance adjacent to the road by setting works and development back from the road.	There is no native vegetation on the Property which could be cleared.
b) Reduce visibility of works and development through vegetation screening and natural topography.	A landscaping plan will be prepared and provided to the satisfaction of Council as part of any development approval.
c) Minimise removal, clearance or modification of hedgerows, avenue plantings and other exotic plantings.	No hedgerows are present on the site.

d) Maintain and continue the tradition of planting avenues of trees and related exotic plantings.	A landscaping plan will be prepared and provided to the satisfaction of Council as part of any development approval.
e) Encourage (and implement) a long term strategy for the ongoing replacement of avenue trees and related highway plantings.	N/A.
f) Avoid signage that is unnecessary, excessive in size or otherwise unreasonably interferes with the landscape character in which they are located.	A signage plan will be submitted to Council if the application is approved.

Table 9: Response to relevant matters within the Scenic Protection Area Code.

11.20. Fuel Outlets and Service Stations are vital pieces of infrastructure to provide for movement of vehicles along transport corridors and they must be located within the corridor for efficiency. It can be expected that fuel outlets would be visible within the scenic protection code area.

AC 1 ***Focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas.***

AC 1.1 ***Implement the Activity Centre Network through the delivery of retail, commercial, business, administration, social and community and passenger transport facilities.***

11.21. Oatlands would continue to be the focus for employment, retail and commercial uses, community services and opportunities for social interaction.

11.22. A necessary fuel outlet would not create a new centre which would complete with Oatlands.

11.23. No sale of any retail products outside of fuel would be afforded by the Proposal.

11.24. Locating a Fuel Outlet an the Midland Highway would assist in implementing the Activity Centre by getting people goods and services from one centre to the other in a more efficient manner.

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CV

12. CONCLUSION

12.1. The Proposal addresses critical gaps along the Midland Highway by ensuring the availability of 24-hour fuel services and introducing infrastructure like electric vehicle charging stations.

12.2. These enhancements aim to maximize connectivity, improve the efficiency of freight and public transport corridors, and align with the strategic objectives outlined in the Southern Tasmania Regional Land Use Strategy (STRLUS).

12.3. The Proposal supports regional transport resilience and facilitates sustainable integration between land use and transportation systems. By filling an 87-kilometre stretch lacking essential services, the initiative fosters economic benefits, enhances accessibility, and delivers improved choices for motorists, including fuel at reduced prices saving motorists and fleet operators up to $3.37 million per annum.

12.4. If approved the SSQ and the development application would represent a significant step forward in strengthening infrastructure, safety, and sustainability within the Midland Highway Corridor.

12.5. It would provide a dedicated truckers lounge, toilets, shower facilities. Picnic tables and spacious rest areas for travelling families and commercial vehicle operators.

Bibliography

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Fuel radar accessed 26 May 2025 https://fuelradar.com.au/

Midland Highway 10 Year Action Plan

Southern Integrated Transport Plan 2010 Southern Tasmanian Councils Authority

Southern Tasmania Regional Land Use Strategy 2010–2035

Survey of Motor Vehicle Use, Australia Estimates of; kilometres travelled, tonne-kilometres travelled, tonnes carried and fuel use. Includes sub annual estimates. Australian Bureau of Statistics 2024

Tasmanian Greenhouse Gas Emissions Report 2024 August 2024 Renewables, Climate and Future Industries Tasmania Department of State Growth

Tasmanian Integrated Freight Strategy

Why Australia's Petrol Stations Keep Changing Names By Ally Burnie Last updated May 08, 2025 Why Australia's Petrol Stations Keep Changing Names (2025) - Fuel Card Comparison

Tasmanian Integrated Freight Strategy

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Fuel radar accessed 26 May 2025 https://fuelradar.com.au/

Appendix A

Property Title

PO Box 58 South HOBART, Tasmania 7004
0438376840 evan@e3planning.com.au

Appendix B

Development Application Drawings Site Plan, Elevations and Floor Plan

PO Box 58 South HOBART, Tasmania 7004
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Appendix C

Traffic Impact Assessment

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Appendix D

Bushfire Hazard Management Plan

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[i] Guidelines for the Provision of Heavy Vehicle Rest Area Facilities (Edition 1.1)
[ii] Midland Highway 10 Year Action Plan, Department of State Growth
[iii] Appendix E Detailed fuel consumption coefficients (uninterrupted flow) | Australian Transport Assessment and Planning
[iv] Survey of Motor Vehicle Use, Australia, 12 Months ended 30 June 2020 | Australian Bureau of Statistics
[v] Fuel Prices Near Launceston, TAS 7250 | FuelRadar
[vi] Pers comm Ben Fenton Tas Petroleum
[vii] Pers comm Ben Fenton

PROPOSED FUEL STOP
20 INTERLAKEN ROAD, OATLANDS
TAS PETROLEUM

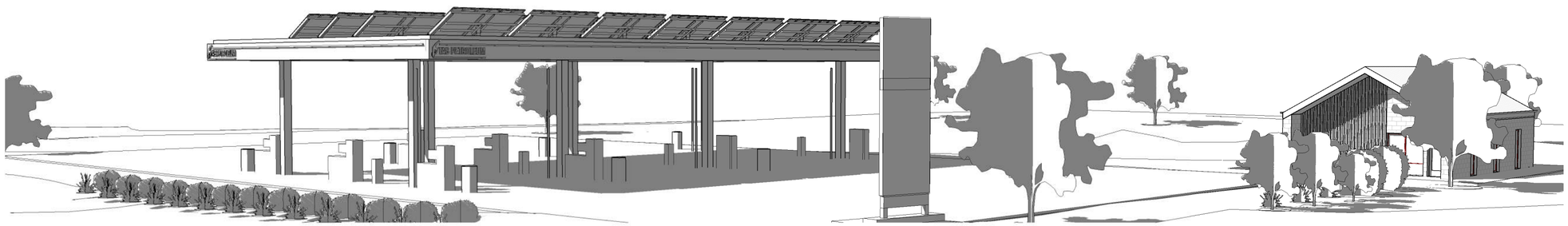
PD24266

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
02	PART SITE PLAN
03	SITE LANDSCAPING PLAN
04	LOCALITY PLAN
05	FLOOR PLAN
06	ELEVATIONS
07	ELEVATIONS
08	ROOF PLAN

BUILDING DRAWINGS - AMENITIES

No	DRAWING
A01	FLOOR PLAN



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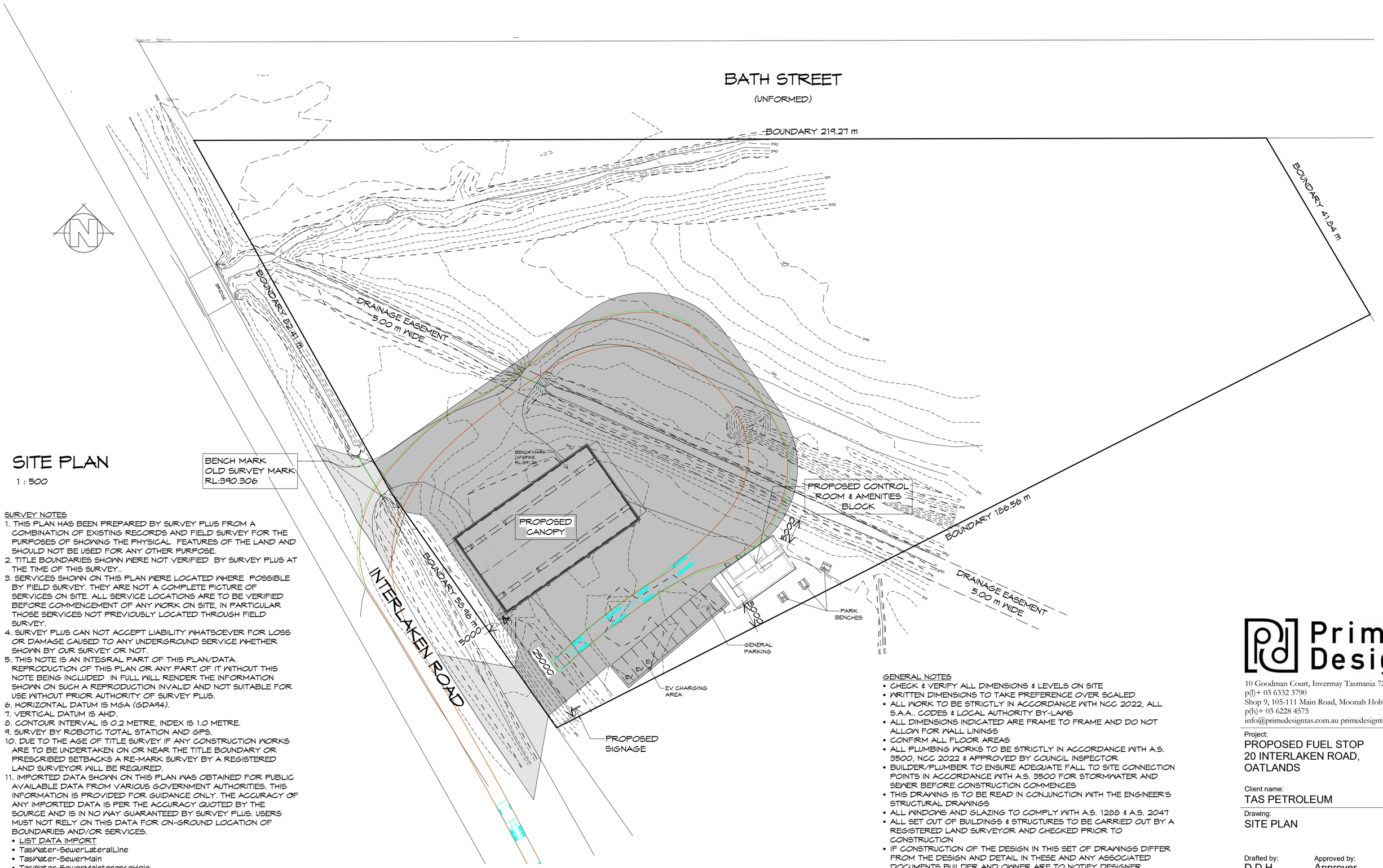
DECEMBER 2025

PLANNING



SITE PLAN

1 : 500

BENCH MARK
OLD SURVEY MARK
RL:390.306

SURVEY NOTES

1. THIS PLAN HAS BEEN PREPARED BY SURVEY PLUS FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
2. TITLE BOUNDARIES SHOWN WERE NOT VERIFIED BY SURVEY PLUS AT THE TIME OF THIS SURVEY..
3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCEMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.
4. SURVEY PLUS CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.
5. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF SURVEY PLUS.
6. HORIZONTAL DATUM IS MGA (GDA94).
7. VERTICAL DATUM IS AHD.
8. CONTOUR INTERVAL IS 0.2 METRE, INDEX IS 1.0 METRE.
9. SURVEY BY ROBOTIC TOTAL STATION AND GPS.
10. DUE TO THE AGE OF TITLE SURVEY IF ANY CONSTRUCTION WORKS ARE TO BE UNDERTAKEN ON OR NEAR THE TITLE BOUNDARY OR PRESCRIBED SETBACKS A RE-MARK SURVEY BY A REGISTERED LAND SURVEYOR WILL BE REQUIRED.
11. IMPORTED DATA SHOWN ON THIS PLAN WAS OBTAINED FOR PUBLIC AVAILABLE DATA FROM VARIOUS GOVERNMENT AUTHORITIES. THIS INFORMATION IS PROVIDED FOR GUIDANCE ONLY. THE ACCURACY OF ANY IMPORTED DATA IS PER THE ACCURACY QUOTED BY THE SOURCE AND IS IN NO WAY GUARANTEED BY SURVEY PLUS. USERS MUST NOT RELY ON THIS DATA FOR ON-GROUND LOCATION OF BOUNDARIES AND/OR SERVICES.
    - LIST DATA IMPORT
    - TasWater-SewerLateralLine
    - TasWater-SewerMain
    - TasWater-SewerMaintenanceHole
    - TasWater-SewerPressurisedMain
    - TasWater-WaterHydrant
    - TasWater-WaterLateralLine
    - TasWater-WaterMain
12. 3D DATA TURNED OFF IN LAYER CONTROL.
    - 3D TIN
    - MAJOR CONTOUR 3D
    - MINOR CONTOUR 3D

GENERAL NOTES

- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC 2022, ALL S.A.A.. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500, NCC 2022 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

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Project:
PROPOSED FUEL STOP
20 INTERLAKEN ROAD,
OATLANDS

Client name:
TAS PETROLEUM

Drawing:
SITE PLAN

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale @A2:
10.12.2025	1 : 500
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PD24266 -01	09

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DRAINAGE EASEMENT 5.00 m WIDE

DRAINAGE EASEMENT 5.00 m WIDE

GENERAL PARKING

EV CHARGING AREA

3721

391

4

A

B

1

2

3

BENCH MARK
(1) SPIKE
RL: 391.20

PROPOSED APRON

IN ONLY

BENCH MARK
OLD SURVEY MARK
RL:390.306

PROPOSED CANOPY
FFL 391.200

PROPOSED CONTROL ROOM & AMENITIES BLOCK
FFL 391.150

5000

391

PARK BENCHES

BITUMEN EDGE

INTERLAKEN ROAD

5000

25000

BITUMEN EDGE

EV

EV

EV

EV CHARGING AREA

GENERAL PARKING

OUT ONLY

PROPOSED APRON

PROPOSED SIGNAGE

391

N

PART SITE PLAN

1 : 200

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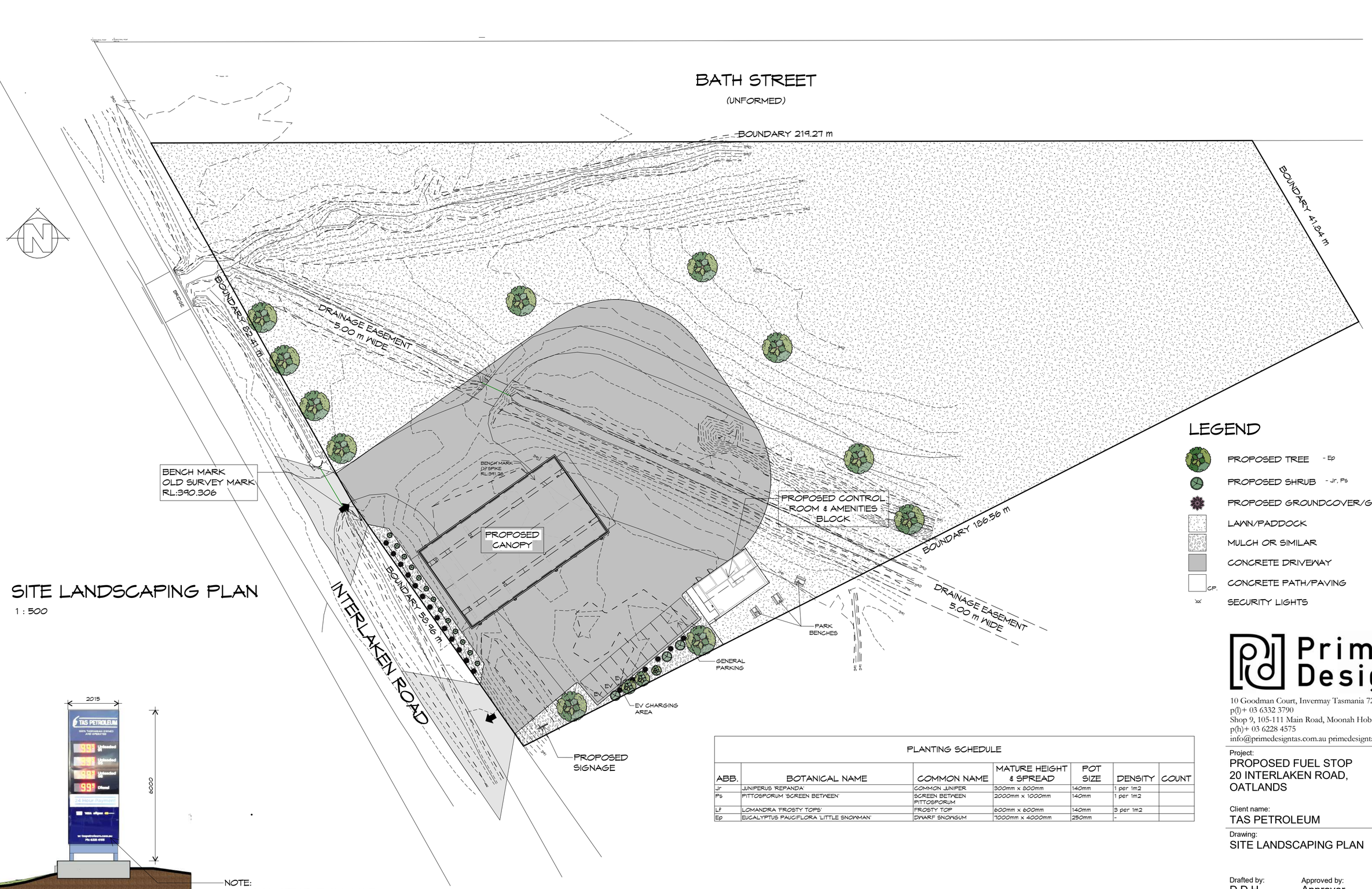


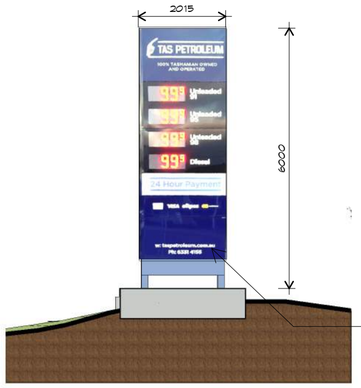
SITE LANDSCAPING PLAN

1 : 500

LEGEND

- PROPOSED TREE - Ep
- PROPOSED SHRUB - Jr, Ps
- PROPOSED GROUNDCOVER/GRASS - LF
- LAWN/PADDOCK
- MULCH OR SIMILAR
- CONCRETE DRIVEWAY
- CP. CONCRETE PATH/PAVING
- SECURITY LIGHTS

PLANTING SCHEDULE						
ABB.	BOTANICAL NAME	COMMON NAME	MATURE HEIGHT & SPREAD	POT SIZE	DENSITY	COUNT
Jr	JUNIPERUS 'REPANDA'	COMMON JUNIPER	300mm x 800mm	140mm	1 per 1m2	
Ps	PITTOSPORUM 'SCREEN BETWEEN'	SCREEN BETWEEN PITTOSPORUM	2000mm x 1000mm	140mm	1 per 1m2	
LF	LOMANDRA 'FROSTY TOPS'	FROSTY TOP	600mm x 600mm	140mm	3 per 1m2	
Ep	EUCALYPTUS PAUCIFLORA 'LITTLE SNOWMAN'	DWARF SNOWGUM	1000mm x 4000mm	250mm	-	



NOTE:
SIGN IS ILLUSTRATIVE ONLY AND SUBJECT TO CONFIRMATION BY FABRICATOR AND FUEL PRODUCTS OFFERED

SIGN ELEVATION

1 : 100

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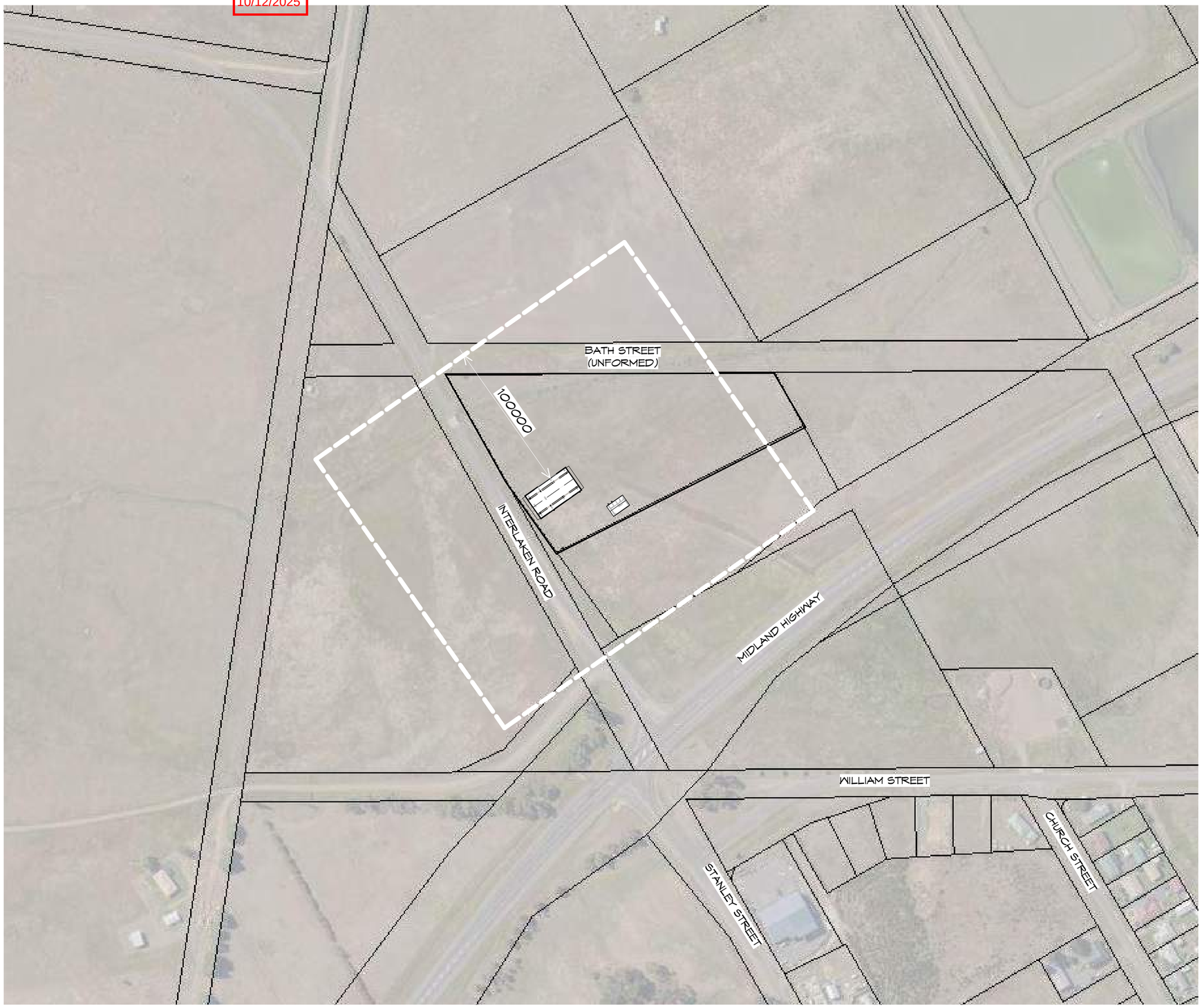

LOCALITY PLAN

1 : 2000

THIS SITE IS ZONED **RURAL** AND **REQUIRES** A BUSHFIRE ASSESSMENT.
DEVELOPMENT **IS NOT** OVER **100m** FROM UNMANAGED BUSH/GRASSLANDS GREATER THAN 1 HECTARE.

REFER TO BUSHFIRE ASSESSMENT REPORT FOR MANAGMENT PLAN

PLANNING

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LOCALITY PLAN

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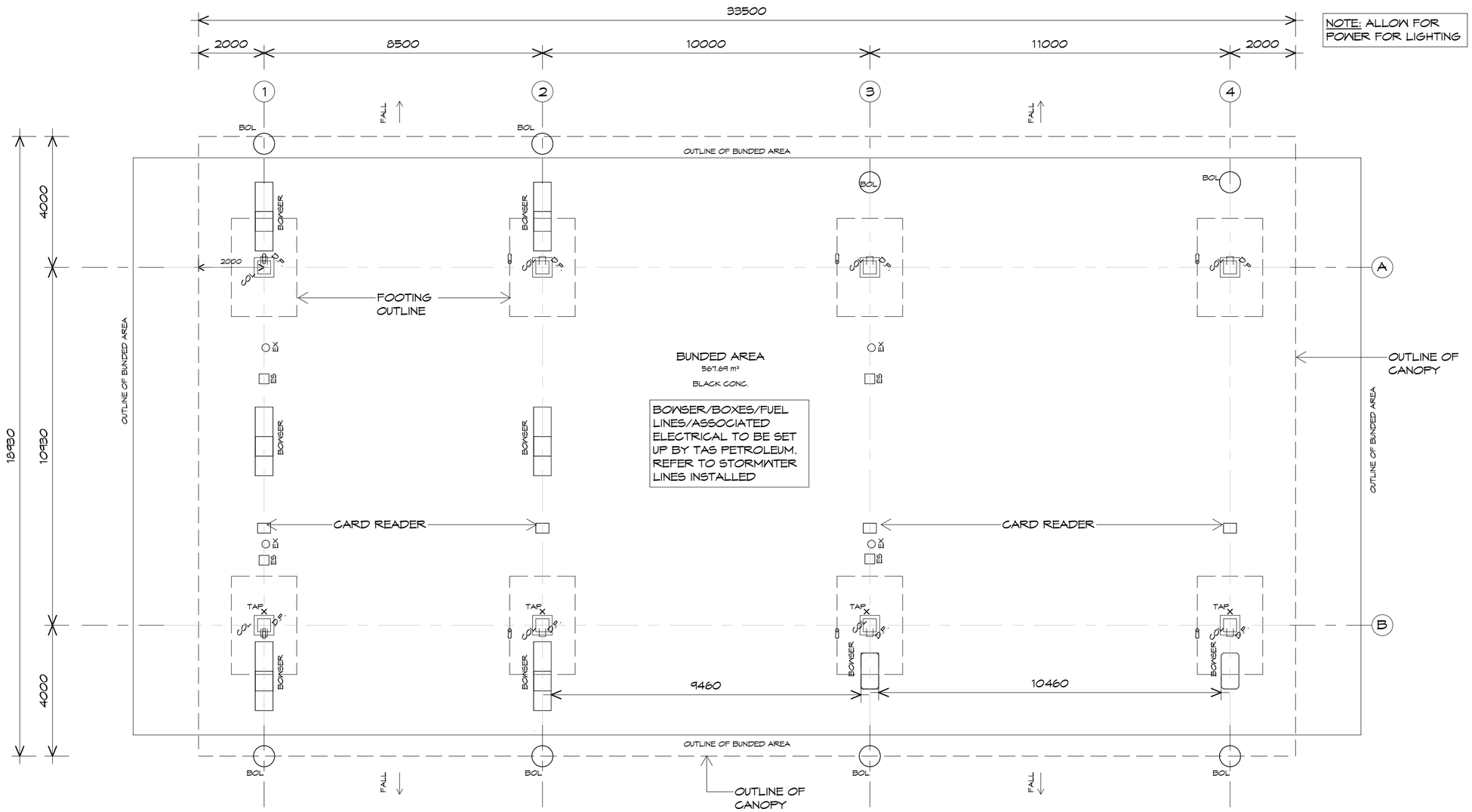

CANOPY FLOOR PLAN

1 : 100

CANOPY AREA 634.15 m2 (68.26 SQUARES)

PLANNING
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Drawing:
FLOOR PLAN

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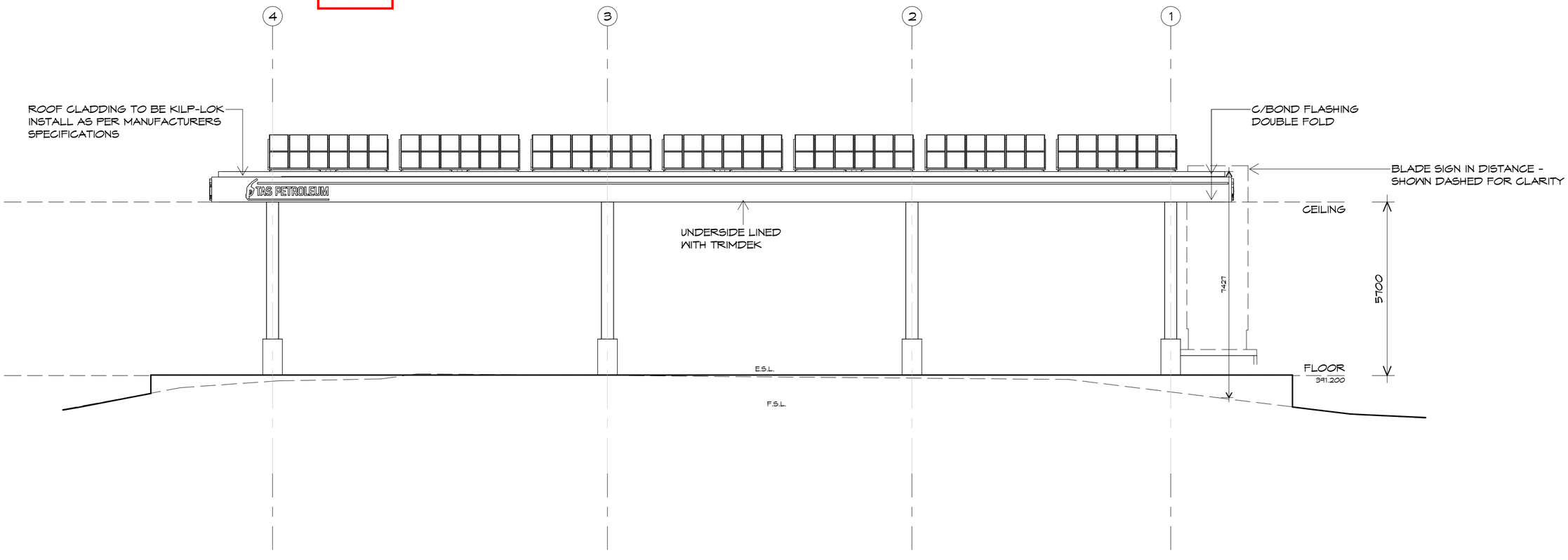
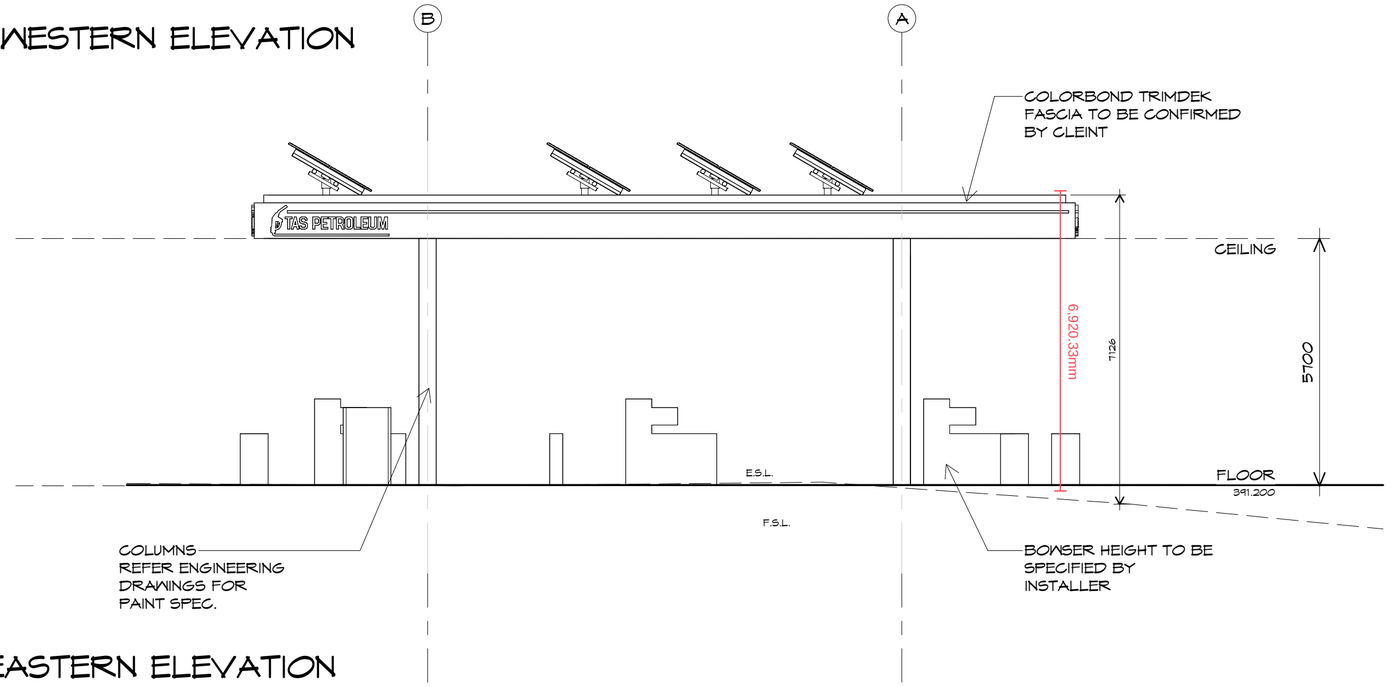


NORTH WESTERN ELEVATION

1 : 100



NORTH EASTERN ELEVATION

1 : 100

PLANNING

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Drawing:
ELEVATIONS

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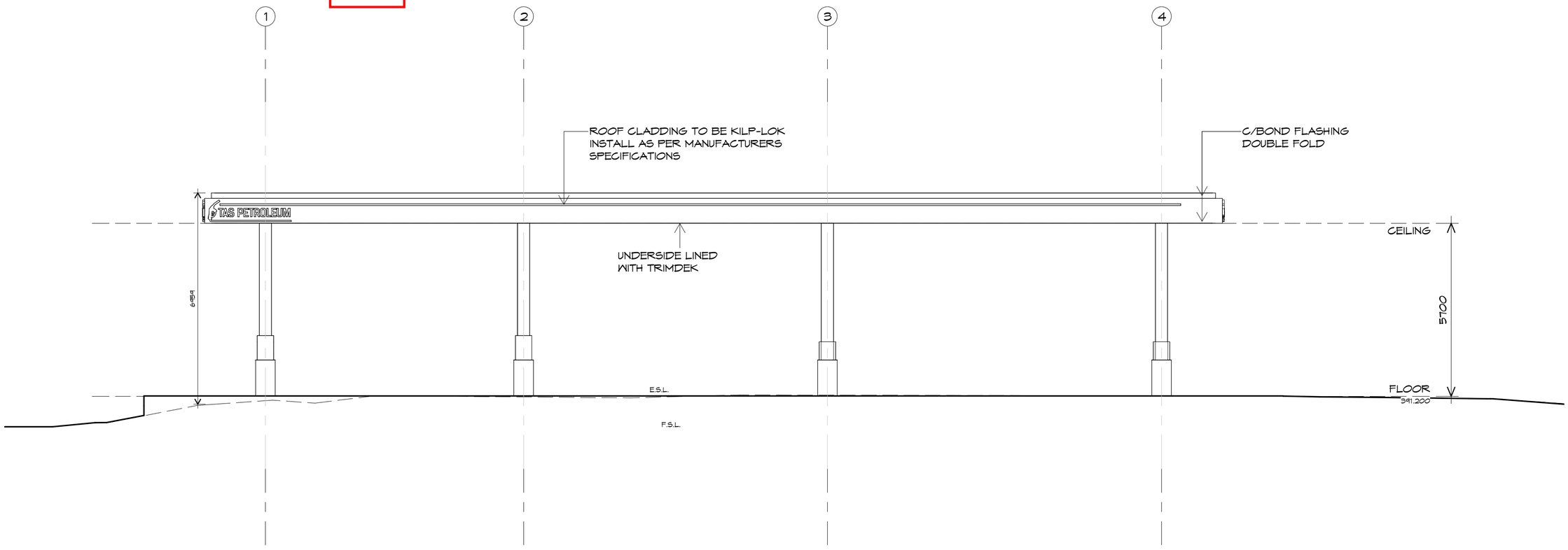

SOUTH EASTERN ELEVATION

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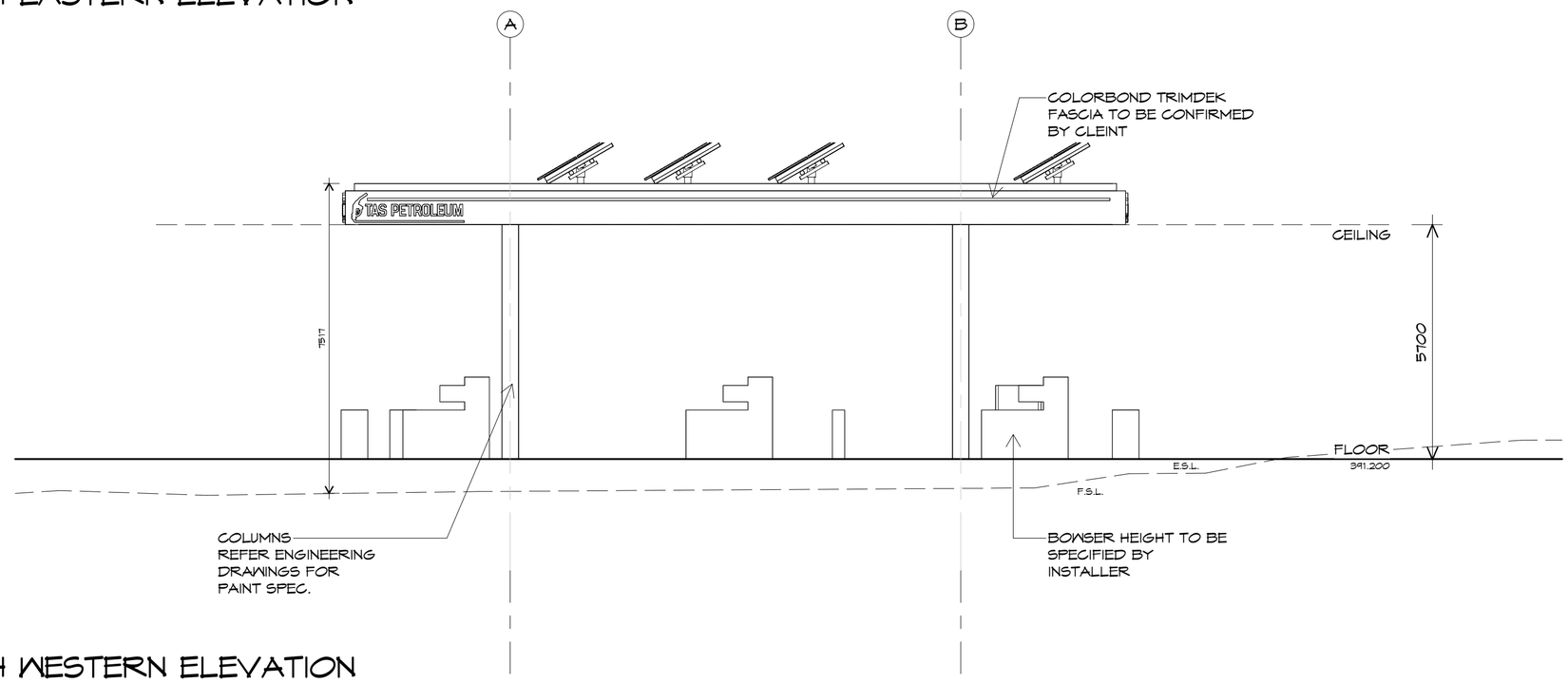

SOUTH WESTERN ELEVATION

1 : 100

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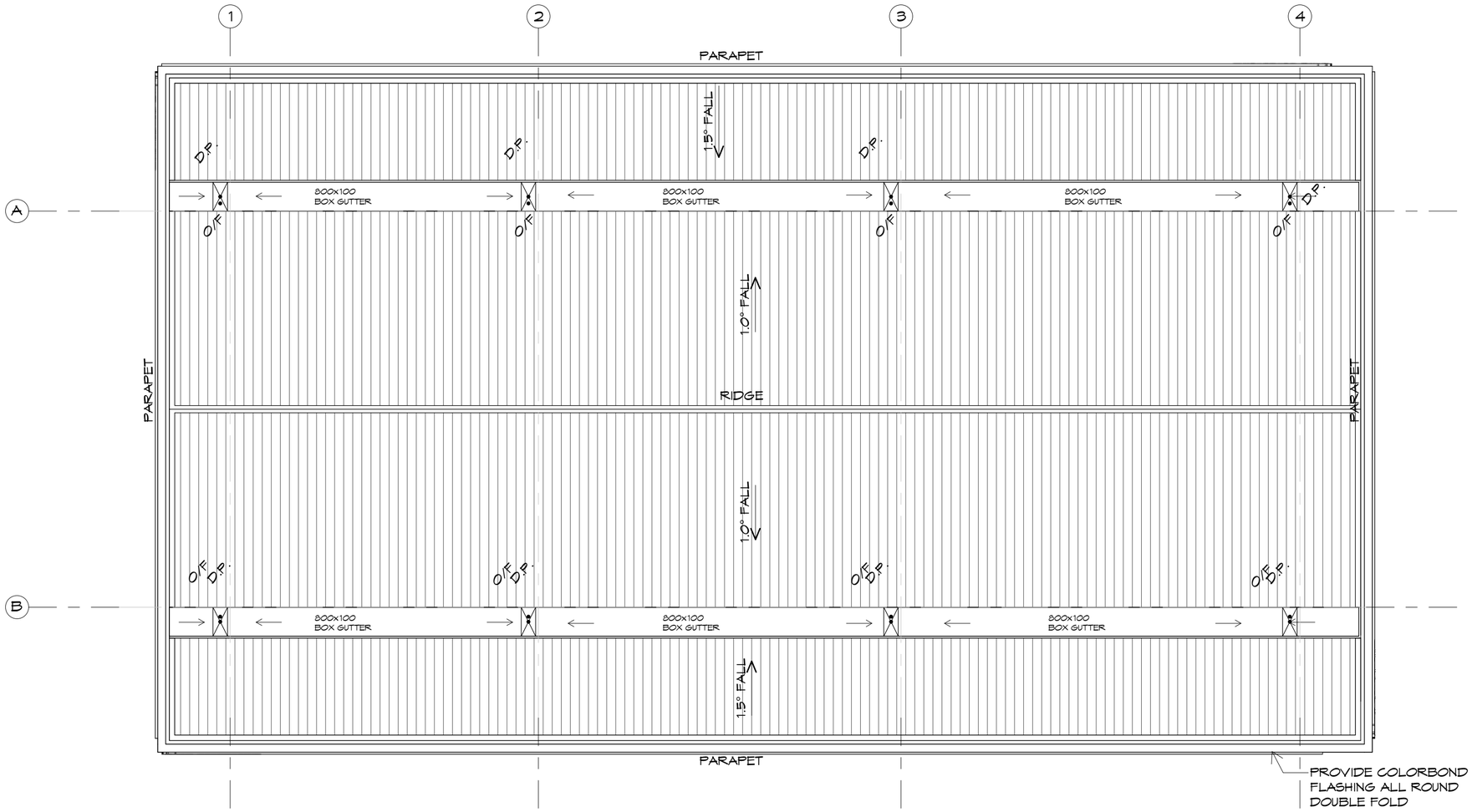

ROOF PLAN

1 : 100

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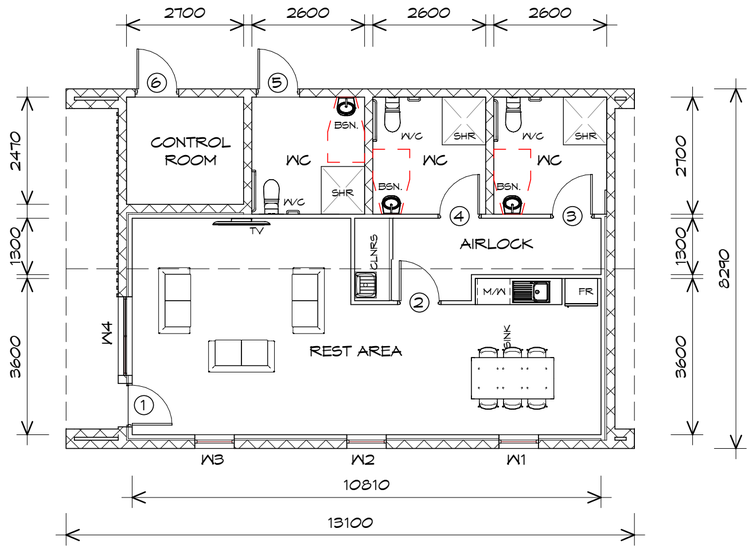
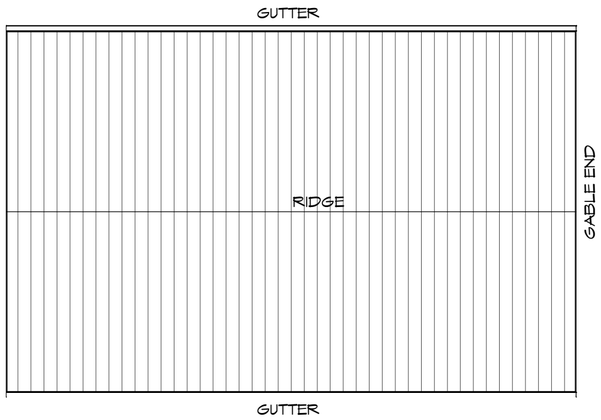


AMENTIES PLAN

1 : 100

CONTROL ROOM AREA	94.92	m2	(10.22	SQUARES)
TOTAL AREA	94.92		10.22	

NOTE:
FLOOR AREAS INCLUDE TO EXTERNAL FACE OF BUILDING, UNLESS OTHERWISE STATED.



ROOF PLAN

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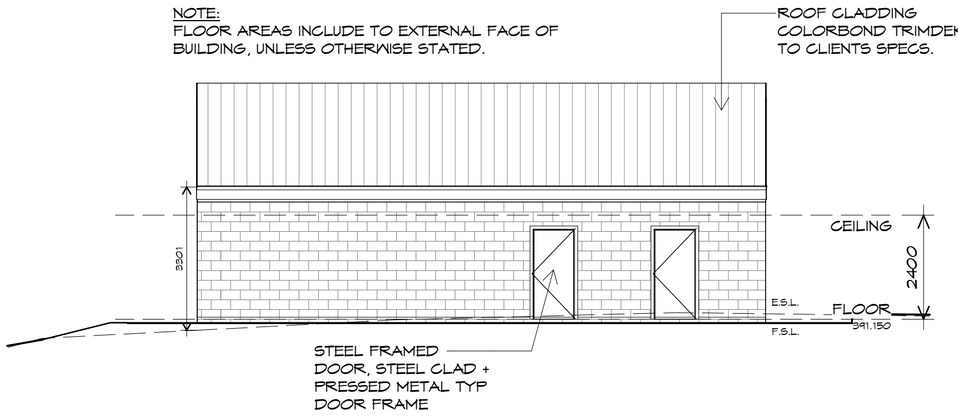

AMENTIES NORTH WESTERN ELEVATION

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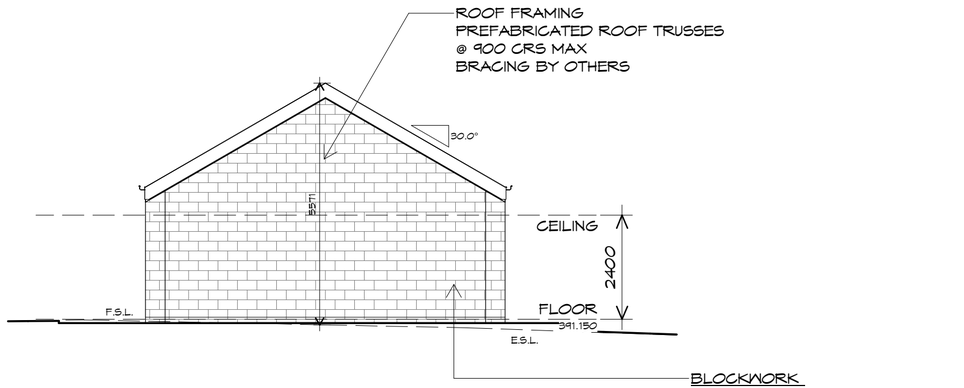
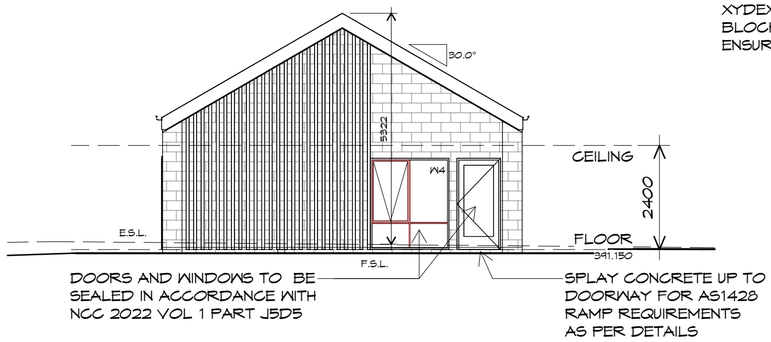


AMENTIES NORTH EASTERN ELEVATION

1 : 100

AMENTIES SOUTH EASTERN ELEVATION

1 : 100



AMENTIES SOUTH WESTERN ELEVATION

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AMENITIES BLOCK

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MIDSON
traffic
pty ltd

Prime Design

20 Interlaken Road, Oatlands
Traffic Impact Assessment

July 2025

CELEBRATING 15 YEARS
2008 - 2023

MIDSON traffic pty ltd

Contents

MIDSON traffic pty ltd

Figure Index

Table Index

MIDSON traffic pty ltd

1. Introduction

1.1 Background

Midson Traffic were engaged by Prime Design to prepare a traffic impact assessment for a proposed fuel station development at 20 Interlaken Road, Oatlands.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Southern Midlands, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 20 Interlaken Road, Oatlands. The site is currently a vacant lot.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Southern Midlands, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TIA Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Interlaken Road and Midland Highway.

2.1.1 Interlaken Road

Interlaken Road (Route C527) is a two-way sealed rural collector road that provides connectivity between the Midland Highway and the Lakes region of central Tasmania, specifically serving communities around Lake Crescent and Lake Sorell. It carries a traffic volume of approximately 1,000 vehicles per day.

It serves as a key freight and tourist route connecting Oatlands to Interlaken and surrounding agricultural areas. It carries a mix of vehicle types including passenger vehicles, agricultural machinery, and heavy vehicles servicing the agricultural sector. It connects to the Midland Highway at a T-junction with the highway having priority. A T-junction for Stanley Street is located opposite Interlaken Road in a staggered arrangement (the Stanley Street is located to the south of Interlaken Road junction). Both Interlaken Road and Stanley Street have channelised right and left turn lanes on the highway.

Interlaken Road has the following characteristics in the vicinity of the subject site:

- A sealed carriageway with a width of approximately 6-7 metres.
- Unsealed shoulders on both sides, typically 0.5 - 1.0 metres wide.
- Posted speed limit of 80 km/h in the rural sections.
- Generally flat to rolling terrain with good sight distances.
- Functions as a rural collector road, supporting both local access and through traffic.

Interlaken Road adjacent to the subject site is shown in Figure 2.

A dedicated truck turning area has recently been constructed opposite the site. The turning area is utilised as a truck rest stop facility. This is shown in Figure 3.

Figure 2 Interlaken Road

Figure 3 Interlaken Road Truck Turn Facility

2.1.2 Midland Highway

The Midland Highway is Tasmania's primary north-south transport corridor, connecting Hobart and Launceston. In the vicinity of Interlaken Road, the highway has the following characteristics:

- A two-way rural highway with a sealed carriageway width of approximately 14-metres.
- Two 3.8-metre traffic lanes (one in each direction); central 3.2-metre channelised right turn lanes into Interlaken Road and Stanley Street; 3.2 metre channelised left turn lanes into Interlaken Road and Stanley Street.
- Sealed shoulders approximately 1.5 - 2.5 meters wide on both sides.
- Posted speed limit of 110 km/h.
- Generally flat to gently undulating terrain providing good forward sight distance.

The highway carries a volume of approximately 4,500 vehicles per day to the south of the Interlaken Road junction. Peak traffic flows are approximately 500 vehicles per hour (PM peak). It carries approximately 20.4% heavy vehicles.

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5 year period between 1st January 2020 to 31st December 2024 for Interlaken Road between Midland Highway and Coldblow Lane.

Two crashes were reported during this time:

- 2:15am, Monday 7th February 2022 – 'other-curve' single vehicle crash resulting in property damage only.
- 3:06pm, Sunday 3rd March 2024 – no crash type recorded (single vehicle crash) resulting in property damage only.

The crash data does not indicate that there are any pre-existing road safety deficiencies in the transport network that may be exacerbated by traffic generated by the proposed development. No crashes were reported at the Midland Highway/ Interlaken Road junction.

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3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of an unmanned 24-hour fuel station. The proposed development is for primarily for trucks but will also be accessible by passenger vehicles. Three EV charging stations are provided, as well as 7 on-site parking spaces.

The site will be unmanned with all sales self-serve using a card reader. The development will include 8 bowsers available for all vehicle types, with two fuel bowsers that are accessible for large trucks. Access to the fuel station will be via two accesses on Interlaken Road. The development includes a control room and amenities.

The site has been designed to accommodate A-double trucks.

The proposed development is shown in Figure 4 and Figure 5.

Figure 4 Proposed Development Site Layout

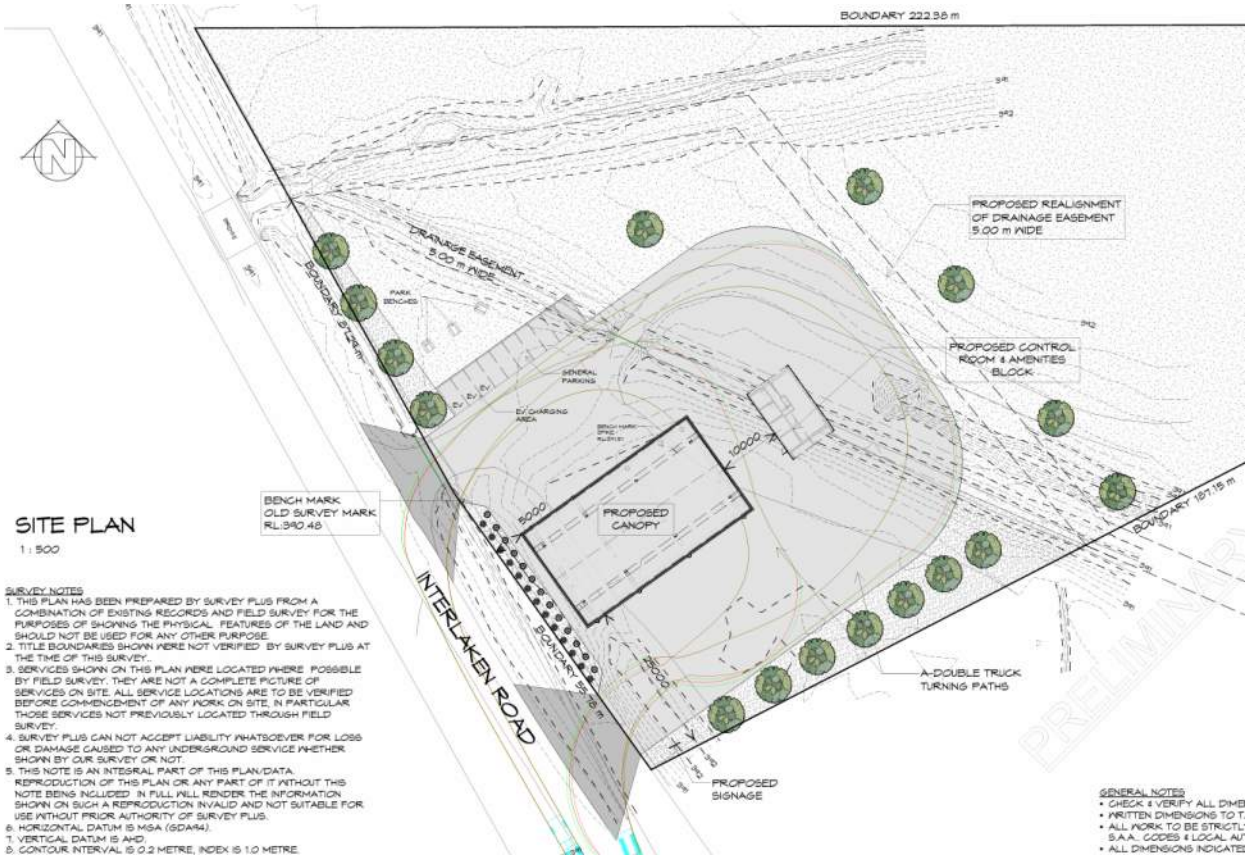

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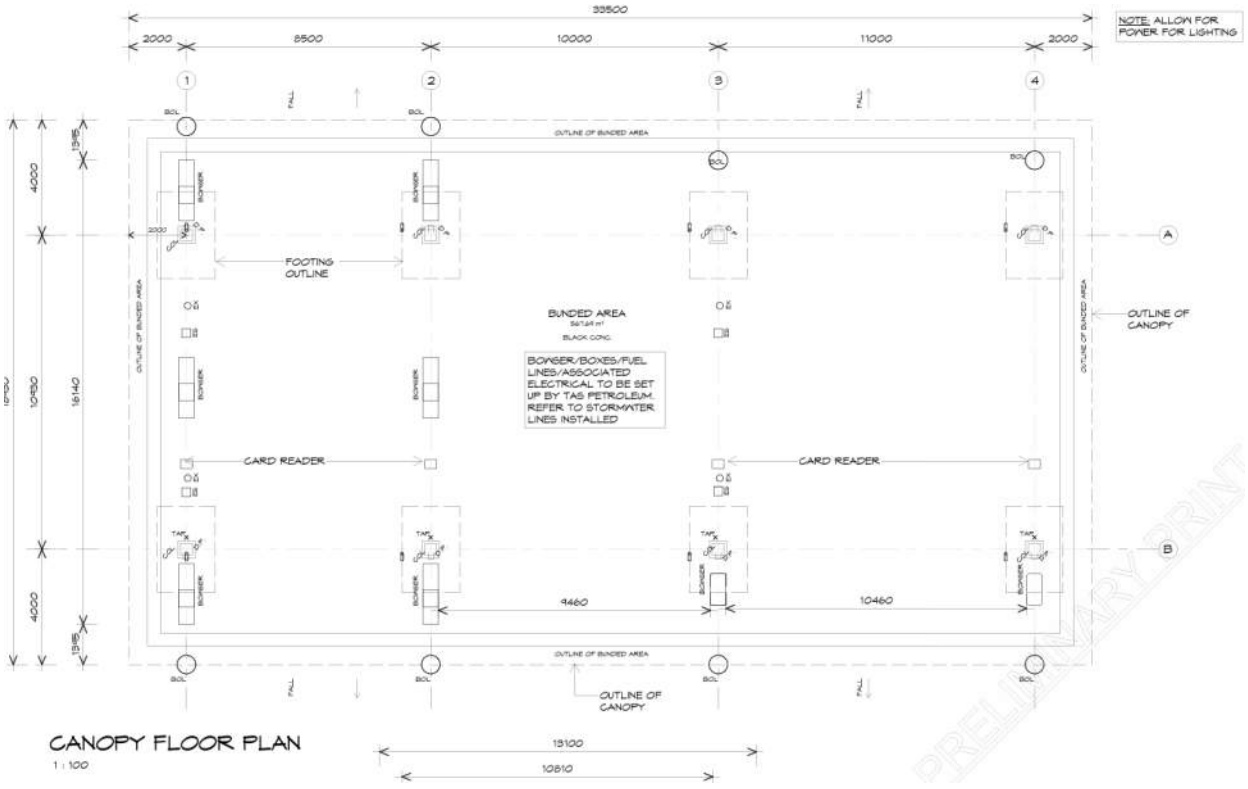
Figure 5 Proposed Development Canopy Floorplan



4. Traffic Impacts

4.1 Trip Generation

4.1.1 TIA Guide Traffic Generation Assessment

Trip generation rates were sourced from the TIA Guide as follows:

- Daily traffic generation (D) = 29.042(N)2 + 222.58(N) + 1668.3
- Site peak hour generation = 0.0819(D) + 46.302
- AM peak hour generation = 0.2815(N)2 + 14.047(N) + 16.715
- PM peak hour generation = 0.0205(S) + 88.52

Where N refers to the number of service channels and S refers to the total site area.

This results in the following traffic generation:

- Daily traffic generation = 1,836 vehicles per day
- Site peak hour generation = 197 vehicles per hour
- AM peak hour generation = 94 vehicles per hour
- PM peak hour generation = 185 vehicles per hour

It is noted that the proposed development will be unmanned, without provision of a convenience store on the site. The survey data provided in the TIA Guide relate to urban refuelling sites that have higher traffic flow on the adjacent road network and an attached convenience store. The traffic volume on the Midland Highway near the subject site is 4,500 vehicles per day, the traffic generation would represent approximately 40% of the AADT. On this basis the actual traffic generation is likely to be lower than the calculations provided above.

4.1.2 Comparison Site Traffic Generation

A similar example of the type of refuelling station proposed is the Campbell Town South Diesel Stop located on the corner of Midland Highway and Torless Street (site address is 184 Main Street, Campbell Town). This truck fuelling station was approved in 2016 and is shown in Figure 2. It operates safely and efficiently in a similar nature to the proposed development, noting that it is located on a major highway (Midland Highway), which carries approximately 6,500 vehicles per day near the site. The Campbell Town site is likely to generate a similar amount of traffic generation compared to the proposed development at 26A Tannery Road. The Midland Highway has a posted speed limit of 60-km/h adjacent to the Campbell Town site.

In this regard, there are strong comparisons between the Campbell Town site and the proposed development.

To better understand the likely traffic generation associated with the proposed development, transaction data was obtained from the Ampol self-service fuel station in Campbell Town. The Campbell Town site has been designed to cater for trucks, however cars can access the site and refuel in a similar manner to the proposed development. The site contains four bowser pump locations. Data was obtained for 2022, with total transactions summarised in Table 1.

Table 1 Campbell Town Ampol – Total Monthly Transactions 2022

Month	Total Transactions	Average Daily Transactions
January	2,789	90
February	2,873	103
March	3,028	98
April	2,594	86
May	2,653	86
June	2,335	78
July	2,322	75
August	2,384	77
September	2,316	77
October	2,483	80
November	2,573	86
December	2,273	73

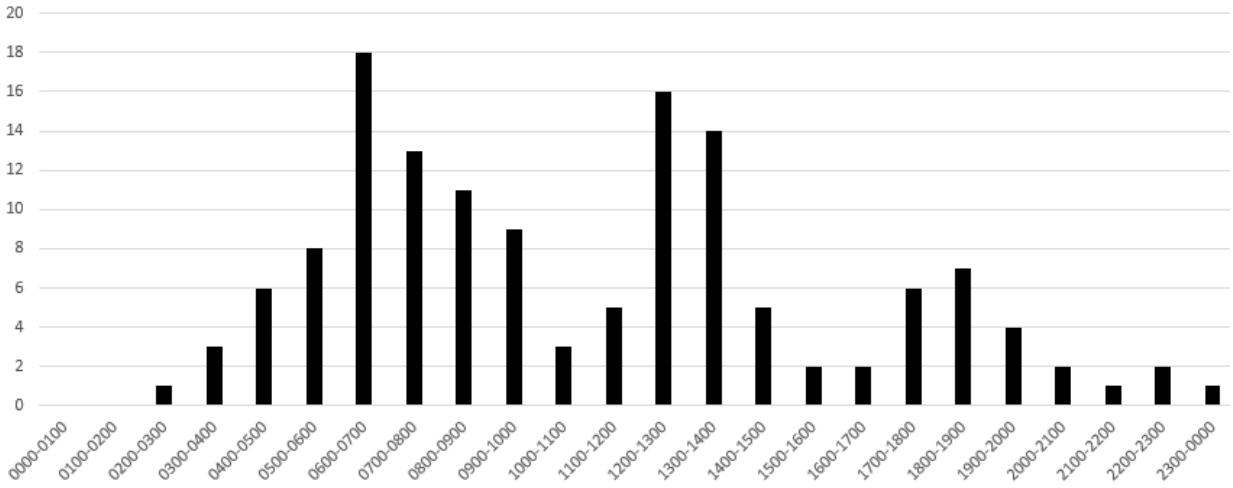
It can be seen that average daily transactions vary between 73 and 103. Full data was examined for the busiest month (February 2022). Daily transactions varied between 40 and 140 in February 2022, with an 85th percentile highest number of transactions being 134 per day. This equates to an 85th percentile daily traffic generation of 268 vehicles per day (two-way movements – 1 transaction equates to 1 entry movement and 1 exit movement).

Analysis of the peak day in February (Thursday 24th February 2022) indicates that the peak number of transactions per hour is summarised in Figure 1. It can be seen that peak periods do not correspond to commuter peak periods, although this is likely to be a function of the location being towards the middle of the Midland Highway. The peak number of transactions was 18 between 6:00am and 7:00am. The average hourly number of transactions was 6 (12 x two-way vehicle movements). This equates to a peak generation at the Campbell Town site of 36 vehicles per hour (two-way movements).

It is noted that the transactions do not differentiate between vehicle types. Whilst it is not possible to provide an accurate breakdown of transactions associated with cars and trucks. It was noted that the

majority of transactions were for large quantities of fuel, therefore demonstrating that trucks were the dominant users of the site.

Figure 6 Hourly Transactions February 2022



Comparing this to proposed development. The TIA Guide traffic generation of the development was estimated in the TIA to be 1,836 vehicles per day with a peak of 197 vehicles per hour. In light of the data obtained from the Campbell Town site, the TIA traffic generation is likely to be a significant over-estimate. Given the similarities between the sites, it would be a safe assumption that the peak generation would be in the order of 50 vehicles per hour (two-way movements), with a daily generation of 400 vehicles per day (two-way movements). This is on the assumption that whilst the proposed development has more bowsers, it is located away from the Highway in a location that has less traffic volume than the Campbell Town site.

Therefore for the purposes of this report, the proposed development is assumed to have a traffic generation of 400 vehicles per day, with a peak of 50 vehicles per hour. This traffic generation estimate should be considered an upper limit as it is based on peak transaction data from a similar site (rather than average data).

Figure 7 Comparison Site: Campbell Town Truck Refuelling Station

4.2 Trip Assignment

Due to the site's proximity to the Midland Highway, the majority of movements at the site's access will be right-in/ left-out.

4.3 Access Impacts

The proposed development relies on two accesses providing a one-way entry and exit configuration. The entry driveway will be constructed at the appropriate location of an existing access, and the exit driveway will be constructed towards the eastern boundary of the site's frontage on Interlaken Road.

For the new exit driveway, the Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*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*". The proposed development proposes two accesses (one entry and one exit driveway) and therefore the Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme is not met.

For the existing access, the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not*

increase by more than the amounts in Table C3.1". In this case the existing access currently generates no traffic, therefore the increase in traffic at the access will exceed the requirements of Table C3.1 (20% or 40 vehicle movements per day, whichever is greater).

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*
>
> *(f) the need for the use;*
>
> *(g) any traffic impact assessment; and*
>
> *(h) any advice received from the rail or road authority".*

The following is relevant with respect to the Interlaken Road accesses:

a. Increase in traffic. The traffic generation of the proposed development each access will be approximately 400 vehicles per day, with a peak of 50 vehicles per hour. The traffic generation can be absorbed in the surrounding road network without loss of operational efficiency.

b. Nature of traffic. The traffic will be consistent with the existing traffic currently utilising Interlaken Road. The nature of the development is such that it will attract existing traffic that would normally be travelling on the Midland Highway (short diversion utilising Interlaken Road).

c. Nature of road. Interlaken Road is a low-volume rural road.

d. Speed limit and traffic flow. Interlaken Road has a speed limit of 80-km/h and traffic flow in the order of 1,000 vehicles per day. The speed limit and traffic flow of Interlaken Road can sufficiently absorb the traffic generation at the proposed access.

e. Alternative access. No alternative access is available or considered necessary.

f. Need for use. The accesses are required to provide vehicular access to the proposed development.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment. Importantly there is spare capacity to absorb the traffic generation associated with the proposed development.

Based on the above assessment, the accesses meet the requirements of Performance Criteria P1 of Clause C3.5.1.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for commercial driveways. Sight distance requirements are lower for commercial driveways compared to road junctions.

The minimum sight distance requirements for an access driveway in a 80-km/h frontage road is 105 metres (the desirable sight distance is 111 metres). The available sight distance exceeds 200 metres in both directions along Interlaken Road.

4.5 Pedestrian Impacts

The proposed development is an automated fuel station with no associated convenience store. It will not generate pedestrian movements to or from the surrounding road network.

4.6 Midland Highway Intersection Assessment

The proposed development will result in increased heavy vehicle movements at the Midland Highway/Interlaken Road intersection. Although this intersection was not included in the recent Midland Highway safety upgrades, an assessment has been undertaken to determine its suitability for accommodating 26m B-Double truck movements.

4.6.1 Intersection Configuration

The existing intersection comprises of the following:

- 3.8-metre traffic lanes in each direction on the Midland Highway
- 3.2-metre channelised right turn lane from the highway into Interlaken Road
- 3.2-metre channelised left turn lane from the highway into Interlaken Road
- Corresponding channelised lanes for Stanley Street in a staggered arrangement

4.6.2 26m B-Double Assessment

Swept path analysis has been undertaken for 26m B-Double movements at the intersection, as shown in Figure 8. The analysis demonstrates:

- Left turn movements from the Midland Highway into Interlaken Road can be accommodated within the existing channelised left turn lane and available pavement width.
- Right turn movements from Interlaken Road onto the Midland Highway can be accommodated within the existing intersection geometry.
- The 3.2-metre channelised turn lanes provide adequate width for 26m B-Double swept paths.

- Shoulder areas provide additional manoeuvring space where required.

4.6.3 Priority Arrangements

The existing priority arrangement with the Midland Highway having priority and channelised left turn lanes (CHL) is appropriate for the increased truck traffic.

The channelised configuration provides:

- Dedicated space for turning movements separate from through traffic.
- Reduced conflict points compared to conventional intersections.
- Improved sight lines for both turning and through movements.

4.6.4 Traffic Volume Impact

The additional truck traffic generated by the development (estimated at 50% of the 50 vehicles per hour peak generation, or approximately 25 trucks per hour) represents a manageable increase that can be accommodated within the existing intersection capacity. This equates to less than one additional truck movement every two minutes during peak periods.

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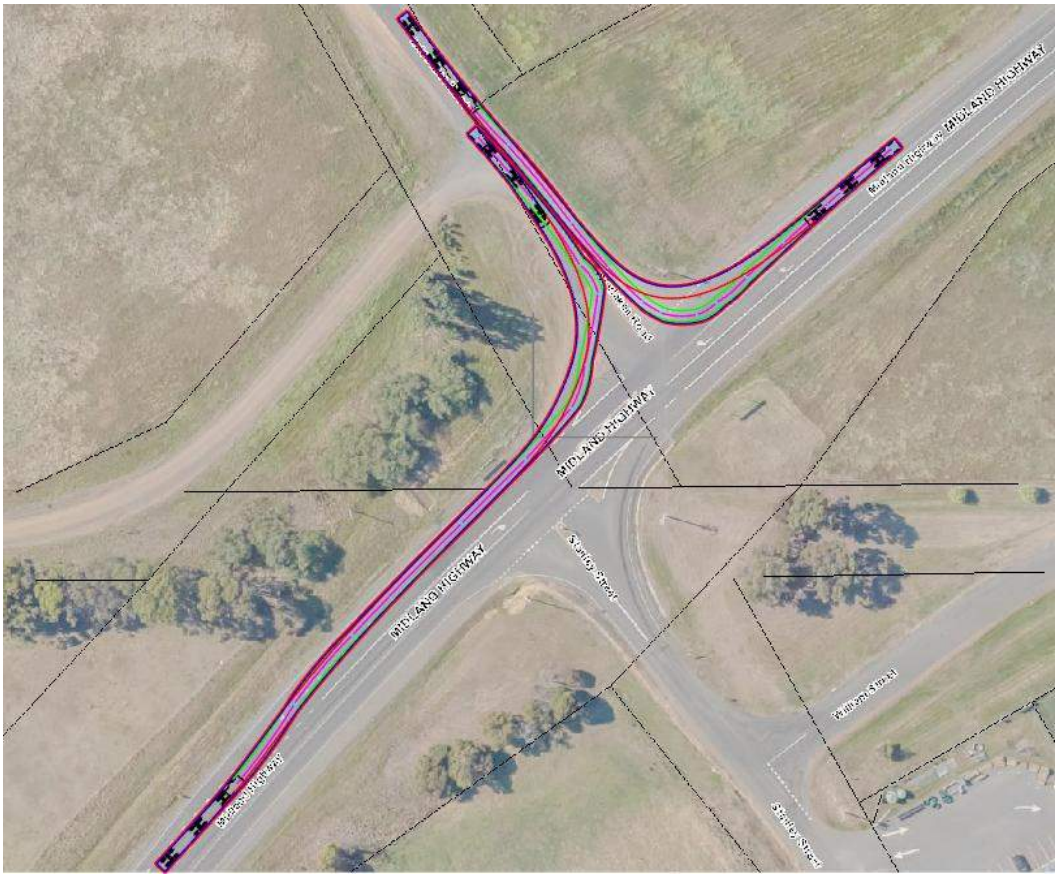
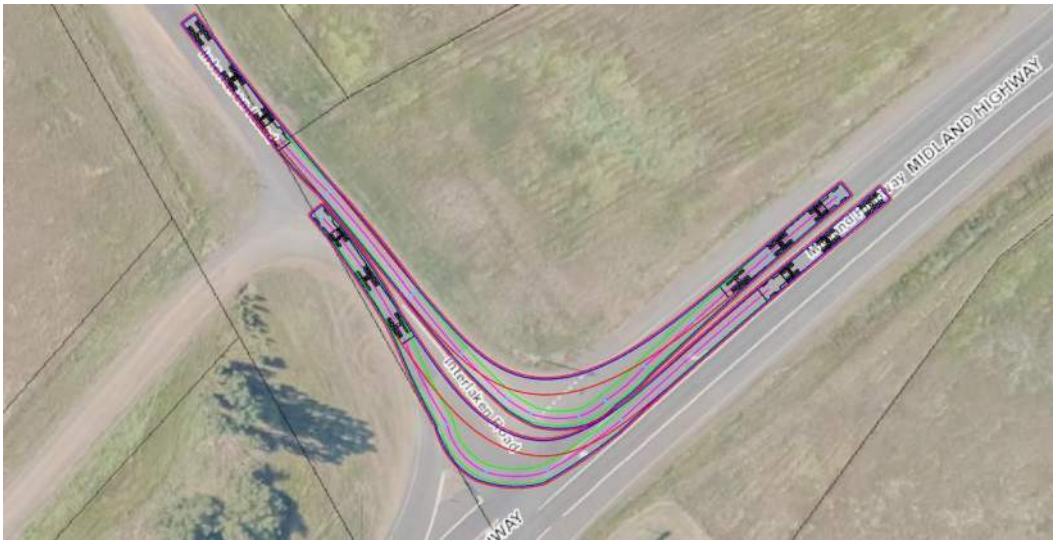
Figure 8 26m B-Double Swept Paths – Midland Hwy/ Interlaken Rd





4.7 Interlaken Road Impacts

An assessment has been undertaken to confirm that Interlaken Road can accommodate two-way heavy vehicle movements between the development site and the Midland Highway.

4.7.1 Road Width Assessment

Interlaken Road has the following characteristics:

- Sealed carriageway width of approximately 6.0 to 7.0 metres.
- Unsealed shoulders of typically 0.5 to 1.0 metres on both sides.
- Total available width of approximately 6.5 to 8.0 metres including shoulders

4.7.2 Two-Way Heavy Vehicle Movements

The available road width is adequate for two-way movements of 26m B-Doubles. Standard design vehicle widths are:

- 26m B-Double: 2.5 metres width.
- Required clearance between vehicles: minimum 0.5 metres.
- Total width required for two-way B-Double movements: 5.5 metres.

With a sealed carriageway of 6-7 metres, there is sufficient width for two 26m B-Doubles to pass safely. The unsealed shoulders provide additional manoeuvring space if required. It is noted that the swept paths shown in Figure 8 demonstrate the passage of B-Double vehicles travelling in opposing directions on Interlaken Road.

4.7.3 Existing Heavy Vehicle Use

Interlaken Road currently carries agricultural vehicles and trucks servicing the rural area. The recent construction of a dedicated truck turning facility opposite the site (shown in Figure 3) demonstrates the road's suitability for heavy vehicle use and the recognition by authorities of this function.

4.8 Road Safety Impacts

There are no significant detrimental road safety impacts foreseen for the proposed development. This is based on the following:

- The existing road safety performance of the road network does not indicate that there are any current road safety deficiencies that might be exacerbated by the proposed development (noting that only two crashes have been reported in Interlaken Road in the most recent five-year period).
- Adequate sight distance is available at the proposed site access on Interlaken Road in relation to the prevailing vehicle speeds in accordance with Australian Standards requirements.

- The additional traffic generated by the proposed development (noting an estimated peak of 50 vehicles per hour, which equates to an average of slightly less than 1 vehicle per minute) can be readily absorbed by the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 7 on-site car parking spaces, as well as 3 x EV charging station parking spaces.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*
>
> *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
>
> *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
>
> *(c) the site is subject to Clause C2.5.5; or*
>
> *(d) it relates to an intensification of an existing use or development or a change of use where:*
>
> *(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
>
> *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*
>
> *N = A + (C- B)*
>
> *N = Number of on-site car parking spaces required*
>
> *A = Number of existing on site car parking spaces*
>
> *B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1*
>
> *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".*

Table C2.1 requires 4 parking spaces per service bay for 'vehicle fuel sales and service'. In this case the proposed development is an automated fuel station that does not have a service component and therefore no parking spaces are required (no service bays provided).

The parking provision therefore meets the requirements of Table C2.1 and the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

The on-site car parking will be utilised by visitors to the site to use the amenities, or to wait for an accompanying vehicle to refuel or recharge.

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".

The development was assessed against A1.1(b). The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.

5.3.1 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.3.2 Parking Dimensions

AS2890.1 defines the parking as User Class 2, *Medium term parking*. This accounts for the infrequent use of the parking within the development, as well as the time required for the electric charging within the EV spaces.

User Class 2 requires the following minimum parking dimensions:

- Space width 2.5 metres
- Space length 5.4 metres
- Aisle width 5.8 metres

The car park layout is as follows:

- Space width 2.7 metres
- Space length 5.4 metres
- Aisle width > 20 metres

The parking therefore complies with the dimensional requirements of AS2890.1.

5.3.3 AS2890.1 Assessment Summary

The parking space dimensions and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

5.4 Vehicle Manoeuvring

The fuel station will cater for various vehicle types. The site will be accessible for vehicles up to A-double trucks.

The swept paths of 36 metre A-doubles were tested. The swept paths are shown in Figure 9. It can be seen that A-double movements can be accommodated within the site.

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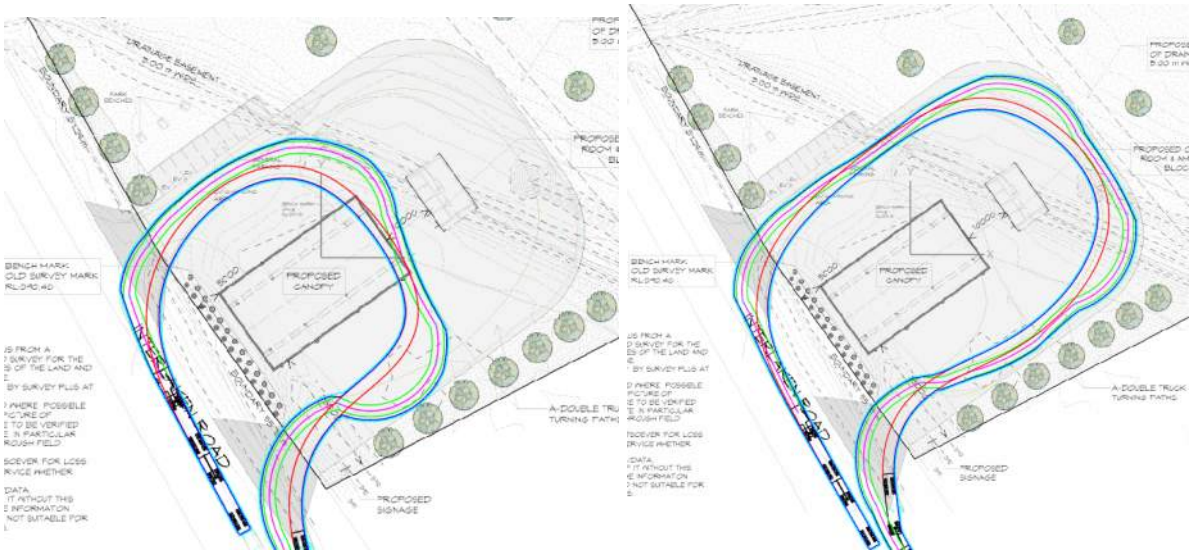
Figure 9 A-Double Swept Path



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed unmanned refuelling station development at 20 Interlaken Road, Oatlands.

The key findings of the TIA are summarised as follows:

- The development will generate a total of 400 vehicles per day with a peak of 50 vehicles per hour. The nature of the development will result in the majority of this traffic generation being 'linked trips', where a vehicle already travelling on the Midland Highway will divert into and out of the proposed development.
- The traffic generation associated with the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The development will provide a new access on Interlaken Road. The access has been designed to accommodate the swept paths of A-doubles and semi-trailers. The access arrangements will facilitate separated entry and exit driveways for the site.
- The Midland Highway/ Interlaken Road intersection can safely accommodate 26m B-Double movements associated with the proposed development. Swept path analysis confirms that the existing channelised turn lanes provide adequate width and geometry for these vehicle types. The channelisation of entering left and right turn lanes provide appropriate separation of truck movements from through movements on the Midland Highway.
- Interlaken Road has sufficient width to accommodate two-way heavy vehicle traffic between the development site and the Midland Highway. The 6-7 metre sealed carriageway width exceeds the 5.5 metres required for two-way B-Double movements.
- The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme is met as it does not trigger a need for parking. A total of 10 on-site parking spaces are provided. This includes 3 x EV spaces. The parking can be used for access to the on-site amenities provided, as well as vehicles accompanying vehicles that are being refuelled or recharged.

Based on the findings of this report the proposed development is supported on traffic grounds.

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	11 February 2025
1	Keith Midson	Zara Kacic-Midson	18 March 2025
2	Keith Midson	Zara Kacic-Midson	4 July 20255

Outlook

RE: 20 Interlaken Rd TIA

From Head, Alex <Alex.Head@stategrowth.tas.gov.au>
Date Tue 12-Aug-25 10:50 AM
To evan@e3planning.com.au <evan@e3planning.com.au>

Hi Evan,

Thank you for your email.

The Department has reviewed the Traffic Impact Assessment prepared by Keith Midson and, consistent with our email of 29 July 2025, is supportive of its findings. We agree that the proposal, and its associated traffic impact on the Interlaken / Midland Highway junction, is acceptable.

Regards,

Alex Head | Traffic Engineering Technical Officer | Traffic Engineering (south)
State Roads | Department of State Growth
76 Federal St, North Hobart Tas 7000
Phone: (03) 6165 5205 | alex.head@stategrowth.tas.gov.au
www.transport.tas.gov.au

Courage to make a difference through
TEAMWORK | INTEGRITY | RESPECT | EXCELLENCE

In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: evan@e3planning.com.au <evan@e3planning.com.au>
Sent: Monday, 11 August 2025 2:54 PM
To: Head, Alex <Alex.Head@stategrowth.tas.gov.au>
Subject: Fw: 20 Interlaken Rd TIA

Hi Alex

Thank you for taking my call.

As discussed, I have spoken to Keith Midson regarding this, as he is our Traffic Consultant. It is his opinion as per the attached TIA that the proposal and its impact upon the Interlaken Midland Highway junction is acceptable. Can you please confirm that State Growth share this opinion as per your email of 29 July 2025?

We are about to lodge the planning scheme amendment request.

Regards

Evan

Evan Boardman B Econ, B Science, Grad Dip URP, MEIANZ
Director ph 0438376840

ENVIRONMENT
SUSTAINABLE
DEVELOPMENT
ECONOMICS

From: Admin <admin@midsontraffic.com.au>
Sent: Monday, August 11, 2025 9:21 AM
To: evan <evan@e3planning.com.au>
Subject: Fw: 20 Interlaken Rd TIA

From: Head, Alex <Alex.Head@stategrowth.tas.gov.au>
Sent: 29 July 2025 14:33
To: Admin <admin@midsontraffic.com.au>
Subject: RE: 20 Interlaken Rd TIA

Hi Keith,

Thanks for providing an updated TIA for 20 Interlaken Rd, Oatlands.

Given that your correspondence notes '*Council have raised further issues relating to the provision of an acceleration lane for northbound exiting vehicles on the highway',* it seems reasonable that this should be addressed and communicated to Council (and the Department Cc'd in).

Happy to discuss.

Regards,

Alex Head | Traffic Engineering Technical Officer | Traffic Engineering (south)

State Roads | Department of State Growth

76 Federal St, North Hobart Tas 7000

Phone: (03) 6165 5205 | alex.head@stategrowth.tas.gov.au

www.transport.tas.gov.au

Courage to make a difference through

TEAMWORK | INTEGRITY | RESPECT | EXCELLENCE

In recognition of the deep history and culture of this island, I acknowledge and pay my

respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

From: Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
Sent: Thursday, 24 July 2025 11:17 AM
To: Admin <admin@midsontraffic.com.au>; Head, Alex <Alex.Head@stategrowth.tas.gov.au>
Subject: RE: 20 Interlaken Rd TIA

Hi Alex,

As this matter is within your territory, is it possible to provide Keith with your assessment please.

Cheers,

Vili.

From: Admin <admin@midsontraffic.com.au>
Sent: Wednesday, 23 July 2025 12:16 PM
To: Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
Subject: 20 Interlaken Rd TIA

Hi again Vili,

Sorry to email you while you're off sick. I prepared a TIA earlier this year for an unmanned fuel station at 20 Interlaken Rd. I recently updated the TIA to address some issues raised by State Growth - this version is attached.

Council have raised further issues relating to the provision of an acceleration lane for northbound exiting vehicles on the highway. This would be a show stopper for the development, which is not a high traffic generating development, and is also likely to attract trucks (and vehicles) that are already travelling along Interlaken Rd.

I am keen to understand if the updated TIA satisfies State Growth's matters that were raised through the DA process.

Kind regards,

Keith

Keith Midson

Director

MIDSON Traffic Pty Ltd

traffic engineering | transport planning | road safety

Ph. 0437 366 040

www.midsontraffic.com.au

MIDSON traffic pty ltd

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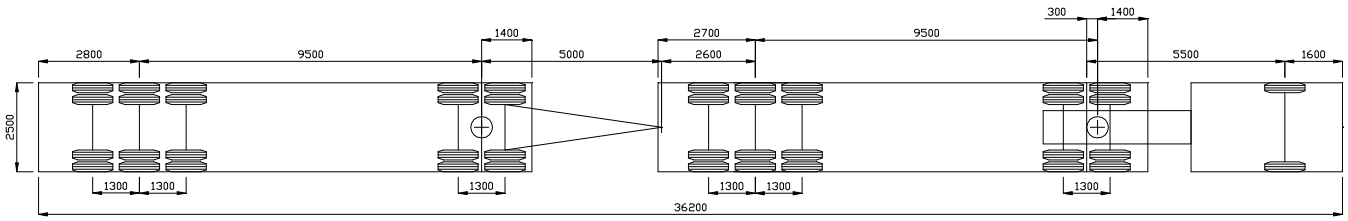
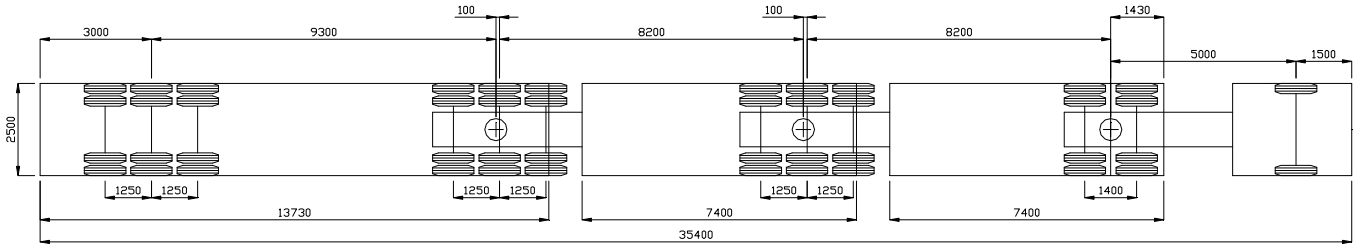
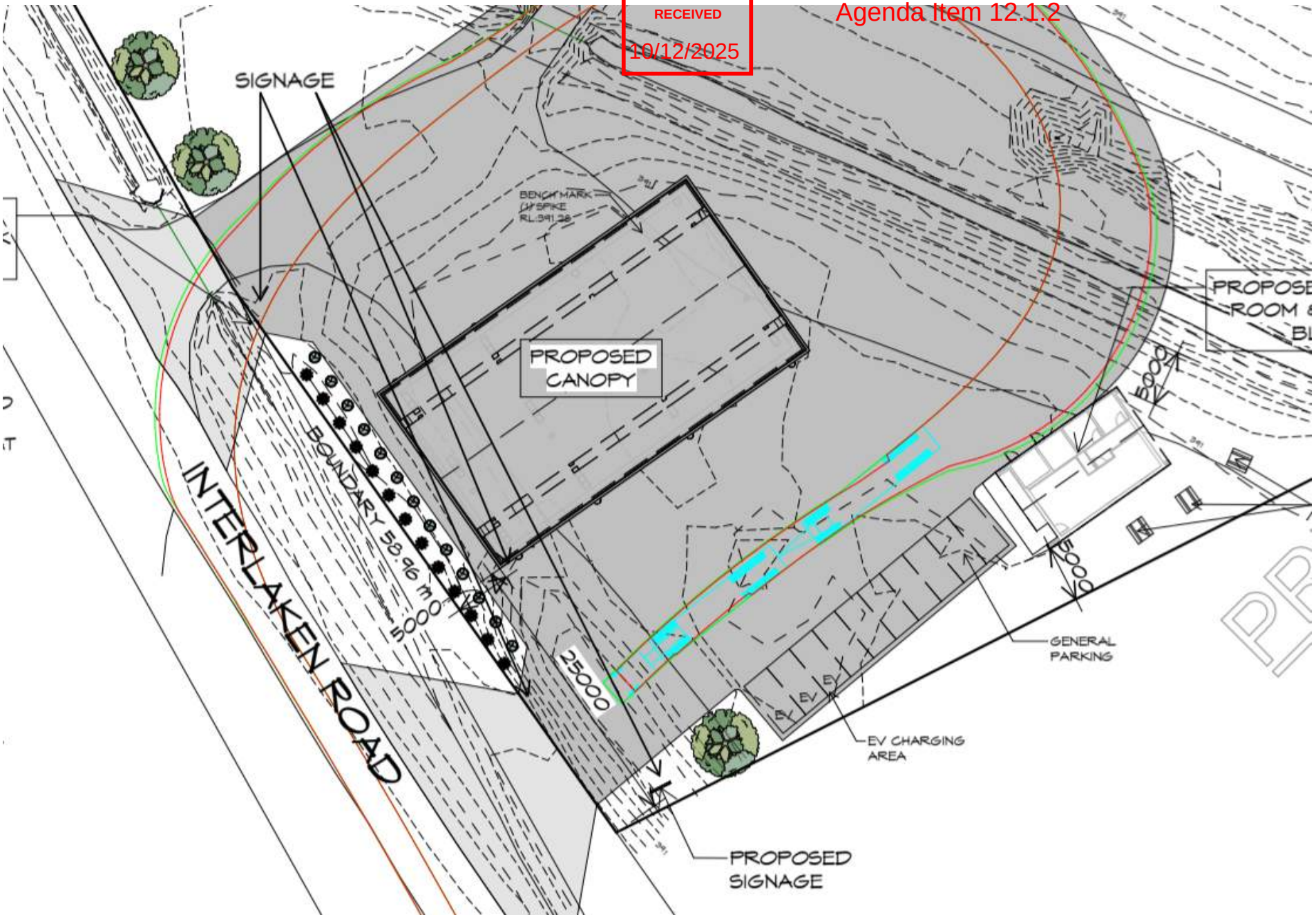


A-double (Type I) (36.2 m)



B-triple (35.4 m)

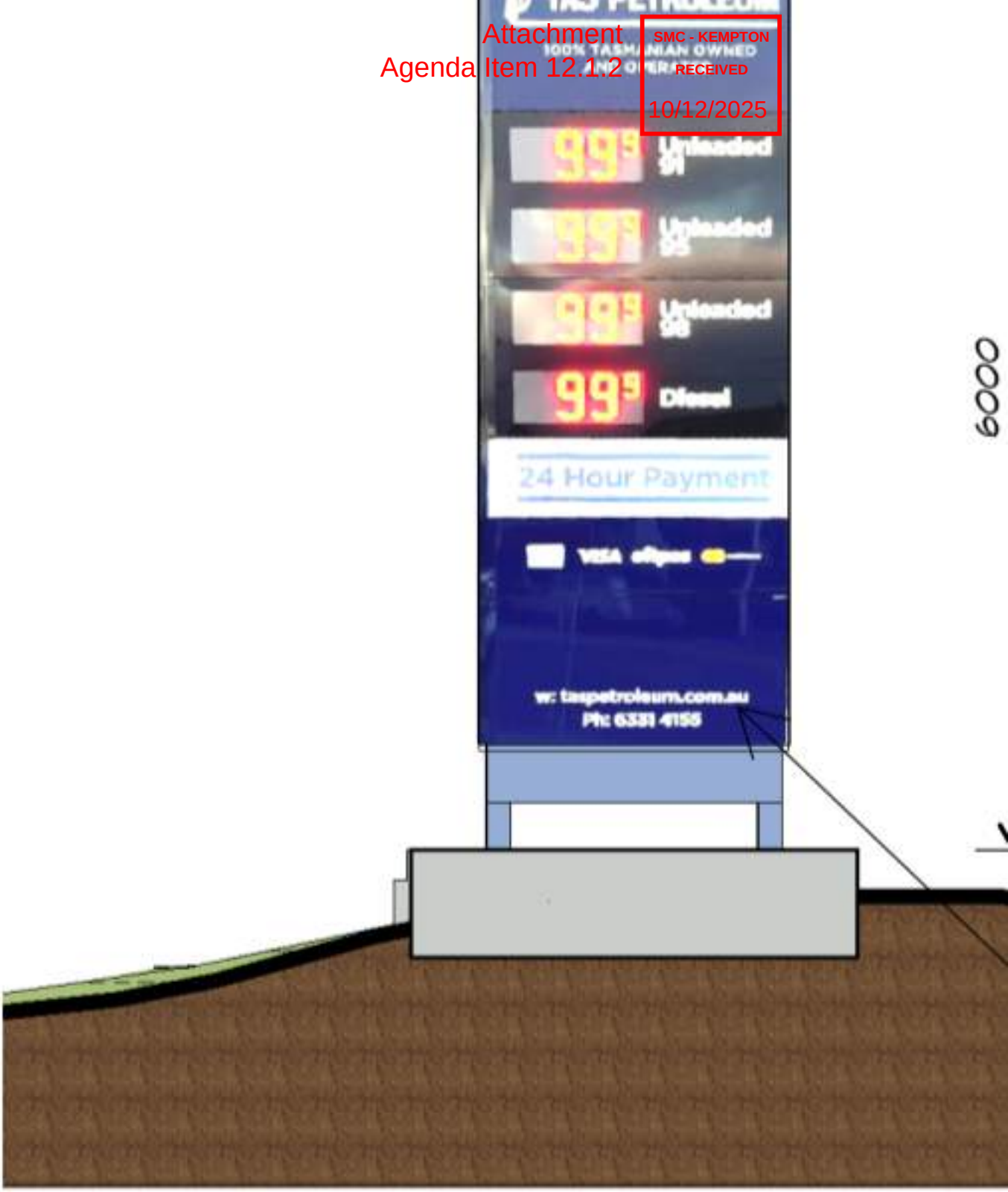


ENVIRONMENT SUSTAINABLE DEVELOPMENT ECONOMICS
PO Box 58 SOUTH HOBART, Tasmania 7004
www.e3planning.com.au 0438376840 evan@e3planning.com.au

Client: TAS Petroleum

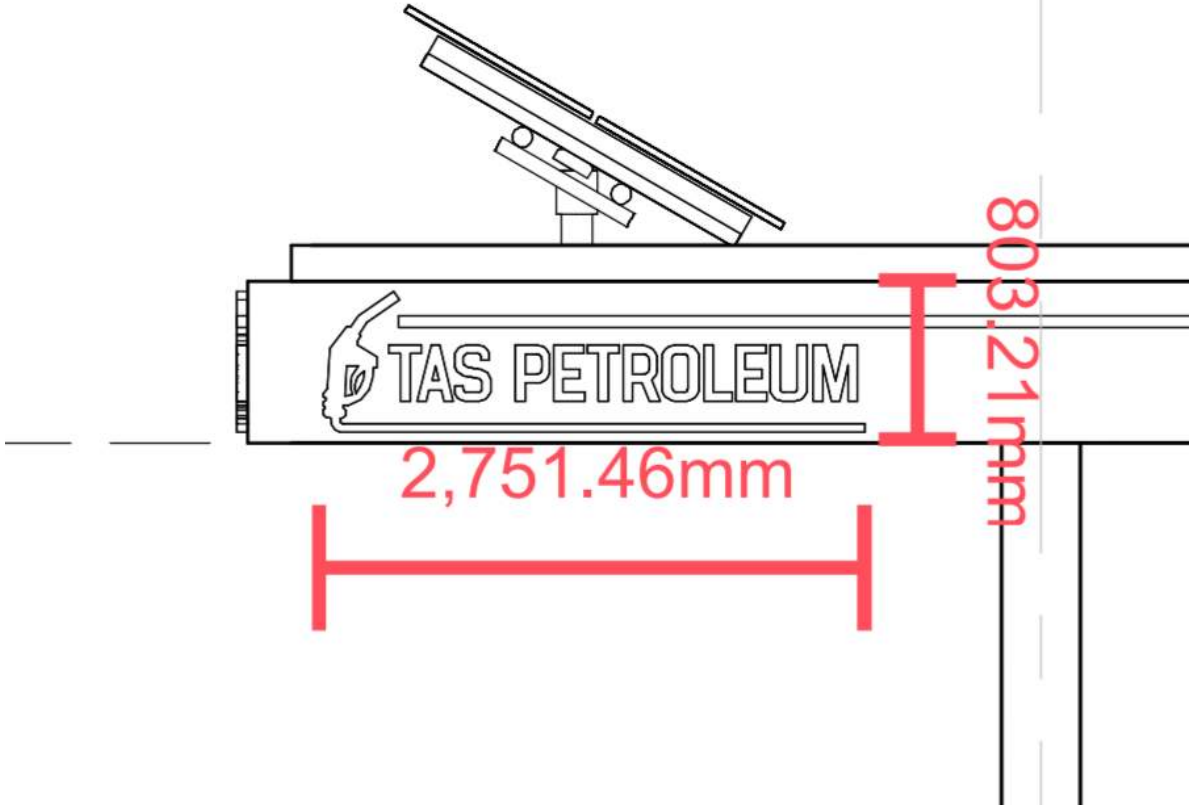
Project: Interlaken Road Signage

Date: 08 July 2025

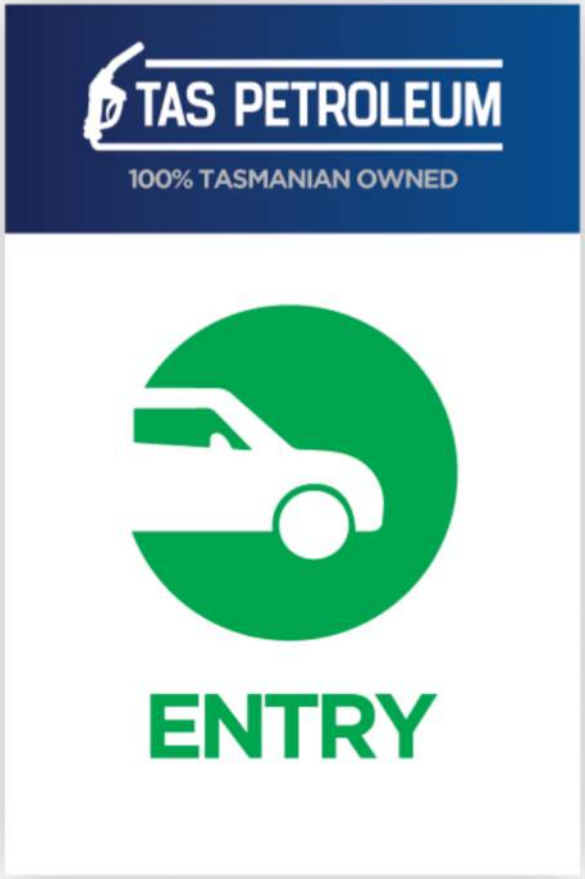


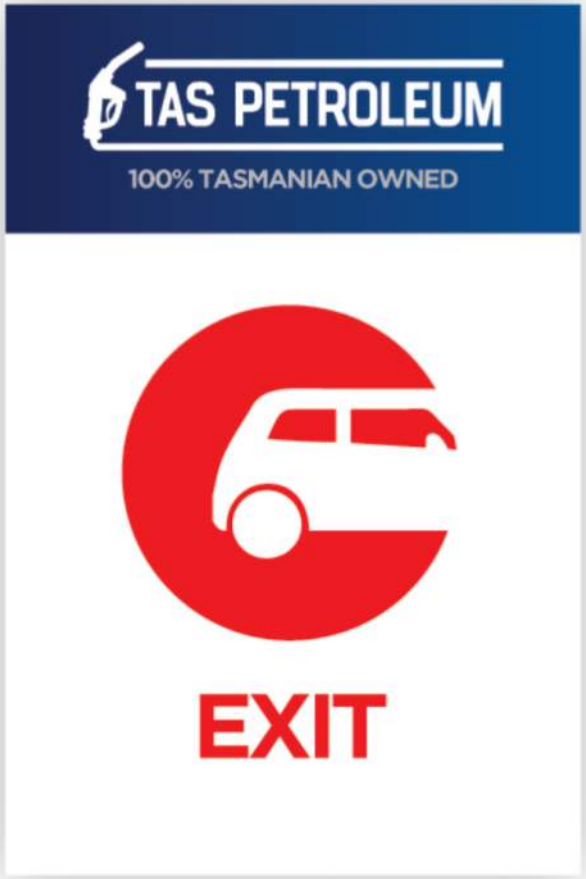
SIGN ELEVATION

1 : 100



Proposed Canopy signage
20 Interlaken Road Fuel Outlet





Client: Tas Petroleum

Material: Dimensions: 640w x 960h (mm)

Wrap Approval
Name: Signature

Date: 15/7/21 Job #:

Quantity:

Colour Values:

C: 0	M: 0	C: 0	M: 0	C:	M:	C:	M:	C:	M:	C:	M:	C:	M:
Y: 0	K: 100	Y: 0	K: 0	Y:	K:	Y:	K:	Y:	K:	Y:	K:	Y:	K:

Designer: Lucas Total Design Time: 30 mins

Fingerprint Signs PTY LTD

Please check over the details on this proof sheet assuring they comply to your request; further information can be found on the cover page of the proof sheet.

Bushfire Hazard Management Report: Hazardous Use

Report for: **Tas Petroleum**

Property Location: **20 Interlaken Road, Oatlands**

Prepared by: Scott Livingston
Livingston Natural Resource Services

Date: 28th April 2025
Version: 1

Summary

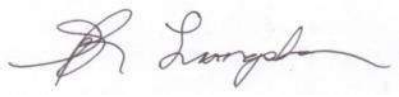
Client: Tas Petroleum

Property identification: Current zoning: Rural, *Tasmanian Planning Scheme- Southern Midlands*

20 Interlaken Road Oatlands, CT 44807/6, PID 5841861

Proposal: Development of an unmanned Service Station is proposed on existing title 44807/6 at 20 Interlaken Road, Oatlands.

Assessment by:



_____

Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

Version	Date	Notes
1	28/4/2025	

Contents

LIMITATIONS

This report only deals with potential bushfire risk and does not consider any other potential statutory or planning requirements. This report classifies type of vegetation at time of inspection and cannot be relied upon for future development or changes in vegetation of assessed area.

DESCRIPTION

Development of an unmanned Service Station is proposed on existing title 44807/6 at 20 Interlaken Road, Oatlands. The area is mapped as bushfire prone in planning scheme overlays.

The proposed Service Station will have fuel storage capacity that exceeds manifest quantities and will be considered a Hazardous Use and Bushfire Code C13.5.2 applies. Fuel tanks will have a combined capacity of 223,200L. The site will have 8 bowsers, under a canopy, a control room and amenities building and 3 EVC charging bays.

The lot is currently vacant, grassland with some hardstand storage area on the proposed site. Areas outside the proposed hardstand a likely to remain grassland.

The lot has frontage to Interlaken Road along its western boundary. Surrounding land is grassland, with the Midlands Highway 100m to the southeast.

See Appendix 1 for maps and site plan, Appendix 2 for photos

HAZARDOUS USE

Fuel tanks will have a combined capacity of 223,200L (to be confirmed)

Underground tanks (2)

	Type	tank (L)	Total (L)
petrol	91	66000	107,000
	95	20500	
	98	20500	
diesel	Std	71200	116,200
			223,200

EMERGENCY PLANNING

An Emergency Strategy for the proposal has been endorsed by Tasmania Fire Service (28/4/2025). A Bushfire Emergency Plan (BEMP) endorsed by Tasmania Fire Service must be in place prior to storage of hazardous materials in excess of manifest quantities on the site. The BEMP must be updated annually and supplied to TFS while ever the site remains mapped as Bushfire Prone Area in planning Schem overlays.

BAL AND RISK ASSESSMENT

The following table shows distances to classified vegetation from, fuel bowsers, fuel tanks and control room.

Facility		Northeast	Southeast	Southwest	Northwest
Bowsers & fuel tanks	Vegetation within 100m	0- 27m low threat (hardstand) 27-100m grassland	0- 25m low threat (hardstand) 25-100m grassland	0- 24m low threat (hardstand / road) 24-100m grassland	0- 22m low threat (hardstand) 22-100m grassland
	Slope (degrees, over 100m)	upslope/flat	Downslope 0-5°	upslope/flat	upslope/flat
	BAL Rating at boundary	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
	Overall BAL Rating	BAL 12.5			

ACCESS

The proposed service station will have sufficient hardstand for large truck turning with entry /exit points to Interlaken Road, no additional access is required to water supply points. No specific access requirements apply in addition to the proposed hard stand area.

WATER SUPPLY

The site is not currently serviced by a reticulated water supply; the nearest hydrants are within the Oatlands township around 500m by road from the site. A 225mm reticulation main runs 90m to the south of the lot and may provide a suitable water supply subject to negotiations with TasWater. If no reticulated supply is available a static supply will be required within a 90m hoselay of all areas of the canopy, tank farm and amenities building.

CONCLUSIONS

Development of an unmanned Service Station is proposed on existing title 44807/6 at 20 Interlaken Road, Oatlands. The area is mapped as bushfire prone in planning scheme overlays. The proposed fuel storage will exceed manifest quantities and be a hazardous use under Bushfire Prone Areas Code and Directors Determination.

A hazard management area for BAL 12.5 rating of the bowsers, fuel tanks is well inside the proposed hardstand area and no additional fuel management is required. The hardstand provides compliant access. A static water supply will be required prior to storage of fuel in excess of manifest quantities unless a hydrant can be provided within 120m hose lay of all buildings and tanks.

An Emergency Plan endorsed by Tasmania Fire Service must be in place prior to storage of hazardous materials in excess of manifest quantities. The plan must be updated annually and supplied to TFS while the Bushfire Prone Areas Overlay includes the site.

REFERENCES

Australian Building Codes Board. (2015). *National Construction Code - Volume 2.* ABCB.

Director of Building Control. Director's Determination for Bushfire Hazard Areas v1.2 2024
Department of Premier and Cabinet (Tasmania). (2017). *Building Act 2016.*

Standards Australia Limited. (2018). *AS 3959-2018 Construction of buildings in bushfire prone areas*

Tasmanian Planning Commission. *Tasmanian Planning Scheme- Southern Midlands*

APPENDIX 1 – MAPS

Figure 1: Location

Figure 2: Aerial Image

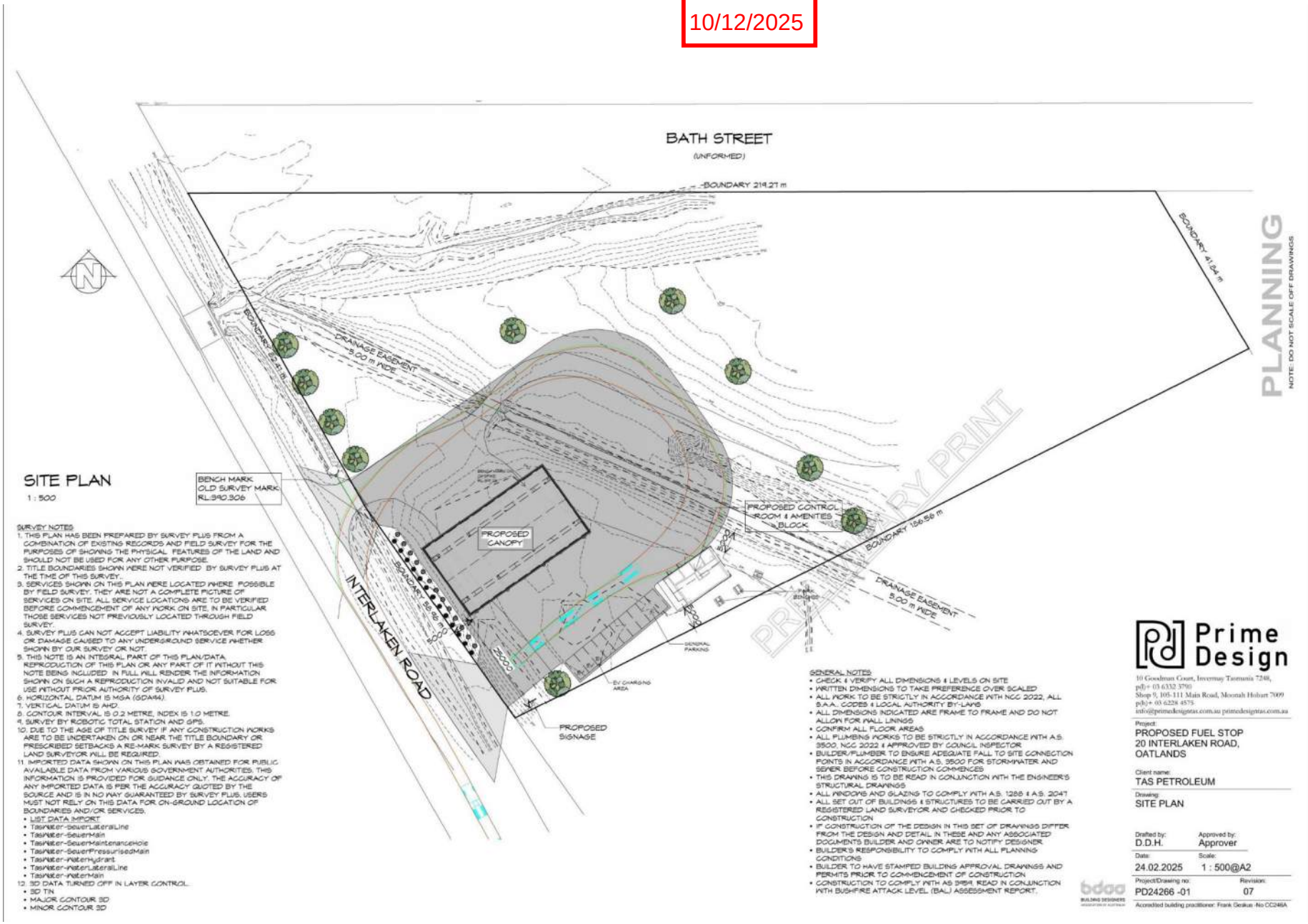


Figure 3: Site Plan

APPENDIX 2 – PHOTOS

Figure 4: north across site from Interlaken Road

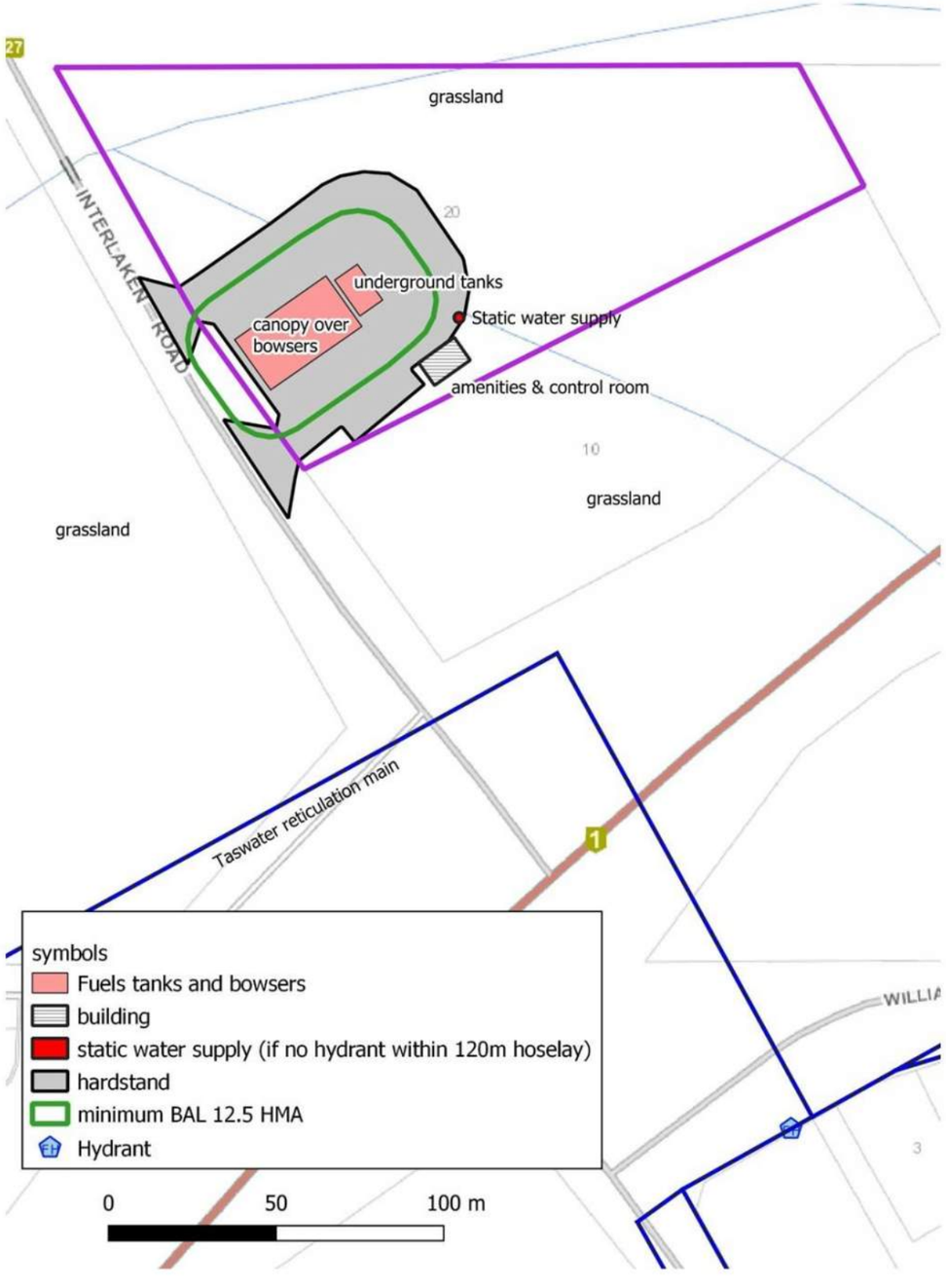
Figure 5: east east across site from Interlaken Road

Bushfire Hazard Management Plan:

Proposed Development	Service Station (Hazardous Use)
Address	*20 Interlaken Road, Oatlands*
Developer	Tas Petroleum
Site Plan	Prime Design
CT	44807/6.
PID	5841861

Construction: BAL 12.5

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.
Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2 3, 8 or 9) and class 10a buildings within 6m of a habitable building.



following must be installed/ compliant prior to commencement of hazardous use (fuel storage in excess of manifest quantities.)

Hazard management, all areas of shown as hardstand to be low threat
"low threat" includes maintained lawns (<100mm in height) gardens and orchards. To be maintained in perpetuity.

Static water supply of 10,000L if no new hydrant within 120m hose lay of bowsers and tanks. see report for detail

Remote Fuels shut off -see report for detail
Emergency Plan endorsed by Tasmania Fire Service

This BHMP has been prepared to satisfy the requirements of the Tasmanian Planning Scheme Southern Midlands Bushfire Prone Areas Code & Director's Determination for Bushfire Hazard Areas v1.2 2024

This plan should be read in conjunction with the Bushfire Management Report *20* Interlaken Road Oatlands. Livingston Natural Resource Services.

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 28/4/2025

SRL25/21H

N
L R
S

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:	20 Interlaken Road, Oatlands
Certificate of Title / PID:	CT 44807/6, PID 5841861

2. Proposed Use or Development

Description of proposed Use and Development:	Unmanned Service Station (Hazardous Use)
Applicable Planning Scheme:	Tasmanian Planning Scheme -Southern Midlands

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report 20 Interlaken Road, Oatlands	Scott Livingston	28/4/2025	1
Bushfire Hazard Management Plan 20 Interlaken Road, Oatlands	Scott Livingston	28/4/2025	1
Bushfire Emergency Strategy 20 Interlaken Road, Oatlands	Scott Livingston	14/4/2025	2
Site Plan	Prime Design	24/2/2025	07

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**

[1] This document is the approved form of certification for this purpose and must not be altered from its original form.

☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☐	**E1.5.1 / C13.5.1 – Vulnerable Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.1 P1 / C13.5.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☐	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☒	**E1.5.2 / C13.5.2 – Hazardous Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.2 P1 / C13.5.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☒	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy endorsed by TFS 28/4/2025
☒	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

☐	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☐	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as ‘balance’)
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

☐	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	Planning authority discretion required. A proposal cannot be certified as compliant with P1**.**
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk

☐	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

☐	**E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☐	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
☐	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective,
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Scott Livingston	**Phone No:**	0438 951 021
Postal Address:	PO Box 178, Orford, 7190	**Email Address:**	scottlivingston.lnrs@gmail.com
Accreditation No:	BFP – 105	**Scope:**	1, 2, 3A, 3B, 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier

Name: Scott Livingston **Date:** 28/4/2025

Certificate Number: SRL 25/21H

(for Practitioner Use only)

Emergency Management Strategy: Fuel Stop 20 Interlaken Road, Oatlands

This document broadly identifies the proposed emergency management arrangements that will be formed into a detailed Bushfire Emergency Plan, for the purposes of a planning permit for a Hazardous Use (Fuel Stop with storage capacity in excess of manifest quantities.)

The purpose of this emergency management strategy is to demonstrate how risk to employees and visitors to the site will be managed to a tolerable level through contextualised emergency procedures. The emergency management strategy informs the more detailed Bushfire Emergency Plan, which is required at the building permit stage.

Facility

Unmanned Fuel Stop 20 Interlaken Road, Oatlands, CT 44807/6.
8 bowsers, under canopy area., and in ground fuel tanks. Amenities block & Control Room. 3 EV charging stations. The control room has no hazardous materials, and relies on electrical controls of fuel flows.

The site will be required to meet requirements of the Bushfire Hazard Management Plan including water supply and hazard management areas, in addition to fire and emergency requirements under other regulations for building approvals.

Fuel Storage Capacity (to be confirmed)

Underground tanks (2) located to the west of bowsers

	Type	tank (L)	Total (L)
petrol	91	66000	107,000
	95	20500	
	98	20500	
diesel	Std	71200	116,200
			223,200

Occupancy characteristics

The site is unlikely to regularly have staff on site, occasional staff and contractors may be on site for site maintenance and deliveries. Clients are likely to have 24 hr access to refuelling facilities.

Emergency management structure and capability

Bushfire Emergency Plan to establish structure, chief, deputy wardens. This is likely to include staff not normally on site. Offsite (remote) control / shutdown of fuel pumping to be included in construction planning.

The building(s) and/or site vulnerability

- Canopy, (including bowsers, amenities / control room building and underground fuel tanks will have at least BAL 12.5 separation from bushfire prone vegetation and be maintained in perpetuity.
- Bushfire Emergency Plan, to be endorsed by Tasmania Fire Service, prior to storage of hazardous material in excess of manifest quantities.
- Compliance with *AS1940, The Storage and Handling of Flammable and Combustible Liquids.*
- Staff training as appropriate.

Possible bushfire scenarios

The fire direction under high and above fire danger ratings is likely to be from the northwest. To the northwest the land is grassland with forest around 4km. Forest occurs within 600m to the north. The surrounding land in all directions is grassland. The major bushfire threat to the facility will be from smoke and ash, with adequate onsite hazard management and building protection measures onsite ignition is considered unlikely from bushfires.

Primary and contingency bushfire safety options,

- Primary response is to evacuate for all staff / contractors / clients and closure of fuel flows to bowsers to prevent filling of vehicles, this will require remote shutdown capability.
- Shelter in place possible in the amenities building for limited numbers.

Firefighter access, firefighting services, and firefighter protection;

- Oatlands Fire Station is located at 18 Church Street Oatlands, (2 min east by vehicle)
- The site will have good access to all facilities / site.
- Insite fire equipment may include extinguishers and hose reel, noting the site will not be staffed and clients are expected to evacuate the site.
- Amenities building provides potential (limited space) onsite shelter.
- The site is not currently serviced by a reticulated water supply, a 225mm reticulation main runs 90m to the south of the lot and may provide a suitable water supply subject to negotiations with TasWater and inclusion of a new main to service the facility. If no reticulated supply is available a static supply will be required within a 90m hoselay of all areas of the canopy, tank farm and amenities building. Hydrants are available within the Oatlands township around 500m by road from the site.

Risk analysis

The most likely threat from bushfire to the site under high bushfire conditions is from fires in the forested areas to the northwest and north of the site, these are likely to carry ash and

under severe and higher rating burning embers. The nearest forest area is those direction is 600m from the site. The site may also be impacted by grass fire, all hazardous use points, bowsers and tanks will have in well in excess of BAL 12.5 separation from grassland.

Fires in those areas should give adequate warning times before becoming extensive enough to impact the site. Under known bushfire activity in the area Fuel Stop operators should monitor the situation and the site. Maintenance of grounds and building should minimise the potential fuel/ignition points on site.

Figure 4: fire history, shows the recorded fire history of the area, this shows no fire history to the northeast and south within 10km of the site, several fires have occurred in the 5-10km to the west.

Figure 5: TasVeg Flammability, shows surrounding land to be moderate high flammability.

Bushfire Protection Measures

- Remote shutdown of fuel supply to bowsers to be included in Construction plans.
- Fire Protection requirements to meet or exceed standard for Service Stations.
- Consider installation of a closed sign visible to clients at site entries to be activated if bowsers are shutdown.
- Bushfire Action Plan and offsite refuge map to be displayed at payment point and amenities building.

Proposed Emergency Plan:

- High or greater Bushfire Forecast or known fire in the vicinity: Chief Warden to monitor incident closely, brief staff on situation, review Emergency Plan.
- Ability to close fuel supply to bowsers.
- Consider installation of a closed sign visible to clients at site entries to be activated if
- Cancel fuel deliveries.
- Clients to evacuate at own recognisance.

Potential Offsite Refuge:

- Oatlands, 2 minutes east by vehicle.

Scott Livingston
BFP #105

14/4/2025, Version 2

Figure 1: Location

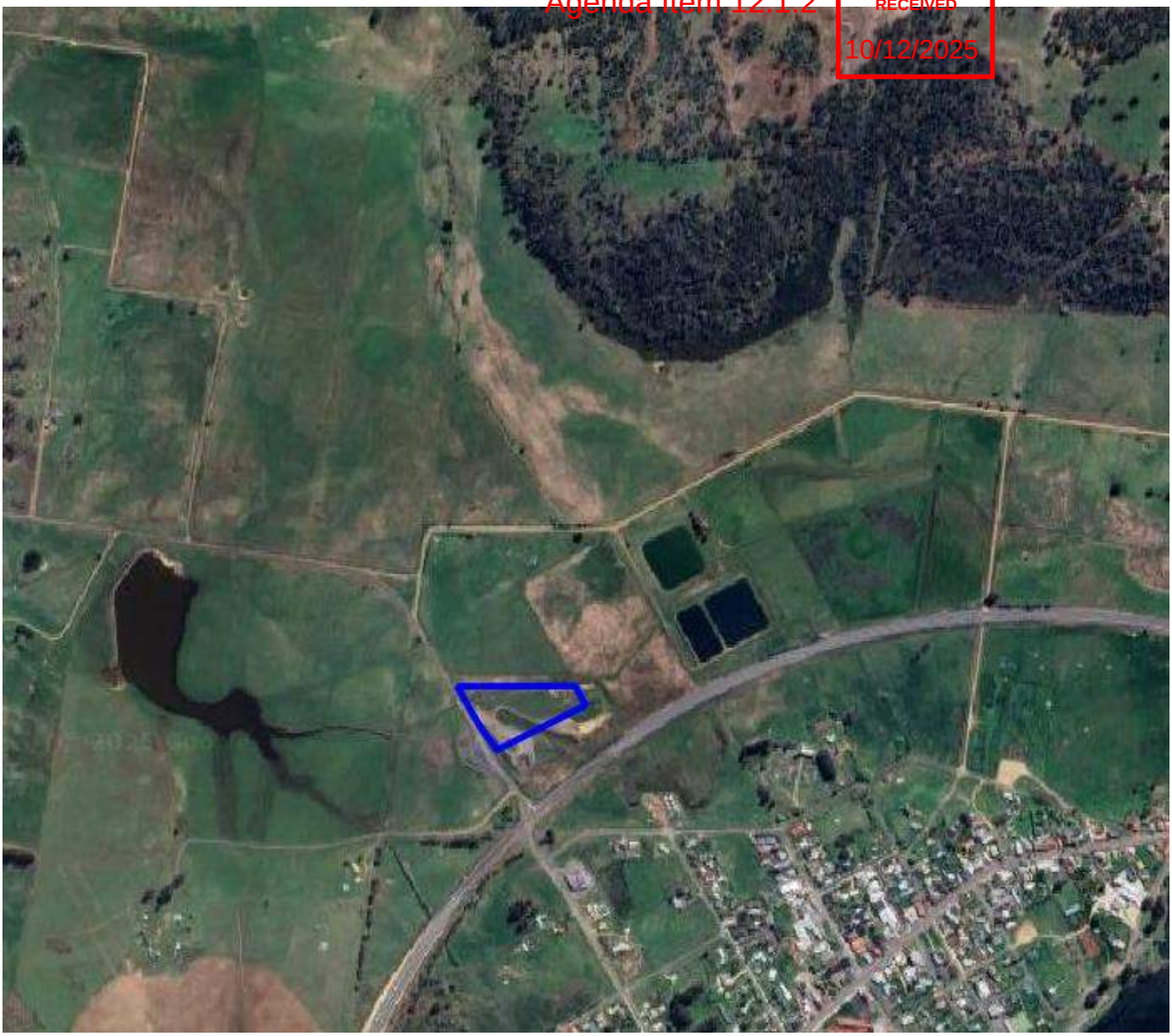
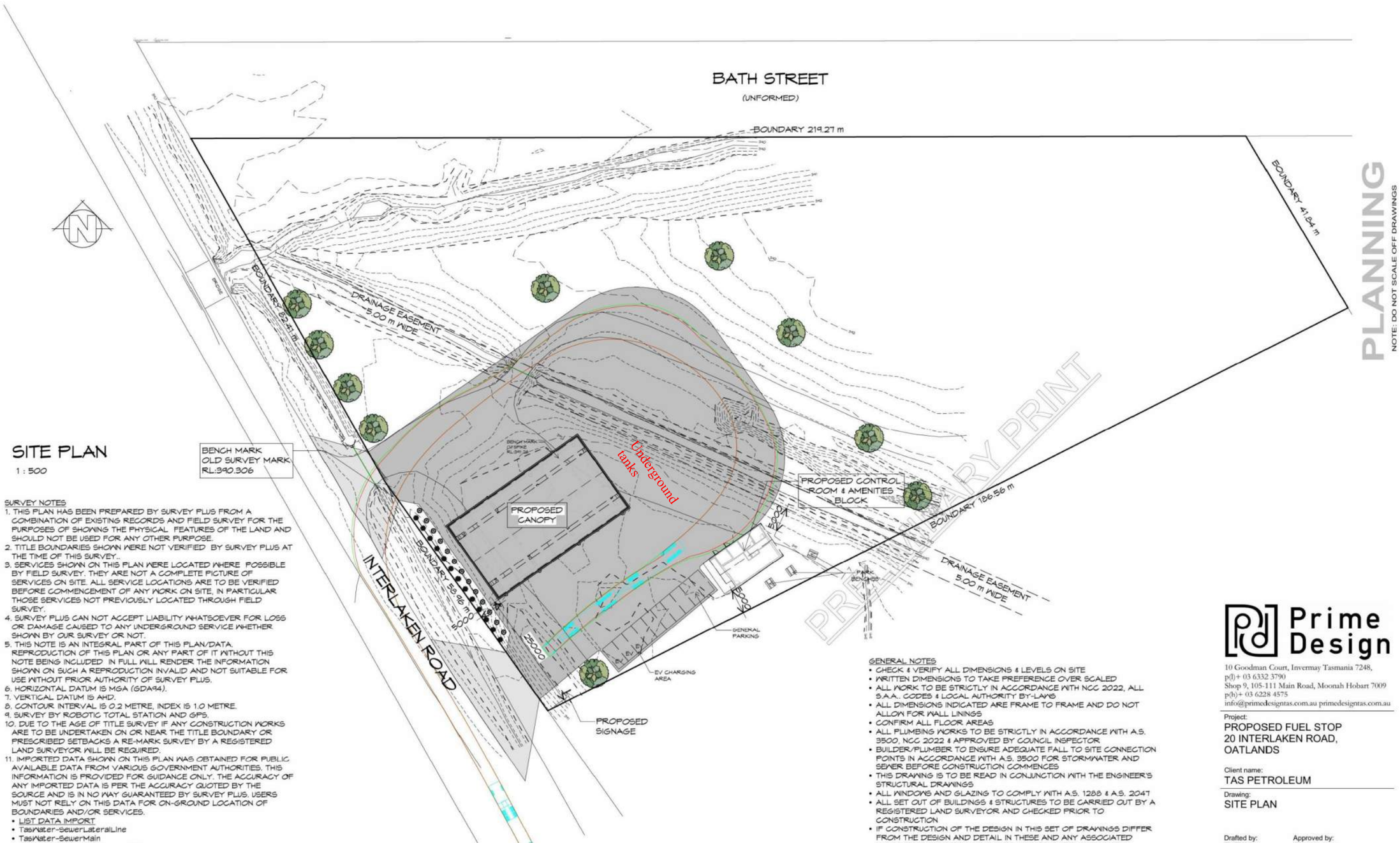


Figure 2: Aerial Image (Google Earth)



SITE PLAN

1 : 500

BENCH MARK
OLD SURVEY MARK
RL:390.306

SURVEY NOTES
1. THIS PLAN HAS BEEN PREPARED BY SURVEY PLUS FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
2. TITLE BOUNDARIES SHOWN HERE NOT VERIFIED BY SURVEY PLUS AT THE TIME OF THIS SURVEY.
3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCEMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.
4. SURVEY PLUS CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.
5. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF SURVEY PLUS.
6. HORIZONTAL DATUM IS MGA (GDA94).
7. VERTICAL DATUM IS AHD.
8. CONTOUR INTERVAL IS 0.2 METRE, INDEX IS 1.0 METRE.
9. SURVEY BY ROBOTIC TOTAL STATION AND GPS.
10. DUE TO THE AGE OF TITLE SURVEY IF ANY CONSTRUCTION WORKS ARE TO BE UNDERTAKEN ON OR NEAR THE TITLE BOUNDARY OR PRESCRIBED SETBACKS A RE-MARK SURVEY BY A REGISTERED LAND SURVEYOR WILL BE REQUIRED.
11. IMPORTED DATA SHOWN ON THIS PLAN WAS OBTAINED FOR PUBLIC AVAILABLE DATA FROM VARIOUS GOVERNMENT AUTHORITIES. THIS INFORMATION IS PROVIDED FOR GUIDANCE ONLY. THE ACCURACY OF ANY IMPORTED DATA IS PER THE ACCURACY QUOTED BY THE SOURCE AND IS IN NO WAY GUARANTEED BY SURVEY PLUS. USERS MUST NOT RELY ON THIS DATA FOR ON-GROUND LOCATION OF BOUNDARIES AND/OR SERVICES.
- LIST DATA IMPORT
- TasWater-SewerLateralLine
- TasWater-SewerMain
- TasWater-SewerMaintenanceHole
- TasWater-SewerPressurisedMain
- TasWater-WaterHydrant
- TasWater-WaterLateralLine
- TasWater-WaterMain

12. 3D DATA TURNED OFF IN LAYER CONTROL.
- 3D TIN
- MAJOR CONTOUR 3D
- MINOR CONTOUR 3D

GENERAL NOTES
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
- WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
- ALL WORK TO BE STRICTLY IN ACCORDANCE WITH NCC 2022, ALL S.A.A.. CODES & LOCAL AUTHORITY BY-LAWS
- ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
- CONFIRM ALL FLOOR AREAS
- ALL PLUMBING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500, NCC 2022 & APPROVED BY COUNCIL INSPECTOR
- BUILDER/PLUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS
- ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 2047
- ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION
- IF CONSTRUCTION OF THE DESIGN IN THIS SET OF DRAWINGS DIFFER FROM THE DESIGN AND DETAIL IN THESE AND ANY ASSOCIATED DOCUMENTS BUILDER AND OWNER ARE TO NOTIFY DESIGNER
- BUILDER'S RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS
- BUILDER TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- CONSTRUCTION TO COMPLY WITH AS 3959, READ IN CONJUNCTION WITH BUSHFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

Prime Design
10 Goodman Court, Invermay Tasmania 7248,
p(l)+ 03 6332 3790
Shop 9, 105-111 Main Road, Moonah Hobart 7009
p(h)+ 03 6228 4575
info@primedesigntas.com.au primedesigntas.com.au

Project:
PROPOSED FUEL STOP
20 INTERLAKEN ROAD,
OATLANDS

Client name:
TAS PETROLEUM

Drawing:
SITE PLAN

Drafted by:	Approved by:
D.D.H.	Approver
Date:	Scale:
24.02.2025	1 : 500@A2
Project/Drawing no:	Revision:
PD24266 -01	07

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
Accredited building practitioner: Frank Geskus -No CC246A

Figure 3: Site Plan

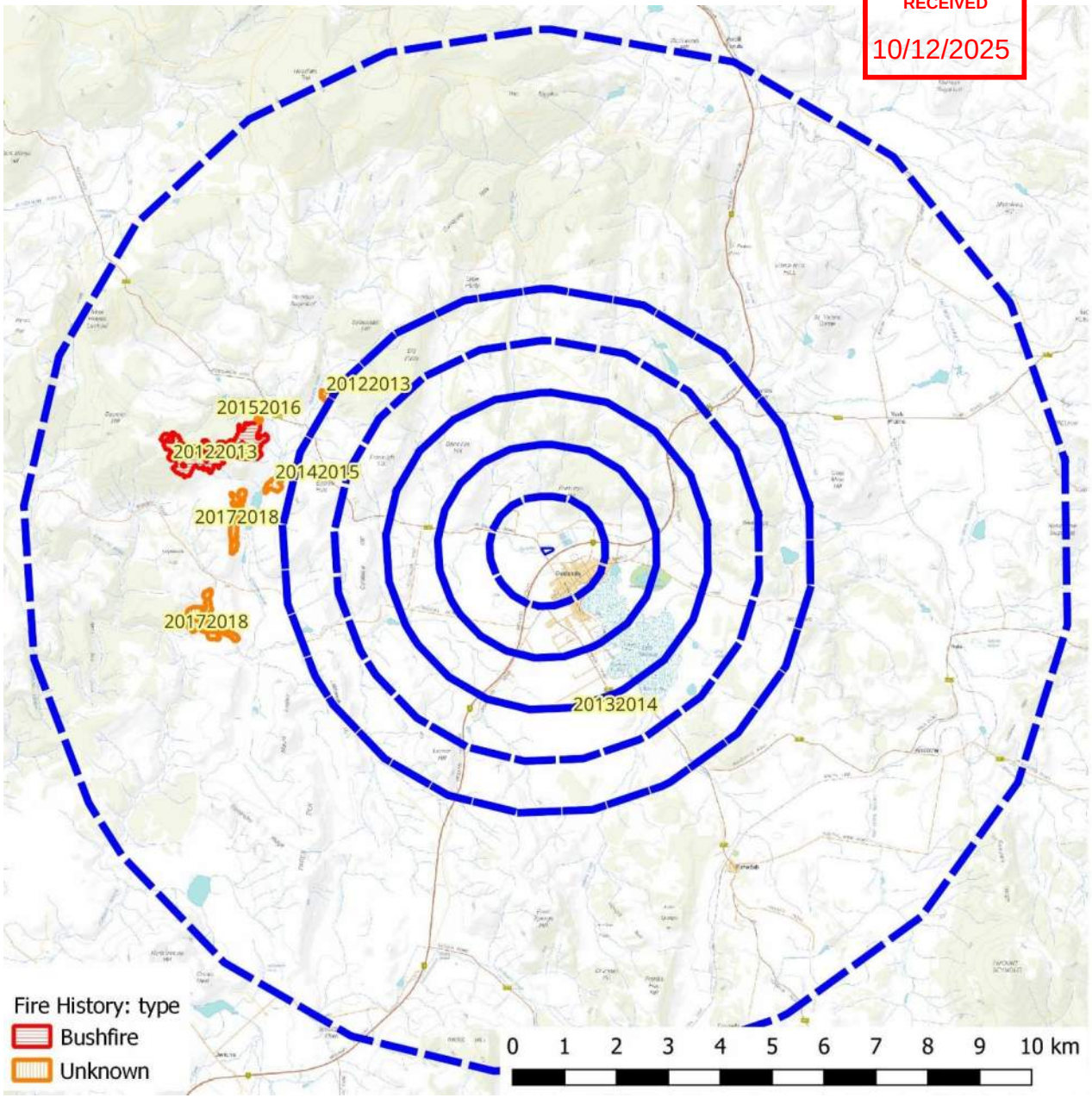


Figure 4: fire history

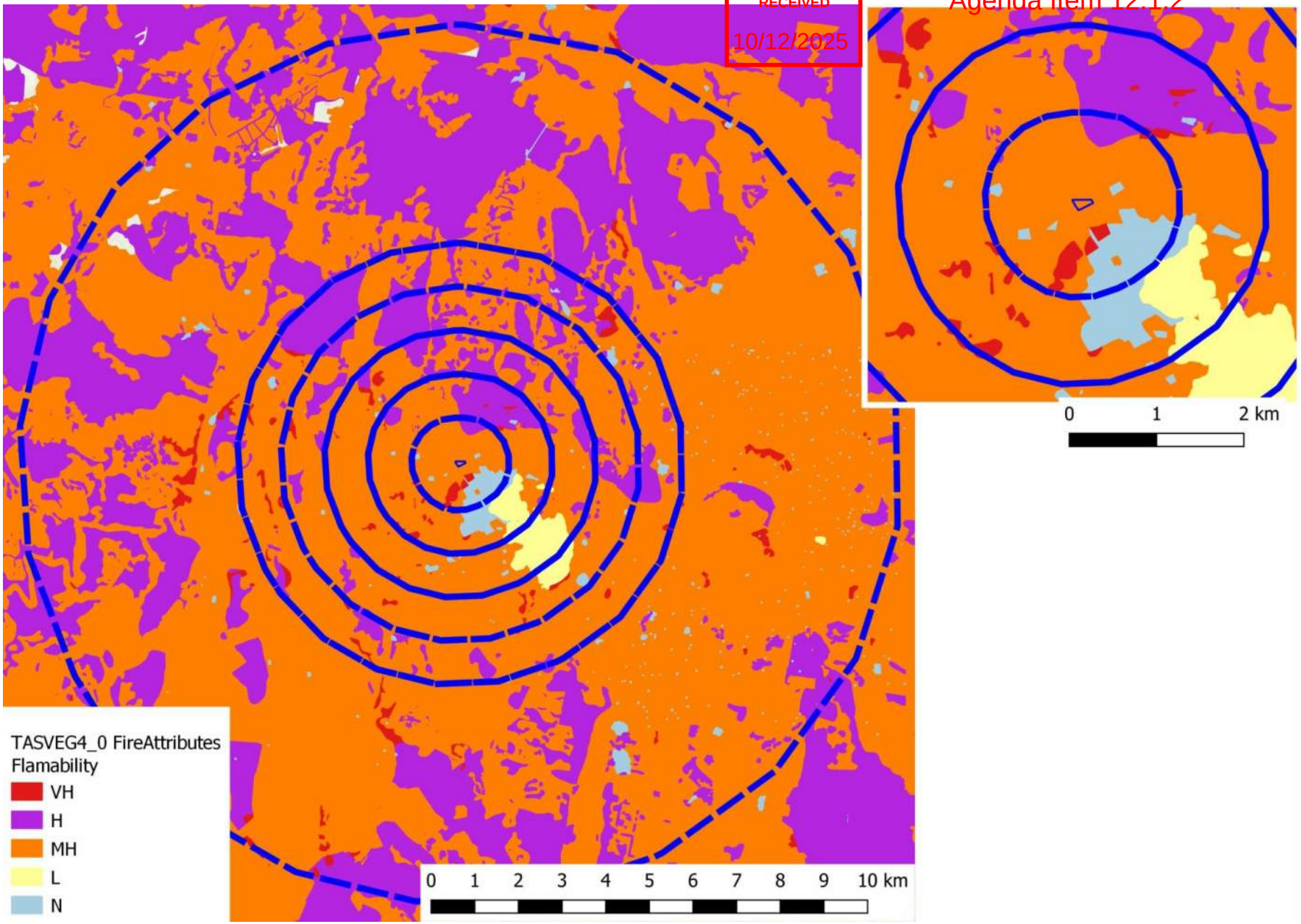


Figure 5: TasVeg Flammability

Tasmania Fire Service Endorsement 28/4/2025

RE: BFP#105 - 20 Interlaken Road, Oatlands - TFS Endorsement of Emergency Management Strategy

Bushfire Practitioner 9:52 AM
to me, Bushfire

Good Morning Scott,

Thank you for providing the updated strategy.

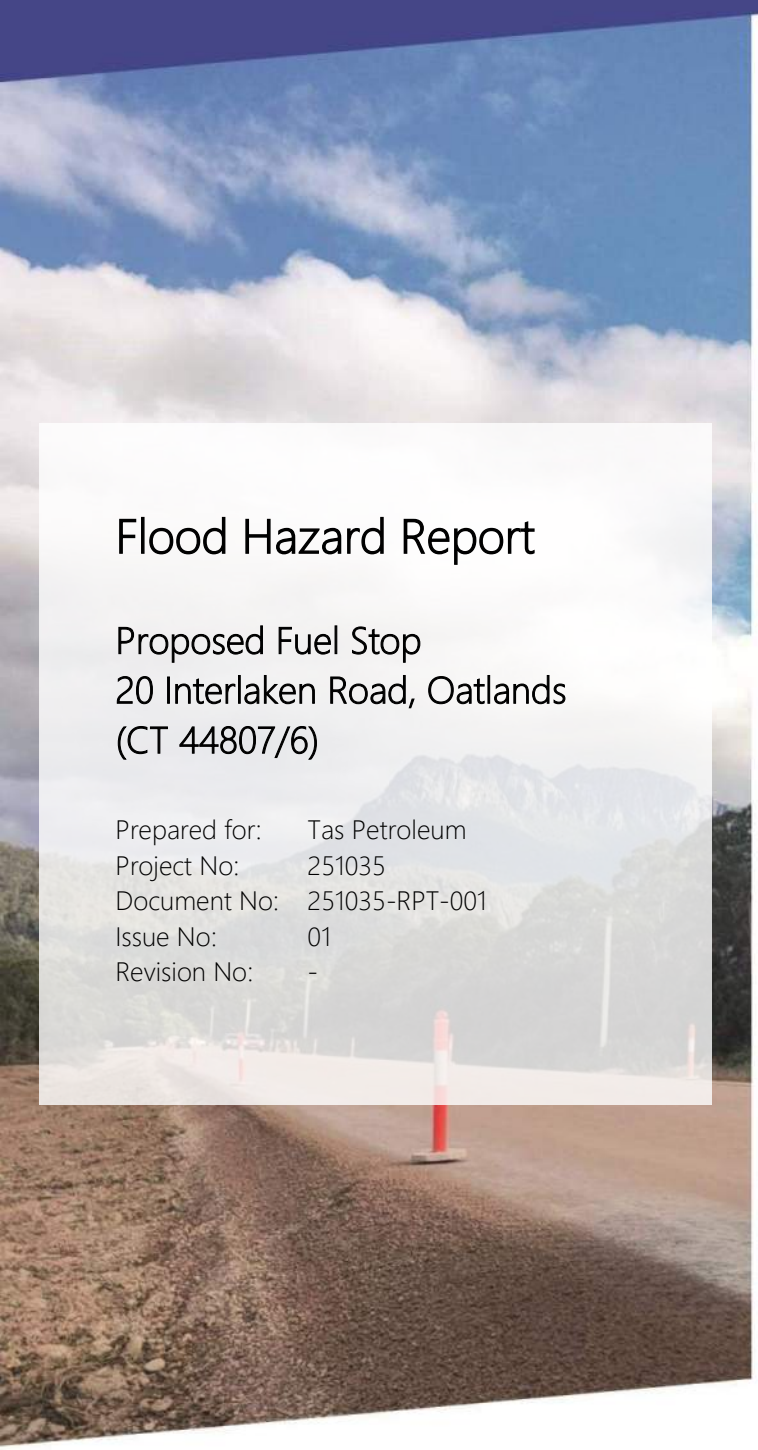
The Emergency Management Strategy attached, Version 2, dated 14/04/2025 is endorsed by the TFS.

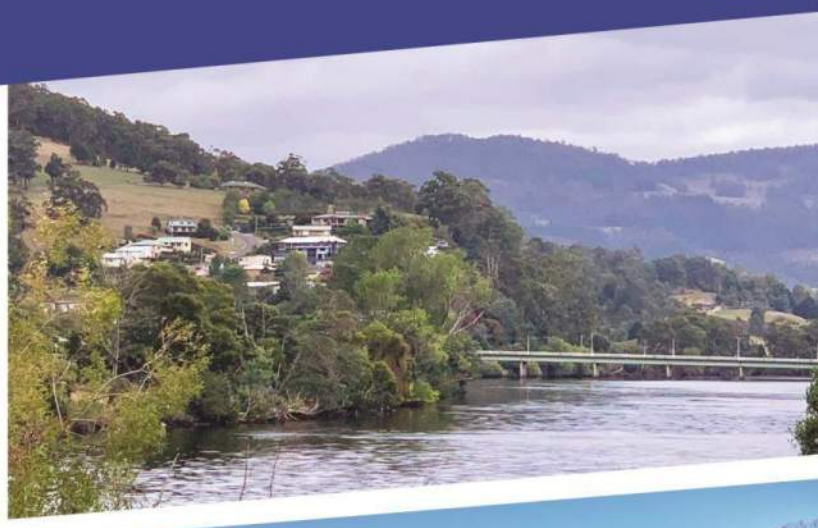
Please feel free to contact us if you have any questions.

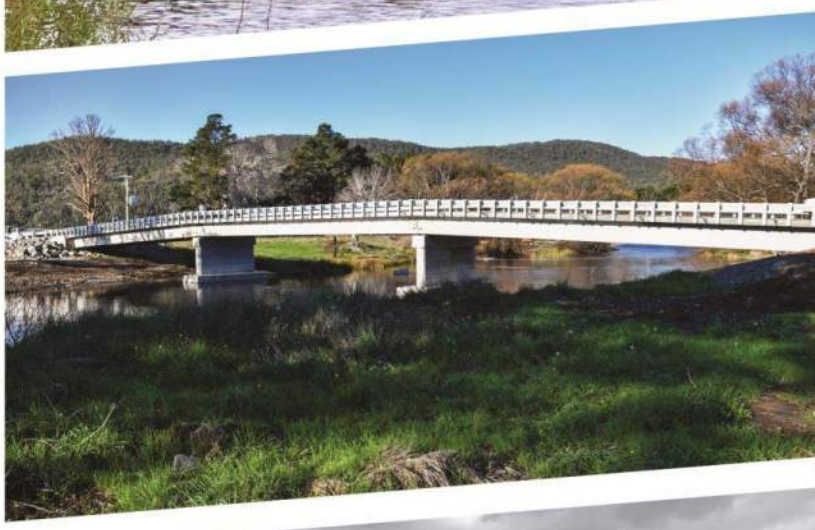
Best regards,

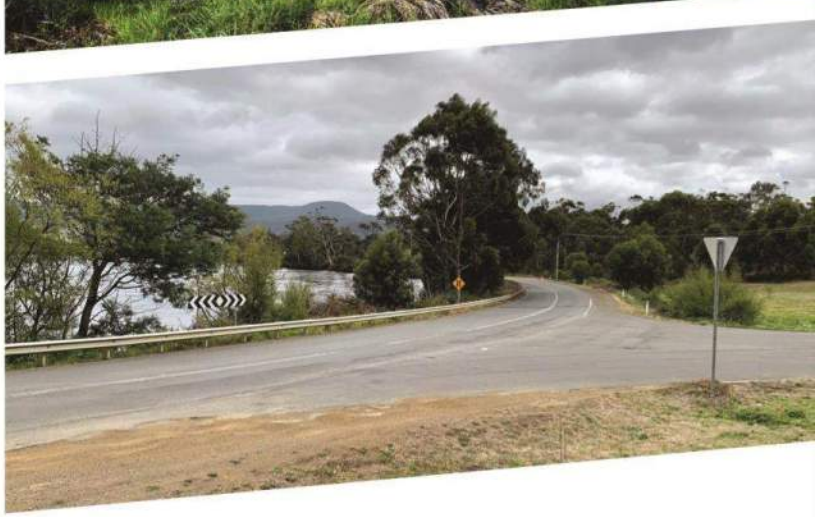
Alex Duncan
Planning & Assessment Officer
Bushfire Risk Unit
Tasmania Fire Service
Service | Professionalism | Integrity | Consideration
Cnr Argyle and Melville Streets | GPO Box 308 Hobart Tasmania 7001
Mob: 0458 385 873
alex.duncan@fire.tas.gov.au | www.fire.tas.gov.au

I live and work on unceded palawa land









Flood Hazard Report

Proposed Fuel Stop
20 Interlaken Road, Oatlands
(CT 44807/6)

Prepared for:	Tas Petroleum
Project No:	251035
Document No:	251035-RPT-001
Issue No:	01
Revision No:	-

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DOCUMENT CONTROL

Project	Tas Petroleum – Proposed Fuel Stop – 20 Interlaken Rd, Oatlands
Report Title	Flood Hazard Report
Project No	251035
Document ID	251035-RPT-001
File Path	R:\Projects\2025\251000 Civil\251035-Interlaken Fuel Stop-PR-OA\4 Internal\Reports\Flood
Client	Tas Petroleum

Record of Report					
Issue	Reason	Revision	Date	Prepared By	Approved By
01	Client Issue	-	30/10/25	JWS	RJ

Distribution of Report			
Company	Name & Address	Contact	Copies
Tas Petroleum C/- Prime Design	Drew Den Hartog 10 Goodman Court, Invermay, TAS, 7248	E: drew@primedesigntas.com.au Ph: 03 6332 3790	1 (elec)

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CONTENTS

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1. INTRODUCTION

Rare Innovation have been engaged to provide a flood hazard report for the proposed new fuel stop located at 20 Interlaken Road, Oatlands. The purpose of this flood hazard report is to undertake a desktop review and analysis of the existing site and proposed works to assess the likely hazard to structures and persons due to flooding and to address the relevant sections of the Tasmanian Planning Scheme. This report has been prepared based on available data for the site at the time of investigation.

2. SITE EVALUATION

2.1. Location & Property Details

The proposed development is located on a single existing land title at 20 Interlaken Road, Oatlands (Property ID: 5841861, Title Reference: 44807/6) as shown in Figure 1. The site is currently zoned as Rural and is surrounded by existing undeveloped rural land on all sides. The site is also bounded by Interlaken Road on the south-western side as well as an undeveloped road reserve on the northern side. The Oatlands Sewage Treatment Plant is located approximately 200m to the north-east.

Figure 1 – Existing Site Aerial Image (LISTmap)

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2.2. Land Description

The site is currently largely undeveloped however a portion of the site currently contains gravel laydown areas with material stockpiles and general vehicle access tracks. Access to the site is currently provided by an existing gravel crossover onto Interlaken Road along the south-western boundary.

The site is currently un-serviced by reticulated stormwater, water or sewer. Two existing watercourses currently run through the site as shown in Figure 2. Dulverton Rivulet is an existing creek which flows from the north-east and cuts through the site along the northern boundary before flowing beneath Interlaken Road via an existing bridge near the north-western corner of the site. An existing artificial drainage watercourse also crosses the site from the south-east (from beneath Midland Hwy) and discharges into Dulverton Rivulet just prior to exiting the site near the existing bridge. An existing DN300 stormwater culvert is present beneath the existing site crossover access within a roadside open drain, and an existing DN600 culvert is present beneath an existing vehicular crossing over the existing open drain in the centre of site.

The site's topography is varied with changes in grades typically in the range of 0-5%. Multiple localised high points are present with falls generally directed towards the existing watercourses. It is noted that the existing grades within the two watercourses are generally flat, with Dulverton Rivulet being approximately 0.5% and the existing open drain being flat with no fall for most of it's length with standing water present. No flowing water was observed in either watercourse during a site visit on 9th July 2025.

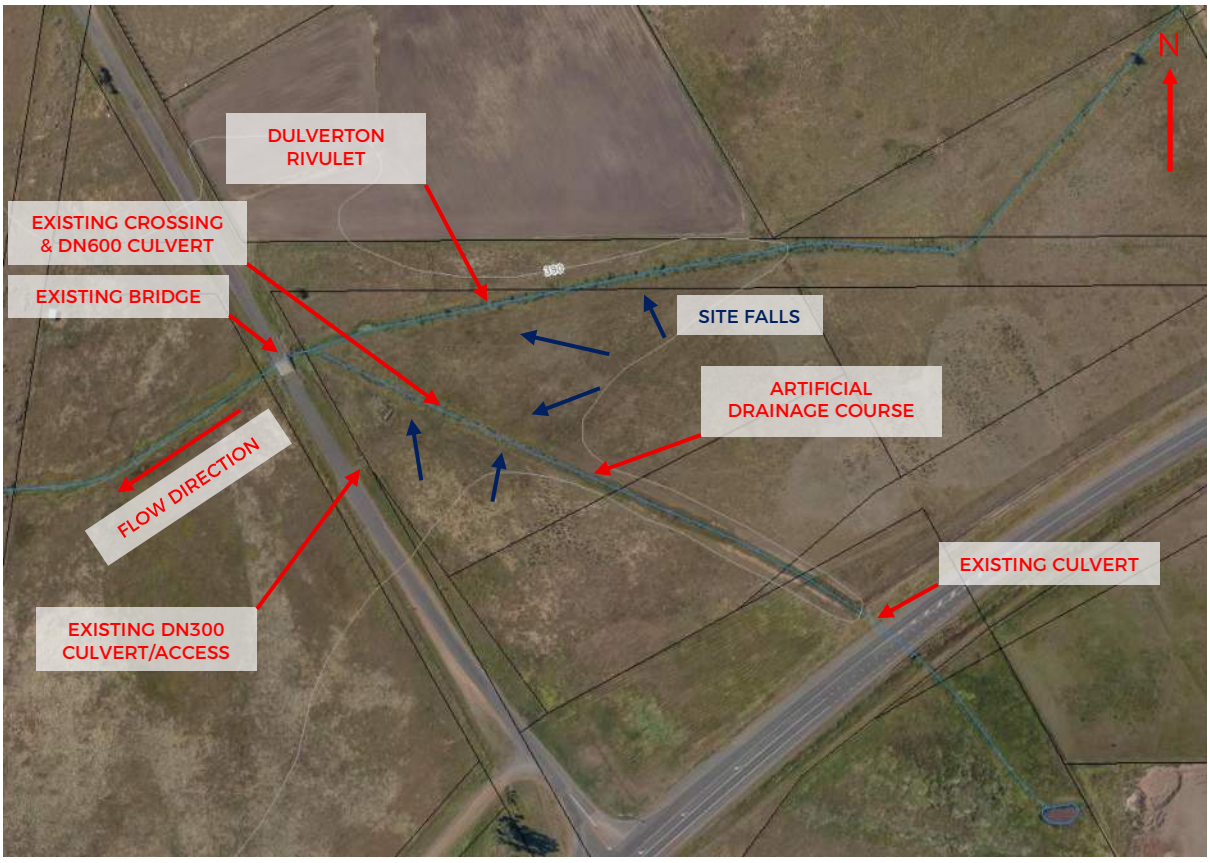

Figure 2 – Site Topography & Features

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2.3. Proposed Works

The proposed development is for the construction of a new fuel stop and rest area with access from Interlaken Road as shown in Figure 3. This consists of new bunded refuelling areas, areas of trafficable concrete hardstand, amenities/control room building and associated services infrastructure.

The finished surface levels of the hardstand area feature varied cut and fill to level the use area, with levels predominantly proposed at or above existing surface levels, and above the levels of the existing watercourses. Additional drainage infrastructure is proposed including a new culvert beneath the additional site vehicular access to match the existing pipe size of the previous access. Drainage works are also proposed for the existing open drain watercourse where the new hardstand area crosses over. This includes demolition of the existing single DN600 culvert and construction of a new increased capacity DN600 twin culvert arrangement which extends the full length of the hardstand area where the open drain is proposed to be filled. An additional high-level overflow provision in the form of an open drain is proposed to direct flows above the capacity of the twin culvert around the site and connects back into Dulverton Rivulet as per recommendations made in Section 3.3 of this report. Improvements to the grading of the existing drain are also proposed as part of the new culvert construction.

Further details on the proposed works are provided in Rare's *Stormwater Management Report 251035-RPT-002 SMR*.

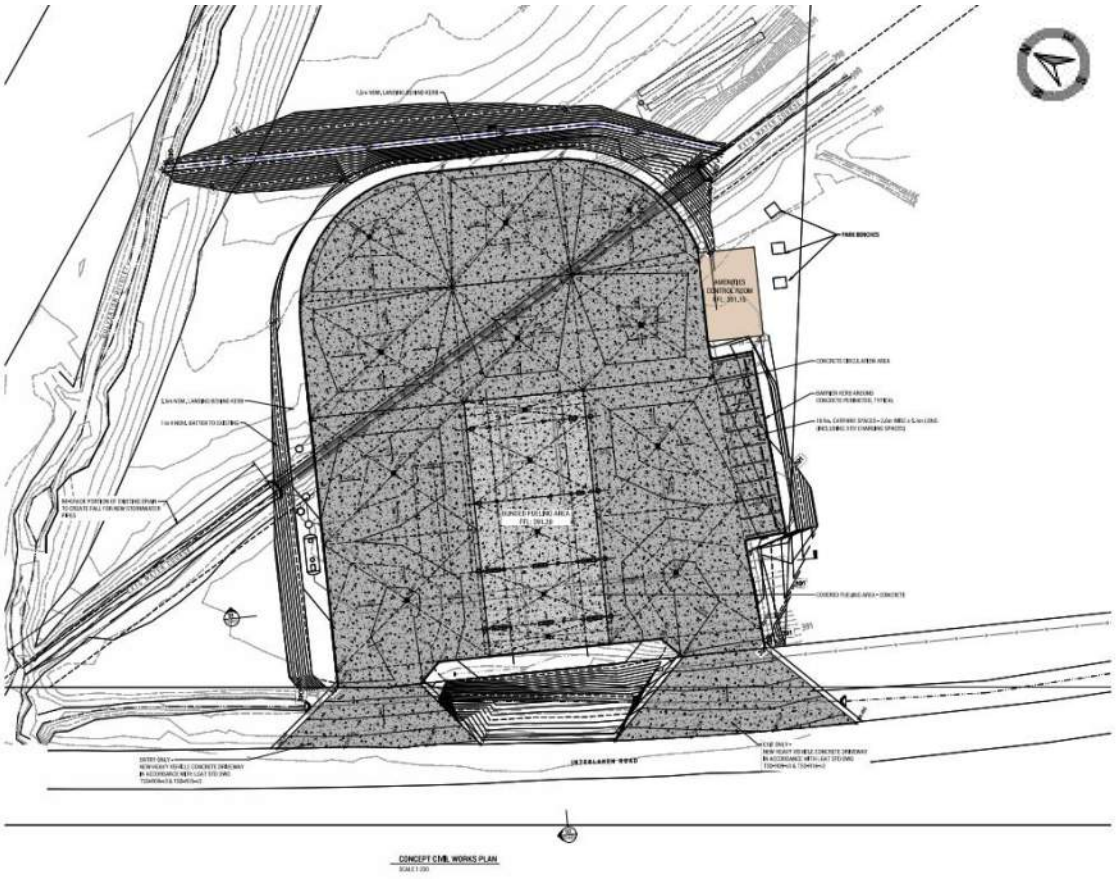

Figure 3 – Proposed Site Plan

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3. FLOOD RISK

3.1. Existing Flood Risk

LISTmap identifies that the site falls within mapped areas of the Statewide Flood Hazard layer. Mapping for a range of annual exceedance probabilities (AEP) is provided within the layer including 2%, 1% and 0.5% AEP. This report will focus on the 1% AEP layers as a standard practice for overland flow assessment for development and as requested by Council. Each AEP layer has individual maps for flood depth, flood velocity, flood hazard and water level. Figures 4-6 show relevant mapped flood layers for the 1% AEP event relative to the development location.

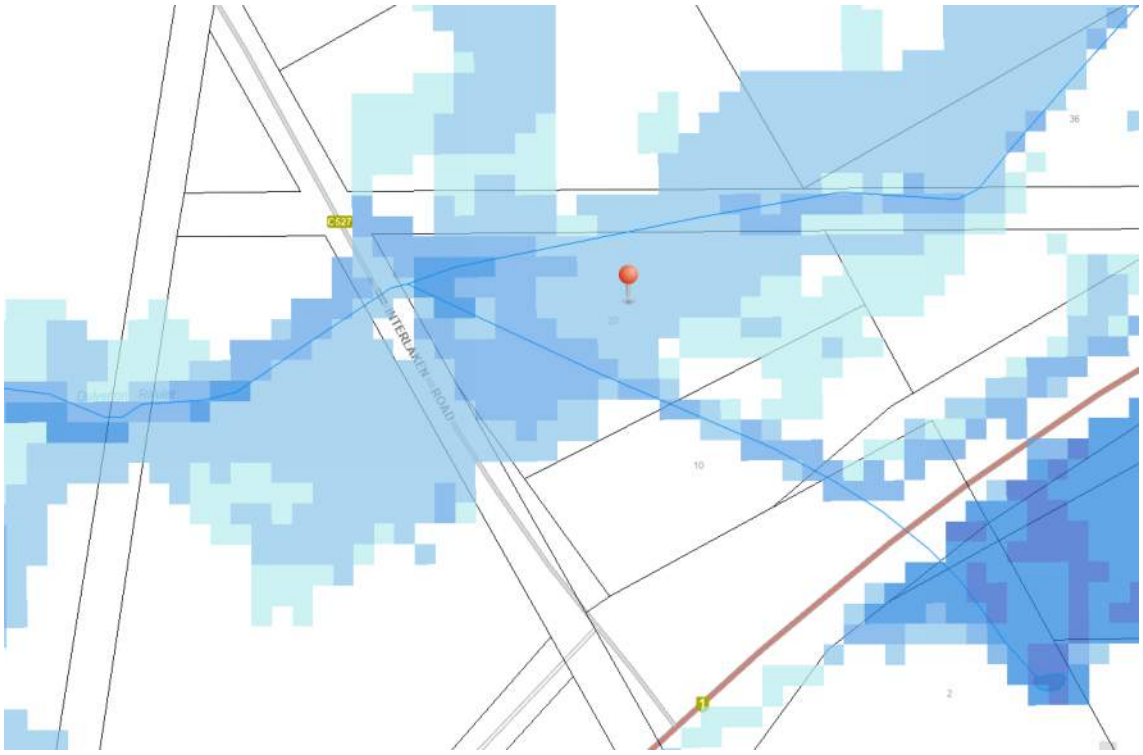

Figure 4 – Statewide Flood Hazard – 1% AEP Depth (Overland + Riverine)

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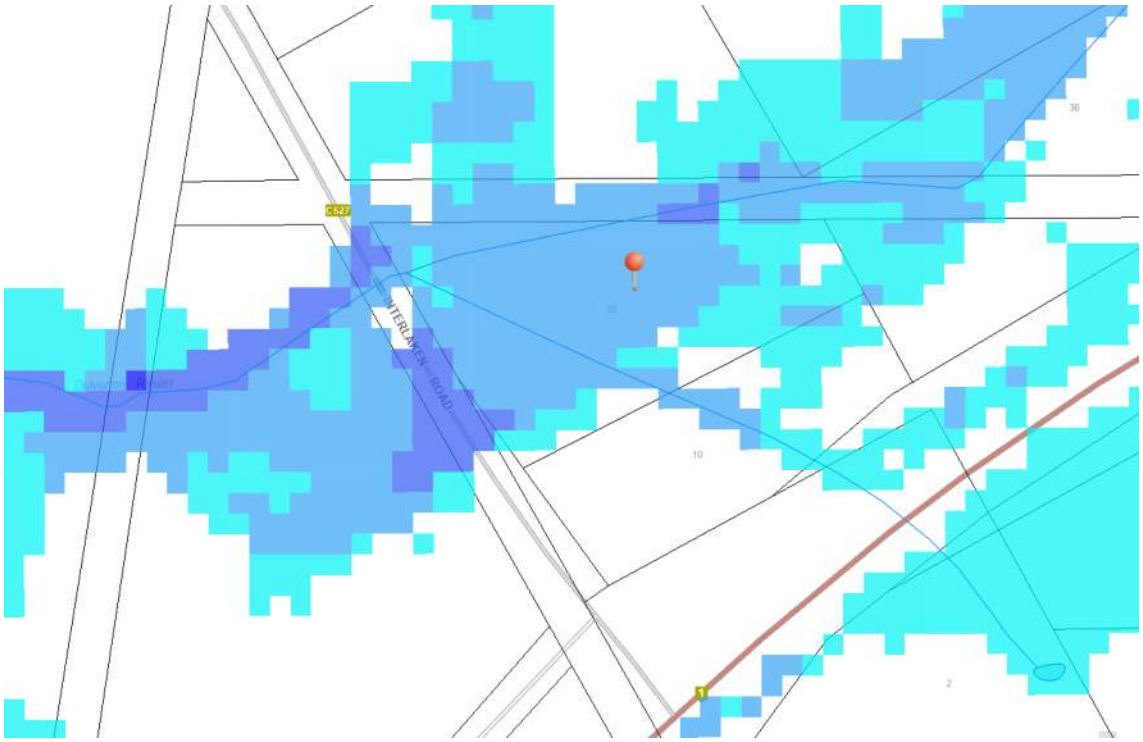

Figure 5 – Statewide Flood Hazard – 1% AEP Velocity (Overland + Riverine)

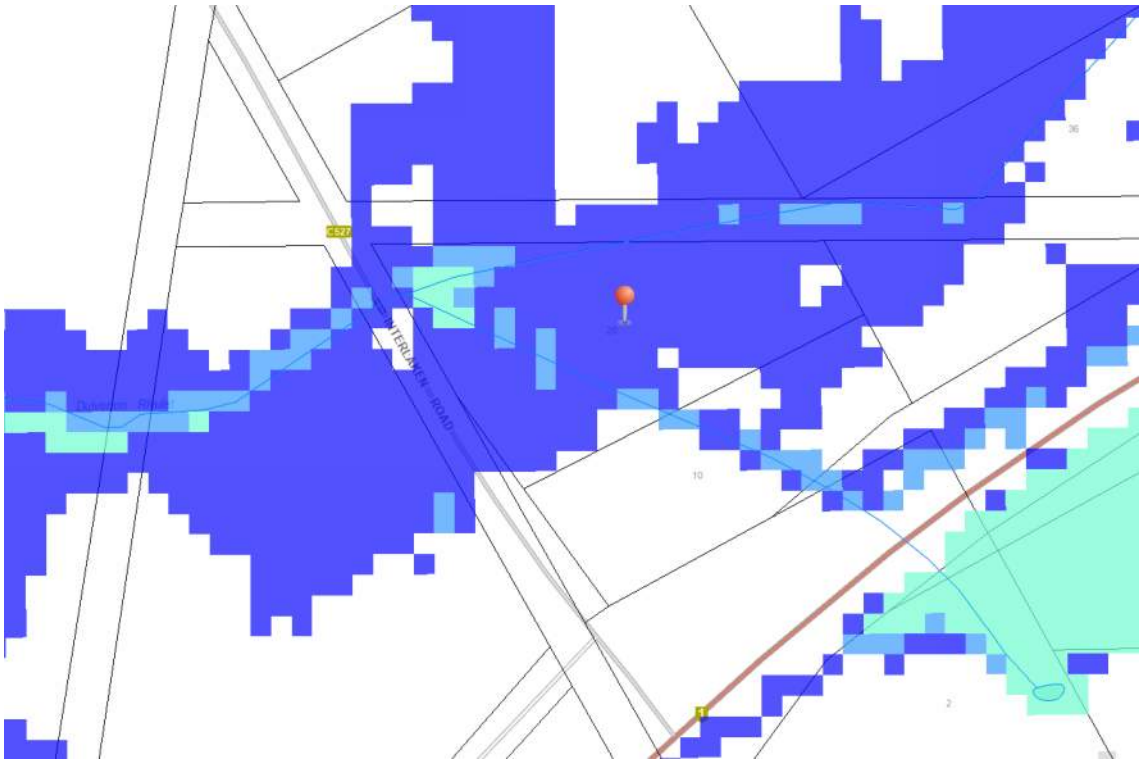

Figure 6 – Statewide Flood Hazard – 1% AEP Hazard (Overland + Riverine)

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The flood mapping of hazard rating as shown in Figure 6 identifies flood hazard vulnerability classifications in accordance with *Figure 6.7.9 Australian Rainfall and Runoff Book 6 Chapter 7* and as shown in Figure 7. Classifications of hazard vulnerability are determined as a function of flood depth and flow velocity, with resulting classifications of H1 to H6 given.

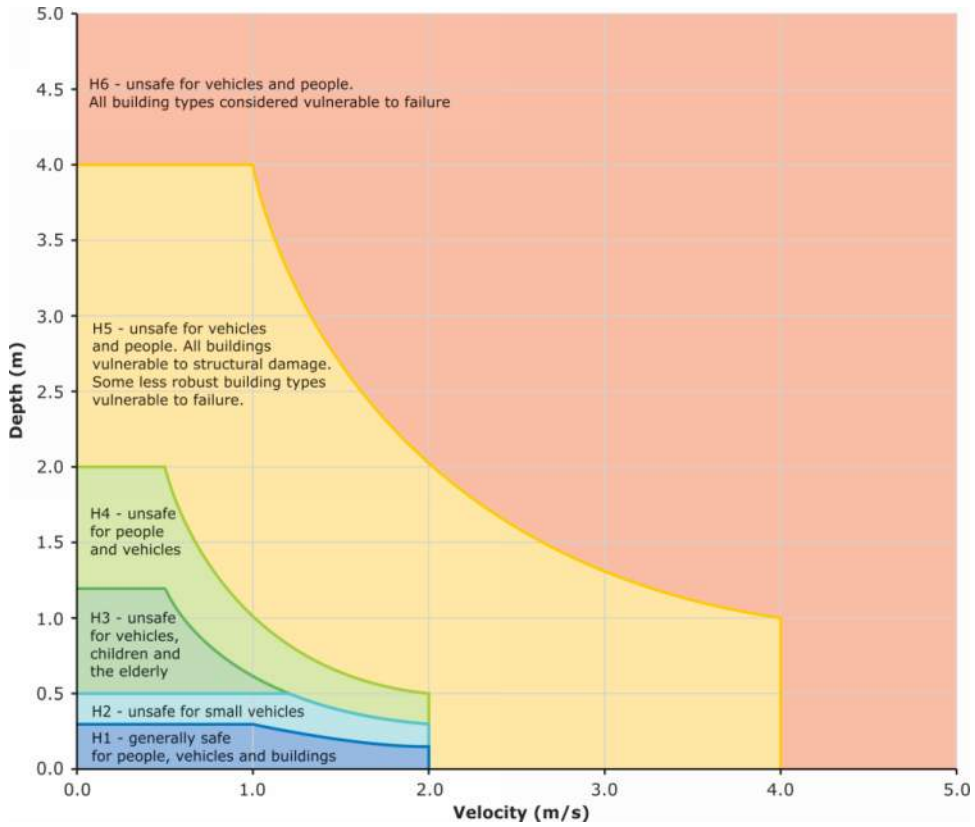

Figure 7 – *Combined Flood Hazard Curves (AR&R 2019)*

Identified hazard vulnerability classifications for the site range from H1 – 'generally safe for vehicles, people and buildings' (dark blue squares) to H3 – 'unsafe for vehicles, children and the elderly' (light aqua squares) as shown in Figure 6. The large majority of the site is shown to be covered by areas of H1 classification with areas of higher hazard H2 and H3 shown to be confined to portions of the existing drains, and in particular at the confluence of Dulverton Rivulet and the artificial drainage course where flows are restricted by the existing bridge.

Flood levels indicated by the referenced flood mapping are at approximately RL 390.6m AHD in the vicinity of the artificial drainage course and proposed development location.

Comparison of flood levels provided by the referenced flood mapping and local survey data indicates some discrepancy between the two, with local surveyed levels typically higher than predicted flood levels.

Calibration reports provided by SES for the referenced flood modelling indicate lidar data was used where available for the generation of the digital terrain model used in the flood modelling.

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Comparisons against freely available 2019 lidar surface elevation data indicates that levels within the lower end of Dulverton Rivulet and the artificial drainage course are similar to locally surveyed levels (±100-200mm typically). However levels within other areas of the site, particularly the undeveloped areas in the eastern portion of the site vary to an increased degree with a level difference of approximately 1.5m between local survey (higher) and lidar (lower). Surface topographies are also varied between the two, with lidar topography visually representing the mapped flood paths closer than survey topography.

The local survey data with higher levels towards the eastern side of the site indicates the presence of a small hill across much of this area (also visually confirmed on site) that has likely not been accurately accounted for in the referenced flood mapping with use of lidar data. The flood mapping indicates largely even sheet flows of low hazard classification H1 crossing most of the site from the north-east, assuming lower surface levels than actually present. The actual presence of elevated levels through this area (+1.5m approx.) is likely to prevent such a flow regime across this portion of the site and is expected to concentrate flows more-so within the confines of Dulverton Rivulet or further north.

Due to the above, it is more likely that flood waters passing through the site and Dulverton Rivulet from the north-east will be confined further north than shown in Figures 6 & 8. Flood waters are expected to continue to backflow and pond in the vicinity of the confluence of the two drainage courses due to the flow restriction at the bridge, however flows (in particular, flow velocities) through the proposed development location are expected to be less than as shown in the referenced flood mapping and as shown in Figure 8 (flood mapping overlaid onto proposed site plan). Given the hazard classifications in these areas outside of the drainage courses are predominantly of low H1 classification, hazards are expected to remain at this level or lower.

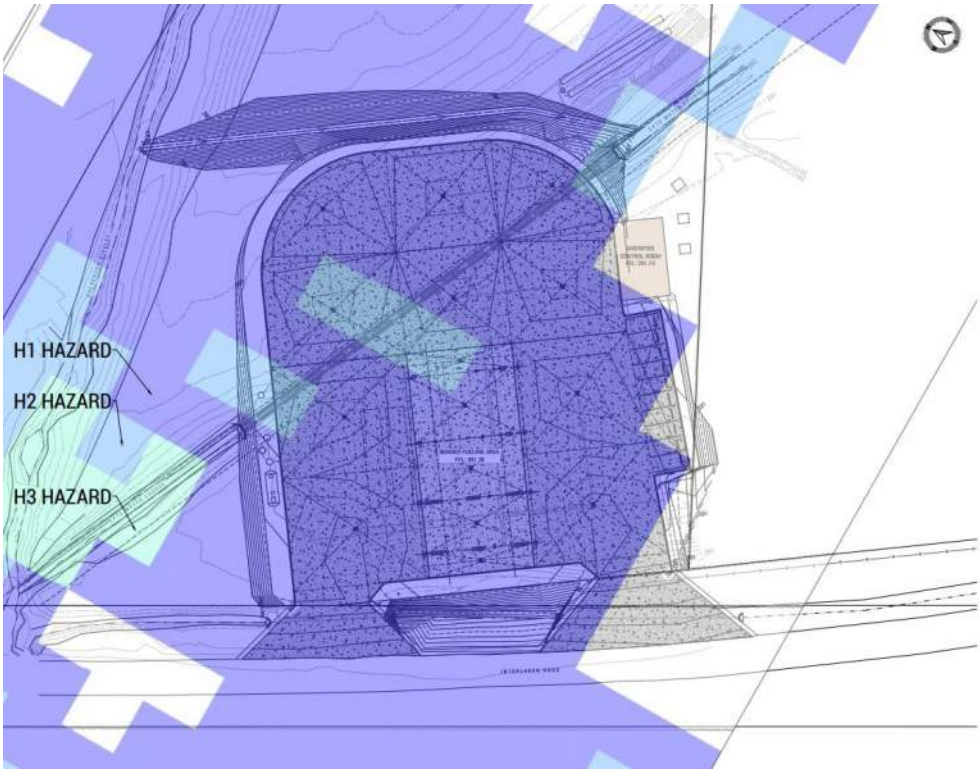

Figure 8 – 1% AEP Hazard Flood Mapping Overlay on Site Plan

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3.2. Development Effects & Building Works

Proposed development works predominantly consist of site levelling to create a new hardstand area for vehicular access and fuel sales with generally minor cut/fill (<1m) for most of the site outside of filling of open drains. Proposed structures are considered relatively minor and include an overhead roof canopy for the fuel servicing area and an amenities block/control room.

The finished surface level of the hardstand areas varies but typically ranges between RL 391m - 391.2m AHD with some lower levels to match into existing accesses. Works are proposed within the mapped flood areas of typically H1 hazard as shown in Figure 8 with an approximate expected flood level of RL 390.6m AHD. It is expected that the proposed hardstand area will be located above the expected flood level except at the site's accesses where levels are lower at approximately RL 390.5m AHD.

As discussed previously in Section 3.1, the mapped flooding over the proposed development location is expected to be concentrated further north due to actual topography and flows passing through the site are expected to be minimal. Instead, flows across the proposed hardstand area are expected to be as a result of backflowing/ponding from downstream flow restrictions at the bridge. With finished surface levels located above the expected flood levels, backflow/ponding is expected to be confined to the areas adjacent the rivulet on the north-western side of the hardstand area and within culverts/drains. The finished works proposed remain clear of the existing rivulet and open drain confluence area where most flood ponding is expected.

The proposed works are not located within the main flood paths through Dulverton Rivulet and are expected to be less impacted by ponding waters than as shown in the referenced flood mapping. As such, flood waters are not expected to be impacted or redirected onto adjacent land other than the potential alteration of the footprint of ponding waters within the site.

The proposed works include the replacement of the existing DN600 culvert across the artificial drainage course in the centre of the site with a new twin DN600 culvert arrangement beneath the proposed hardstand area. This is expected to improve drainage capacity within the water course, however it is unlikely that the existing DN600 culvert was included in the high-level flood modelling and so an obstruction within this drain was likely not accounted for. It is recommended to assist in preventing flows above the capacity of the proposed culvert from prematurely flooding into the site, that an open drain or similar high-level overflow be maintained around the site to more safely direct overflows and should achieve a similar capacity between the over-flow and culvert to that of the existing open drain. It is noted that the proposed works includes such an overflow.

It is noted that the grade of the existing artificial drainage course is flat with no fall for a large portion of it's length. In order to achieve a minimal grade for the proposed culverts, re-grading of the downstream section of this open drain where adjoining Dulverton Rivulet is proposed. This is expected to assist in drainage of flows in low and frequent rain events, however will have minimal impact in large events.

Building works including the fuelling area canopy and amenities block are expected to have minimal to no impact on obstruction of flood waters. The proposed hardstand area is expected to remain clear of flooding as described previously, however should flooding still occur as shown in Figure 6, the level of risk being H1 –

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'generally safe for vehicles, people and buildings' indicates that there will be low risk of damage to these structures.

The proposed development will increase the amount of impervious area on the site which will increase stormwater runoff. The site is expected to have a low time of concentration for peak flows (likely 5 mins) from developed areas. The existing catchment generating flood waters through Dulverton Rivulet is of significant size in comparison to the site with times of concentration for peak flows likely to be of a magnitude of hours. It is highly unlikely that peak flows generated from the site will coincide with peak flows from the upper catchment. Due to the existing flow restriction at the bridge close to the site, it is expected to be beneficial to allow peak flows from the site to discharge as early as possible without detention so as not to force flows to coincide with the peak flood and worsen flood effects at the bridge.

3.3. Recommendations

The following actions are recommended to ensure risk levels are maintained at sufficiently low levels for the proposed development:

- It is recommended to construct finished surface levels above the mapped flood level of RL 390.6m AHD except where required to match into existing road accesses.
- It is recommended to construct a high-level overflow drain to maintain capacities of the existing artificial drainage course above the capacity of the proposed culverts to minimise risk of overflows passing through the hardstand areas.

3.4. Residual Risk

Given the above recommendations, the residual risk to the development due to flooding in the 1% AEP event as informed by the Statewide Flood Hazard mapping is considered low.

Flood mapping for the existing site indicates generally low levels of H1 hazard within the proposed development areas. As discussed in Section 3.1, discrepancies exist between the flood mapping topography and actual site topography. As a result, hazards are expected to be lower than those indicated across the proposed development area with flows likely to be concentrated further north following actual site topography.

With site accesses connecting to Interlaken Road located at existing levels below the expected flood level of 390.6m AHD, the mapped flood hazards of H1 across these accesses is expected to remain. This is not expected to prevent egress from the site due to low depths/velocities for such a flood hazard.

The proposed site use is for unmanned vehicle fuel sales which indicates intermittent use by the public with generally short stays. Electric vehicle charging infrastructure may present the longest duration use of the site of up to 45 mins typically for charging vehicles. Sufficient visual warning of rising flood levels outside of the site would be expected prior to any inundation of the development area occurring. If flooding occurs, no evacuation of workers will be required due to no permanent presence with the site using automated sales facilities. Safe egress from the site is available through Interlaken Road to the Midland Highway.

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4. FLOOD CODE ASSESSMENT

Tasmanian Planning Scheme
C12.0 Flood Prone Areas Hazard Code
C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area

Objective: That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution	P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. P1.2 A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) 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

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Response

P1.1

As discussed in Section 3 of this report, the residual risk for the proposed development is low and considered tolerable for its intended use. Flood mapping indicates that the existing risk for the area on which the development is proposed is predominantly of low H1 hazard. Additional investigation of site topography against flood mapped topography further indicates that the existing hazard is likely less than shown. The proposed development area is also proposed to be located above the indicated 1% AEP flood level of RL 390.6m AHD and is likely to maintain a tolerable hazard for use, including the proposed canopy structure and amenities building.

Access to and from the site is expected to remain at a maximum of low hazard H1 which is generally safe for vehicles and people and will continue to allow for safe site evacuation if required. The development use is for intermittent access for vehicle fuel sales with no habitable structures or permanent employees stationed on site which poses low risk to persons who may otherwise become isolated due to flooding.

Recommended actions to maintain overflow routes for waters through the existing artificial drainage course are proposed and are not expected to increase the levels of risk of inundation from existing levels. No further flood protection measures are required aside from those recommended in Section 3.3 of this report.

P1.2

Cut and fill earthworks are proposed to predominantly level the existing land on the proposed development footprint. Existing levels within this area are largely above the indicated flood level of RL 390.6m AHD meaning minimal reshaping of land within the actual expected flood ponding area. The proposed development footprint is not located within the main flood path and is not expected to obstruct flows. Flows through the artificial drainage course are to be maintained through the provision of new culverts and high-level overflow infrastructure as recommended in Section 3.3 of this report. Flooding on adjacent land is not expected to be worsened as a result of the proposed works.

As described in the response to P1.1 and Section 3 of this report, the development is expected to maintain a tolerable risk from the 1% AEP flood without requiring flood protection measures above those recommended in Section 3.3.

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5. SUMMARY

The proposed development site has been identified by Statewide Flood Hazard mapping within LISTmap as being situated within areas of 1% AEP flood hazard and therefore subject to the flood-prone areas code of the Tasmanian Planning Scheme.

The proposed development consists of the construction of new hardstand areas for vehicle fuel sales including an overhead canopy and amenities/control room building. The existing site has been assessed as having a predominantly low risk to flooding of H1 hazard across the proposed development footprint.

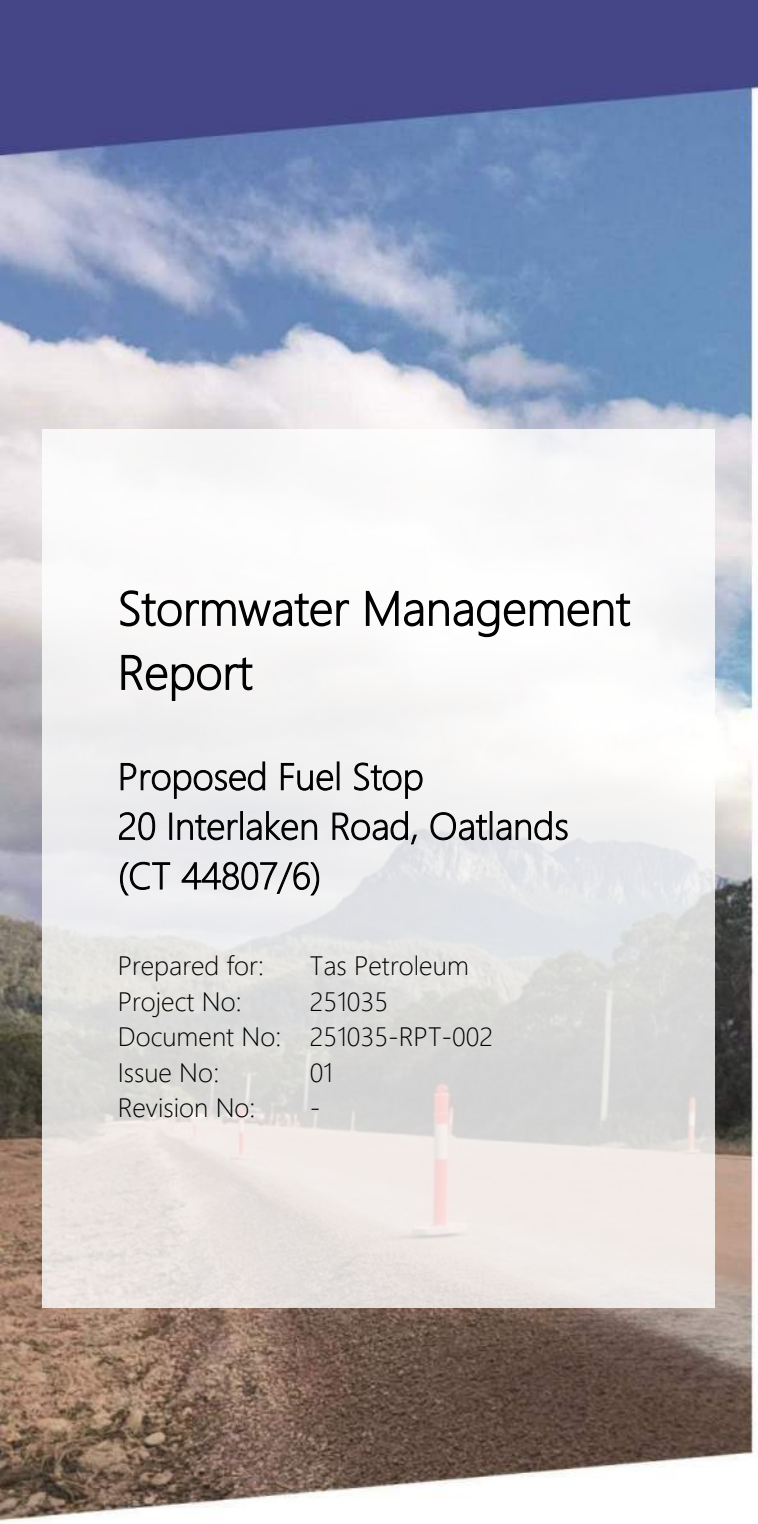
It is recommended that the floor level for the proposed hardstand area be located above the indicated flood level of RL 390.6m AHD and that a high-level overflow be constructed for flows within the existing artificial drainage course to bypass the site.

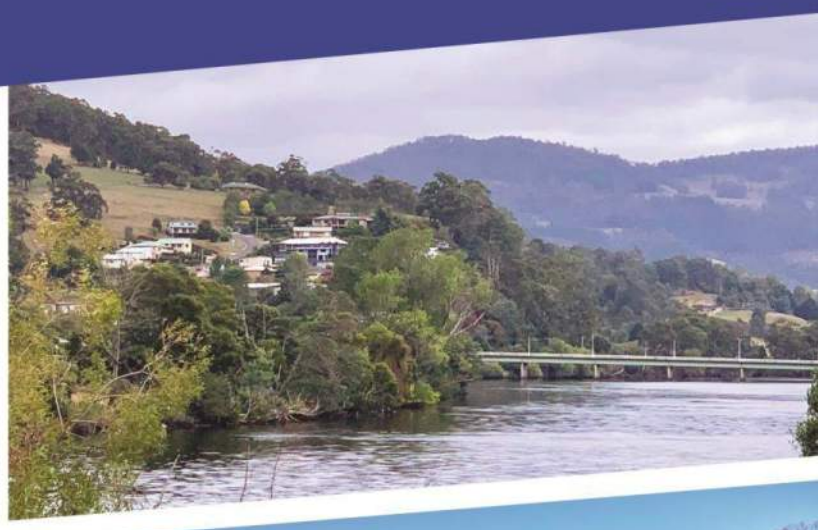
The proposed development works are considered acceptable in regard to flood risk for the site.

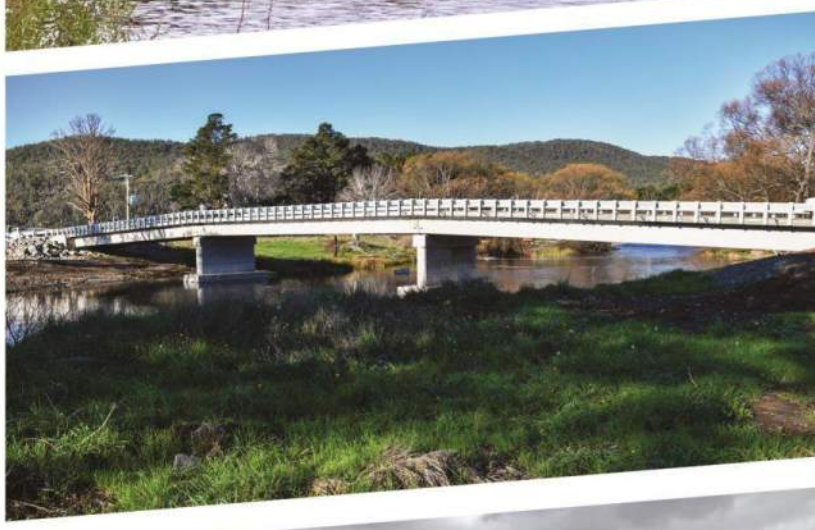
Should you have any further queries please do not hesitate to contact us.

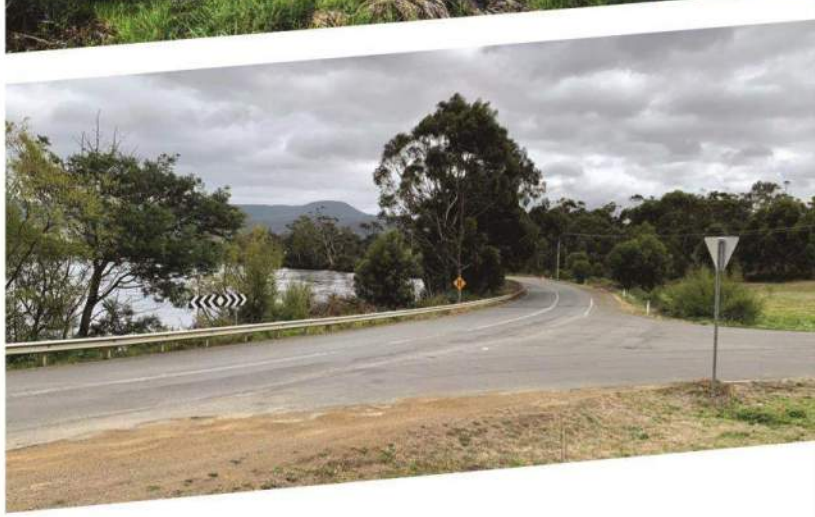
Yours faithfully,

Jack W. Saunders
Civil Engineer
B Eng (Civil)









Stormwater Management Report

Proposed Fuel Stop
20 Interlaken Road, Oatlands
(CT 44807/6)

Prepared for:	Tas Petroleum
Project No:	251035
Document No:	251035-RPT-002
Issue No:	01
Revision No:	-

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DOCUMENT CONTROL

Project	Tas Petroleum – Proposed Fuel Stop – 20 Interlaken Rd, Oatlands
Report Title	Stormwater Management Report
Project No	251035
Document ID	251035-RPT-002
File Path	R:\Projects\2025\251000 Civil\251035-Interlaken Fuel Stop-PR-OA\4 Internal\Reports\SMR
Client	Tas Petroleum

Record of Report					
Issue	Reason	Revision	Date	Prepared By	Approved By
01	Client Issue	-	30/10/2025	JS	RJ

Distribution of Report			
Company	Name & Address	Contact	Copies
Tas Petroleum C/- Prime Design	Drew Den Hartog 10 Goodman Court, Invermay, TAS, 7248	E: drew@primedesigntas.com.au Ph: 03 6332 3790	1 (elec)

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Contents

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1. INTRODUCTION

Rare Innovation Pty Ltd (Rare) have been engaged to undertake engineering design and provide a stormwater management report for the proposed fuel stop development located at 20 Interlaken Road, Oatlands. The purpose of this report is to provide supporting information regarding stormwater management for the site for development approval in conjunction with Rare project drawings *251035-CDA* series and the recommendations within the Flood Hazard Report *251035-RPT-001 FHR*.

2. EXISTING SITE

2.1. Location

The proposed development is located on a single existing land title at 20 Interlaken Road, Oatlands (Property ID: 5841861, Title Reference: 44807/6). The site is surrounded by existing undeveloped rural land on all sides and is bounded by Interlaken Road on the south-western side as well as an undeveloped road reserve on the northern side. The Oatlands Sewage Treatment Plant is located approximately 200m to the north-east.

2.2. Existing Stormwater System

The site is currently un-serviced by a reticulated stormwater system/connection. Two existing drainage courses currently extend through the site as shown in Figure 1 including Dulverton Rivulet and an artificial drainage course which connect near the north-western corner of the site before discharging beneath an existing bridge under Interlaken Road.

An existing vehicular crossing over the artificial drainage course is present with a DN600 culvert. The existing vehicular access onto Interlaken Road contains an existing DN300 culvert beneath as part of a roadside drain.

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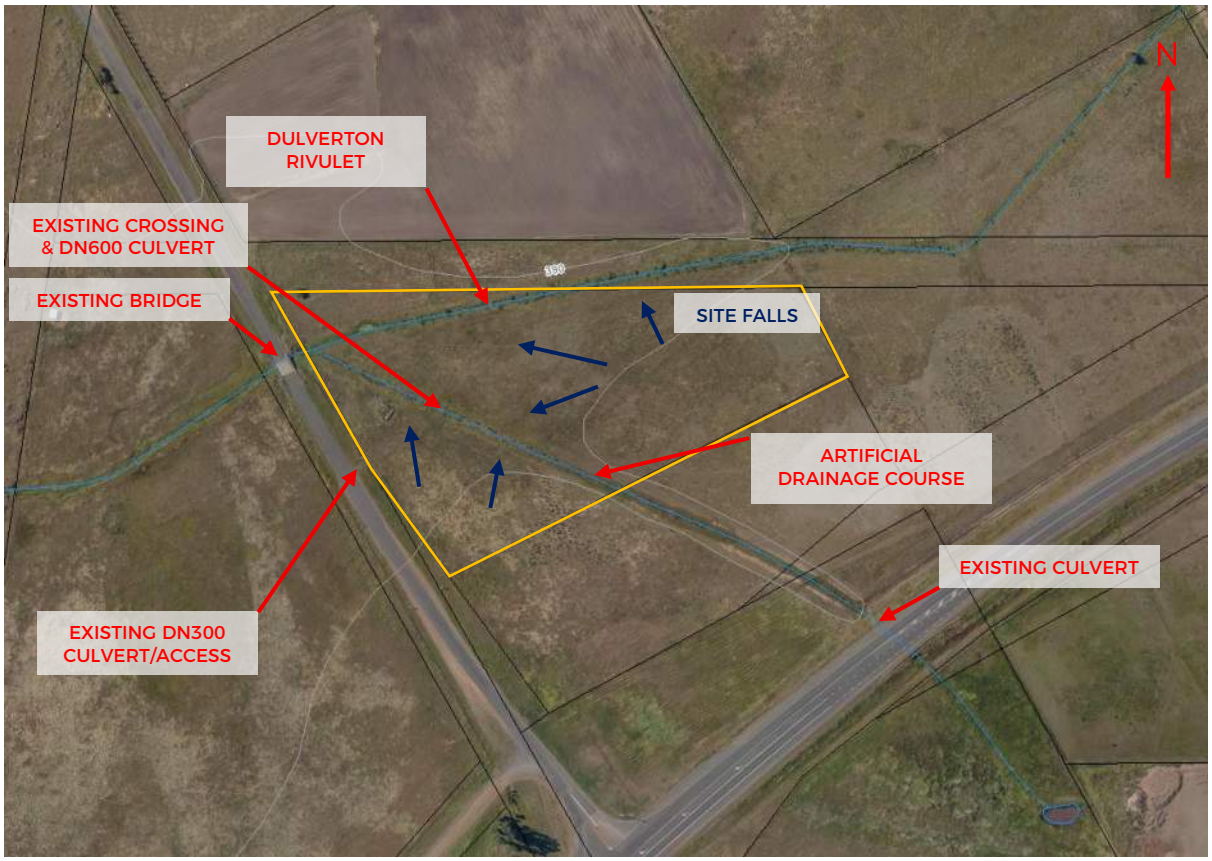

Figure 1 – Existing Site and Features

3. PROPOSED WORKS

3.1. Proposed Development

The proposed development is for the construction of a new fuel stop area which includes a roof canopy over bunded re-fuelling areas and an amenities/control room building. A plan of the proposed development is shown in Figure 2.

Works include a new hardstand area with localised falls to new drainage infrastructure, including within the re-fuelling areas to ensure bunding for potential fuel spills. Additional parking areas and charging for electric vehicles is also provided. Finished site levels are to be above the nominal flood level of RL 390.6m AHD as identified in the Flood Hazard Report except where required to match into existing access levels.

Access to the site is currently provided by a single existing gravel crossover. It is proposed to upgrade the existing crossover to concrete including widening and construct an additional crossover, including drainage culverts.

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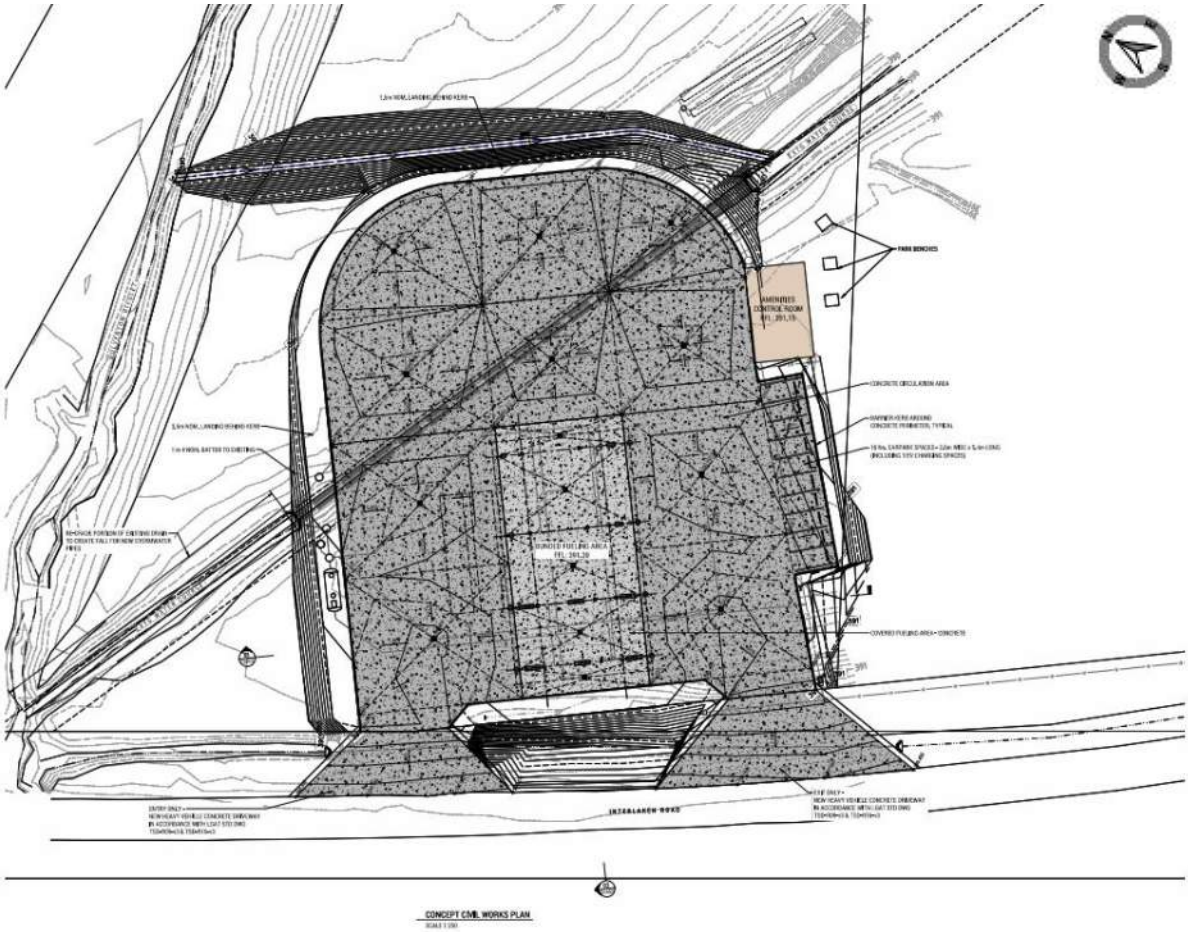

Figure 2 – Proposed Site Works

3.2. Proposed Stormwater Works

The proposed stormwater works are as shown in Figure 3.

The proposed works include the construction of a hardstand area over the existing artificial drainage course. It is proposed to demolish the existing DN600 culvert under the vehicular crossing within this open drain and to construct a twin DN600 culvert extending the full length of the hardstand area. The twin culvert is proposed in order to improve on the unobstructed capacity of the existing drain. In accordance with the recommendations of the Flood Hazard Report, it is also proposed to construct a high-level overflow drain to ensure that flows above the capacity of the new culvert can safely bypass the developed fuel stop area. The proposed high-level overflow drain is to connect back into Dulverton Rivulet and the combined capacity of the culvert and overflow is to maintain the capacity of the existing water course. Final sizing of drains is to be undertaken during detailed design to meet requirements.

It is noted that the existing artificial drainage course has zero fall across most of its length with only some minor fall developing at the downstream end prior to discharging into Dulverton Rivulet. To ensure that the proposed twin culvert achieves some minor fall across its length, it is proposed to regrade the downstream portion of the existing artificial drainage course and to continue this grade through the culvert. This will

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ensure that low level (frequent event) flows can flow through the site without creating standing water as is currently occurring.

The proposed hardstand area is to be drained by falling to localised pits throughout which are to ultimately discharge into the existing watercourse. Due to site level constraints and existing open drain levels, the stormwater system is to be divided into two separate discharges to the open drain on either side of the proposed twin culvert.

The existing (to be upgraded) and proposed site accesses are to be constructed with DN300 culverts to match existing culvert sizing.

The reticulated minor stormwater network is to be sized to accommodate flows for a minimum 5% AEP storm event with overflows above system capacity to discharge to the existing open drains.

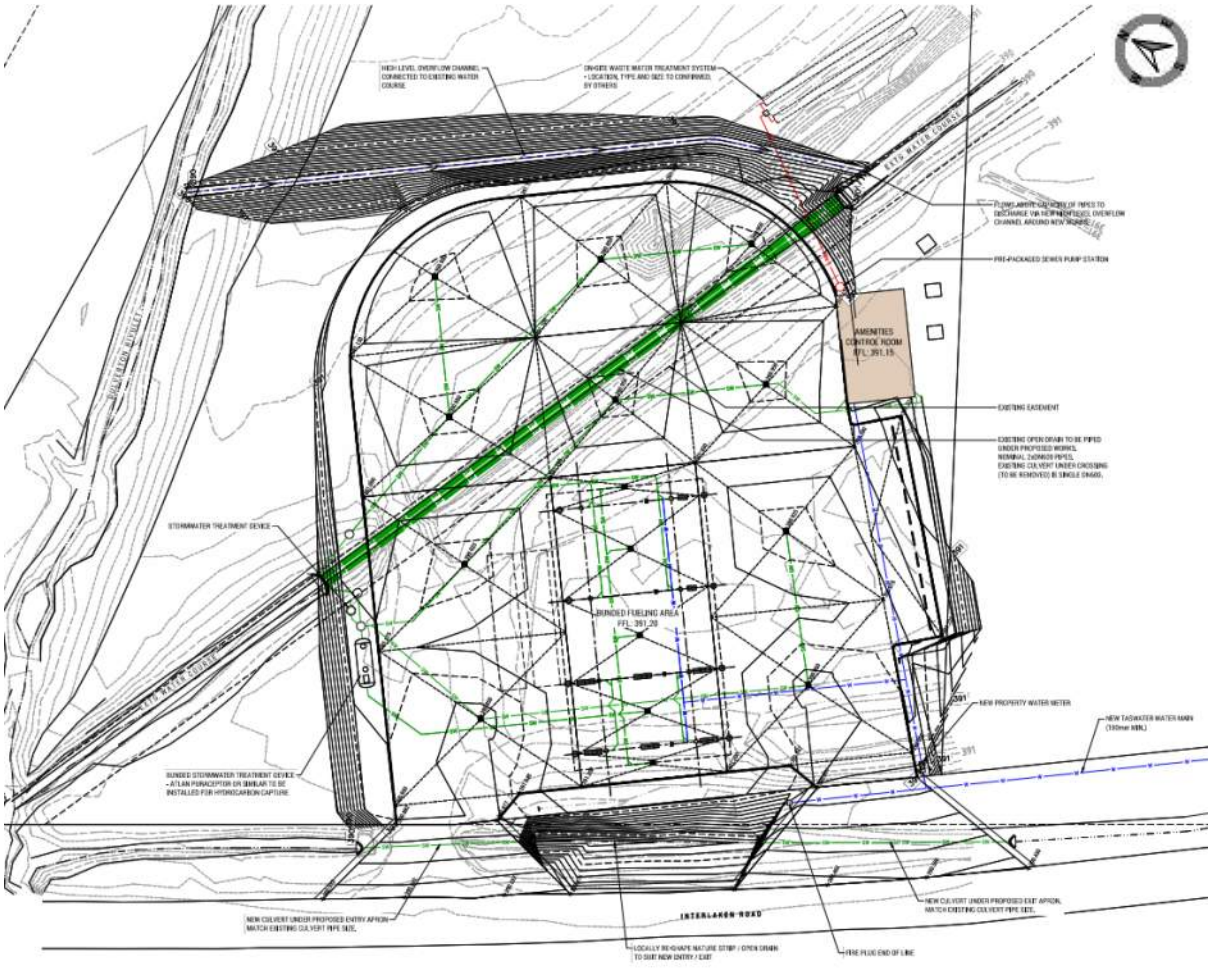

Figure 3 – Proposed Stormwater System

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3.3. Proposed Stormwater Treatment Works

Due to the presence of the potential for hydrocarbon spills from re-fuelling activities, it is proposed to install a stormwater treatment/oil water separator device to capture hydrocarbons and prevent discharge to the receiving environment. A SPEL Puraceptor or similar device is proposed as has been used in previous similar developments with sizing to be determined by SPEL (or other manufacturer) in accordance with relevant standards/guidelines. Sufficient available space is present to enable installation of varyingly sized systems as required.

The re-fuelling areas as well as tank fill points are to be suitably bunded to ensure containment of hydrocarbon spills, with all stormwater from bunded areas to be directed to the proposed treatment system.

Final grades, sizes and configurations of treatment systems and the reticulated stormwater network are to be confirmed during detailed design.

CLIENT:
TAS PETROLEUM

PROJECT:
INTERLAKEN FUEL STOP

ADDRESS:
20 INTERLAKEN ROAD, OATLANDS

PROJECT No:
251035

STATUS:
PRELIMINARY / INFORMATION

ISSUED FOR / DESCRIPTION:
DEVELOPMENT APPROVAL

DRAWINGS:

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	DEVELOPMENT APPROVAL	PVD	25-07-25

STATUS: **PRELIMINARY / INFORMATION**

DO NOT SCALE - IF IN DOUBT, ASK

APPROVED: -
ACRED. No: -

DESIGN BY: PVD
DESIGN CHK: JS
DRAWN BY: PVD
DRAFT CHK: JS
DATE: -

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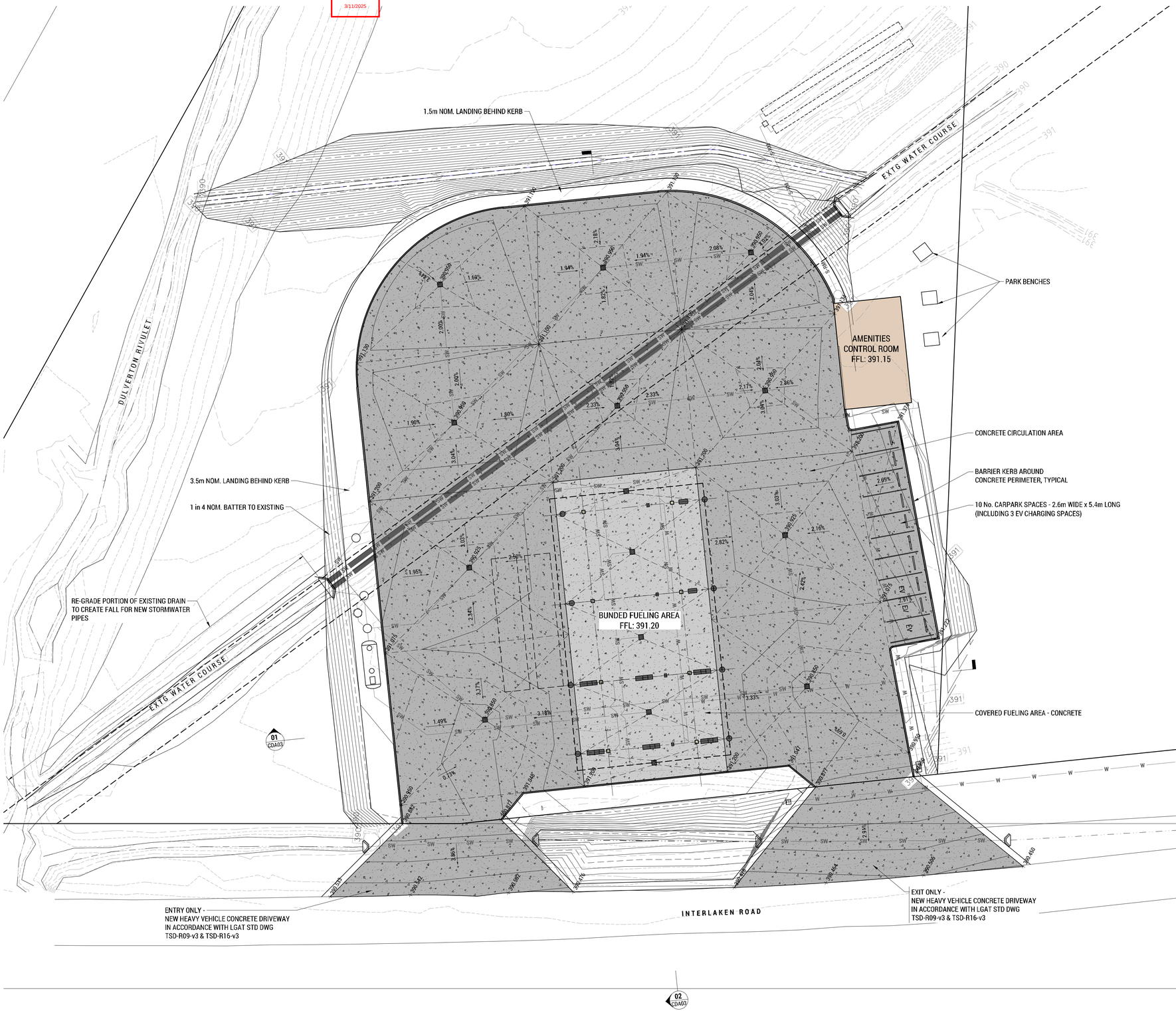
CLIENT: **TAS PETROLEUM**
PROJECT: **INTERLAKEN FUEL STOP**
ADDRESS: **20 INTERLAKEN ROAD, OATLANDS**

TITLE: **COVER SHEET**
SCALE: - SHEET SIZE: **A1** DWGs IN SET: -
PROJECT No: **251035** DWG No: **COV** REV: **A**



CONCEPT CIVIL WORKS PLAN

SCALE 1:250

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	DEVELOPMENT APPROVAL	PVD	25-07-25

STATUS:
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DESIGN CHK:	JS
DRAWN BY:	PVD
DRAFT CHK:	JS
DATE:	-

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CLIENT: TAS PETROLEUM
PROJECT: INTERLAKEN FUEL STOP
ADDRESS: 20 INTERLAKEN ROAD, OATLANDS

TITLE: CONCEPT CIVIL WORKS PLAN
SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -
PROJECT No: 251035 DWG No: CDA01 REV: A

HIGH LEVEL OVERFLOW CHANNEL CONNECTED TO EXISTING WATER COURSE

ON-SITE WASTE WATER TREATMENT SYSTEM - LOCATION, TYPE AND SIZE TO CONFIRMED, BY OTHERS

EXTG WATER COURSE

FLOWS ABOVE CAPACITY OF PIPES TO DISCHARGE VIA NEW HIGH LEVEL OVERFLOW CHANNEL AROUND NEW WORKS.

PRE-PACKAGED SEWER PUMP STATION

AMENITIES CONTROL ROOM FFL: 391.15

EXISTING EASEMENT

EXISTING OPEN DRAIN TO BE PIPED UNDER PROPOSED WORKS.
NOMINAL 2xDN600 PIPES.
EXISTING CULVERT UNDER CROSSING (TO BE REMOVED) IS SINGLE DN600.

DULVERTON RIVULET

STORMWATER TREATMENT DEVICE

BUNDED FUELING AREA FFL: 391.20

EXTG WATER COURSE

BUNDED STORMWATER TREATMENT DEVICE - ATLAN PURACEPTOR OR SIMILAR TO BE INSTALLED FOR HYDROCARBON CAPTURE

EXISTING TASWATER WATER MAIN

NEW PROPERTY WATER METER

NEW TASWATER WATER MAIN (100mm MIN.)

NEW CULVERT UNDER PROPOSED ENTRY APRON MATCH EXISTING CULVERT PIPE SIZE.

INTERLAKEN ROAD

NEW CULVERT UNDER PROPOSED EXIT APRON. MATCH EXISTING CULVERT PIPE SIZE.

LOCALLY RE-SHAPE NATURE STRIP / OPEN DRAIN TO SUIT NEW ENTRY / EXIT

FIRE PLUG END OF LINE

CONCEPT SITE SERVICE PLAN

SCALE 1:250

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	DEVELOPMENT APPROVAL	PVD	25-07-25

STATUS: **PRELIMINARY / INFORMATION**

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DESIGN CHK:	JS
DRAWN BY:	PVD
DRAFT CHK:	JS
APPROVED:	-
ACRED. No:	-
DATE:	-

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CLIENT: TAS PETROLEUM

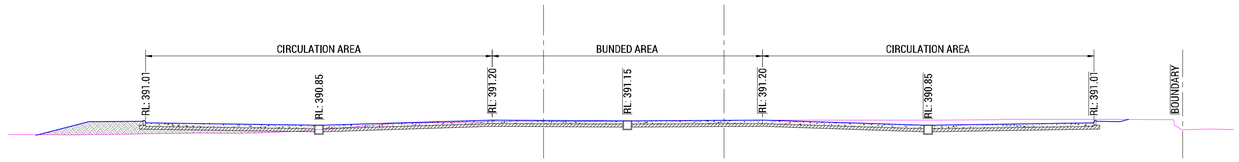
PROJECT: INTERLAKEN FUEL STOP

ADDRESS: 20 INTERLAKEN ROAD, OATLANDS

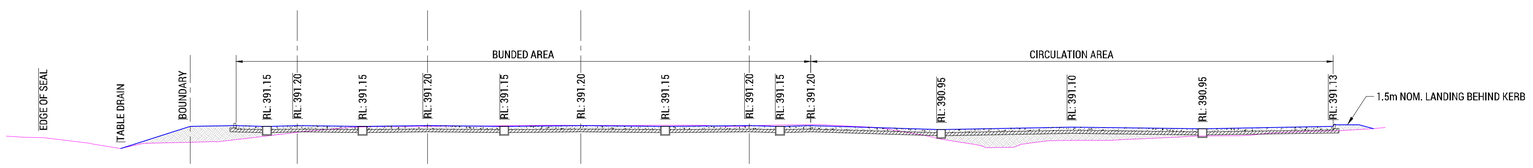
TITLE: CONCEPT SITE SERVICE PLAN

SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -

PROJECT No: 251035 DWG No: CDA02 REV: A



01 **TYPICAL SITE SECTION**
CDA01 SCALE 1:200



02 **TYPICAL SITE SECTION**
CDA01 SCALE 1:200

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	DEVELOPMENT APPROVAL	PVD	25-07-25

STATUS:
PRELIMINARY / INFORMATION

DO NOT SCALE - IF IN DOUBT, ASK

APPROVED: -
ACRED. No: -

DESIGN BY:	PVD
DESIGN CHK:	JS
DRAWN BY:	PVD
DRAFT CHK:	JS
DATE:	-

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CLIENT: **TAS PETROLEUM**
PROJECT: **INTERLAKEN FUEL STOP**
ADDRESS: **20 INTERLAKEN ROAD, OATLANDS**

TITLE: **TYPICAL SITE SECTIONS**
SCALE: **1:200** SHEET SIZE: **A1** DWGs IN SET: -
PROJECT No: **251035** DWG No: **CDA03** REV: **A**

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
44807	6
EDITION	DATE OF ISSUE
6	19-Oct-2024

SEARCH DATE : 21-May-2025
SEARCH TIME : 04.00 PM

DESCRIPTION OF LAND

Town of OATLANDS
Lot 6 on Diagram 44807
Being the land sixthly described in Conveyance No. 66/2501
Excepting thereout Part of Lot 5 (D20462)
Derivation : Part of 4A-1R-26Ps. Gtd. to T. Burbury.
Prior CT 4702/92

SCHEDULE 1

M889797 TRANSFER to C&M LIVESTOCK CONSULTING TASMANIA PTY LTD
Registered 20-Jun-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
66/4538 GRANT OF EASEMENT - BURDENING EASEMENT: Right of Drainage (appurtenant to The Crown) over the land marked Drainage Easement shown passing through Lot 6 on Diagram No. 44807

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

APPROVED	CONVERSION PLAN	REGISTERED NUMBER
18 SEP 1990 RECORDER OF TITLES	CONVERTED FROM 66/2501 (3RDLY & — 8THLY DESC.)	D. 44807
FILE NUMBER A 8300	GRANTEE SEE REVERSE SIDE FOR GRANTEES.	DRAWN 26/6/90

SKETCH BY WAY OF ILLUSTRATION ONLY

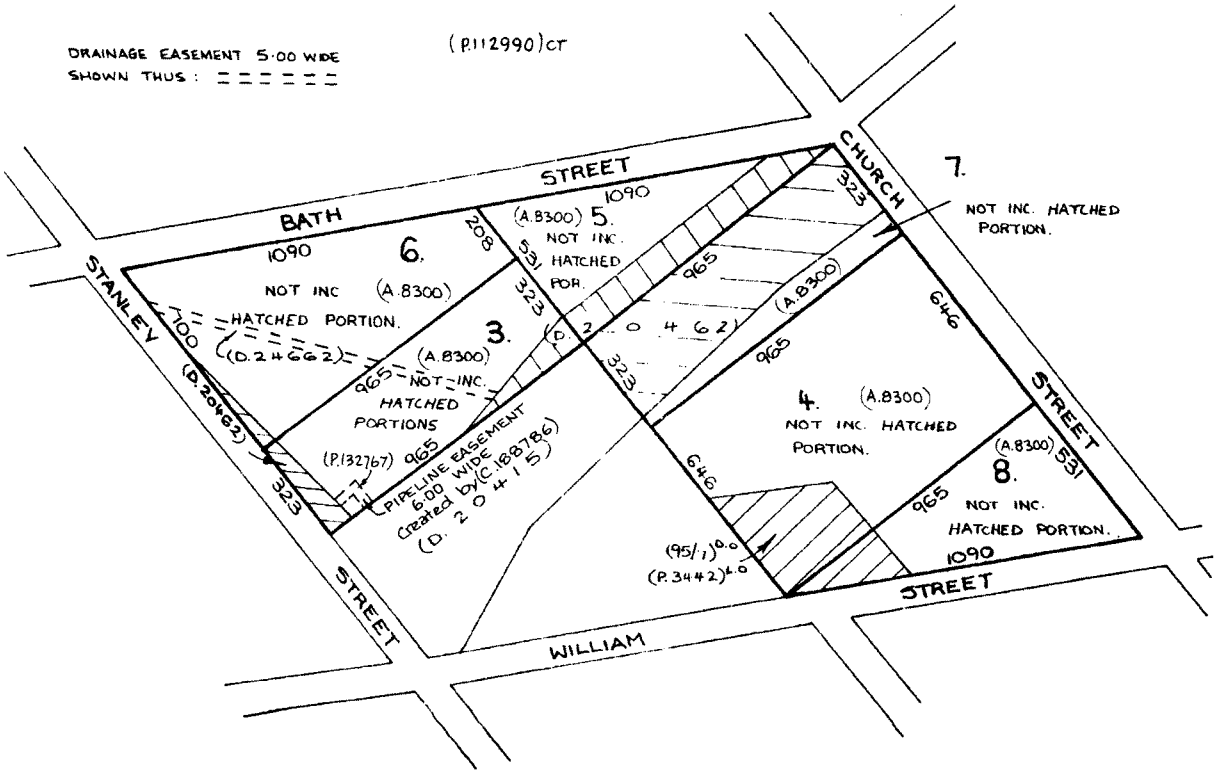
~~CITY~~/TOWN OF OATLANDS (SEC. E)
~~LAND DISTRICT OF~~
~~PARISH OF~~
~~LENGTHS ARE IN METRES~~. NOT TO SCALE.
LENGTHS ~~IN BRACKETS~~ IN LINKS/~~FEET & INCHES~~.

EXCEPTED LANDS

LOT 6 PART OF LOT 5 (D.20462)
LOT 3 PART OF LOTS 5 & 9 (D.20462)
LOT 5 PART OF LOT 9 (D.20462)
LOT 7 PART OF LOT 9 (D.20462)
LOT 4 PART OF (1-1-16/40) (95/7)0.0 NOT. 43/6244
LOT 8 PART OF (1-1-16/40) (95/7)0.0 NOT. 43/6244

DRAINAGE EASEMENT 5.00 WIDE SHOWN THUS: = = = = = =

(P.112990)cr



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
20462	5
EDITION	DATE OF ISSUE
2	05-Aug-1999

SEARCH DATE : 23-Dec-2025
SEARCH TIME : 11.07 am

DESCRIPTION OF LAND

Town of OATLANDS
Lot 5 on Diagram 20462
Derivation : Part of Lots 1 and 2 in Section E Gtd. to Thomas Burbury and James Olive respectively and duly acquired by Application No. A863713
Prior CT 4054/40

SCHEDULE 1

THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: The Estate of Thomas Herbert Jones.

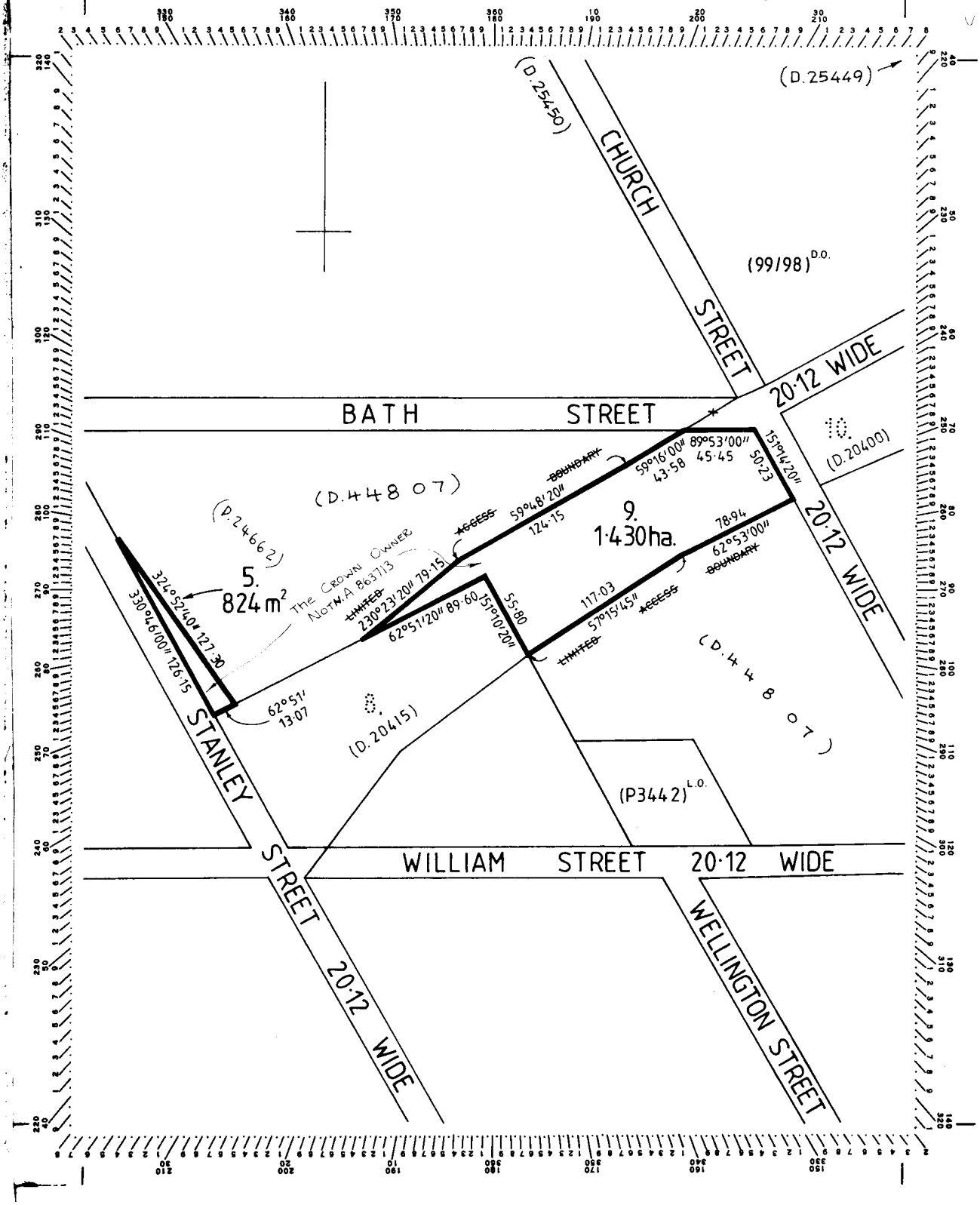
Title Reference: Conv. 18-4186.

Grantee: PART OF LOT 2, 3a.0r.17p. JAMES OLIVER PUR., LOT 5, 2a.1r.26p. JOHN McDOUGALL PUR., LOT 6, 3a.0r.17p. FREDERICK JOHNATHON PARK PUR., AND LOT 1, 4a.1r.26p. THOMAS BURBURY PUR.

PLAN OF SURVEY
by Surveyor J. R. DAVEY.
of land situated in the
TOWN OF OATLANDS
SCALE 1:2500 MEASUREMENTS IN METRES

Registered Number: D 20462

Approved: 16 AUG 1983
~~Effective from:~~
Acting Deputy Recorder of titles



TASMANIAN PLANNING SCHEME – SOUTHERN MIDLANDS

Amendment DA2500105

Instrument of Certification

Amend SOU-Site specific Qualifications within the Southern Midlands Local Provisions Schedule as described below:

Reference Number	Site reference	Folio of the Register	Description (modification, substitution or addition)	Relevant Clause in State Planning Provisions
SOU-20.6	20 Interlaken Road, Oatlands	44807/6	An additional Discretionary Use Class for this site is: Vehicle Fuel Sales and Service, if only for the sale of fuels, charging of electric vehicles, and provision of a dedicated rest area, provided no other activity associated with the use is proposed; and Canopy and Blade Signs are discretionary if for directing attention to the sale of fuel, or charging of electric vehicles, and no other use or activity	Rural Zone – clause 20.2 Use Table Signs Code clause C1.6.1 Design and Siting of Signs

And amend the planning scheme maps to show a site-specific qualification on 20 Interlaken Road, Oatlands (folio of the Register 44807/6)

THE COMMON SEAL of the

Southern Midlands Council is affixed, pursuant to the Council's resolution in the presence of:

Date:

Tim Kirkwood

General Manager

District Council of Yankalilla

Dark Sky Lighting Policy - Carrickalinga

Strategic Reference	Provide leadership, good governance, and efficient, effective and responsive Council services
File Reference / Record No	18/067/229 / NGO233669
Responsibility	Assets and Environment
Version Number	3.0
Effective Date	December 2022
Last Revised Date	April 2024
Minute Book Reference	C24094
Next Review Date	April 2026
Applicable Legislation	Local Government Act 1999 Planning, Development and Infrastructure Act 2016 Australian Standards Electricity Act 1996
Related Policies	Nil
Related Procedures / Documents	SA Power Networks Technical Standard – TS101 International Dark Sky Community Program Guidelines 2018 Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices.

1. Objective

1.1. The District Council of Yankalilla recognises the uniqueness and opportunities available to communities within the district to seek recognition from the International Dark-Sky Association as an International Dark Sky Community. This is the case given the limited existing lighting infrastructure within the semi-rural environment and coastal townships, together with the shelter provided from suburban light spill by the hills throughout the district.

1.2. The International Dark-Sky Association encourages outdoor lighting practices that will minimise light pollution, glare, light trespass, and sky glow in order to preserve the natural dark of the night sky, prevent lighting nuisances on properties and reduce artificial light effects on wildlife. While maintaining the rural atmosphere and village character of the town and district.

Council under this Dark Sky Lighting Policy for Carrickalinga aims to:

1.2.1. Ensure that Council, other Government bodies and private landholders within an area designated or seeking accreditation as an International Dark Sky Community, understands how they can assist attaining, preserving, and promoting the International Dark Sky Community concept.

1.2.2. Ensure all new public lighting within an area designated or seeking accreditation as an International Dark Sky Community, meets the standards and requirements expected by the International Dark Sky Association.

1.2.3. Retrofit existing outdoor public lighting within an area designated or seeking accreditation as an International Dark Sky Community, meets the standards and requirements expected by the International Dark-Sky Association.

1.2.4. Confirm that the costs for delivery of infrastructure works are to be borne by the groups requesting the Dark Sky infrastructure.

2. Scope

2.1. This policy shall only apply to the Designated Area of Carrickalinga Township, while actively seeking or where accreditation has been gained from the International Dark-Sky Association as an International Dark Sky Community. (Note: this Policy can be updated to apply via a further Council Resolution to other areas pending a process which is to include Public Consultation on an updated Draft)

3. Definition

3.1. For the purpose of this policy, certain words, phrases and terms used herein shall have the meanings assigned to them by this section:

"Designated Area of Carrickalinga Township": The area of Carrickalinga, which, in the views of a reasonable person, has the look and feel of a predominantly residential township area; generally locate in the 'Neighbourhood Zone' as referenced in the Planning & Design Code.

"Correlated Colour Temperature (CCT)": A specification of the colour appearance of the light emitted by a lamp, relating its colour to the colour of light from a reference source when heated to a particular temperature, measured in degrees kelvin (K).

"Direct Illumination": Illumination resulting from light emitted directly from a lamp, luminary or reflector. This does not include light reflected from other surfaces, such as the ground or building faces.

"International Dark Sky Community": An International Dark Sky Community (IDSC) is a town, city, municipality or other similar political entity that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of quality lighting policies, dark-sky education, and citizen support of the ideal dark skies.

"Floodlight": A fixture or lamp designed to "flood" an area with light. A specific form of lamp or fixture designed to direct its output in a specific direction. Such lamps are often designated by the manufacturer and are commonly used in residential outdoor lighting. These lights should not emit light above the 45 degree plane and they do not exceed 1,000 lumens.

"Fully Shielded": An outdoor light fixture designed so that the installed fixture emits no light above the horizontal plane of the lowest part of the fixture. These light fixtures must be shielded in and of themselves. Surrounding structures, like canopies, are not to be considered when determining if the fixture is fully cut off. Fully Shielded fixtures must be appropriately mounted so that the shielding prevents light from escaping above the horizontal and all light is directed downward.

"Light Pollution": Any adverse effect of non-natural light sources. Often used to denote "sky glow" from cities or towns, but also includes glare, light trespass, visual clutter and other adverse effects of lighting.

"Light Source": The part of a lighting fixture that produces light, e.g. the bulb.

"Light Trespass": Light falling where it is not wanted or needed. Spill light falling over property lines that illuminate adjacent grounds or buildings in an objectionable manner.

"Luminaire": A complete electric light unit.

"Outdoor Light Fitting": An outdoor electrically powered illuminating lamp or similar device used for lighting structures, parking lots, pathways, service canopies, recreational areas, signs or other similar outdoor lighting uses.

"Recreational Lighting": Lighting used to illuminate sports fields, ball courts, playgrounds or similar outdoor recreational facilities.

"Spotlight": A fixture or lamp designed to light a small area very brightly. See definition of Floodlight.

"Unshielded Fixture": A fixture that allows light to be emitted above the horizontal either directly from the lamp or indirectly from the fixture or reflector. Any fixture not fully cut off.

4. Policy Statement

4.1. The District Council of Yankalilla recognises the uniqueness and opportunities available to communities within the district to seek recognition in the form of accreditation as an International Dark Sky Community. Given the opportunities for various communities to seek this recognition and the complex tenure arrangements (possibility of many hundreds of privately owned parcels of land) within these areas, it is proposed that management of lighting within areas designated or seeking accreditation as International Dark Sky Communities, is considered as two parts.

4.2. Public Lighting Infrastructure: being lighting infrastructure owned/managed by Council, government bodies and/or other service authorities for the purpose of lighting public spaces and infrastructure.

4.3. Private Infrastructure: focusing on community education, with private landowners being encouraged to upgrade existing external lights to be compliant with the International Dark Sky standards for International Dark Sky Communities.

5. Policy

New Public Infrastructure

5.1. If meeting all requirements under Australian Standards and/or other local authority standards, installation of all new Council managed outdoor public lighting shall be in accordance with the minimum requirements for lighting under International Dark Sky Community Program Guidelines (June 2018).

5.2. Where possible, Lighting shall be ‘Dark Sky Friendly’ by considering the following principles:

- Outdoor public lighting should only be installed when deemed necessary and should only be activated when needed.
- All outdoor lighting should be directed downwards so that light trespass is avoided.
- Fittings should include light shields so that light is directed downwards and there is no upward lighting.
- The intensity of outdoor lighting should be appropriate for its intended use.
- Correlated colour temperature (CCT) of lighting shall be less than 3000K preferably 2000K

Public Street Lighting

5.3. The District Council of Yankalilla specify the lowest lighting level category, as indicated in current Australian Standards, to keep the lighting level (and tariff costs) as low as possible; whilst recognising Council’s obligations around crime prevention through environmental design (CPTED).

5.4. Installation of all new public street lighting will be to the minimum specifications in accordance with current Australian Standards and utilising standard SA Power Networks luminaires which meet colour temperature requirements under International Dark Sky Community Program Guidelines (June 2018)

5.5. For all new street lighting installations shielding and/or aero screen fittings shall be utilised as standard.

5.6. Layout for new street lighting shall be prepared by a suitably qualified lighting engineer, ensuring that lighting is minimised while still maintaining minimum standards required under Australian Standards.

Private Development

5.7. Lighting plans must be prepared and provided for any new Development Applications that will lead to the development of new external lighting (public or private), this includes land division applications which require street lighting and commercial or residential developments where lighting is proposed (for example, in car park areas, or around buildings). Outdoor lighting plans shall be assessed against lighting principles in the 'International Dark Sky Community Program Guidelines (June 2018)', as well as relevant industry and Australian Standards. To the extent that this Policy can require, those costs are to be borne by the developer.

Existing Infrastructure

5.8. Council recognises that existing luminaires and public lighting infrastructure may not meet the requirements for lighting under the 'International Dark Sky Community Program Guidelines (June 2018)'. In these cases, Council will work with communities seeking Dark Sky accreditation to prepare a lighting replacement plan to ensure that public lighting conforms with Dark Sky Standards (as well as current Australian Standards) within a timeframe of no more than 5 years from official recognition of the area as a Dark Sky Community. These works are to be funded or co-funded by the relevant community or community interest group who puts forward the request / application for accreditation.

5.9. The District Council of Yankalilla commits to ensuring Dark Sky appropriate lighting will be designed and located accordingly when renewing or upgrading Council owned lighting within an area which has sought (or has received) accreditation.

Outdoor Recreational and/or Athletic Field Lighting

5.10. To the extent to which this can be controlled through Legislation, Regulation or through Council's own projects, Outdoor Recreational and/or Athletic Field Lighting may be exempted from the strict shielding and short-wavelength emission requirements above provided all of the following conditions are met:

- Illuminating Engineering Society (IES) lighting guidelines (RP-6) are followed according to the appropriate class of play.
- Field lighting is provided exclusively for illumination of the surface of play and viewing stands, and not for any other applications.
- Illuminance levels must be adjustable based on the task (e.g. active play vs. field maintenance).
- Off-site impacts of the lighting will be limited to the greatest practical extent possible.
- A strict curfew requirement (e.g. lights must be extinguished by 10pm/2200h or one hour after the end of play, whichever is the later) is observed.
- Timers must be installed to prevent lights being left on accidentally overnight by automatically extinguishing them.

Illuminated Signs

5.11. Restrictions on the installation and operation of illuminated signs:

- Luminance levels for operation between sunset and sunrise shall not exceed 100 nits (100 candelas per square metre) and as measured under conditions of a full white display; and
- During the first hour after sunset and during the last hour immediately preceding sunrise, sign luminance shall not exceed 100 nits (100 candelas per square meter, cd/m2); and
- Signs may only be illuminated while the associated activity is taking place; for businesses, sign illumination must be extinguished completely during the hours the business is closed; and
- The luminous/illuminated surface area of an individual sign shall not exceed 200 square feet (18.6 square metres)

Restricted Lighting

5.12. To the extent to which this can be controlled through Legislation, Regulation, or through Council's own projects, the following lighting is to be restricted or prohibited within areas covered under this policy;

- Lighting which is directed towards the sky (unless required for safety reasons)
- The use of searchlights, except when used by emergency personnel.
- Lighting on advertisement signage is prohibited, except where is meets the above requirements.

6. Further Information

This policy will be available for inspection at the Council office listed below during ordinary business hours and provided to interested parties as per Council's Fees and Charges Register. Copies are available to be downloaded, free of charge, from Council's website: www.yankalilla.sa.gov.au/policies

District Council of Yankalilla
1 Charles Street
Yankalilla 5203

Phone: (08) 8558 0200
Fax: (08) 8558 2022
Email: council@yankalilla.sa.gov.au
Office hours: Monday to Friday, 9.00am to 5.00pm (except public holidays)

7. Grievances

Any grievances in relation to this policy or its application should be forwarded in writing addressed to the Chief Executive Officer of Council.

8. Review Cycle

This document is subject to review in two (2) years from the date of adoption or more frequently if legislation, accreditation or Council requires.

9. Document History

Date	Version	Council Resolution No.	Description of changes
	1.0	C	Adoption of Policy
December 2022	2.0	C22268	Review of Policy – amendments provided by Ashley Wilson of Dark Sky International and Sharolyn Anderson for CRA
April 2024	3.0	C24094	Edits for policy for resubmission provided by Amber Harrison for Dark Sky International and Sharolyn Anderson for CRA.

Bagdad-Mangalore Structure Plan

Prepared for Southern Midlands Council

SOUTHERN MIDLANDS COUNCIL

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Jensen PLUS, in collaboration with Sugden & Gee and Pinion Advisory, have been engaged by Southern Midlands Council to prepare a structure plan for the Bagdad-Mangalore area.

Revision number 7
16th January 2026

Produced by Jensen PLUS
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JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Acknowledgements

We acknowledge the following stakeholders and communities:

_ The Traditional Owners of the region, the Paredarerme people

_ Southern Midlands Council

_ Landowners + residents of the area

_ Government agencies

Project Team

JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Sugden & Gee
Ingenuity

pinion
ADVISORY

Contents

How the report is organised

Click section number to go to page.

1. The Plan for Bagdad-Mangalore at a Glance

This section gives a snapshot of the project objectives and framework plan

1. The Plan for Bagdad-Mangalore At A Glance

Vision statement

"By 2055 our valley communities around Bagdad and Mangalore have grown into attractive villages, where new housing and infrastructure has been built to manage growth, and to keep the country feel."

Aim

Prepare a new and overarching vision and structure plan for the Bagdad-Mangalore valley, replacing the 2010 Plan.

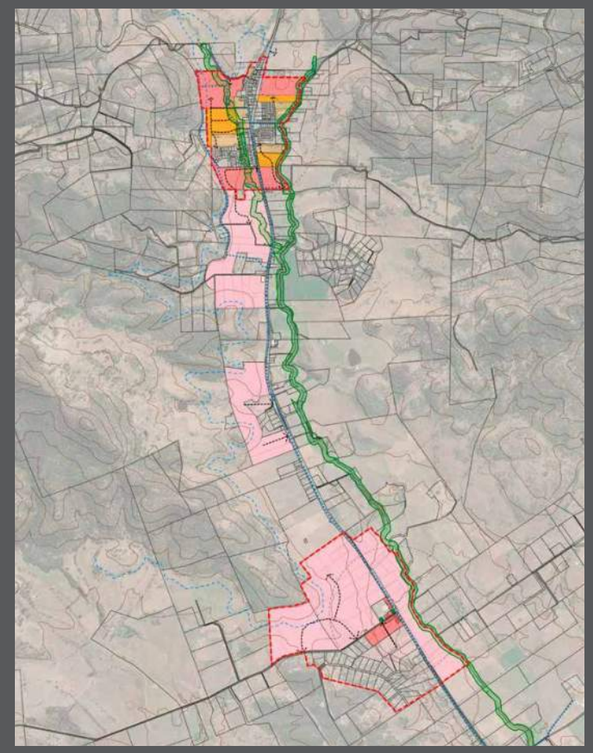
Vision + Guiding Principles

A vision statement and six guiding principles are the foundation of the Structure Plan and to shape the development of the area over the next 30 years and beyond.

Structure Plan

A structure plan has been developed to provide planning directions over the next 30 years and beyond.

- The Structure Plan proposes land use changes to support housing growth, with a focus on the villages of Bagdad and Mangalore.
- New local roads and paths, and other supporting infrastructure, is also planned to support land use changes over time.
- If supported by population growth, consumer demand, and infrastructure, the Structure Plan shows how significant development could be accommodated, for 2000-3000 new residents.



Guiding Principles

1. Growing valley

2. Infrastructure supporting growth

3. Keep the country feel

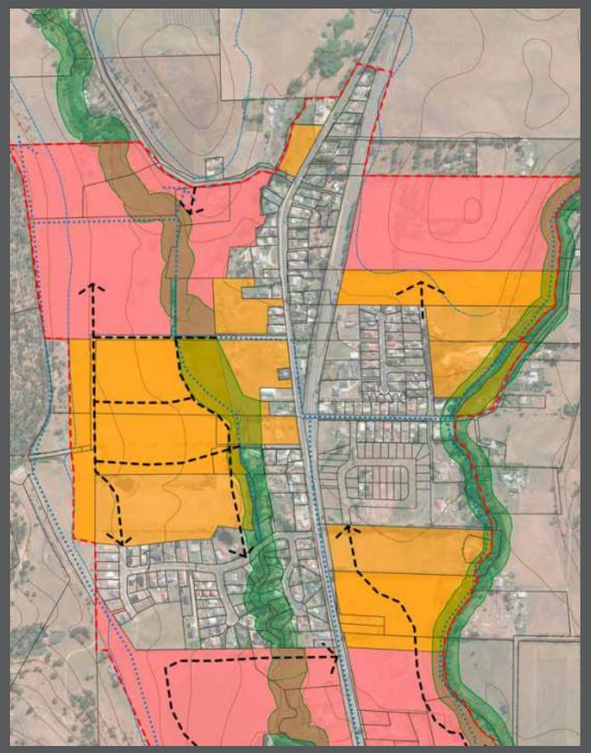
4. Attractive "village centres"

5. Promote destinations

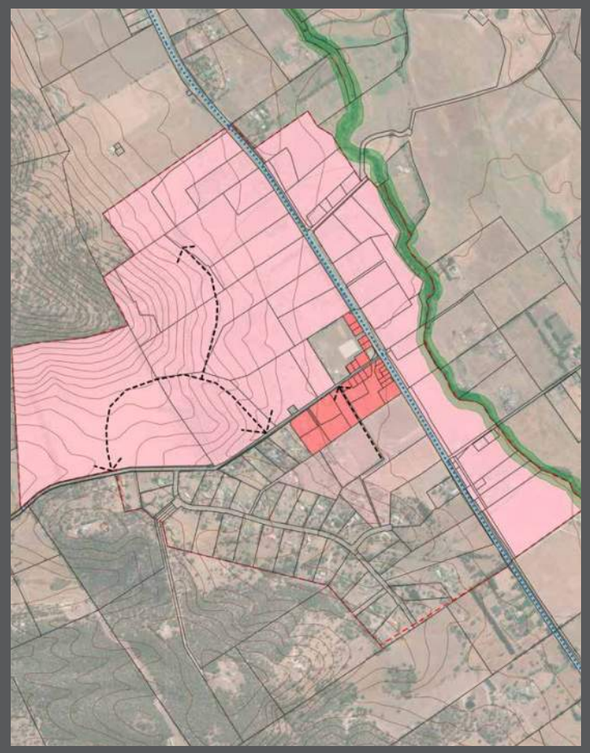
6. Connected valley

The Plan for Bagdad-Mangalore At A Glance _ key elements

Community engagement informing Structure Plan, including February 2025 Co-Design Workshop.



Supporting growth of Bagdad over time with well-planned Village and Low Density Residential options, supported by new sewer and community infrastructure.



Expansion of Mangalore village with Rural Living style of land development in a specious, rural setting.

Urban design concepts for local shops and public realm enhancements to streetscapes and public spaces, including village centre of Bagdad (pictured).

This section introduces the project outcomes, methodology, study area + conceptual framework.

2. Introduction

- Introduction
- Methodology
- Study Area
- Historic Development Patterns
- Conceptual Framework

2. Introduction

The Bagdad-Mangalore Structure Plan seeks to plan a future in a way which supports community aspirations, and match growth with infrastructure delivery in the long term.

Jensen PLUS was engaged by the Southern Midlands Council to develop a Structure Plan for the future growth of Bagdad-Mangalore.

Bagdad and Mangalore are small townships situated in a valley along the Midland Highway, just 40 minutes north of the Hobart CBD by car. The valley boasts a spacious and natural setting, with rising and falling land forms contributing to attractive views. These qualities make living in the Bagdad-Mangalore increasingly sought after.

There is currently demand for new housing lots in the area (especially rural-living), and this is occurring against the backdrop of a general housing shortage across Southern Tasmania, fuelled by a population boom starting in the 2010s.

Now is the right time for a new structure plan to facilitate residential growth, especially since the current one is outdated. This work will feed into the Draft Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS), which is currently on public consultation.

In summary, the Bagdad-Mangalore Structure Plan represents an opportunity to provide a strategic growth direction for the valley that is best for supporting new residential possibilities, as well as other lifestyle and business opportunities for the local community, whilst also respecting the natural character of the township - the reason for people wanting to live in the Valley.

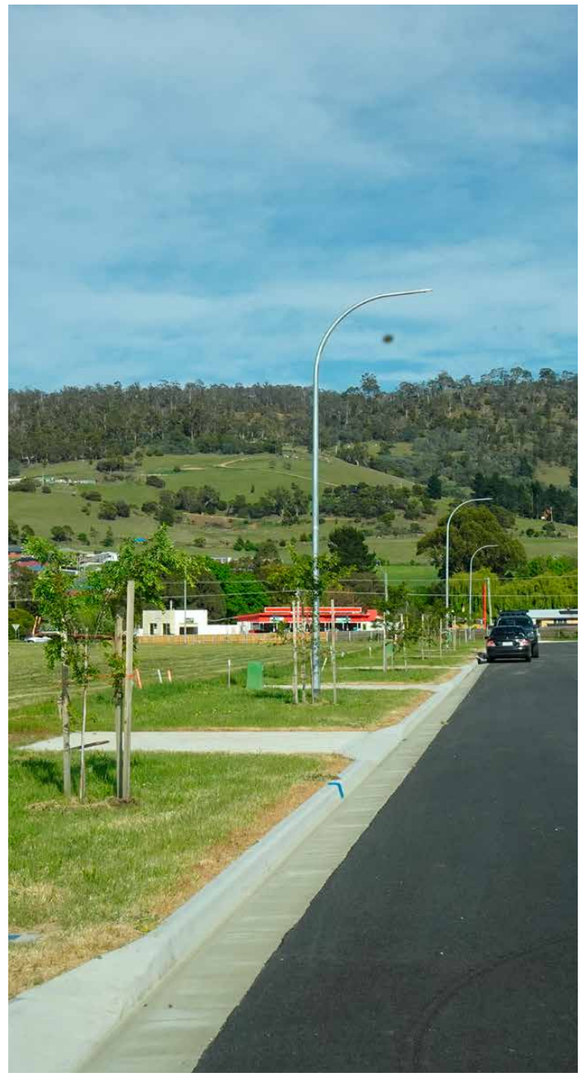
2. Introduction

2.1 Aim

New overarching vision + structure plan for the Bagdad-Mangalore valley, replacing the 2010 Plan

2.2 Objectives

- 30-year local settlement strategy for area, informing the Southern Tasmania Regional Land Use Strategy (STRLUS).
- **Plan for growth in population through retention of population and accommodation of new residents in suburban and rural living settings.**
- Recommendations for community facilities to support population.
- **In conjunction with TasWater, options for the area's sewerage treatment system (and other infrastructure needs).**
- Safe and efficient traffic management, Local Road Network Plan, and extension of the walkway/cycle way link to Brighton.
- **Desirable planning scheme amendments to achieve vision.**
- Economic development strategies to support local business and service providers.
- **Reassessment of the real agricultural worth of land zoned 'Agriculture' in the valley.**
- Settlement and townscape improvement priorities.
- **Open space plan including parks and recreation facilities, green corridors and wildlife corridors.**
- Informed by community needs and engagement.



2.3 Methodology

Stage 1 Project Initiation + Early Engagement

September 2024

Project start up

_ Review background documents
_ Initiation meeting
_ Stakeholder engagement plan

October 2024

Site visit

_ Understanding the precinct and sharing of information

October-November 2024

Early Engagement + Survey

_ Engagement with Working Group
_ Stakeholder Engagement
_ Community Survey

November-December 2024

Investigations + Early Engagement

_ Collate data and perform statistical analysis
_ Engagement Summary
_ Identify priority issues, constraints

Stage 2 Investigations

Stage 3 Co-Designing Structure Plan with Community Input

January 2025

Co-Design Workshop

_ Identify gaps, opportunities and constraints with the community
_ Outline scenarios for vision
_ Guiding principles

March 2025

Draft Structure Plan

_ Growth scenarios
_ Existing social + physical infrastructure and benchmarks
_ Engagement outcomes
_ Reporting

Stage 4 Draft Structure Plan

Stage 5 Consultation + Final Structure Plan

June-September 2025

Engagement

_ Prepare engagement materials
_ Engagement
_ Engagement Summary

Late 2025

Final Structure Plan Framework

_ Final reporting

2.4 Study Area

The study area is the land surrounding the towns of Bagdad and Mangalore within a Valley bisected by the Midlands Highway.

The study area is land surrounding the towns of Bagdad and Mangalore within a valley in the Southern Midlands Council.

Bagdad is located about 40km to the north of Hobart and Mangalore is located south of Bagdad.

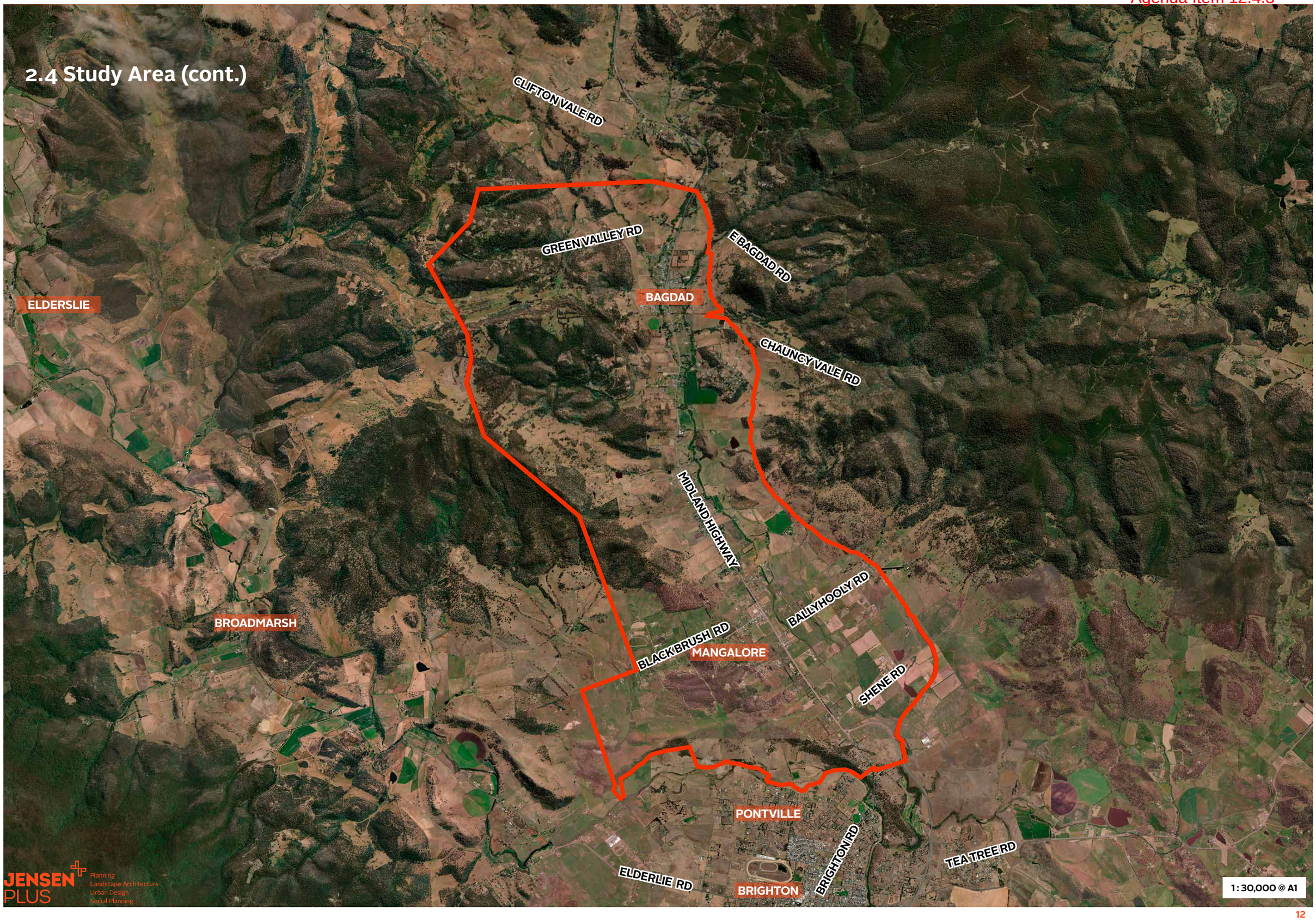
The study area is bound by the identified corridor of a future Midlands Highway bypass to the east, Southern Midlands Council (and Rifle Range Road) boundary to the south, elevated ridges to the west, and rising land at the head of the valley to the north. The study area is bisected by the Midland Highway, Tasmania's main north-south transport route.

Bagdad and Mangalore are townships, with community services in Bagdad serving as the hub of local activity. The area is semi-rural, and consists primarily of rural residential areas and farming land.

The towns are nestled in a valley, surrounded by natural beauty and distinctive environmental features. These areas are defined by its network of creeklines and vegetation.

Midlands Highway within a valley offering wide views of the surrounding landscape.

2.4 Study Area (cont.)



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2.5 Historic Development Patterns

Oakwood, Mangalore 1966 Tasmanian Archives

Bagdad c1860s State Library Tasmania

Wybra Hall, Mangalore, built 1900s ourtasmania.com.au

Shene stables, 1930 Tasmanian Archives

2.6 Conceptual framework _ Strategic Planning + Urban Design

Contemporary strategic planning models suggest that community and environmental planning benefits can be achieved in a balanced way.

"Ultimate" scenario planning

Planning for an ‘ultimate’ scenario allows for a long-term (30+ years) plan to pursue strategic opportunities, and address the region's challenges, in a sustainable and collaborative manner.

This approach can be used to set a development footprint (at a high-level) that will prioritise the opportunities, land constraints and community values, instead of being driven solely by shorter term trends and targets in population and housing.

The 'ultimate' scenario could be described as the maximum desired development of the area, and the desired form of this development, taking into account good planning principles.

Ensuring sufficient land for future housing needs

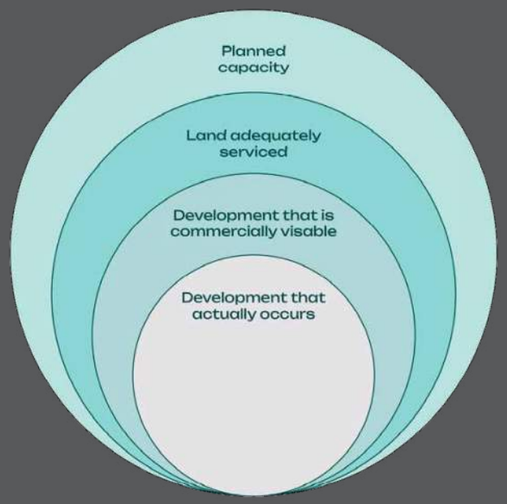


Image: The Auckland Plan, Quantify Strategic Insights, as reproduced in Greater Adelaide Regional Plan 2025

Identifying (e.g. zoning) land for future development is no guarantee than development will take place.

Infrastructure availability, commercial viability, landowner intentions, constructions delays, and many other factors influence actual provision of constructed allotments for housing and other land uses.

Long term plans must provide an sufficient supply of land (i.e. beyond the minimum to support a population) to account for these factors.

Circular and sustainable economy

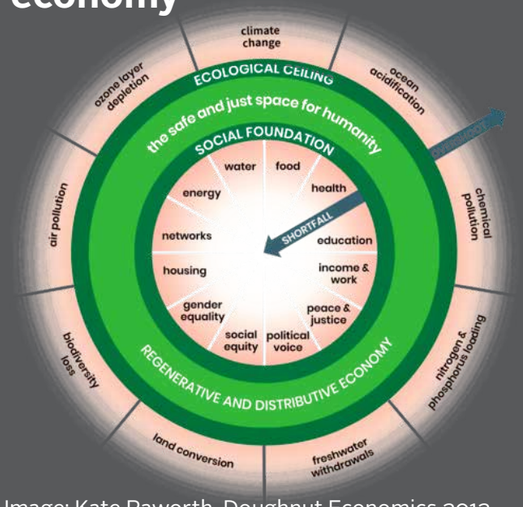


Image: Kate Raworth, Doughnut Economics 2012

This economic thinking seeks to avoid the overshoot of ecological limits such as air/land pollution and avoid shortfall of the social foundation such as affordable housing.

It aims for a more balanced approach to achieve the "safe and just space for humanity" (Kate Raworth, 2021).

Circular and sustainable economic models seek to meet the needs of all, within the means of the planet.

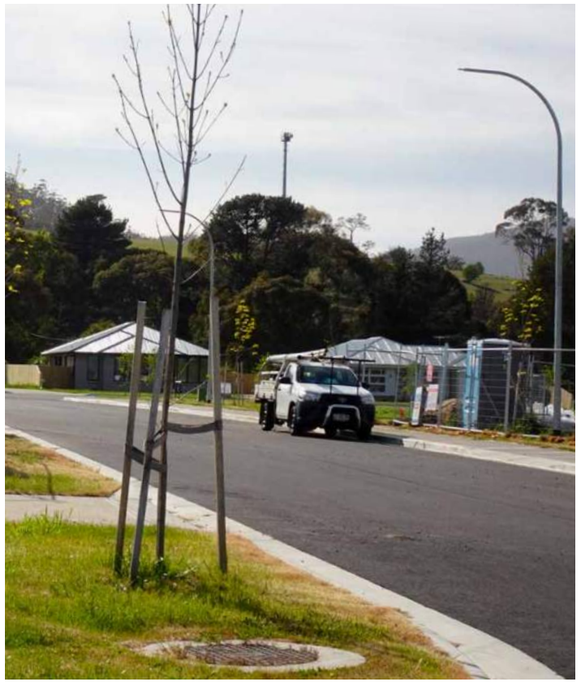
This section provides a photographic summary of the area.

3. Visual summary of existing conditions

3. Visual Summary of Existing Conditions_Bagdad (Village)

Bagdad is the largest community in the valley, with established and new housing areas on both sides of the Midland Highway. Shops and services are limited.

The sewer treatment plant (and associated irrigation area) is located just south of the village, and is said have limited capacity for additional flows without upgrade.



Orchard Estate, Bagdad. New residential land with several houses under construction.

Approaching Bagdad from the north. Safe intersection deceleration lanes have been raised as an issue.

Bagdad Roadhouse provides limited shopping

Path connecting new housing estate to Midland Highway. New houses back onto the main road.

Sewer treatment plant

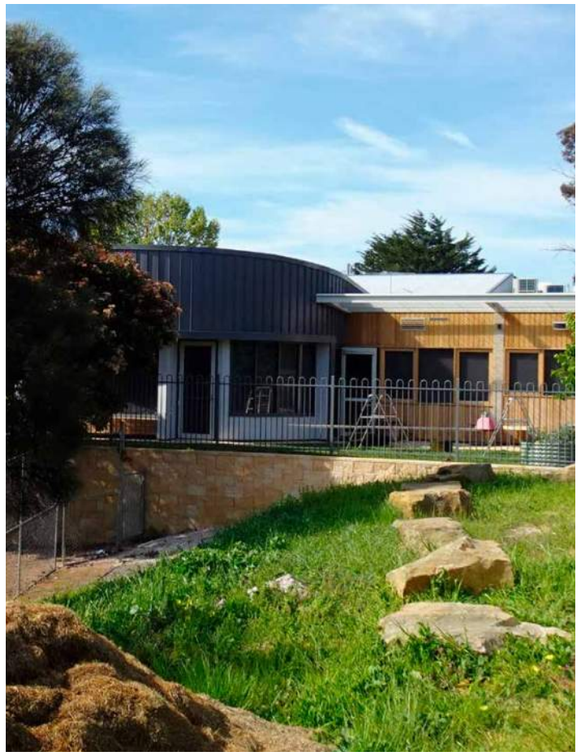
14 new residential lots for sale, Iden Road area

3. Visual Summary of Existing Conditions_Bagdad (School, Club)

Bagdad Primary School is located 2km south of the village proper.

Bagdad Community Club precinct hosting a bar and bistro, playground, child care centre, cricket and golf clubs, and fire station. Some facilities are old and a master plan has been prepared for the site's upgrade.

Rural living properties are located on side roads east and west of the Midland Highway, with residents enjoying elevated positions.



Bagdad Primary School is popular, and is located a short distance south of the main village. Limited land for expansion.

Bagdad Community Club

The club grounds include a playground, child care centre and other facilities

And a cricket oval and 9-hole golf course

Winstead Road rural living area, on a ridge above the

Chauncy Vale Road

Chauncy Vale Wildlife Sanctuary

3. Visual Summary of Existing Conditions_Mangalore

Mangalore village is a small cluster of homes, and an equestrian focussed recreation area. The township is un-sewered.

Nearby rural and rural living areas enjoy spectacular views of the lower valley.

There is a cultural heritage precinct centred around four historic houses on the Highway to the south.

Lark Distillery + visitor centre


Mangalore village housing


"Historic Mile" period homes

Nearby Brighton has shops and services


Proposed youth detention centre site


De-facto rural living area, Ballyhooly Road

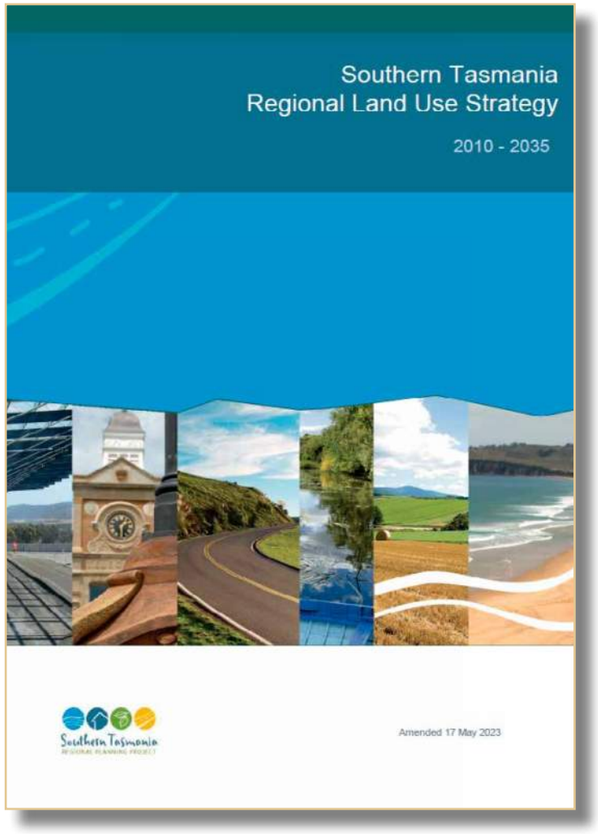
4. Strategic + policy context

- Regional level strategic plans
- Local level strategic plans
- Key developments
- Land Use Zoning
- Population data review
- Population Projections
- Demand-side factors for future housing
- Housing Supply
- Summary and key considerations

Reviewing relevant data, policies and plans that may apply to the study area

4.1 Regional Level Plans

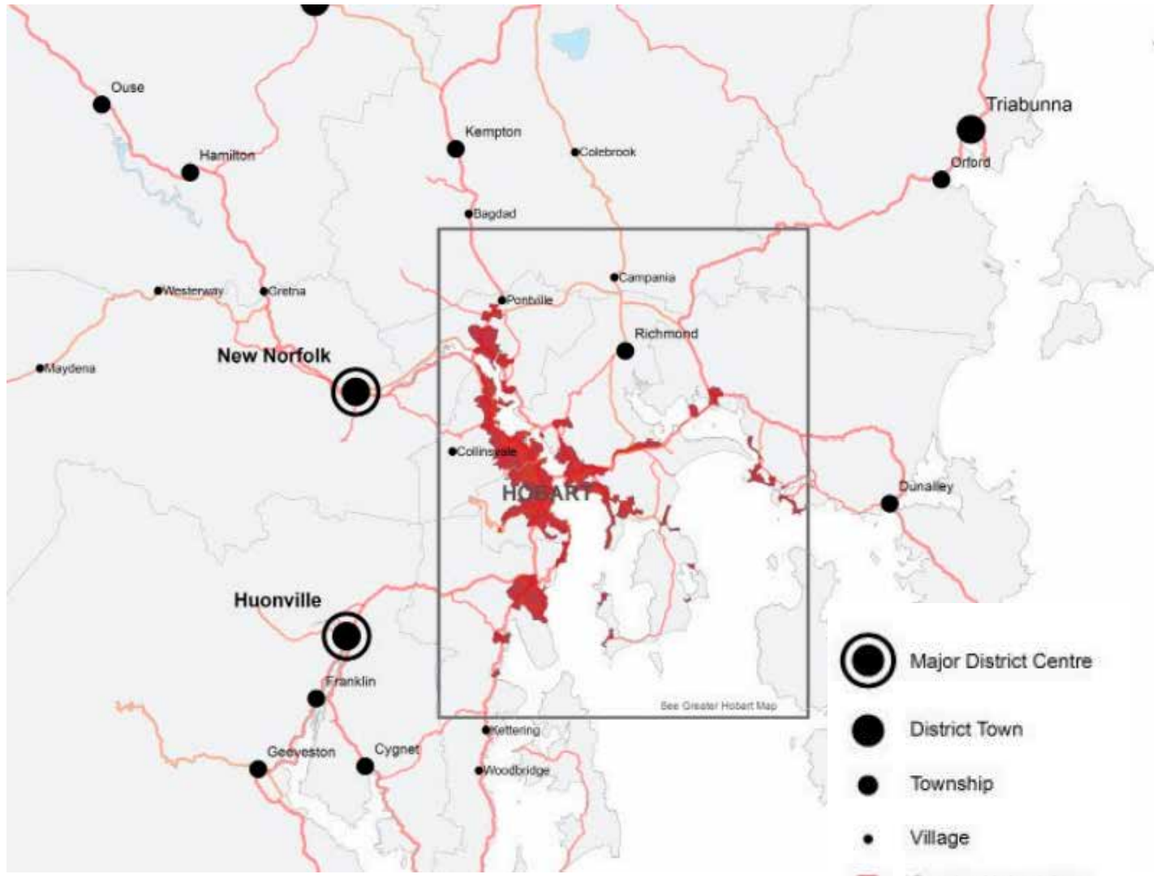
Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS)



The Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS) is the subject of a major review. Work to develop a new Bagdad-Mangalore Structure Plan will be timely in that it will be able to both inform, and be informed by, this broader regional strategic planning project.

While this document is becoming outdated and subject to a review, some of the key points for this area can be summarised below.

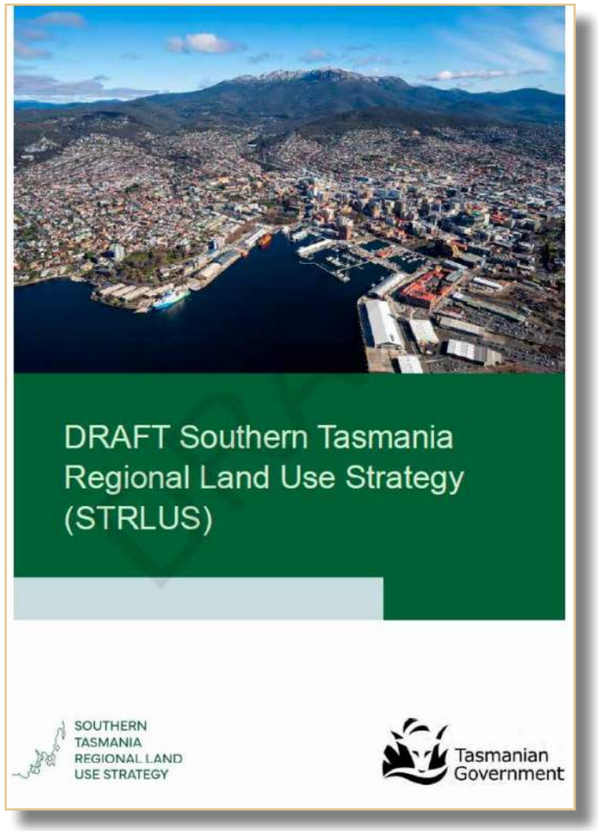
- Focus on residential development outside of Greater Hobart into key settlements where the daily and weekly needs of residents are met.
- Protect regionally significant agricultural land through the use of the Significant Agriculture Zone, consistent regional planning, and a 200m buffer to prevent residential land use conflict.
- Bagdad is defined as a village (predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs).
- Support consolidation of existing settlements by by restricting the application of rural living and environmental living zones to existing rural living and environmental living communities.
- Allow limited urban expansion beyond the Urban Growth Boundary only where it adjoins existing zones, is strategically planned, serviced, and avoids transport and land use impacts.



Regional Settlement Strategy (STRLUS, p. 100)

4.1 Regional Level Plans (cont.)

DRAFT Southern Tasmania Regional Land Use Strategy (STRLUS)



The Draft STRLUS has been released for consultation (from 19 November 2025 to 22 February 2026). This is a statutory regional planning instrument under the Land Use Planning and Approvals Act 1993 and applies the Tasmanian Planning Policies to strategic planning across Southern Tasmania. The STRLUS and TPPs may require or encourage structure plans to coordinate land-use change and guide future growth at a local level.

For Bagdad-Mangalore, the draft STRLUS identifies:

- Bagdad-Mangalore as Rural and Non-Urban Areas;
- Bagdad as a Village;
- Bagdad as a Satellite town (within 45 minutes of Hobart CBD).
- Some of the area is designated as agricultural land;
- Identifies and protects future transport corridors, including the Bagdad Bypass.

The STRLUS uses boundaries for Hobart's Metropolitan Urban Area and regionally significant towns to limit outward expansion, protect environmental and agricultural values, and avoid unnecessary infrastructure extension. Where towns do not have mapped boundaries, the existing extent of urban zoning acts as the boundary. Growth may still occur but should be contained within current urban-zoned land or guided through a structure plan.

Residential growth outside Metropolitan Hobart is to be prioritised in towns with nominated growth boundaries. Bagdad-Mangalore does not have a nominated growth boundary, therefore growth should occur on land already zoned for urban purposes.

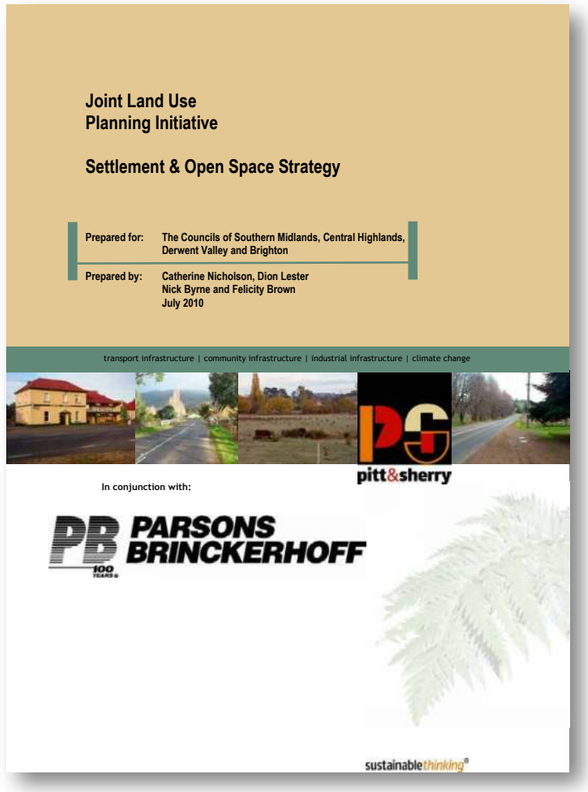
The Southern Tasmania region (Draft STRLUS, p. 13)

Any proposal outside a Town or Village Boundary must show that it:

- prioritises adjoining rural-residential zoned land first; and
- avoids satellite growth that undermines growth management or targets for Metropolitan Hobart or towns with nominated boundaries.

4.1 Regional Level Plans (cont.)

Joint Land Use Planning Initiative Settlement Strategy 2010

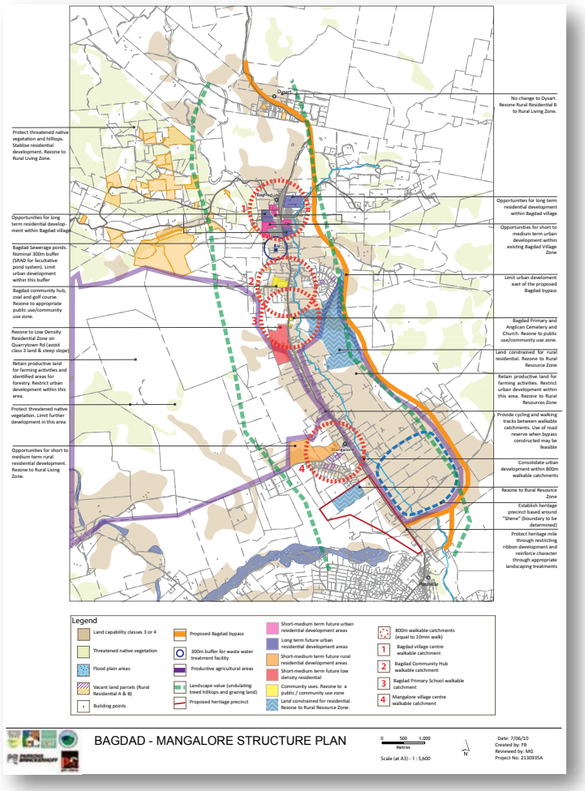


Southern Central Region Regional Workforce Planning 2017

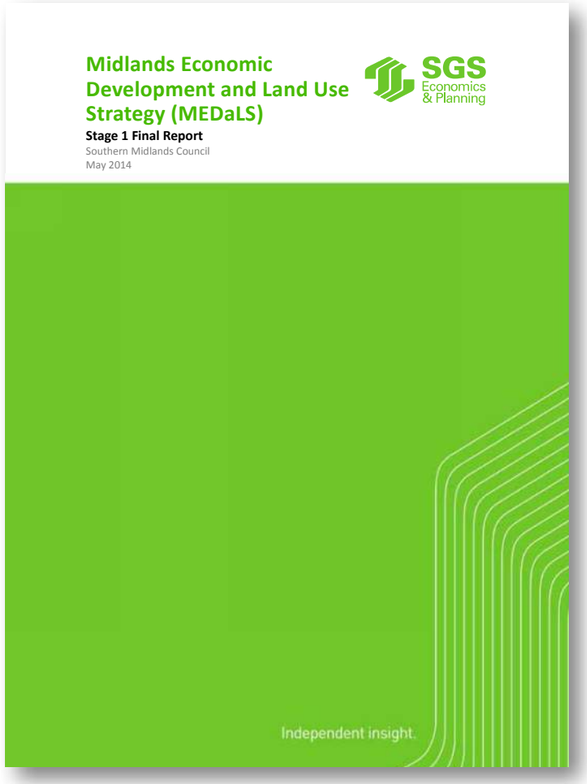
Southern Central Region Infrastructure Study 2022

4.2 Local Level Plans

Bagdad-Mangalore Structure Plan 2010



Midlands Economic Development and Land Use Strategy (MEDaLS) 2014



Southern Midlands Community Infrastructure Plan 2024

4.2 Local Level Plans (cont.)

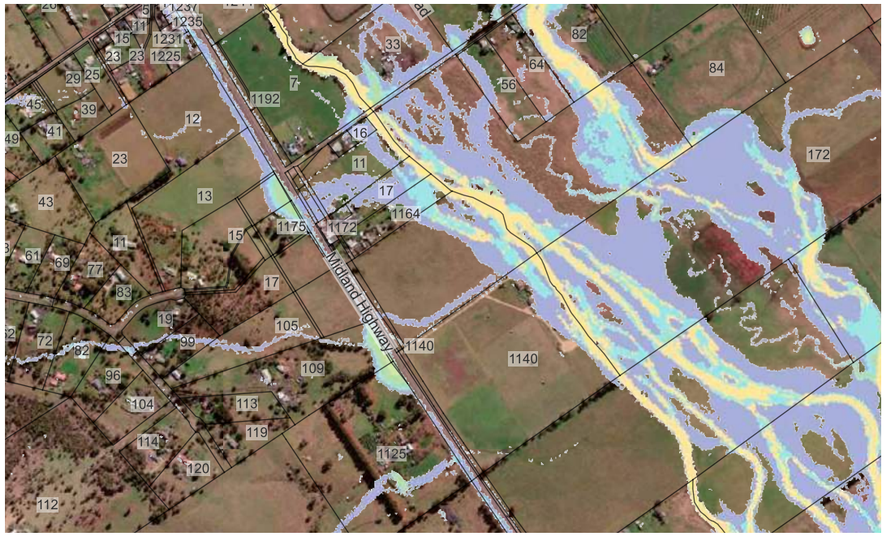
Bagdad-Mangalore Hydraulic Assessment 2023

Part A of the assessment included modelling of %1 AEP flood extents. The following areas were identified as hazards.

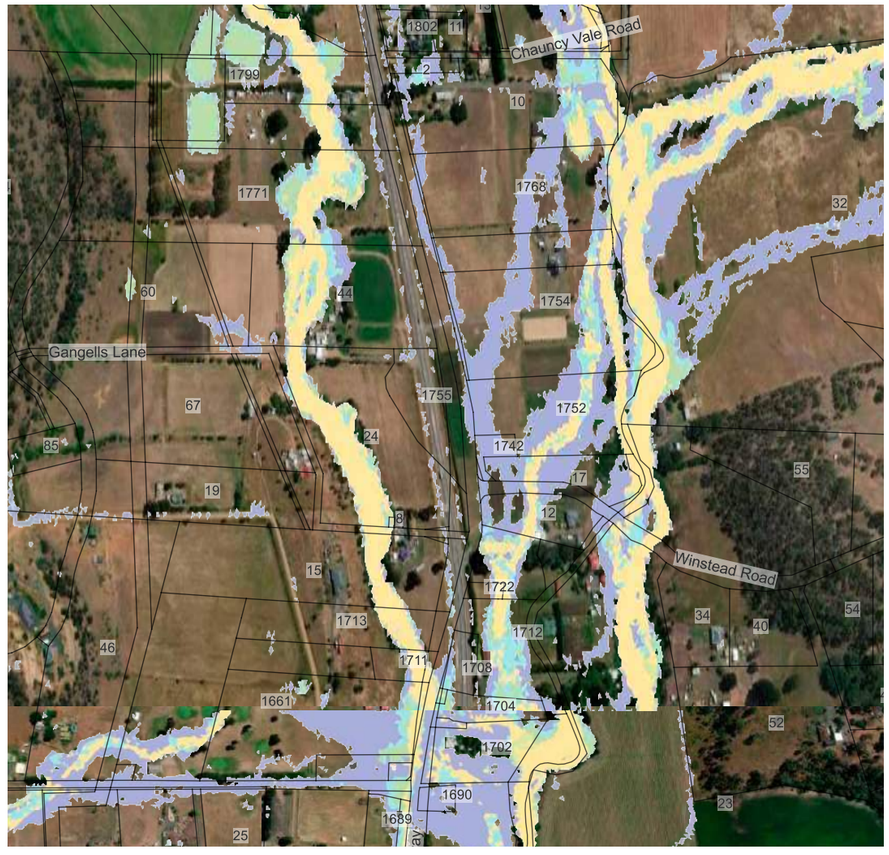
- Cartledge Lane to Iden Road (Horfield Creek)
- East Bagdad Road Bridge Crossing (Bagdad Rivulet)
- Iden Road to 1771 Midland Highway (Horfield Creek)
- Chauncy Vale Road to Winstead Road (Bagdad Rivulet)
- Bagdad Recreation Ground to 1709 Midland Highway (Bagdad Rivulet)
- 1192 Midland Highway (Bagdad Rivulet)

Part B discusses mitigation options for some of these areas

Flood hazards around Carledge Lane, Iden Road, East Bagdad Road



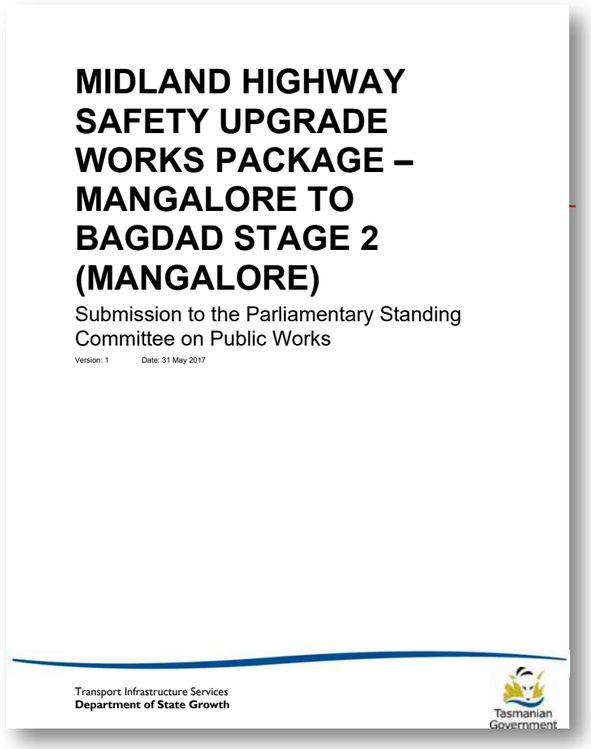
Flood hazards around 1192 Midland Highway



Flood hazards around Chauncy Vale Road, Winstead Road, Bagdad Recreation Ground

Pre 1% AEP + CC @2100
Hazard
H1
H2
H3
H4
H5
H6

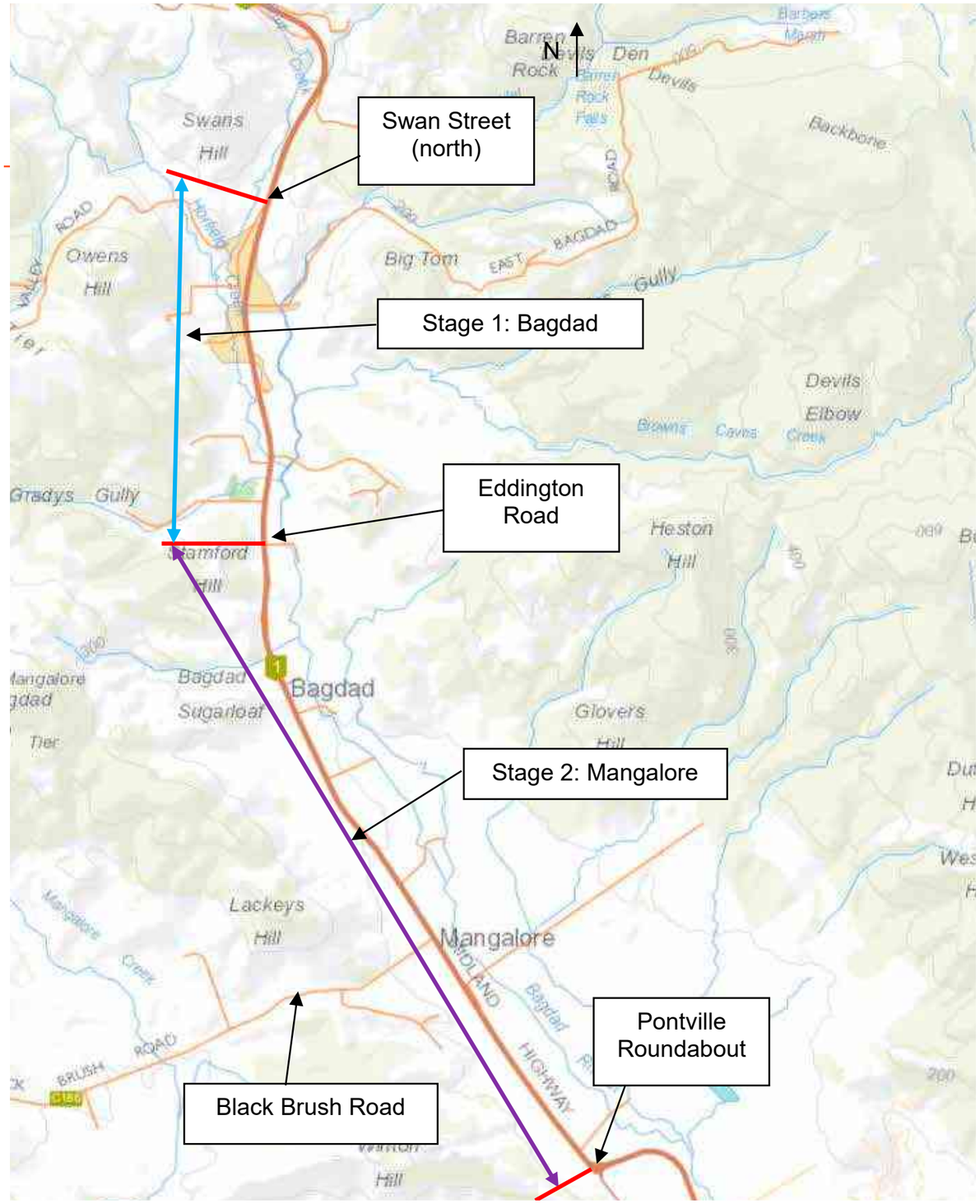
4.3 Key Developments - Midland Highway



1. Midland Highway Safety Upgrade (2017)

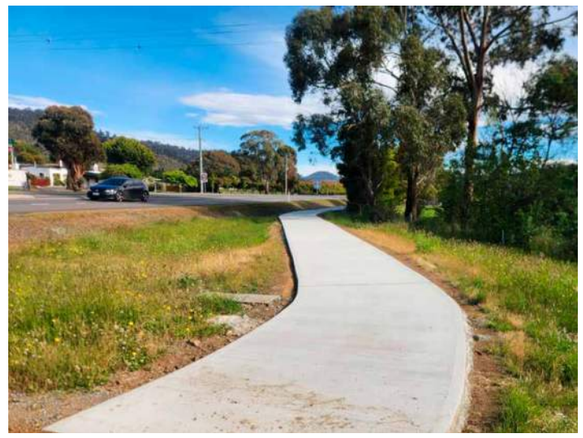
Works to reduce road collisions included:

- **A 3.0m central median turn lane** to separate northbound and southbound vehicles, and separate vehicles turning right (into property entrances) from through traffic
- Reduction of the **speed limit to 80km/h**
- Widening of the sealed shoulders to 2.0m
- Removal of road side hazards such as steep side slopes and drains, or protection with safety barrier, to provide a safer road environment.



2. Bagdad Shared Path (2024-25)

Constructed along the Midland Highway from Iden Road to the primary school, **to improve pedestrian environment.**



4.4 Key Developments - Bagdad Community Club + Recreation Ground

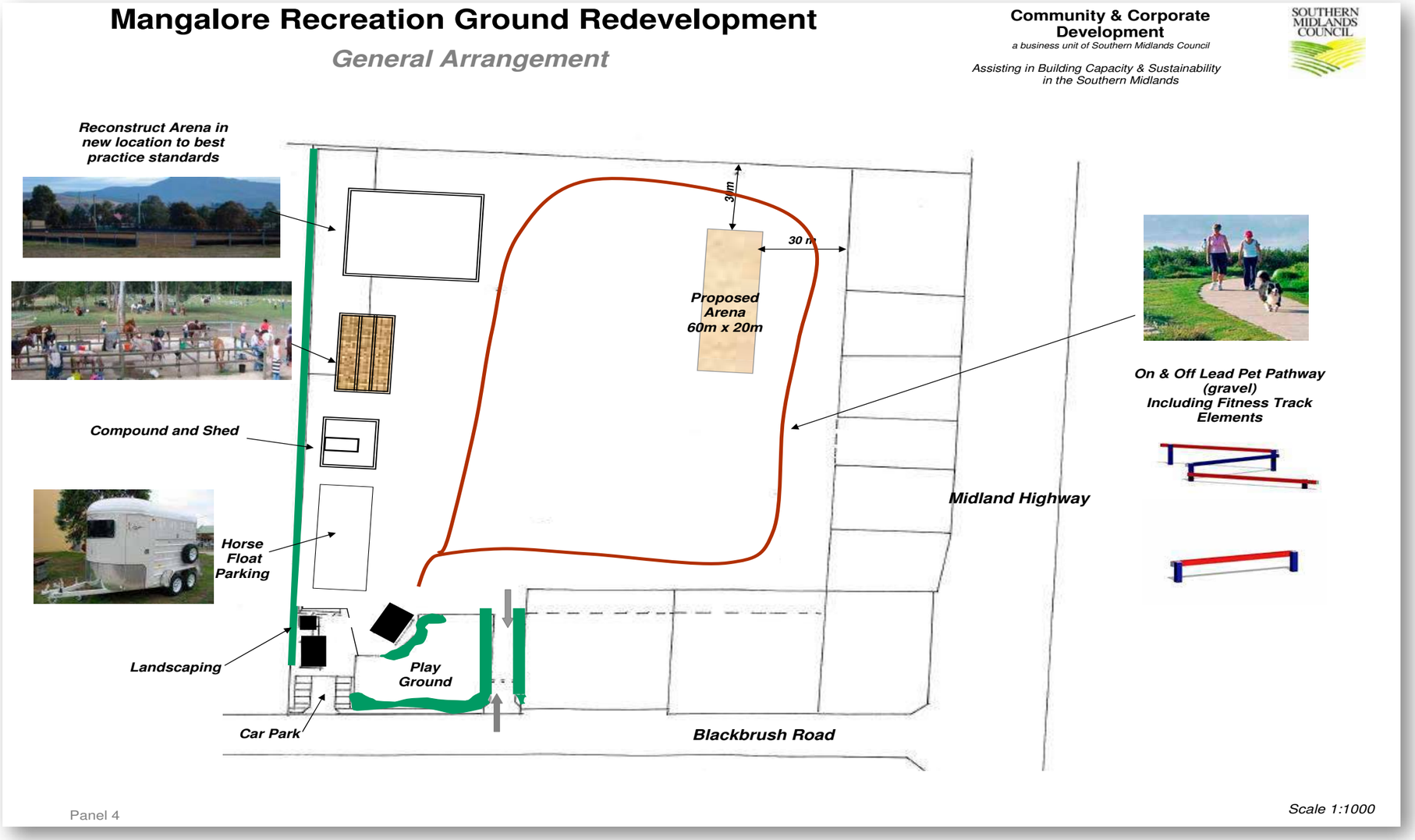
The Master Plan for this recreation precinct proposes:

- New indoor multi-purpose sports facility
- New, relocated childcare centre
- New multi-purpose clubhouse/pavilion (pictured above, Philp Lighton Architects 2024)
- New playground
- New outdoor community hub space
- Formalised pedestrian footpaths and car parking spaces, safer vehicle access.
- Improved corner presentation with landscaping at the Midland Highway / Hall Lane intersection.

The Bagdad Community Club was community owned and is currently being transfered to Council, following community agreement.

Council has also purchased 1689 Midland Highway, Bagdad, located opposite the recreation precinct, and will be incorporated into the Bagdad Community Club Precinct.

4.4 Key Developments - Bagdad Community Club + Recreation Ground (cont.)



Note: This plan is slightly different to the current redevelopment of the land.

Completed in 2023, the Mangalore Recreation Ground has a special focus on Equine activities.

It also incorporates more general recreation elements like a playground and walking loop. A proposed walking loop / fitness track has not yet been installed.

4.5 Population Data Review

A review of TasPOPP 2024 indicates that the Southern Midlands has experienced steady growth over the past decade but this is expected to slow.

Population growth (TasPOPP 2024)

6,083
2016

+ 1.9 %
Annually

6,912*
2023

65+ **20%** of population above the age of 65

*Note: This figure is much higher than what was projected in 2006 (JLUPI Settlement Strategy 2010)

Employment (Census data 2021)

14% of the workforce employed in **Agriculture, Forestry or Fishing** (highest among all industries).

In second was Health Care + Social Assistance and third was Construction

Agriculture, Forestry or Fishing **14.4%**

Health Care + Social Assistance **12.7%**

Construction **11.5%**