
Application for Planning

S.57 Land Use Planning and Approvals Act 1993

The following application has been received:

Application No.: **DA2025027**

Location: **103-103A Reibey Street, 105-105A Reibey Street, 11 The Quadrant & 97-99 Reibey Street, Ulverstone**

Proposal: **General retail and hire - drive through bottle shop**

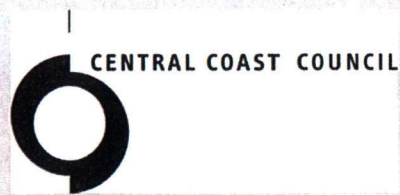
The application may be inspected at the Administration Centre, 19 King Edward Street, Ulverstone during Office hours and on the council's website: www.centralcoast.tas.gov.au Any person may make representation in relation to the applications (in accordance with S.57(5) of the Act) by writing to the Chief Executive Officer, PO Box 220, Ulverstone 7315 or by email to admin@centralcoast.tas.gov.au and quoting the Application No. Any representations received by the Council are classed as public documents and will be made available to the public where applicable under the *Local Government (Meeting Procedures) Regulations 2025*.

The representation must be made on or before 18 February 2026

Date of Notification: **4 February 2026**

CENTRAL COAST COUNCIL

PO Box 220
19 King Edward Street
ULVERSTONE TASMANIA 7315
Ph: (03) 6429 8900
Email: planning@centralcoast.tas.gov.au
www: centralcoast.tas.gov.au



Land Use Planning and Approvals Act 1993
Tasmanian Planning Scheme – Central Coast
PLANNING PERMIT APPLICATION

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 16/01/2026
Application No: DA2025027
Doc ID: 542596

Office use only:

Zone:

Permit Pathway – NPR/Permitted/Discretionary

Use or Development Site:

Site Address

103-103A REIBEY ST ULVERSTONE TAS 7315
11 THE QUADRANT ULVERSTONE TAS 7315
97-99 REIBEY ST ULVERSTONE TAS 7315 105-105A REIBEY ST ULVERSTONE TAS 7315

Certificate of Title Reference

248583/1
221285/8 88427/7 163404/1 2270 12/1

Land Area

Heritage Listed Property

NO

YES

Applicant(s)

First Name(s)

Surname(s)

Company name (if applicable)

Woolcott Land Services

Contact No:

6332 3760

Postal Address:

PO Box 593 Mowbray TAS 7248

Email address:

planning@woolcott.au

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

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

First Name(s)

Middle Names(s)

Surname(s)

Company name (if applicable)

HOTEL ON WELLINGTON PTY LTD
STAGAR PTY LTD
CENTRAL COAST COUNCIL
PHIL MCMASTER INVESTMENTS PTY LTD
SPROAL HOLDINGS PTY LTD
M.D. SECURE HOLDINGS PTY LTD

Postal Address:

LEVEL 1 117 CIMITIERE ST LAUNCESTON TAS 7250
PO BOX 220 ULVERSTONE TAS 7315
PO BOX 1024 LAUNCESTON TAS 7250
57 THOMPSON RD SPEERS POINT NSW 2284

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

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

Proposed Use

Use Class *Office use only*

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

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

Building and access - please see plans

Car parking (3 spaces)

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


\$ 500k Estimate/ Actual

Total floor area of the development retail floor 248.m²
Roofed area 729m²

Declaration of Notice to Landowner

If land is NOT in the applicant's ownership

I **Michelle Schleiger - Woolcott Land Services**, declare that the owner/each of the owners of the land has been notified of the intention to make this permit application under section 52(1) of the *Land Use Planning and Approvals Act 1993*.

Signature of Applicant 

Date 13 February 2025
14 January 2026 

If the application involves land within a Strata Corporation

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

Signature of Applicant

Date

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

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

General Managers Signature  Date 28.1.26

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

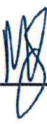

I, _____ the Minister
responsible for the land, consent to the making of this permit application.

Minister (Signature) _____ Date

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

Applicants Declaration

I/ we Michelle Schleiger - Woolcott Land Services
declare that the information I have given in this permit application to be true and correct to the best of my knowledge.

Signature of Applicant/s  Date 13 February 2025
14 January 2026 

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

28 January 2026

I, Daryl Connelly, Director Strategic Growth of Central Coast Council, under Section 52 of the *Land Use Planning and Approvals Act 1993*, hereby give my written permission for the lodgement of a planning application for General Retail and Hire – Bottle Shop at 103–103A Reibey Street, 11 Quadrant and 97–99 Reibey Street, Ulverstone as detailed in Planning Application – DA2025027.



.....
Daryl Connelly
DIRECTOR STRATEGIC GROWTH

SEARCH OF TORRENS TITLE

VOLUME 248583	FOLIO 1
EDITION 3	DATE OF ISSUE 04-Aug-2004

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 5/03/2025
Application No: DA2025027
Doc ID: 512701

SEARCH DATE : 31-Aug-2017

SEARCH TIME : 01.26 PM

DESCRIPTION OF LAND

Town of ULVERSTONE

Lot 1 on Plan 248583

Derivation : Part of Lot 9 (Section K.) Gtd. to A. Inglis.

Prior CT 2987/40

SCHEDULE 1

A427887 & A547045 BRIAN FRANCIS O'ROURKE

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: (appurtenant to Lot 10 on Diagram No.
68556) a right of carriage way in common with John
McKenna his heirs and assigns over the Right of Way
on Diagram No. 68556.

C570575 MORTGAGE to Bendigo Bank Limited Registered
04-Aug-2004 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

R.P. 512

ANNEXURE TO CERTIFICATE OF TITLE VOL. 2987 FOL. 40

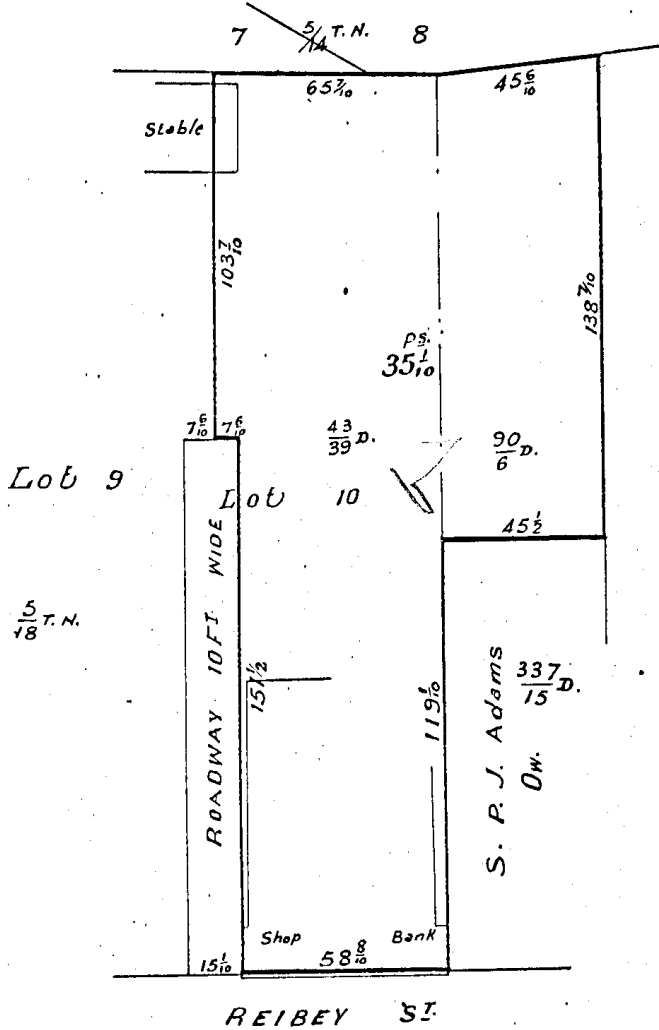


REGISTERED NUMBER

248583

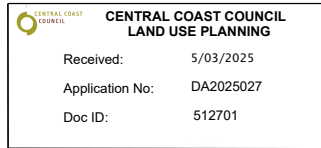
Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

What is more titles



SEARCH OF TORRENS TITLE

VOLUME 221285	FOLIO 8
EDITION 2	DATE OF ISSUE 14-Jul-2015



SEARCH DATE : 06-Feb-2025

SEARCH TIME : 09.10 AM

DESCRIPTION OF LAND

Town of ULVERSTONE

Lot 8 on Plan 221285

Derivation : Part of Lot 9 Sec K Gtd to A Inglis

Prior CT 2742/37

SCHEDULE 1

A608422 TRANSFER to CENTRAL COAST COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended

NOTE - REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book
Vol. Fol.

2142 31

Cert. of Title Vol.429 Fol.58

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

M. Hutchinson

Recorder of Titles.
DESCRIPTION OF LAND



RECORDER OF TITLES ARE NO LONGER SUBSISTING.

TOWN OF ULVERSTONE
THIRTY SIX PERCHES on the Plan hereon

FIRST SCHEDULE (continued overleaf)

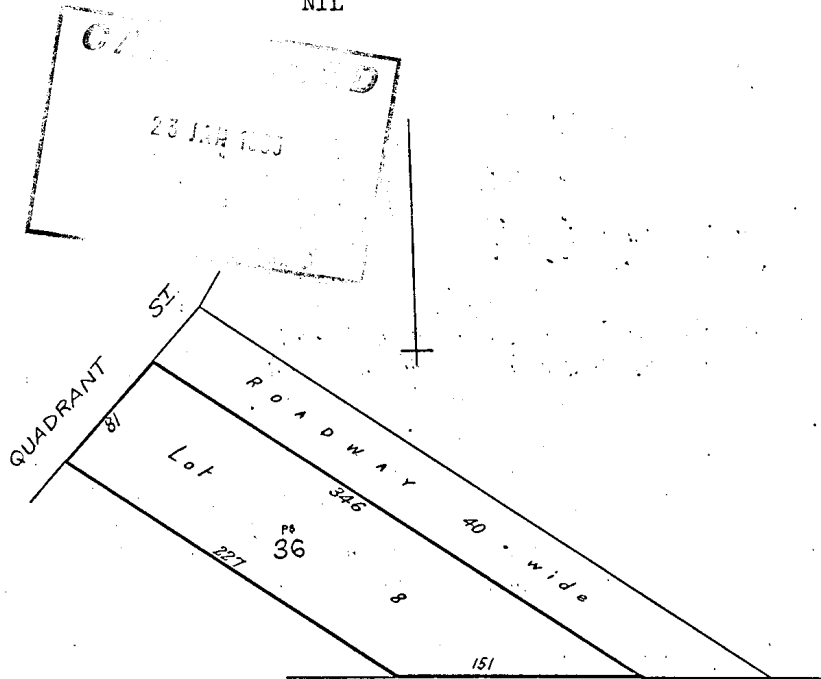
JOYCE MARGARET CLARKE of Ulverstone, Married Woman

SECOND SCHEDULE (continued overleaf)

NIL

Lot 8 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER
221285




Part of Lot 9 Sec.K. Gtd. to A.Inglis Meas.in links 5/14TN

FIRST Edition. Registered

Derived from C.T.Vol.429 Fol.58 Transfer A157759 D.S.T.Rawson & arr.

SEARCH OF TORRENS TITLE

VOLUME 88427	FOLIO 7
EDITION 3	DATE OF ISSUE 14-Jul-2015

	CENTRAL COAST COUNCIL LAND USE PLANNING
Received:	5/03/2025
Application No:	DA2025027
Doc ID:	512701

SEARCH DATE : 12-Feb-2025

SEARCH TIME : 04.12 PM

DESCRIPTION OF LAND

Town of ULVERSTONE

Lot 7 on Diagram 88427 (formerly being 5-14TN)

Derivation : Part of Lot 9 Sec K Gtd to A Inglis

Prior CT 3092/52

SCHEDULE 1

A608421 TRANSFER to CENTRAL COAST COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

5/T.N.
14

REGISTERED NUMBER
88427

DIAGRAM FROM ACTUAL SURVEY

TOWN OF ULVERSTONE

Scale - $\frac{4}{1}$ chains to an inch.

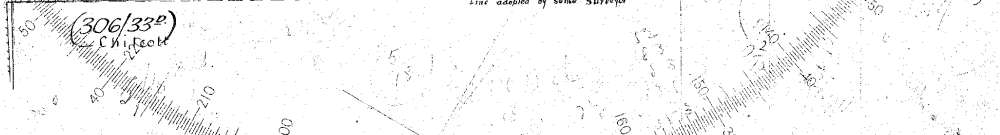
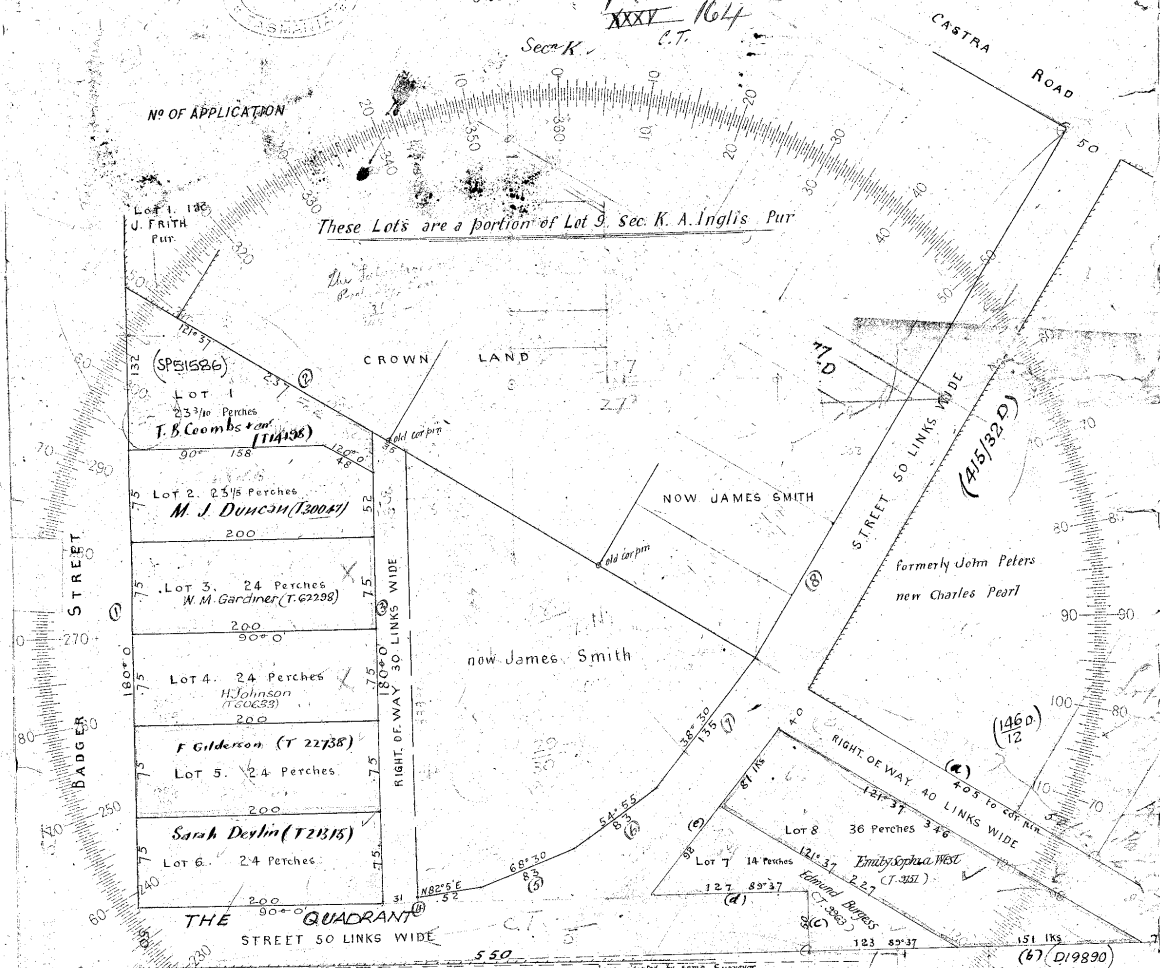


Filed with Transfer Smith & West
XXXV 16/4 C.T.

Sec. K.

No of APPLICATION

These Lots are a portion of Lot 9, Sec. K. A. Inglis Pur



To be filled in by Surveyor

Date of instructions
Survey commenced
Survey finished
Error of close 1 in

Office examination

Plotted by *[Signature]*
Finally examined by *[Signature]*
Entered on General Plan by *[Signature]*

May be acted upon
Acted upon

Report

I, Richard Hall, of Leith, Authorized Surveyor under the Real Property Act, do hereby declare that the land herein delineated has been surveyed in accordance with the Regulations of the Surveyor-General, and that the measurements are correct for the purposes of the Real Property Act.

[Signature]
District Surveyor

SEARCH OF TORRENS TITLE

VOLUME 163404	FOLIO 1
EDITION 5	DATE OF ISSUE 05-Apr-2023



SEARCH DATE : 12-Feb-2025

SEARCH TIME : 04.39 PM

DESCRIPTION OF LAND

Town of ULVERSTONE
 Lot 1 on Sealed Plan 163404
 Derivation : Part of Lot 9, Section K, 5A-0R-31P, Andrew Inglis Pur.
 Prior CTs 92557/7, 92557/8 and 119528/1

SCHEDULE 1

M221641 & M256602 TRANSFER to PHIL MCMASTER INVESTMENTS PTY LTD and SPROAL HOLDINGS PTY LTD as tenants in common in equal shares Registered 25-Nov-2010 at noon

SCHEDULE 2

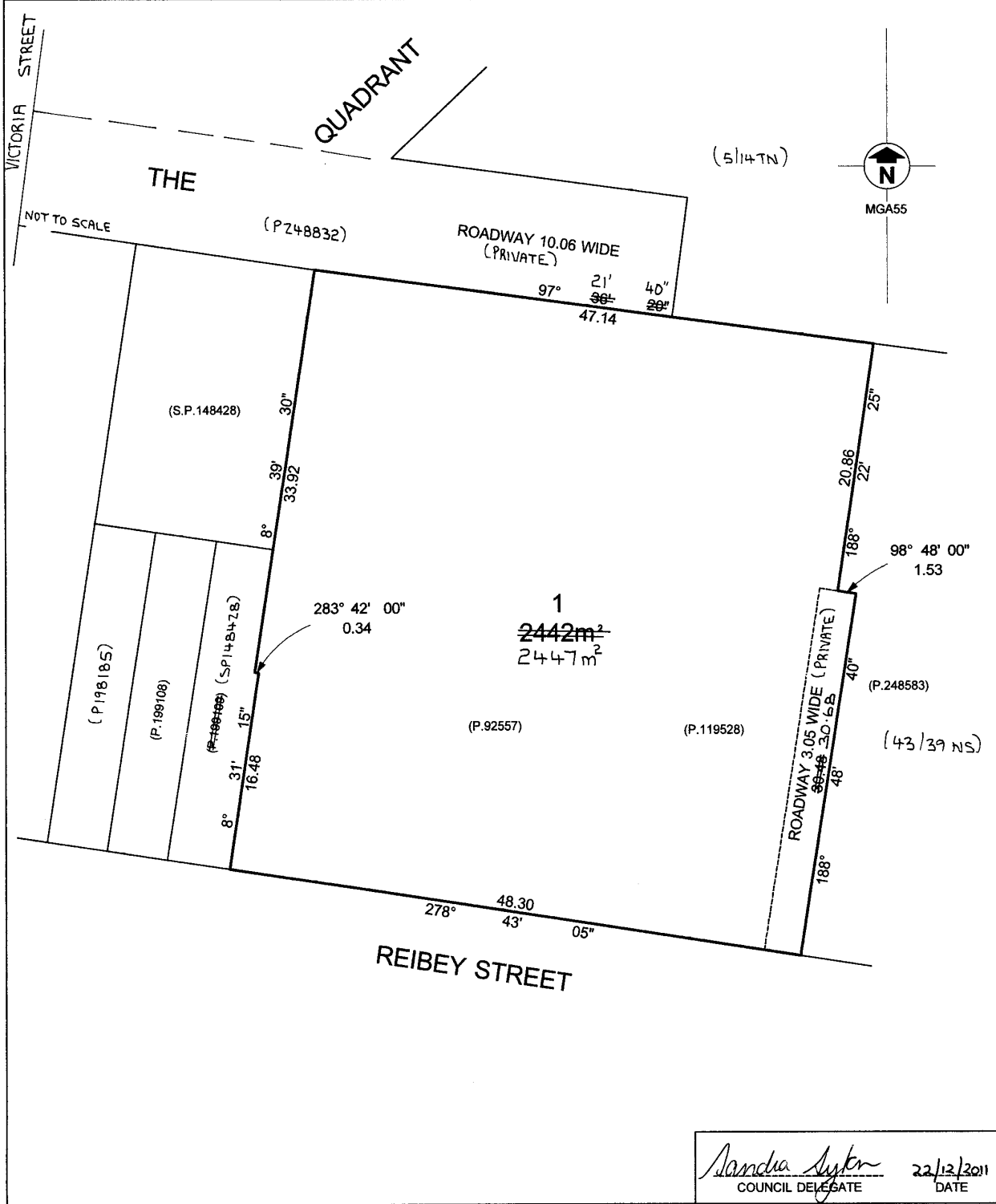
Reservations and conditions in the Crown Grant if any
 SP163404 EASEMENTS in Schedule of Easements
 E191661 MORTGAGE to Commonwealth Bank of Australia
 Registered 19-Sep-2019 at noon
 M994498 LEASE to COLLINS RESTAURANTS SOUTH PTY LIMITED of a leasehold estate for the term of 10 years from 03-Sep-2022 Registered 05-Apr-2023 at noon
 Leasehold Title(s) issued: 163404B/1
 E355156 CAVEAT by Kentucky Fried Chicken Pty Limited
 Registered 05-Sep-2023 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER DARREN BAKER INVESTMENTS PTY. LTD. PHIL McMASTER INVESTMENTS PTY. LTD. SPROAL HOLDINGS PTY. LTD. FOLIO REFERENCE C.T.119528-1,C.T.92557-7&8	PLAN OF SURVEY BY SURVEYOR GARY IAN FISHER LOCATION TOWN OF ULVERSTONE SECTION K SCALE 1: 300 LENGTHS IN METRES	REGISTERED NUMBER SP163404
		APPROVED EFFECTIVE FROM - 9 MAR 2012 <i>Alice Kawa</i> Recorder of Titles
GRANTEE PART OF LOT 9, 5A-0R-31P, ANDREW INGLIS, PUR		

MAPSHEET MUNICIPAL CODE No. 104 (4744-43)	LAST UPI No GDB85 GDB86 6304694	LAST PLAN No. 5/18TN P11952B	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
---	---------------------------------	------------------------------	---



Sandra Sykes 22/12/2011
 COUNCIL DELEGATE DATE

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 163404

PAGE 1 OF 2 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

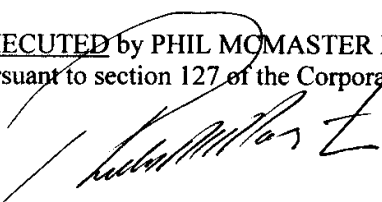
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

That part of Lot 1 on the Plan which formerly comprised Lot 1 on Plan 119528 is subject to a right of carriageway for Charles Willing in common with John McKenna his heirs and assigns over the land marked "Roadway ^{3.05} ~~10 feet~~ wide" on the Plan.
(Private)

That part of Lot 1 on the Plan which formerly comprised Lot 7 on Diagram 92557 is together with a right of carriageway over the land marked "Right of Way" on Diagram 92557 Roadway (Private) 10.06 wide on the Plan.

That part of Lot 1 on the Plan which formerly comprised Lot 8 on Diagram 92557 is together with a right of carriageway over the land marked "Right of Way" on Diagram 92557 Roadway (Private) 10.06 wide on the Plan.


EXECUTED by PHIL MCMASTER INVESTMENTS PTY LTD
pursuant to section 127 of the Corporations Act 2001


.....
Phillip McMaster
Sole Director and Sole Secretary

EXECUTED by SPROAL HOLDINGS PTY LTD
Pursuant to section 127 of the Corporations Act 2001


.....
Barry David Sproal
Sole Director and Sole Secretary

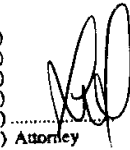
(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Phil McMaster Investments Pty Ltd & FOLIO REF: Sproal Holdings Pty Ltd SOLICITOR: 119528/1 and 92557/7 & 8 & REFERENCE: Sproal & Associates	PLAN SEALED BY: CENTRAL COAST COUNCIL DATE: 22 DECEMBER 2011 DA 210271 REF NO.  Council Delegate
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</p>	

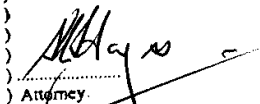
ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 163404
SUBDIVIDER: Phil McMaster Investments Pty Ltd & Sproal Holdings Pty Ltd FOLIO REFERENCE: 119528/1 and 92557/7 & 8	

Tasmania

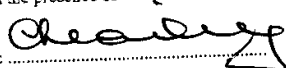
EXECUTED by BENDIGO AND ADELAIDE)
 BANK LIMITED ABN 11 068 049 178 by being)
 signed by its Attorneys)
 LINZA MARIE GILBERT AND)
 ROSMARY ELEANOR HAYES)
 who certify that they are the)
 TRAM MANAGER)
 LOANS OFFICER)
 respectively for the time being of the Bank)
 under the Power of Attorney dated 9 April)
 2008 registered Number PA25378 and the)
 said Attorneys declare that they have)
 received no notice of revocation of the said)
 power in the presence of -)



Attorney



Attorney

Witness: 

Catherine Veronica Neailey
 C. Dec. Reg. No. 76703


Witness Address/Occupation: 76 Brisbane St Ipswich Q. 4305

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

SEARCH OF TORRENS TITLE

VOLUME 227012	FOLIO 1
EDITION 5	DATE OF ISSUE 16-Sept-2025

SEARCH DATE : 16-Jan-2026
 SEARCH TIME : 08.04 am



**CENTRAL COAST COUNCIL
LAND USE PLANNING**

Received: 16/01/2026
 Application No: DA2025027
 Doc ID: 542598

DESCRIPTION OF LAND

Town of ULVERSTONE
 Lot 1 on Plan [227012](#)
 Derivation : Part of Lot 9 (Section K.) Gtd. to A. Inglis.
 Prior CT [2931/4](#)

SCHEDULE 1

[N277083](#) TRANSFER to M.D. SECURE HOLDINGS PTY LTD Registered
 16-Sept-2025 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
[E427417](#) MORTGAGE to BC Invest Loans Pty Ltd Registered
 16-Sept-2025 at 12.01 pm

UNREGISTERED DEALINGS AND NOTATIONS

E400898 NOTICE of Objection to Acquisition of an Easement by
 Possession Lodged by RAE & PARTNERS(DPO) on
 21-Oct-2024 BP: E400898

ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA

REAL PROPERTY ACT, 1862, as amended
NOTE - RECALLED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book
Vol. Fol.

2931 4

Cert. of Title Vol. 914 Fol. 21.

CANCELLED
I certify that the person described in the First Schedule is the registered proprietor of an estate in the land described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

13 FEB 1995

Michael Dean
RECORDER OF TITLES

NEW TITLE ISSUED

Michael Dean
Recorder of Titles.



NOTE - ENTRIES CANCELLED UNDER SIGNATURE OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

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

REGISTERED NUMBER

227012

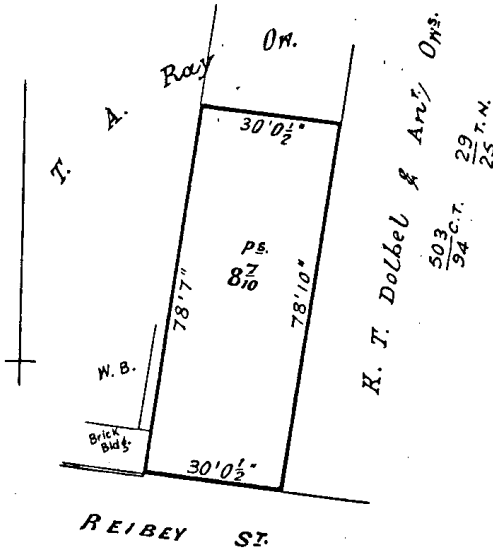
DESCRIPTION OF LAND
TOWN OF ULVERSTONE
EIGHT PERCHES AND SEVEN TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

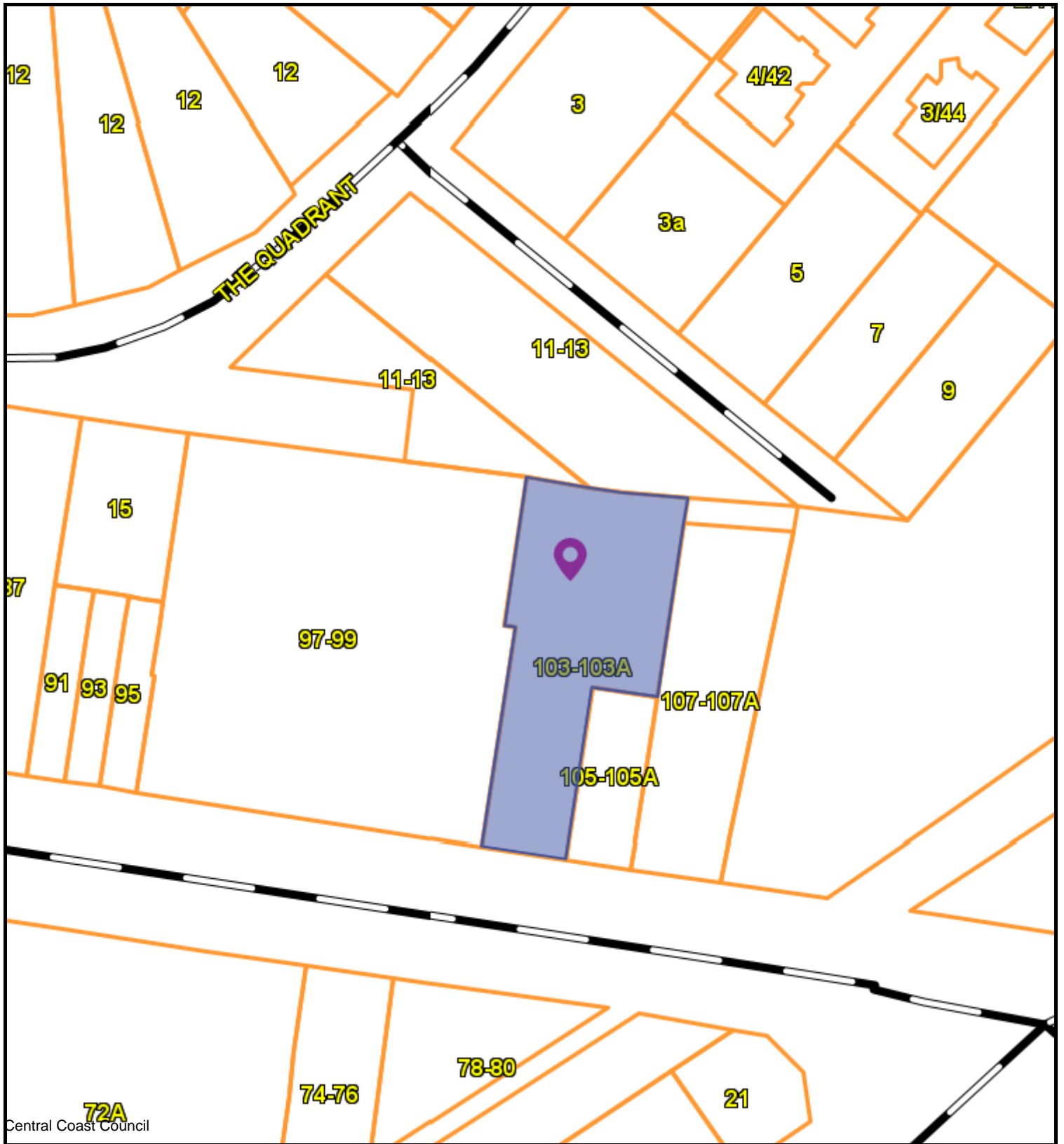
SAMUEL PALMER JAMES ADAMS of Ulverstone, Contractor.

SECOND SCHEDULE (continued overleaf)

NIL.



Part of Lot 9. Sec. K. - Gtd. to A. Inglis - Meas. in ft. & ins. 337/15D.
FIRST Edition. Registered 20 JAN 1991
Derived from C.T. Vol. 914. Fol. 21. Transfer A66733 J. Mansfield & Anr.



Central Coast Council



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



2-Feb-2026

**103-103A REIBEY STREET,
 105-105A REIBEY STREET,
 11 THE QUADRANT &
 97-99 REIBEY STREET,
 ULVERSTONE
 DA2025027**

IMPORTANT

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

Disclaimer

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

© The List 2025.
 © Central Coast Council 2025.

20 m

Scale =
1:737.100



**CENTRAL COAST COUNCIL
LAND USE PLANNING**

Received: 16/01/2026

Application No: DA2025027

Doc ID: 542599

February 2025

PLANNING REPORT

USE AND DEVELOPMENT OF A BOTTLE SHOP

103-103a Reibey Street ULVERSTONE



Prepared by
Woolcott Land Services Pty Ltd
ABN 63 677 435 924

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Launceston

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E enquiries@woolcott.au
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7250

St Helens

[East Coast office](#)

P 03 6376 1972
E admin@ecosurv.com.au
A 52 Cecilia Street St Helens
7216

www.woolcott.au

Job Number: L240729
Prepared by: Michelle Schleiger (michelle@woolcott.au)
BUrbRegEnvPlan
Town Planner

Rev.no	Description	Date
1	Review	27 November 2024
2	Draft	4 February 2025
3	Final draft	13 February 2025
4	Review	4 March 2025
5	Final draft	5 March 2025
6	Review	7 May 2025
7	Collate	28 August 2025
8	Review - services	14 January 2026

Contents

1.	Introduction	5
2.	Subject site and proposal	5
2.1	Site details	5
2.2	Subject site	6
2.3	Proposal	6
2.4	Images.....	8
3.	Zoning and overlays	10
3.1	Zoning.....	10
3.2	Overlays	10
4.	Planning Scheme Assessment	11
4.1	Zone assessment	11
4.2	Code Assessment	20
3.	Conclusion	22

1. Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approvals Act 1993*.

Proposed development
Use and development of the land for a bottle shop.

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Proposal Plan	Caliban Consulting
Traffic Impact Assessment	Traffic and Civil Services
Signage plans	Issued by Programmed Property Services

2. Subject site and proposal

2.1 Site details

Address – subject site	103-103a Reibey Street, Ulverstone TAS 7315
Address – included to the application	<i>11 The Quadrant, Ulverstone TAS 7315</i> <i>97-99 Reibey Street, Ulverstone TAS 7315 – Right of way only</i> <i>105-105a Reibey Street, Ulverstone TAS 7315 – service connection</i>
Property ID	6949604 <i>7508034</i> <i>6949612</i> <i>6949591</i>
Title	248583/1 <i>221285/8 & 88427/7</i> <i>163404/1</i> <i>227012/1</i>
Land area	887.78m ² (estimated from title plan)
Planning Authority	Central Coast Council

Planning Scheme	Tasmanian Planning Scheme – Central Coast (Scheme)
Easements	Benefitting right of way over CT. 163404/1
Application status	Discretionary application
Existing Access	Vehicle access from Reibey Street over right of way on CT.163404/1
Zone	General Business
General Overlay	None
Overlays	Parking precinct plan - ULVERSTONE PARKING PRECINCT
Existing development	Vacant land
Existing Use	None

2.2 Subject site

The subject site at 103a-103 Reibey Street is identified as Volume 248583 Folio 1.

The site is vacant land with frontage to Reibey Street of 11.82m (estimated from title). At the rear of the lot, the site joins to the carpark accessed from The Quadrant and Little Quadrant. The west side boundary adjoins a site containing a fast food outlet and the east side boundary is shared with a lot occupied by adjoining shops, with frontage to Reibey Street. The site is irregular in shape being somewhat L shaped; and partly set behind the adjoining lot to the east.

The proposal includes Council owned land that is a car park, north of and adjoining the subject site. The car park can be accessed by Little Quadrant and The Quadrant streets.

Reibey Street is a central thoroughfare predominantly developed and used for commercial premises.

The subject site is toward the eastern end of the street which is also landmarked by a railway crossing, Central Coast council building and a large clock tower, 'Ulverstone Clocktower Cenotaph'.

2.3 Proposal

The proposal is for use and development of a Bottle Shop and signage.

The Bottle Shop will have a drive through arrangement for vehicles with pedestrian access from the driveway to the shop. The driveway will be partially under cover and the shop building will be predominantly set behind the existing neighbouring building, according to the shape of the lot. A new access from Reibey Street is proposed as a part of this application. No development or access is proposed that includes the right of way easement located over CT. 163404/1.

The driveway space will include a walkway, also partially under cover. The walkway will include bollard lighting and allow pedestrian access through from Reibey Street to the rear adjoining car park and will be delineated as separate to the vehicle access.

The built form will be set back from the frontage by 12.7m allowing clear views where possible from the public realm to the premises. Landscaping is included at the frontage softening the appearance of built form. The driveway exits into the car park at the rear which can be accessed from Little Quadrant and The Quadrant. The driveway entrance requires the removal of 1 car parking space and the exit necessitates the removal of 3 car parking spaces. Three spaces are proposed to be replaced within the formed landscaped areas, (refer to Figure 2 and the TIA at Annexure 3).

Signage plans are included for the proposal including a pole sign and wall signs.

The main shop section of the building is nestled behind the adjoining building lot, conforming to the shape of the subject site and allowing a straight pathway for the driveway. The location of services (water and sewer) requires a new connection to be made from the mains located in the car park. The existing sewer connection made from 105-105a Reibey Street will be maintained through a new connection to the proposed mains extension (Sewer).

Provided plans include further detail.

2.4 Images



Figure 1 Aerial view of subject site (Source: LIST)

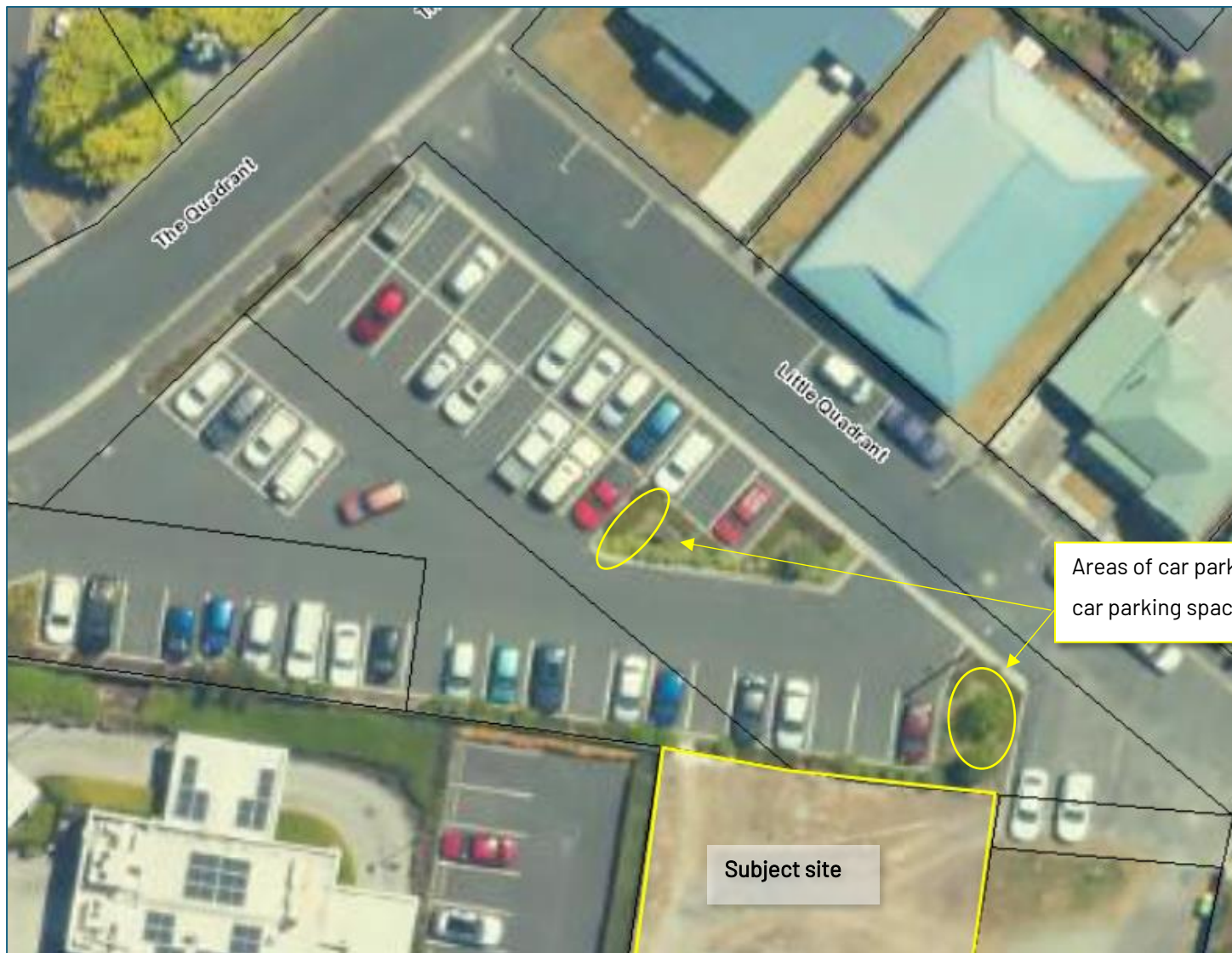


Figure 2 Detail image of car park at The Quadrant and Little Quadrant (Source: LIST)

3. Zoning and overlays

3.1 Zoning

The site is zoned General Business under the Scheme.

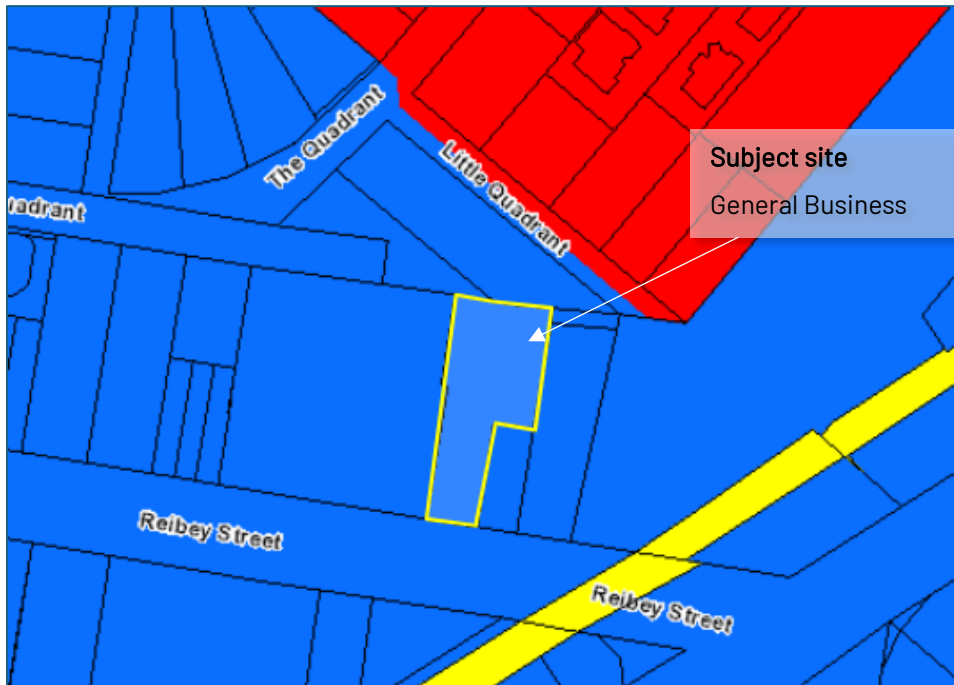


Figure 3 Zoning of the subject site and surrounding area (Source: LIST)

3.2 Overlays

The subject site is not affected by any General Overlays. The Parking Precinct Plan overlay applies.



Figure 4 Overlays affecting the subject site (Source: LIST)

4. Planning Scheme Assessment

4.1 Zone assessment

15.0 General Business Zone

15.1 Zone Purpose

15.1.1	To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.
15.1.2	To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.
15.1.3	To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.
15.1.4	To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

15.2 Use Table

No permit required

General Retail and Hire

Response

The proposed bottle shop fits in the *General Retail and Hire Use Class*; It is a *No permit required Use* and in accord with the purpose of the zone.

15.3 Use Standards

15.3.1 All uses

Objective	
That uses do not cause unreasonable loss of amenity to residential zones.	
Acceptable Solutions	Performance Criteria
<p>A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:</p> <p>a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>a) the timing, duration or extent of vehicle movements; and</p> <p>b) noise, lighting or other emissions.</p>

Response

A1 The acceptable solution is achieved. Opening hours will be within the prescribed period with proposed opening times to be:
 Monday – Saturday – 9am-9pm
 Sunday and Public holidays – 8am-9pm.

<p>A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must:</p> <ul style="list-style-type: none"> a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and b) if for security lighting, be baffled to ensure direct light does not extend into the adjoining property in those zones. 	<p>P2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the level of illumination and duration of lighting; and b) the distance to habitable rooms of an adjacent dwelling.
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Response

A2 The acceptable solution is achieved.
 External lighting will be used in association with opening hours and will not be used within the hours of 11pm to 6am. Security lighting is not included in the development plan.

<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:</p> <ul style="list-style-type: none"> a) 7.00am to 9.00pm Monday to Saturday; and b) 8.00am to 9.00pm Sunday and public holidays. 	<p>P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the time and duration of commercial vehicle movements; b) the number and frequency of commercial vehicle movements; c) the size of commercial vehicles involved; d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; e) any noise mitigation measures between the vehicle movement areas and the residential area; and f) potential conflicts with other traffic.
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Response

A3 The acceptable solution is achieved. Commercial vehicle movements from store deliveries will be between 7am and 7pm.

15.4 Development Standards for Buildings and Works

15.4.1 Building height

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

Response

A1 The acceptable solution is achieved. The building is 5.6m in height and the proposed signage is 7.9m, which is still within the acceptable solution range.

<p>A2 Building height:</p> <ul style="list-style-type: none"> a) within 10m of a General Residential Zone must not be more than 8.5m; or b) within 10m of an Inner Residential Zone must not be more than 9.5m. 	<p>P2 Building height within 10m of a General Residential Zone or Inner Residential Zone must be consistent with building height on the adjoining properties and not cause an unreasonable loss of residential amenity, having regard to:</p> <ul style="list-style-type: none"> a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; b) overlooking and reduction of privacy to adjoining properties; or c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
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Response

A2 The acceptable solution is achieved.

15.4.2 Setbacks

Objective

That building setback:

- a) is compatible with the streetscape;
- b) does not cause an unreasonable loss of residential amenity to adjoining residential zones; and
- c) minimises opportunities for crime and anti-social behaviour through setback of buildings.

Acceptable Solutions	Performance Criteria
<p>A1 Buildings must be:</p> <ul style="list-style-type: none"> a) built to the frontage at ground level; or b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties. 	<p>P1 Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <ul style="list-style-type: none"> a) providing small variations in building alignment to break up long façades; b) providing variations in building alignment appropriate to provide a forecourt or space for public use, such as outdoor dining or landscaping; c) the avoidance of concealment spaces; d) the ability to achieve passive surveillance; and e) the availability of lighting.

Response

A1 The proposed building is set back from the frontage but within the setback range of the buildings on both side of the subject site that share frontage to Reibey Street. All care has been taken to provide a façade that is sensitive to providing an *open* visage to the street, public areas and areas of high visitation while providing function to the site as a bottle shop.

<p>A2 Building must have a setback from an adjoining property within a General Residential Zone or Inner Residential Zone of not less than:</p> <ul style="list-style-type: none"> a) 5m; or b) half the wall height of the building, whichever is the greater. 	<p>P2 Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone or Inner Residential Zone, having regard to:</p> <ul style="list-style-type: none"> a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; b) overlooking and reduction of privacy to the adjoining property; or c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
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Response

Not applicable – the adjoining properties to the development site are not in the General Residential Zone

<p>A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone or Inner Residential Zone.</p>	<p>P3 Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone or Inner Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to:</p> <ul style="list-style-type: none"> a) the characteristics and frequency of emissions generated; b) the nature of the proposed use; c) the topography of the site and location of the sensitive use; and d) any proposed mitigation measures.
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Response

A3 The acceptable solution is achieved. Plant equipment will be located on the roof and will be more than 10m from the residential zone.

15.4.3 Design

Objective	
That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.	
Acceptable Solutions	Performance Criteria
<p>A1 New buildings must be designed to satisfy all of the following:</p> <ul style="list-style-type: none"> a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and d) provide external lighting to illuminate external vehicle parking areas and pathways. 	<p>P1 New buildings must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places; b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.

Response

P1 The performance criteria are addressed. The performance criteria ask for specific regard to visual impacts of plant equipment and mechanical and service infrastructure. Plant equipment will be on the roof but it will be shielded from view when viewed from public areas. The building parapet will conceal the equipment together with lighting suitable for all users. The standard

asks for the promotion of pedestrian interaction, amenity, and safety and are compatible with the streetscape. This is addressed as a part of the performance criteria response.

- a. The location of plant equipment will be concealed from Reibey Street and from The Quadrant and Little Quadrant as it will be on the roof and below the parapet.
- b. Roller doors will be used to secure the premises when not operating. The roller doors are set back from the frontage by 12.7m mitigating visual impact to the streetscape. Roller doors are necessary for building and public security for the vehicle sized entrance together with weather protection for any storage spaces within the lane space. The security risk of not closing off the enclosed laneway is not acceptable to the business or to the public due to the potential for concealed spaces.

Given the expanse of open car park on the adjoining lot, the treatment of separation between the boundaries and the two private businesses should be considered in terms of likely public use both during daylight and after business hours. The proposed built form strikes a balance, as best as is possible given the disparity of lot size and dimension, between the significant setback of the building to the west (food services) and the setback of the buildings to the east, having no setback from the frontage. The staggered built form created by the proposed reduces the extent of encounter between 'blank' space (wall) and car park void between the two lots by creating an amount of open visage at the frontage. This openness created by the setback, increases the level of safety when considered against passive surveillance qualities. A pedestrian walking on Reibey Street, from east to west will have an earlier view (sightline) to the car park due to the staggered form/setback, than if the proposed has no setback. If all the buildings on Reibey Street had no setback, the proposed would create a risk by allowing concealed entrance corners, but the lot to the west creates a precedent that must be taken into context. The following image demonstrates the line of sight from a pedestrian view as an example:



Landscaping as proposed assists in softening the visual qualities of the development built form while respecting the amount of open visual surveillance to and from the public realm and the laneway. Any other measures, such as screening or even vegetative screening, pose a risk in creating blind spots to and from the street within the subject site; concealed places, such as blind alleys or concealed corners, in and adjacent to the public realm should be avoided, hence, the more open visage of the proposed landscaping against the built form. In addition, vegetative screening (such as vines) carry the potential to become dense and unruly and to also provide habitat to unwanted 'pest' animals (such as rodents).

While a roller door provides little in the way of transparency to the public realm, the openness of the frontage provides mitigation to public surveillance qualities given the disparity between the setbacks of the adjoining buildings. The open hours of the business mean that the façade will have maximum transparency to the public realm during peak activity hours. For after hours, the proposed aims to reduce the extent of concealed space and maximise surveillance and sightlines for pedestrians.

- c. Bollard lighting is provided for pedestrian walkway and the parking area within the public car park.

<p>A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <ul style="list-style-type: none"> a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; b) if for a ground floor level façade facing a frontage: <ul style="list-style-type: none"> i) have not less than 40% of the total surface area consisting of windows or doorways; or ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%; c) if for a ground floor level façade facing a frontage must: <ul style="list-style-type: none"> i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and d) provide awnings over a public footpath if existing on the site or on adjoining properties. 	<p>P2 New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> a) how the main pedestrian access to the building addresses the street or other public places; b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces; c) architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces; d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and e) the need for provision of awnings over a public footpath.
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Response

- A2 The acceptable solution is achieved.
- a. The building includes pedestrian entrance from Reibey Street through to the rear car park.
 - b. The doorway openings to the façade (for vehicles and pedestrians) equate to approximately 58% of the building façade.
 - c. The longest single length of blank wall is 2.25m which is around 5% of the façade length.
 - d. Not applicable.

15.4.4 Fencing

Objective	
That fencing: <ul style="list-style-type: none"> a) is compatible with the streetscape; and b) does not cause an unreasonable loss of residential amenity to adjoining residential zones. 	
Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution.	P1 A fence (including a free-standing wall) within 4.5m of a frontage must contribute positively to the streetscape, having regard to:

		<ul style="list-style-type: none"> a) its height, design, location and extent; b) its degree of transparency; and c) the proposed materials and construction.
A2	Common boundary fences with a property in a General Residential Zone or Inner Residential Zone, if not within 4.5m of a frontage, must:	<ul style="list-style-type: none"> a) have a height above existing ground level of not more than 2.1m; and b) not contain barbed wire.
		<ul style="list-style-type: none"> a) their height, design, location and extent; and b) the proposed materials and construction.

Response

No fencing is proposed.

15.4.5 Outdoor storage areas

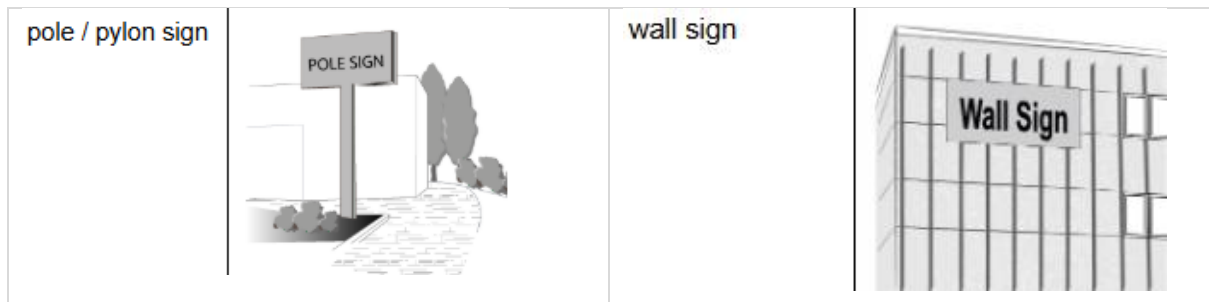
Objective	
That outdoor storage areas for non-residential use do not detract from the appearance of the site or surrounding area.	
Acceptable Solutions	Performance Criteria
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining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

Response

A1 The acceptable solution is achieved. Outdoor storage is concealed within the driveway and shielded from public areas by building wall. See note 'A' on Site Plan provided.

4.2 Code Assessment

C1.0 Signs Code



C1.6 Development Standards for Buildings and Works

C1.6.1 Design and siting of signs

Response

P1 The performance criteria are addressed.

The pole sign has more than 2 faces.

The wall sign/s have an area exceeding 4.5m².

- a. the signs are each allowable in the zone.
- b. the signs are located in a commercial area.
 - i. The size and dimensions of the signs are included in the plans. The pole sign will be comparable with others in the street, particularly where the building, or establishment, is set back from the frontage. Examples can be found at 97-99 Reibey Street, 75 Reibey Street, 2 Risby Street and 46-52 Alexandra Road.
 - ii. The wall signs are compatible to the size of the building as proposed, being used on the building façade and where there are variations in the facade. Although there is no built fascia or parapet, the signage creates this illusion and the wall signs are confined to the upper third of the building.
 - iii. The surrounding area is predominantly commercial. The signage as proposed is static and not illuminated; as such, no impact to surrounding amenity is anticipated. The distance of the rear of the proposed building to residential development is approximately 16m and the static non-illuminated signage will not create any impacts in terms of light emissions, moving parts or other emitting factors.
 - iv. The repetition used is to each façade, one each at the front and back and two on the side façade (west) where there is variation in the building wall and the wall is long enough to warrant two wall signs (38m). The pole sign allows business identification from the road, which also facilitates navigation to the site for vehicle drivers.

-
- v. The number of signs used allows for business identification from 3 elevations, also allowing for drive through navigation.
 - vi. The signage is confined to the site boundaries and includes no illumination or moving parts. The signage allows for navigation to the site for pedestrians and drivers, helping to identify entrance and exit for visitors. Impact to the public realm is not anticipated in terms of safety and the proposed creates no encumbrance for safe and efficient passage on public land.

- P2 The pole sign is within 2m of the front boundary. The wall signs on the west and north elevations are within 2m of the boundary, having no setback.
- a. The topography is generally flat and even with little variation in the immediate area.
 - b. The nearest dwellings are approximately 16m distant with frontages to the north elevation of the proposed. The private open space is not exposed to the signage. The car park and laneway intervene between the dwellings and the proposed.
 - c. No overshadowing of consequence is anticipated. The pole sign would create some shadow to the neighbouring lots (car park and blank wall).
 - d. The proposed signage is appropriate to the building and the setback of the building from the street, The entrance to the drive-through will not be immediately visible from the east, the pole sign will provide identification for travellers from this direction. The pole sign is designed to be above the neighbouring building heights for this purpose, while being well within the building heights for the zone. The design of the pole sign allows for appropriate vehicle access to the site to remain unencumbered.
- A3 The acceptable solution is achieved. The frontage includes one of each sign type and 2 signs overall.

C1.6.2 Illuminated signs

Not applicable. No illuminated signage is proposed.

C1.6.3 Third party sign

Not applicable.

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

Not applicable.

C2.0 Parking and Sustainable Transport Code

Response

A TIA is provided to address traffic and parking. Please refer to Annexure 3. The following responds to C2.7 Parking Precinct Plan.

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

Response

- P1 As detailed in the TIA, on site parking is provided and it is necessary for the use as the premises is intended as a drive-through shop.
- a. The premises is located near a public car park, however, the drive-through flow of the premises will allow entry from Reibey Street and exit to the adjoining car park. The car park may be used in addition to the car parking built in to the premises. People are just as likely to visit multiple sites from the car park.
 - b. Car parking will be shared by visitors to the site for that purpose only. The car parking function will have a high turnover.
 - c. There are no local bus stops evident within 200m of the site.
 - d. No transport alternatives are evident except for walking – which is provided for.
 - e. On street parking is available and may be used to visit the premises.
 - f. The parking provided has little effect on the streetscape. The parking is in lane formation, compact to the site, short term and within the built form of the development. The effect is distinctly different than a car park set in front of a building for longer term visitation – such as that at CT. 163404/1.
 - g. The topography of the site has no bearing on the proposed car parking.
 - h. The site is vacant and all development is proposed.
 - i. Not applicable.
 - j. An assessment is provided – further to this code response.

C3.0 Road and Railway Assets Code

Please refer to the TIA at Annexure 3.

3. Conclusion

This application is for use of the site for General Retail and Hire – Bottle Shop. The proposal includes the development of a purpose built shop with a drive-through function. Pedestrian access is included to the site design. The proposal includes the replacement of 3 car parking spaces within the car park at the rear and the car park will be used for vehicles exiting the bottle shop.

The shop proper is predominantly set behind the neighbouring lot's building. The proposed building will face Reibey Street with the premises entrance for vehicles and pedestrians; built form will be set back from Reibey Street. Landscaping is included to the frontage to soften the façade and to allow open surveillance from Reibey Street to the premises entrance.

Signage plans are included with the proposal.

The proposal is in accord with the purpose and provisions of the zone and a permit for Use and Development of a Bottle shop is sought from Council.

Annexure 1 Copy of title plan and folio

Annexure 2 Proposal plan

Annexure 3 Traffic Impact Assessment

Annexure 4 Signage plans

BWS

103 REIBEY ST
ULVERSTONE TAS

EXTERNAL

~~03/02/2025~~
1-ORIGINAL


Amended 31 Jan 2026

TAKE FIVE
SITE SAFETY ASSESSMENT



OR CLICK ON LINK BELOW
LOW RISK JOB ONLY

JOB DONE ✓
COMPLETION REPORT



OR CLICK ON LINK BELOW
JOB & FIXING REPORT

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: **30/01/2026**
Application No: **DA2025027**
Doc ID: **543753**

ANCHORING GUIDE



		Besser Block / Aerated Concrete	Colourbond /Cliplock	Plasterwall	Solid concrete / brick wall	FC Sheeting	Steel Top Hat / Purlins	Timber / Wetherextex / MDF
Flat Panel		 Nylon or steel expansion 'Knock-Ins' - with VHB + Building Adhesive	 Pan Head, gal, self-drilling screws, coarse thread.	 Spring toggle cavity Fastener	 Hollow wall anchor, use gun, with VHB + Building Adhesive	 Pan Head, gal, self-drilling screws, coarse thread + Building Adhesive	 Pan Head, gal, self-drilling screws, coarse thread.	 Hex Head, gal, self-drilling wood screws with Building Adhesive
Subframed		 Chemical anchor studs (e.g. Ramset Chemset Anchor Stud)	DO NOT INSTALL DIRECTLY Consult with Programmed	DO NOT INSTALL DIRECTLY Consult with Programmed	 Expansion anchor bolts (e.g. Ramset Dynabolt)	DO NOT INSTALL DIRECTLY Consult with Programmed	 Pan Head, gal, self-drilling screws, coarse thread.	DO NOT INSTALL DIRECTLY Consult with Programmed
Cantilevered	 (ENGINEER MUST BE CONSULTED PRIOR TO FIXING METHOD BEING NOMINATED)	 Chemical anchor studs (e.g. Ramset chemset Anchor Stud)	DO NOT INSTALL DIRECTLY Consult with Programmed	DO NOT INSTALL DIRECTLY Consult with Programmed	 Chemical anchor studs (e.g. Ramset chemset Anchor Stud)	DO NOT INSTALL DIRECTLY Consult with Programmed	 Pre-drill with larger hole, bolt and nut if accessible from the rear.	DO NOT INSTALL DIRECTLY Consult with Programmed

A DETAILED CHECK MEASURE MAY BE REQUIRED TO CONFIRM MEASUREMENTS & FIT PRIOR TO MANUFACTURE.

PHOTO MONTAGE ONLY, SIZES AND SCALE MAY NOT REFLECT ACTUAL.

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ENGINEERING HIGH 	GROUND SCAN HIGH 	LIFTING HIGH 	POWER LINES HIGH 	WORKING AT HEIGHT HIGH 	EXCLUSION ZONE HIGH 	UNDERGROUND WORKS HIGH 	HOT WORKS HIGH
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ON SITE SAFETY - LEGEND
 THESE ICONS DENOTE POTENTIAL SITE HAZARD CONCERNS. THEY ARE NOT PART OF THE SCOPE OF WORKS.

ARTWORK REVISION LOG

07/02/2025	<p>ORIGINAL ART</p> <p>- FIRST ISSUE OF ARTWORK</p>	
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CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: **30/01/2026**

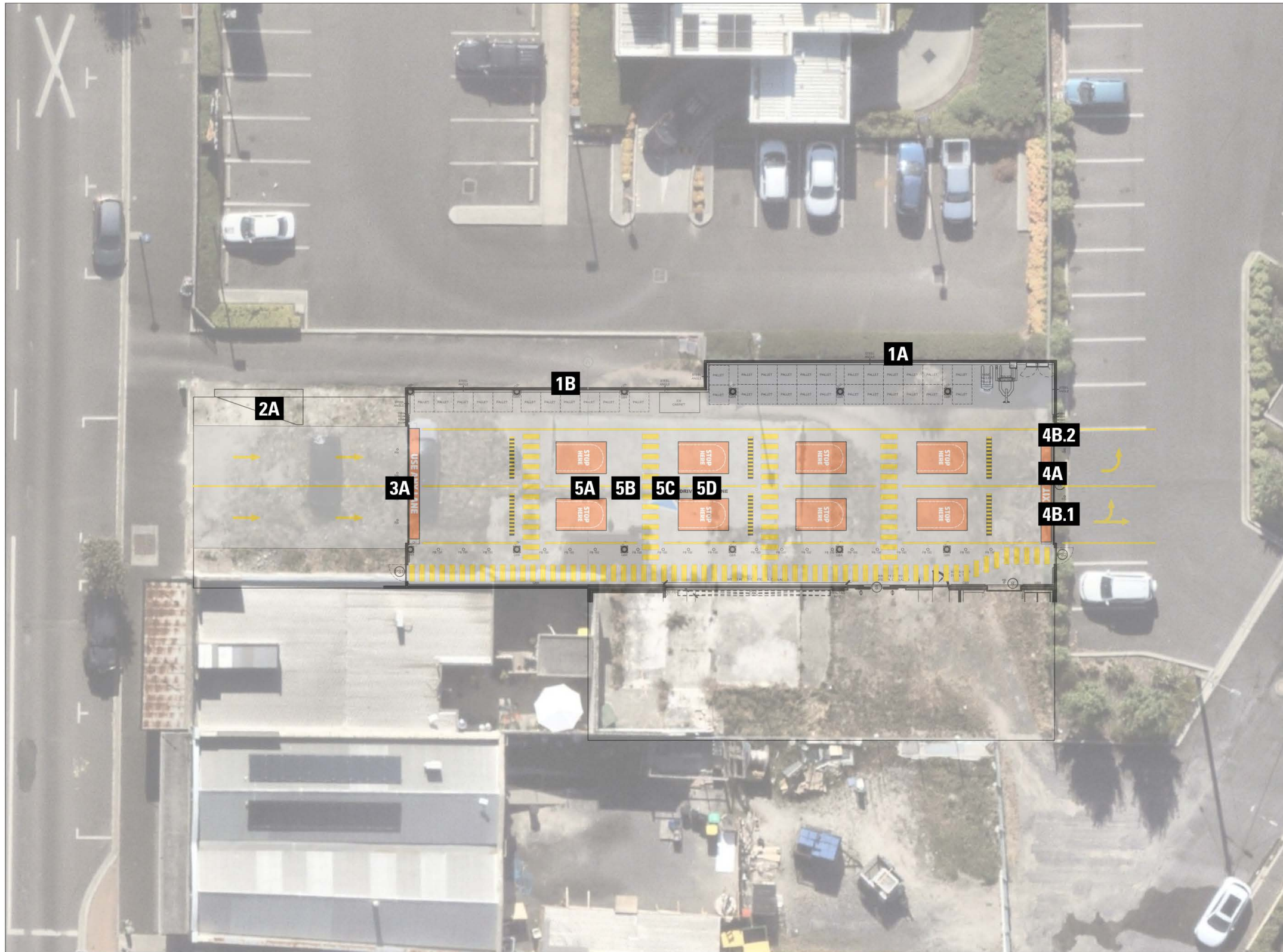
Application No: **DA2025027**

Doc ID: **543753**

A DETAILED CHECK MEASURE MAY BE REQUIRED TO CONFIRM MEASUREMENTS & FIT PRIOR TO MANUFACTURE.

SITE OVERVIEW

103 REIBEY ST ULVERSTONE TAS



NOT TO SCALE

PROPOSED SIGNAGE

- 1A : BWS LOGO ON FASCIA
- 1B : BWS LOGO ON FASCIA
- 2A : PYLON SIGN
- 3A : BWS LOGO ON FASCIA
- 4A : BWS LOGO ON FASCIA
- 4B.1, 4B.2 : EXIT ONLY SIGNS ON FASCIA
- 5A,5B,5C,5D : GROUND MARKING

CENTRAL COAST COUNCIL LAND USE PLANNING

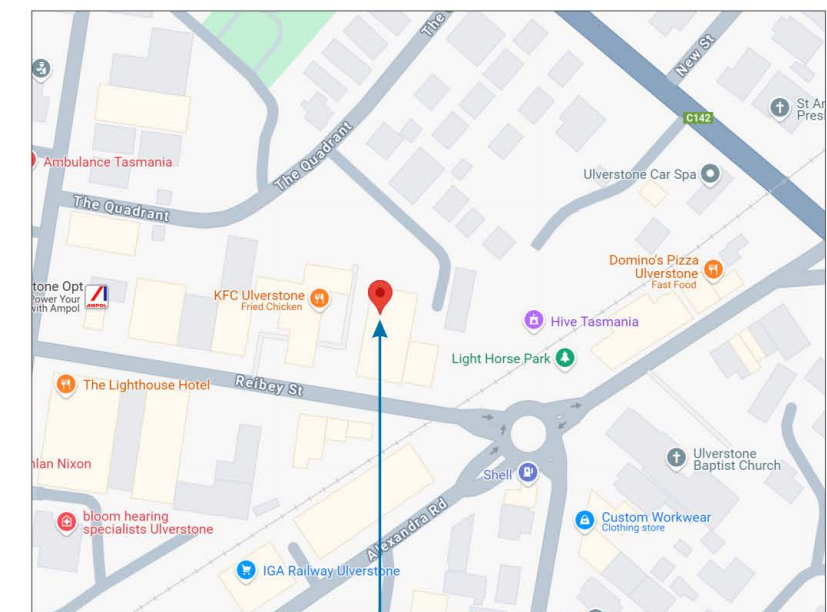
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LOCALITY PLAN



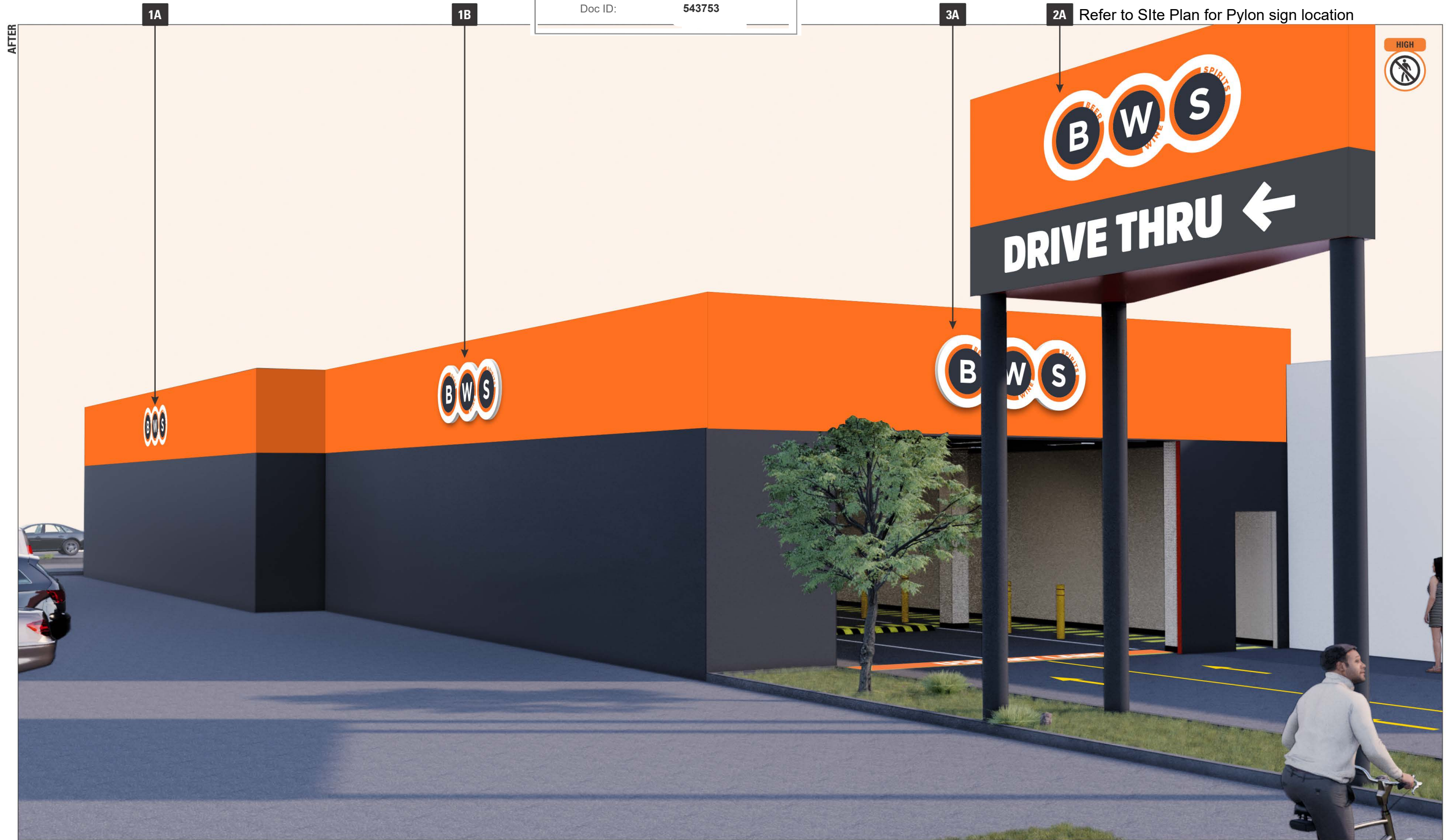
SITE LOCATION

NOT TO SCALE

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Refer to Site Plan for Pylon sign location



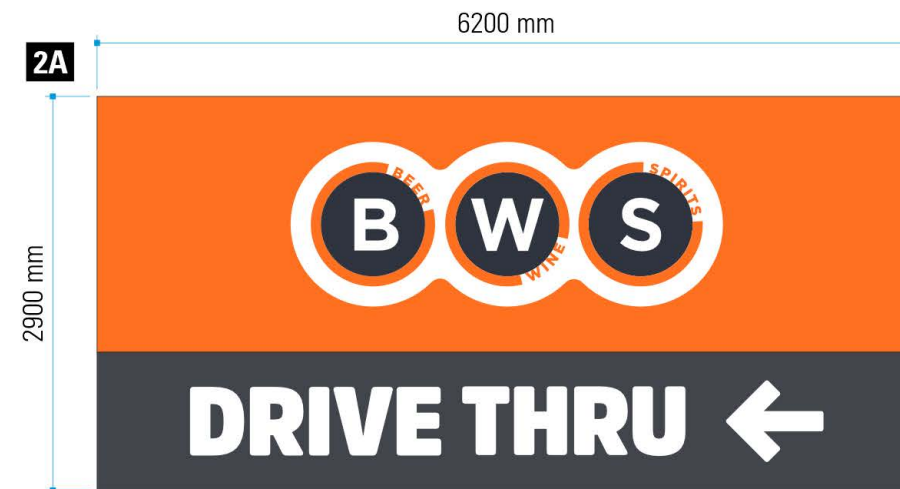
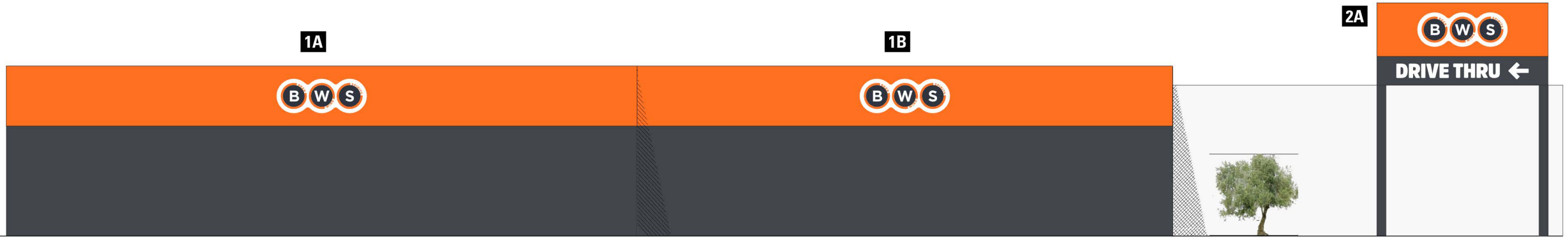
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1A | BWS LOGO
 LOGO : PROFILE CUT ACM PANEL
 : CUT VINYL GRAPHICS (NOT DIGITALLY PRINTED)

1B | BWS LOGO
 LOGO : FABRICATED ACRYLIC
 : INTERNAL ILLUMINATION
 : CUT VINYL & ACRYLIC GRAPHICS

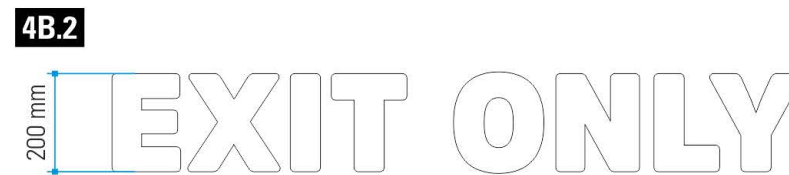
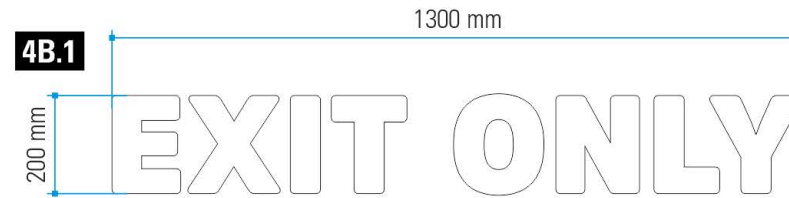
NOTE : LOGO MAY NOT BE DIGITALLY PRINTED

2A | PYLON SIGN
 SIGN PANEL : ACM PANELS
 GRAPHICS : PROFILE CUT VINYL GRAPHICS
NOTE : LOGO MAY NOT BE DIGITALLY PRINTED

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3A | BWS LOGO

LOGO : FABRICATED ACRYLIC
 : INTERNAL ILLUMINATION
 : CUT VINYL & ACRYLIC GRAPHICS

NOTE : LOGO MAY NOT BE DIGITALLY PRINTED

4A | BWS LOGO

LOGO : PROFILE CUT ACM PANEL
 : CUT VINYL GRAPHICS (NOT DIGITALLY PRINTED)

4B | EXIT ONLY FASCIA SIGNS

TEXT : PROFILE CUT WHITE ACM

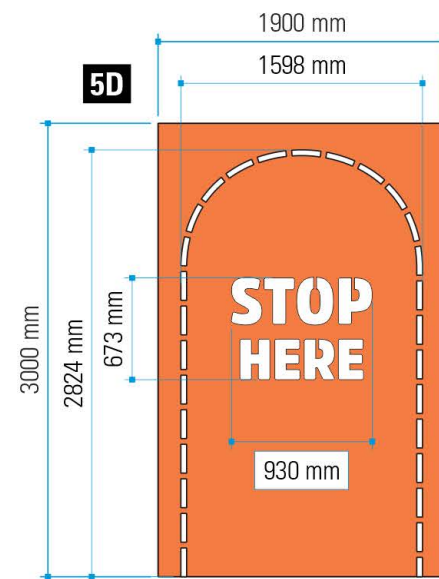
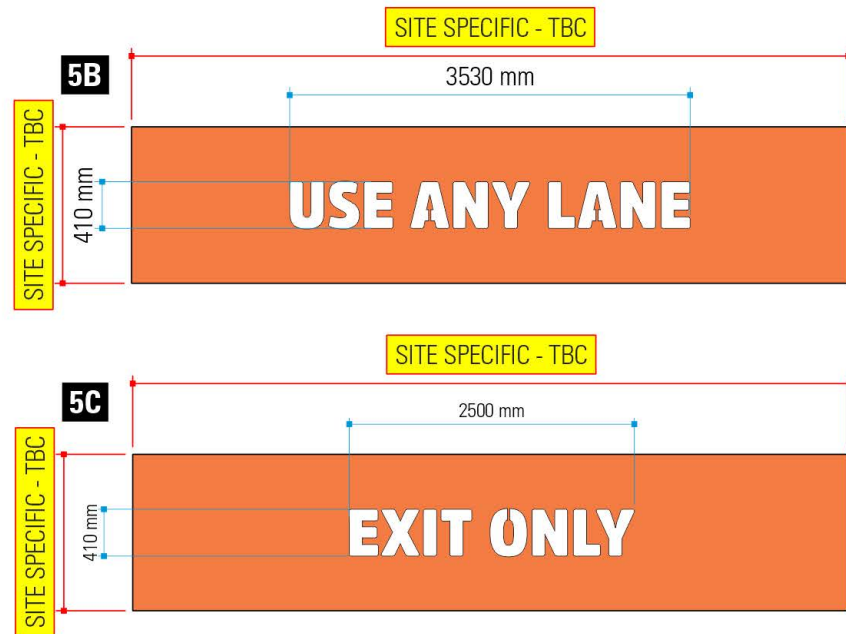
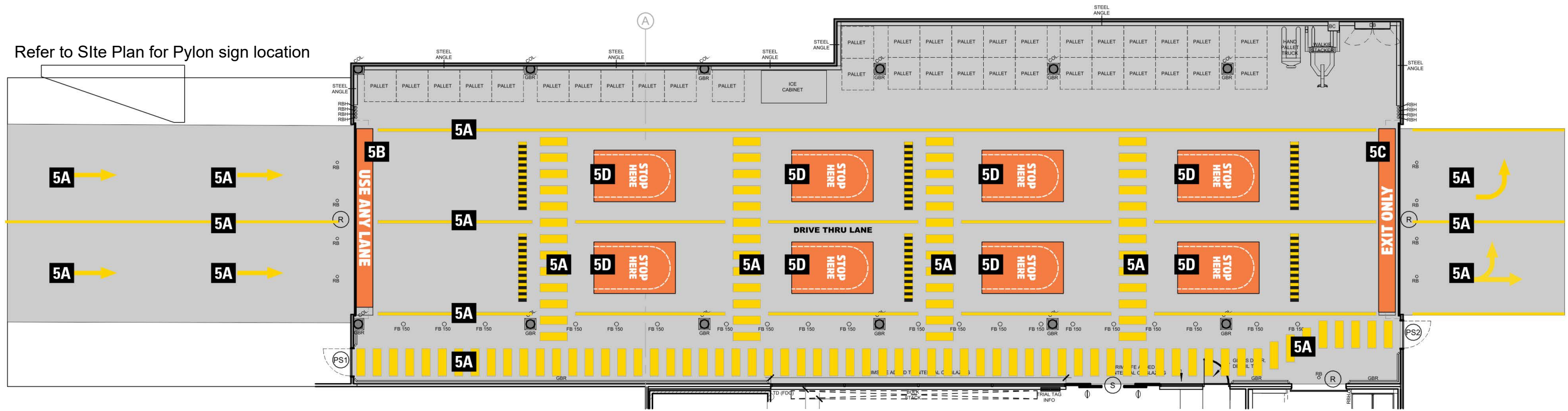
NOTE : QTY 2

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Refer to Site Plan for Pylon sign location



5A | LANE MARKING, ARROWS & PEDESTRIAN WALKWAYS

PAINTING : PAINT LANE DESIGNATION LINE ELEMENT(S) TO 'SAFETY YELLOW'

5B | 'USE ANY LANE' MESSAGING

BACKGROUND : PAINT 'BWS ORANGE' BACKGROUND BLOCK OF COLOUR
TEXT : STENCIL 'WHITE' TEXT
: POSITION CENTRALLY WITHIN 'BWS ORANGE' BACKGROUND

5C | 'EXIT ONLY' MESSAGING

BACKGROUND : PAINT 'BWS ORANGE' BACKGROUND BLOCK OF COLOUR
TEXT : STENCIL 'WHITE' TEXT
: POSITION CENTRALLY WITHIN 'BWS ORANGE' BACKGROUND

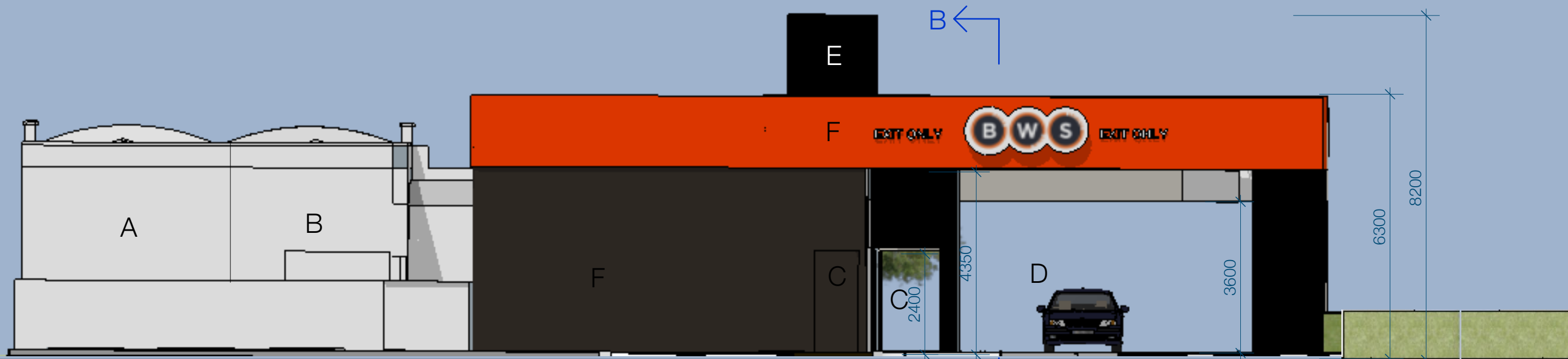
5D | 'STOP HERE' MESSAGING

BACKGROUND : PAINT 'BWS ORANGE' BACKGROUND BLOCK OF COLOUR
TEXT : STENCIL 'WHITE' TEXT
: POSITION CENTRALLY WITHIN 'BWS ORANGE' BACKGROUND

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North Elevation

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Doc ID:	542602



South Elevation

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Drawing
No.: ULV1 DA02
Date: 13 Jan 2026
Scale: 1:100 @ A3

Ulverstone Bottleshop
103 Reibey Street, Ulverstone
N&S Elevations

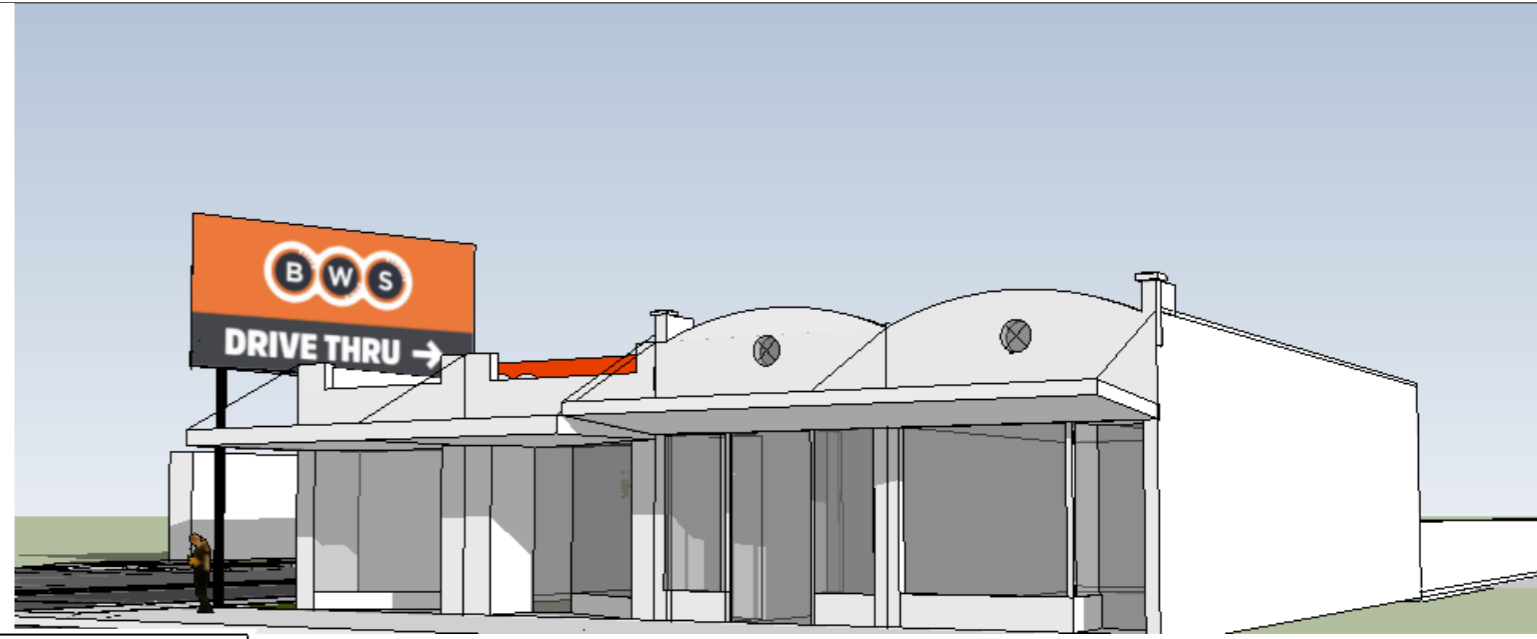
vE

Key
A. 105 Reibey St
B. 107 Reibey St
C. Pedestrian Entry
D. Drive-through Access
E. Signage Pylon
F. CFC Painted
G. Allocasuarina Littoralis

Areas	
Site	869m ²
Retail Store	248m ²
Drive Through	28m ²
Total Roofed	482m²
	729m ²



View from Reibey Street, looking NE



View from Reibey Street, looking NW

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LAND USE PLANNING
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View from Reibey Street, looking North



View from The Little Quadrant, looking South

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Drawing
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 Date: 13 Jan 2026
 Scale: 1:100 @ A3

Ulverstone Bottleshop
 103 Reibey Street, Ulverstone
Streetscapes
 vD

Areas	
Site	869m ²
Retail	235m ²
Store	42m ²
Drive Thru	407m ²
Total Roofed	684m ²

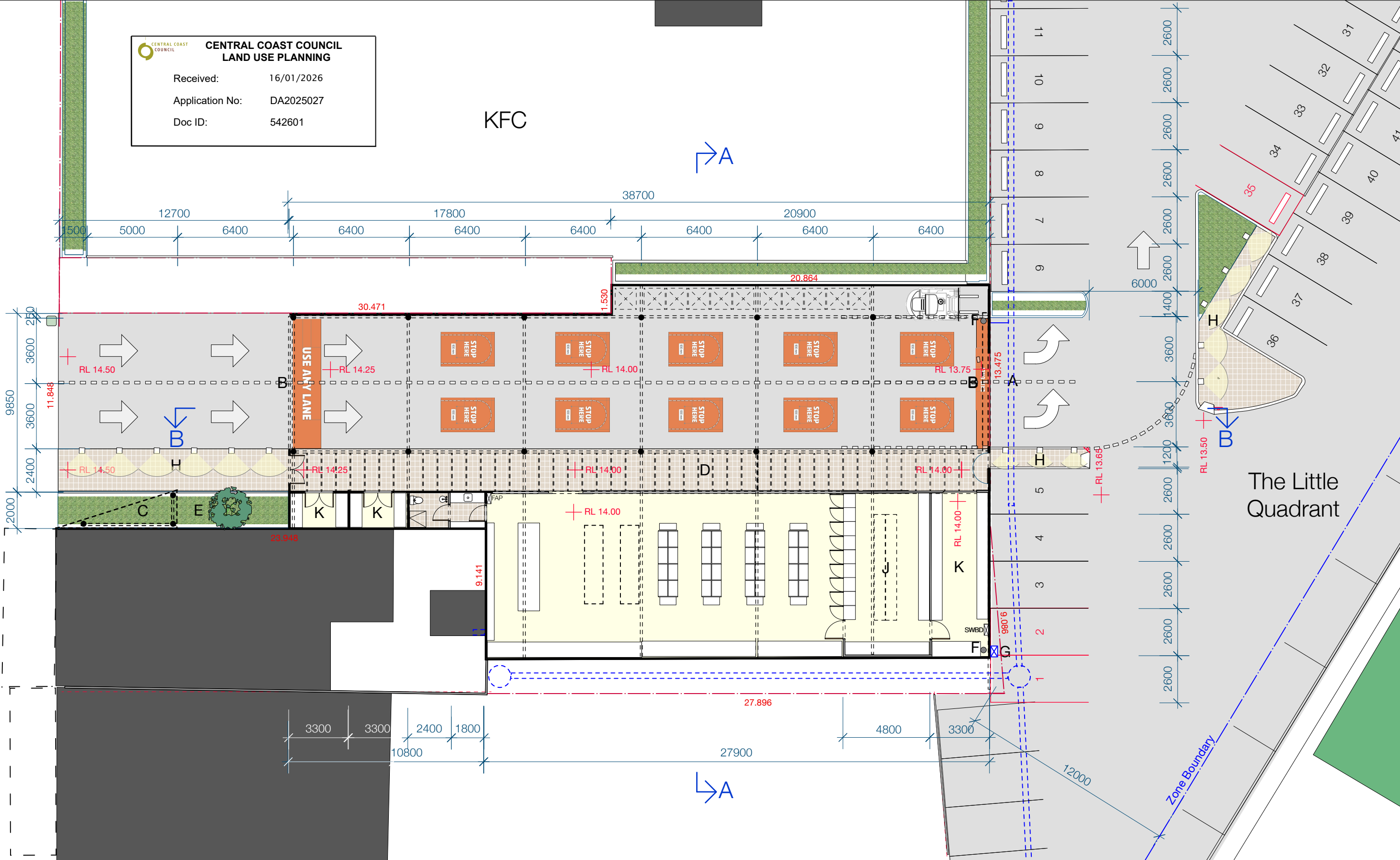
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KFC

Reibey Street

The Little Quadrant



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Drawing
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 Date: 10 Jan 2026
 Scale: 1:200 @ A3

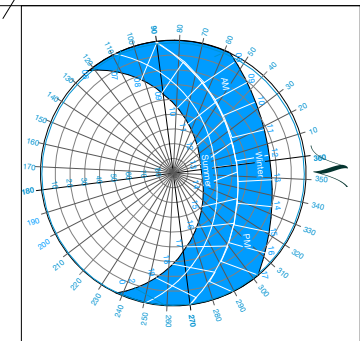
Ulverstone Bottleshop
 103 Reibey Street, Ulverstone
Site Plan
 vJ

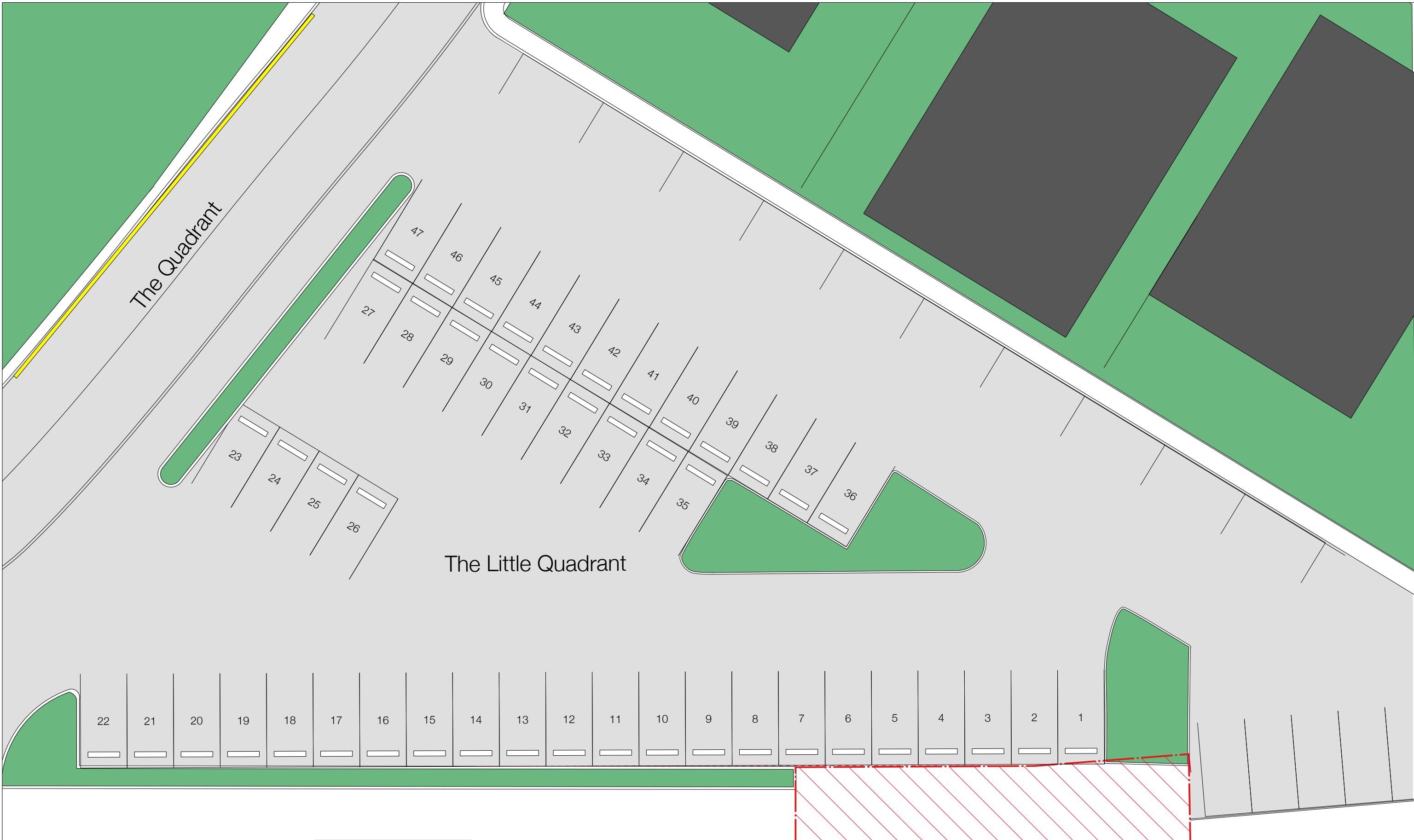
- Key**
- A. Existing SW Main
 - B. 3.6m High Rolladoors
 - C. Signage Pylon over
 - D. Clear Roof over Walkway
 - E. Allocasuarina Littoralis
 - F. DP to exist SW Connect'n
 - G. Water Meter
 - H. Lighting Bollards
 - J. Cool Room
 - K. Store Room

Areas

Site	869m ²
Retail	235m ²
Store	42m ²
Drive Through	407m ²
Total Roofed	684m²

 **Sewer Line**





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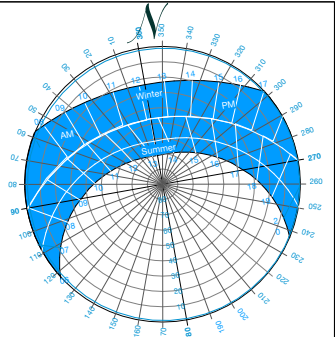
Drawing
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Date: 14 Mar 2025
Scale: 1:200 @ A3

Ulverstone Bottleshop
103 Reibey Street, Ulverstone
Existing Little Quadrant Layout

vA

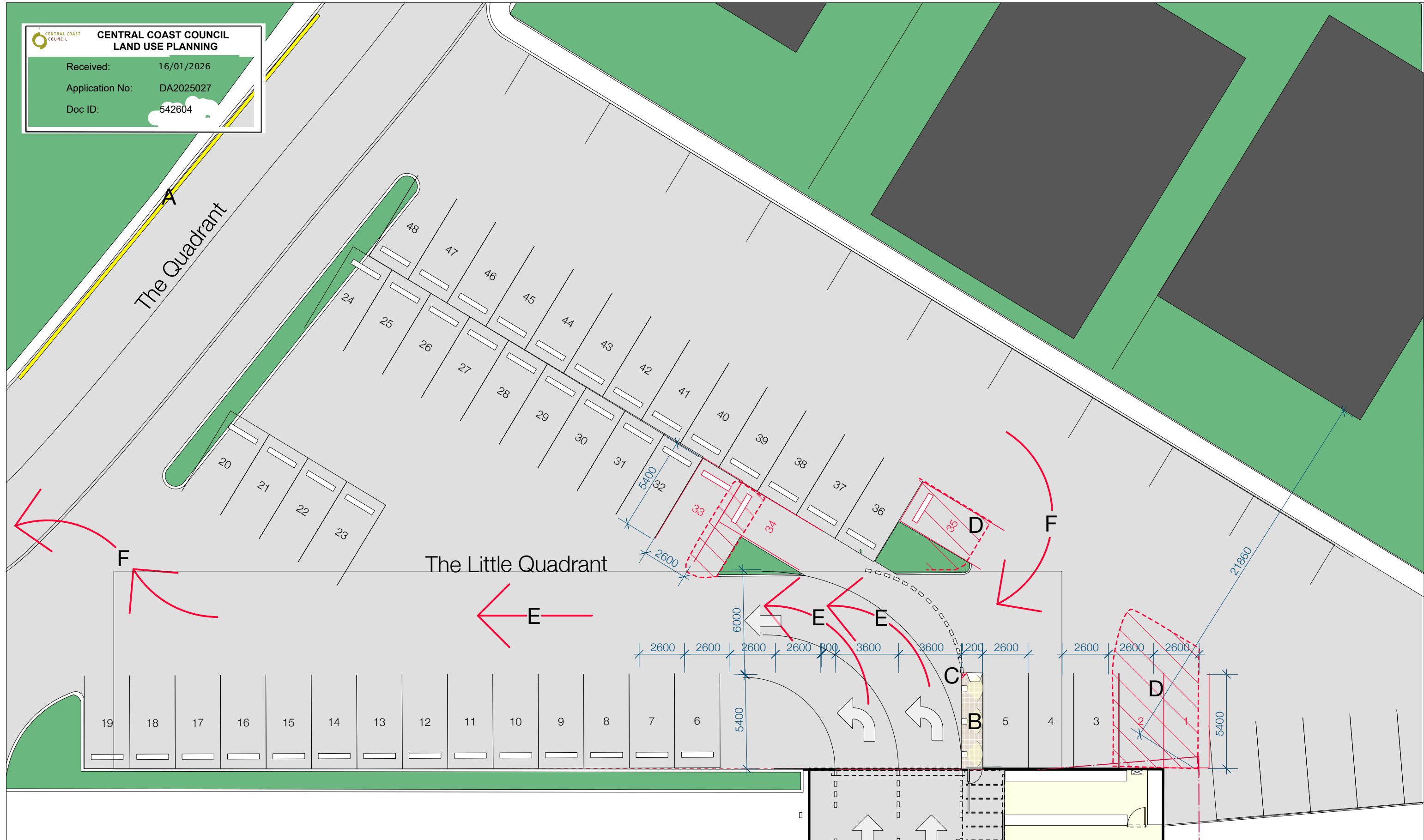
Parking
Existing Parking 47

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Drawing
 No.: ULV1 DA07
 Date: 13 Jan 2026
 Scale: 1:200 @ A3

Ulverstone Bottleshop
 103 Reibey Street, Ulverstone

Proposed Little Quadrant Layout

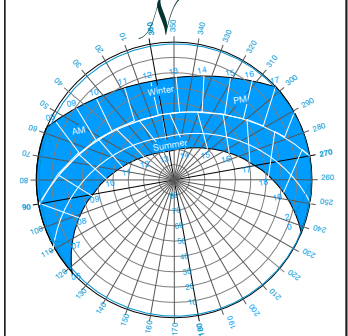
vF

Parking

Existing Parking	47
Spaces removed	(3)
Spaces created	3
Proposed Parking	47

Down-casting
 Lighting Bollards

- Key**
- A 'No Parking' yellow line
 - B Pedestrian access
 - C Signs warning pedest's to watch for turning cars
 - D Landscaping removed
 - E Exiting cars turn left only
 - F Little Quadrant cars can turn right

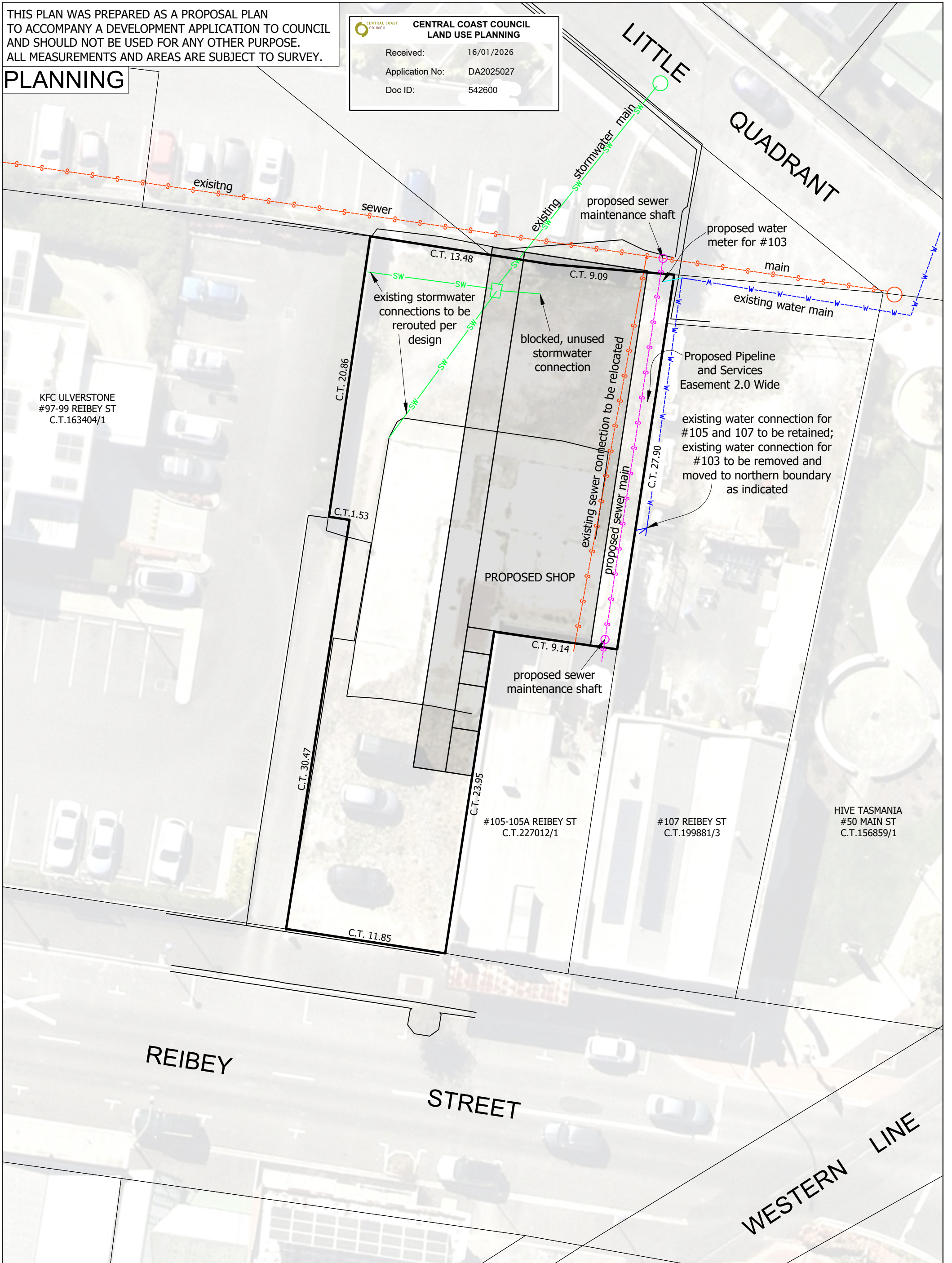


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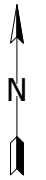
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LAND USE PLANNING

Received: 16/01/2026
 Application No: DA2025027
 Doc ID: 542600

PLANNING



SERVICES PLAN
 #103 REIBEY STREET, ULVERSTONE 7315
 C.T.248583/1



10 Goodman Court Invermay TAS 7248
 PO Box 593 Mowbray Heights TAS 7248
 Phone (03) 6332 3760
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Job Number
 L240729

Drawn EGK	File name L240729_ServicesPlan_140126.dwg	Date 14/01/26	Scale 1:250@A3	Edition v1.0	Sheet 1/1
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103-103A REIBEY STREET, ULVERSTONE

TRAFFIC IMPACT ASSESSMENT

JANUARY 2026





103-103A Reibey Street, Ulverstone.

TRAFFIC IMPACT ASSESSMENT

- Final #2
- January 2026

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Contents

1. Introduction	5
1.1 Background	5
1.2 Objectives	5
1.3 Scope of Traffic Impact Assessment (TIA)	5
1.4 References	5
1.5 Statement of Qualifications and Experience	6
1.6 Glossary of Terms	7
1.7 Site Specific Glossary of Terms	8
2. Site Description	9
3. Proposal, Planning Scheme and Road Owner objectives.	12
3.1 Description of Proposed Development	12
3.2 Tasmanian Planning Scheme – Central Coast	15
4. Existing Conditions	16
4.1 Transport Network	16
4.2 Reibey Street	16
4.3 Reibey Street Level Crossing	16
4.4 Proposed access to 103-103A Reibey Street	18
4.5 Proposed exit from 103-103A Reibey Street	20
4.6 Little Quadrant	21
4.7 The Quadrant	22
4.8 The Quadrant / Little Quadrant junction	22
4.9 Main Street	23
4.10 Main Street / The Quadrant junction	23
4.11 Victoria Street	24
4.12 Victoria Street / The Quadrant junction	24
4.13 Traffic Activity	26
4.14 Crash History	28
4.15 Services	29
4.16 Road Safety Review	29
4.17 Austroads Safe System Assessment	30
5. Traffic Generation and Assignment	31
5.1 Background Traffic Growth Rate	31
5.2 Trip Generation	31
5.3 Trip Assignment	31
6. Impact on Road Network	33
6.1 Traffic Capacity Review	33
6.1.1 Reibey Street entrance to development Site	33



6.1.2	Exit to Council Carpark and The Quadrant from the development site	33
6.1.3	The Quadrant / Little Avenue junction	33
6.1.4	Main Road / The Quadrant junction	33
6.1.5	Victoria Street / The Quadrant junction	34
6.2	Sight Distance requirements summary (Figure 31)	34
6.3	Austroads Guidelines for Junction Layout	35
6.4	Other impacts	36
6.4.1	Environmental	36
6.4.2	Street Lighting and Furniture	36
6.5	Internal Layout	37
6.5.1	Site layout	37
6.5.2	Design vehicle access	37
6.5.3	Provisions for vulnerable road users	37
6.5.4	Tasmanian Subdivision Guideline Considerations	37
6.5.5	Transport Planning Considerations	37
6.6	Urban Road access standard for commercial properties.	37
6.7	Liveability, Safety and Amenity Guidelines	38
7.	Tas. Planning Scheme – Central Coast	39
7.1	Parking and Sustainable Transport Code C2	39
7.2	Road and Railway Assets Code C3	42
8.	Conclusions and Recommendations	45
8.1	Road Safety and Crash History	45
8.2	Austroads Safe System Assessment	46
8.3	Traffic Activity and impact on traffic capacity	46
8.4	Austroads guidelines on junction and access layout	46
8.5	Tasmanian Planning Scheme – Central Coast	46
8.6	Recommendations:	47
	Appendices	49
	Appendix A – Site and Building Floor Plans	50
	Appendix B – Traffic Count Data	54
	Appendix C – Tas. 26m B Double Network	55
	Appendix D – Austroads Safe System Assessments	56
	Appendix E – BWS Bottleshop Design Vehicle	59
	Appendix F – Level of Service Descriptions	60
	Appendix G – Property Titles	61
	Appendix H – Design Vehicle Swept Paths	64
	Appendix I – Parking Precinct Plan	70



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2	15 th Jan 2026	R Burk	R Burk	15 th Jan 2026	Final #2

Distribution of copies

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Final #2	1	1	Peter Dixon

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Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	TBA
Name of project:	103 Reibey St
Name of document:	103 Reibey St
Document version:	Final #2
Project number:	



1. Introduction

1.1 Background

This TIA reviews the proposed bottle shop at 103-103A Reibey Street, Ulverstone.

This Traffic Impact Assessment (TIA) should be submitted with the development application for the proposal and has been prepared based on Department of State Growth (DGG) guidelines and provides details as follows:

- Anticipated additional traffic and pedestrian movements,
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic,

1.2 Objectives

A traffic impact assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- Future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Reibey Street, Little Quadrant and The Quadrant. The TIA considers the adjacent road network, road safety, parking requirements and impact of traffic generated by the proposal.

1.4 References

- RTA Guide to Traffic Generating Developments – 2002
- Tasmanian Planning Scheme – Central Coast
- Austroads Guidelines
 - Road Design Part 4A: Unsignalised & Signalised Intersections 2021
 - Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.



1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.

Richard Burk is an experienced and qualified traffic engineer with:

- 38 years professional experience in road and traffic engineering industry
 - Director Traffic and Civil Service Pty Ltd since May 2017.
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk', is positioned above the printed name.

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd



1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stated number of days in that period.
Austrroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experienced by a vehicle or pedestrian with reference to a base travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of-way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.



Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

CCC	Central Coast Council
SSA	Safe System Assessment



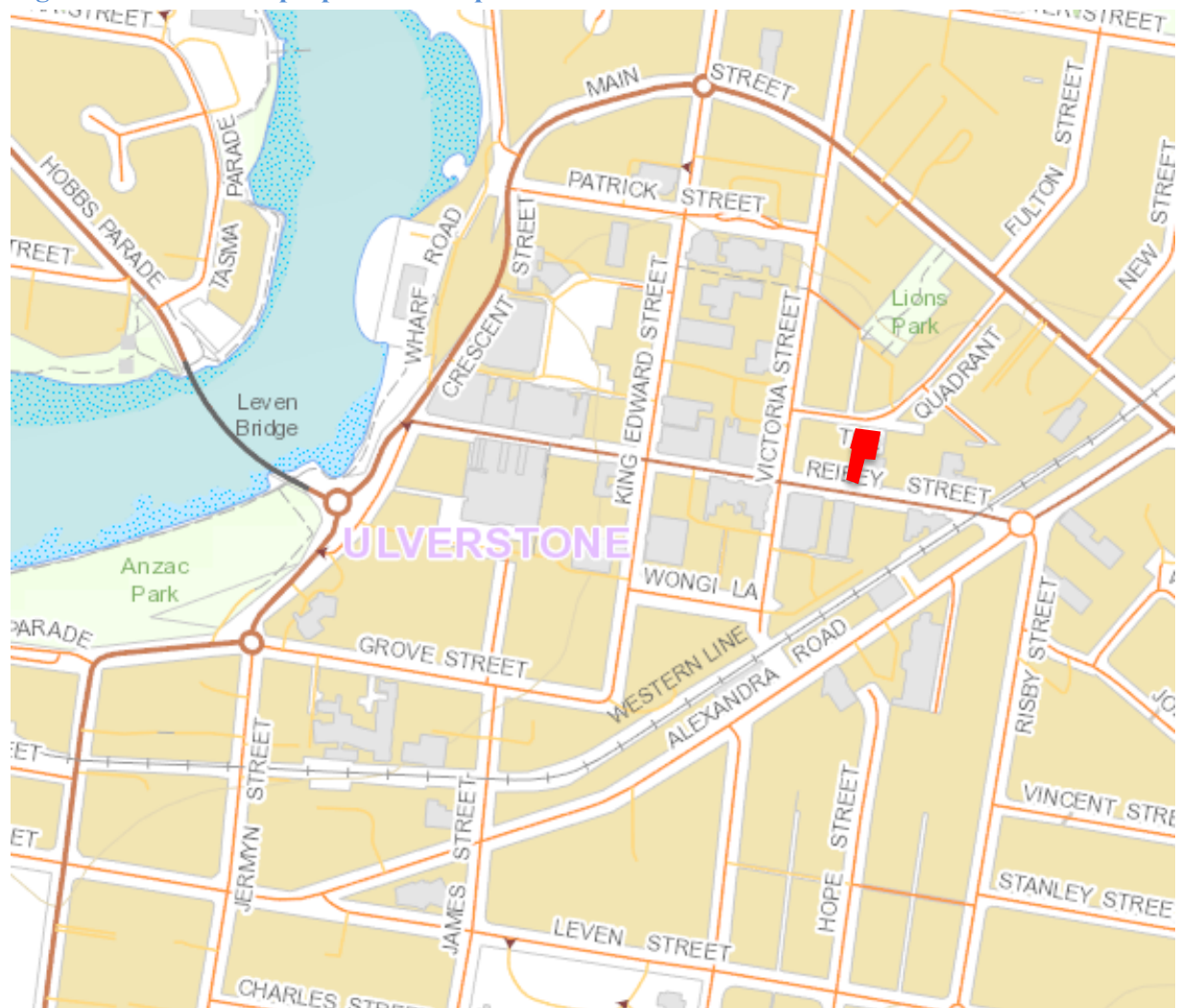
2. Site Description

The proposed development site 103 – 103A Reibey Street, Ulverstone is shown in Figure 1. Figure 2 shows the surrounding road network. The site has no current constructed vehicular accesses. It is noted that the title, see Appendix G, shows a ROW over adjoining land with access. The ROW is not affected by the proposal.

Figure 3 shows an aerial view of the development site and adjacent properties including the Little Quadrant carpark. The proposed entrance to the site is from Reibey Street and the proposed exit via the Council Carpark and The Quadrant, see Figure 4.

The topography is generally flat land cleared of previous buildings.

Figure 1 - Location of proposed development



Source: The List, DPIPW



Figure 2 – Local Road Network



Source: The List, DPIPW



Figure 3 – Aerial view of proposed development site and surrounding property



Source: The List, DPIPWE

3. Proposal, Planning Scheme and Road Owner objectives.

3.1 Description of Proposed Development

The proposal is to develop the property at 103-103A Reibey Street with a bottle shop. Appendix A shows the current concept plan. Figures 4 – 6 are extracts from the plan showing proposal details.

Figure 4 – Development site and surrounds.



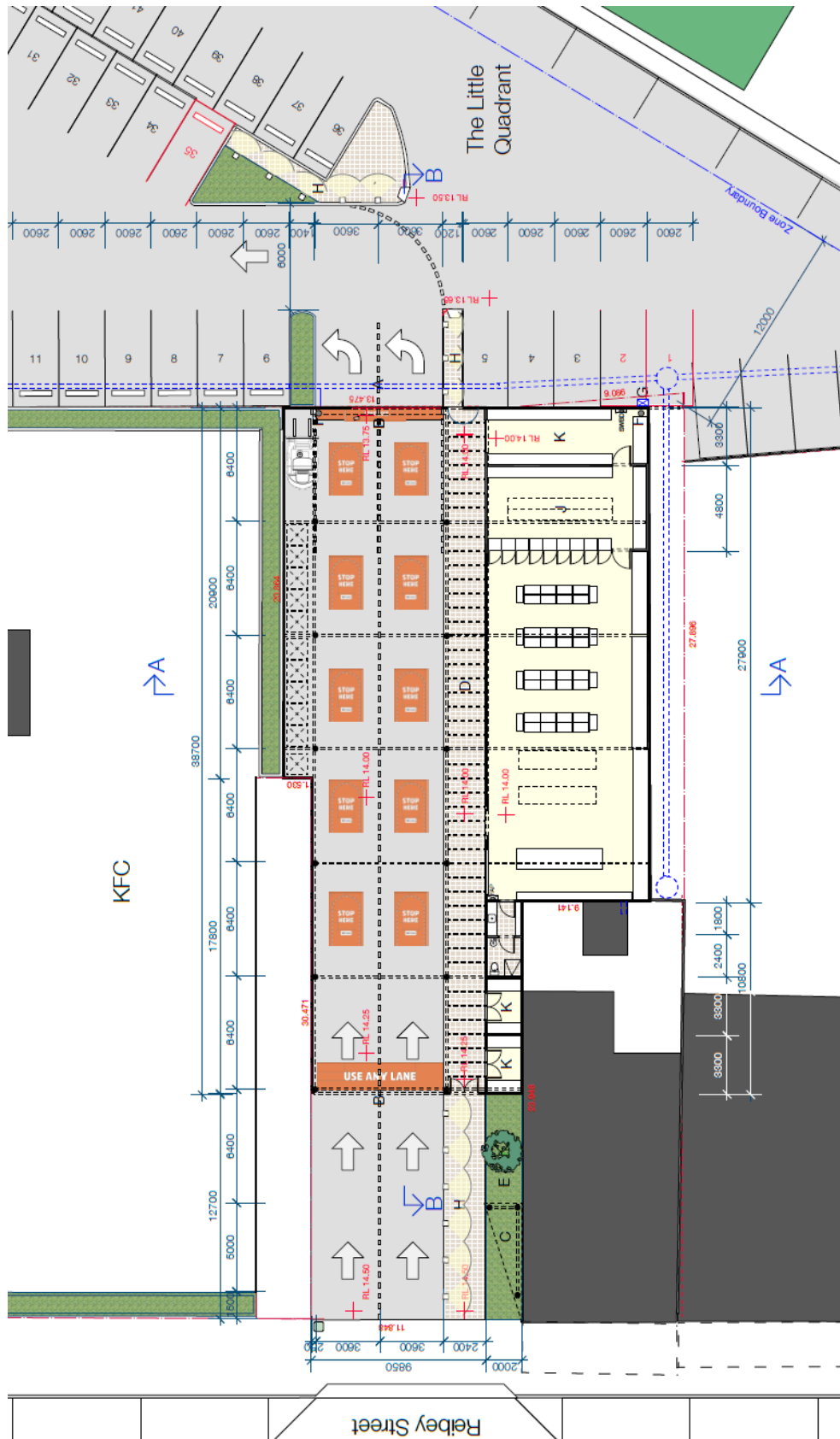


Figure 5 – Proposed Building Floor Area





Figure 6 – Proposed Driveway Operation





3.2 Tasmanian Planning Scheme – Central Coast

The proposed development site is zoned in accordance with the Tasmanian Planning Scheme – Central Coast shown in Figure 7.

The Council Road manager is Central Coast Council, and the road manager objectives are to maintain traffic safety and transport efficiency.

Figure 7 – 103-103a Reibey Street is zoned General Business



Source: *The List, DPIPWE*

4. Existing Conditions

4.1 Transport Network

The local transport system consists of a network of Council Roads within the Ulverstone CBD centred around Reibey Street. None of the roads are part of the Tasmanian 26m B Double Network, see Appendix C.

4.2 Reibey Street

Reibey Street is an arterial road that passes through the Ulverstone CBD. The speed limit is 50km/h and the road has kerb & channel, 4m wide footpaths, 2.4m wide parking lanes and 3.9m wide traffic lanes in each direction. From face to face of kerb the road has a width of 12.6m.

4.3 Reibey Street Level Crossing

A Tasrail Level Crossing operates 30m East of the proposed development as shown in Figures 8-10. The level crossing is actively managed with signals signed and installed consistent with the Australian Standard.

Figure 8 – Reibey Street Western approach to Level Crossing





Figure 9 – Reibey Street Western approach at Level Crossing



Figure 10 – Reibey Street Eastern approach at Level Crossing





4.4 Proposed access to 103-103A Reibey Street

Entrance from Reibey Street is possible with removal of a 1/2P parking space. Figures 11 to 14 show the approaches.

Figure 11 – Aerial view of development site showing proposed entrance



Development Site Boundary

Active Tasrail Railway Track

ROW crossover

**On Street Parking:
3*1/2P Spaces.**

Figure 12 – Looking west along Reibey Street towards entrance on the right of image



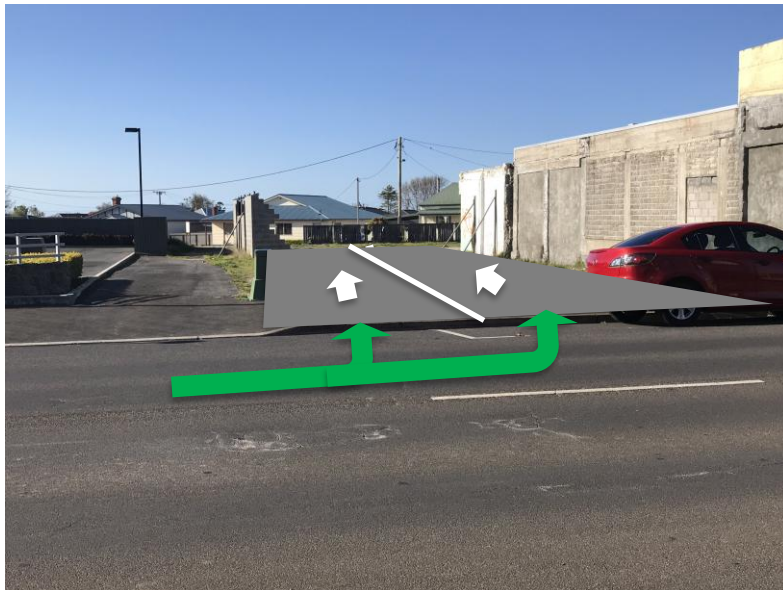
Forward sight distance is 130m.



Figure 13 – Looking east along Reibey Street towards entrance on the left of image



Figure 14 – Left in entrance concept looking north across 103 Reibey Street



One ½ P on-street parking space will need to be removed as indicated to support the left turn entry via the proposed crossover.



4.5 Proposed exit from 103-103A Reibey Street

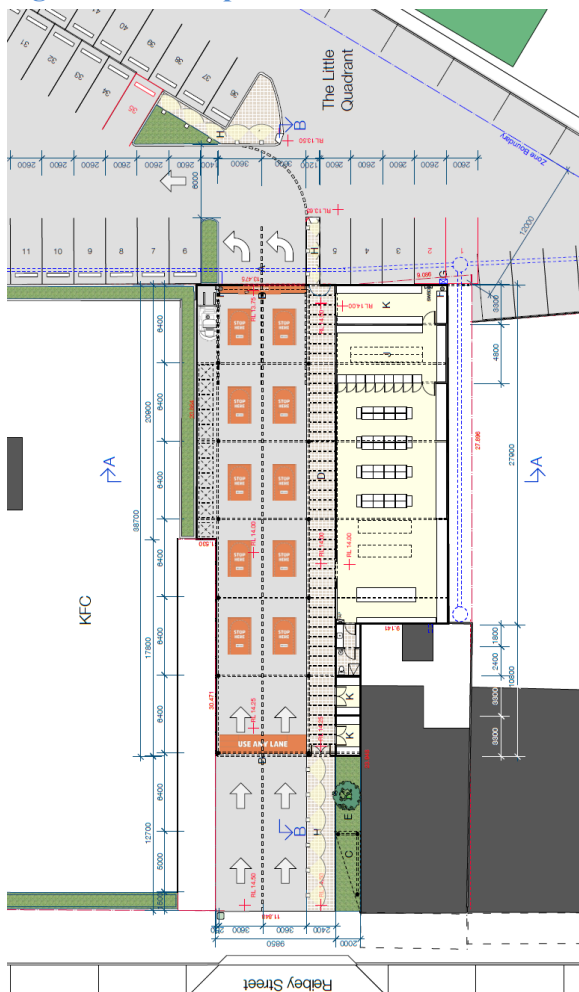
Figures 15 - 17 show the approaches to the exit to the Council carpark and The Quadrant.

Figure 15.1 – Aerial view of proposed exit from 103-103a Reibey Street



There are currently 6 car parking spaces along the northern side of the property. The proposed exit left via Council Carpark would involve relocation of three car parking spaces.

Figure 15.2 – Proposed exit from 103-103a Reibey Street



Proposal involves:

- removal of 3 car parking spaces to cater for drive thru exit and
- compensation by replacing landscaped areas with 3 car parking spaces.



Figure 16 – Looking east along Little Quadrant from the Council Carpark exit



**Sight distance
right is 25m.**

Figure 17 – Looking west along Little Quadrant from the Council Carpark exit



**Sight distance
left is 60m.**

4.6 Little Quadrant

Little Quadrant is currently a two way No Through Road with a trafficable width of 6.2m plus a 2.6m on street parking lane on the North Side. The General Urban Speed Limit of 50km/h applies. There is kerb and channel and footpath along the North side of the road and carpark crossover along the South side.

Delineation is provided with street lighting. There is no line marking.

Council's short-term objective is to make Little Quadrant One-Way East bound with traffic continuing clockwise through the Council Carpark to The Quadrant.



4.7 The Quadrant

The Quadrant is a two way Through Road with a trafficable width of 9m. The General Urban Speed Limit of 50km/h applies. There is kerb and channel and footpath along both sides of the road and carpark crossover along the South side.

No Stopping restrictions apply both sides of the road. Delineation is provided with street lighting. There is no line marking.

4.8 The Quadrant / Little Quadrant junction

The Quadrant / Little Quadrant junction layout and approaches are shown in Figures 18 -20. The junction has a simple layout.

Figure 18 – Aerial view of the Quadrant / Little Quadrant junction



Council intends to make Little Quadrant operation One Way as indicated.

Source: *The List, DPIPWE*

Figure 19 – Looking right along The Quadrant from Little Quadrant



Sight distance right is 115m.

Source: *Google Earth*



Figure 20 – Looking left along The Quadrant from Little Quadrant



**Sight distance
left is 80m.**

Source: Google Earth

4.9 Main Street

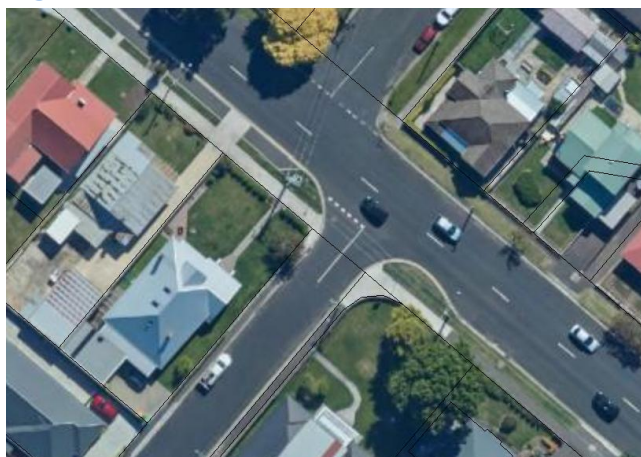
Main Street is a two-way Major Collector Road 12.2m wide from face to face of kerb with 2.6m parking and 3.5m traffic lanes in each direction. The posted speed limit is 60km/h.

There is kerb and channel and footpath along both sides of the road and delineated is provided with street lighting and a Separation Line.

4.10 Main Street / The Quadrant junction

The Main Street / The Quadrant junction layout and approaches are shown in Figures 21-23. The junction has a simple layout but has a 6.2m sufficient width on the Main Street South bound lane which allows effective operation as an Urban BAR junction.

Figure 21 – Aerial view of Main Street / The Quadrant junction



Source: The List, DPIPWE



Figure 22 – Looking right along Main Street from The Quadrant



Source: Google Earth

Sight distance right is 123m.

NB: This image is out of date and the situation improved by Council with traffic management facilities.

Figure 23 – Looking left along Main Street from The Quadrant



Source: Google Earth

Sight distance left is 123m.

NB: This image is out of date and the situation improved by Council with traffic management facilities.

4.11 Victoria Street

Victoria Street is a two-way Collector Road 12.0m wide from face top face of kerb supporting a 2.5m on street parking lane and 3.5m traffic lane in each direction. The General Urban Speed Limit of 50km/h applies.

There is kerb and channel and footpath along both sides of the road and delineated with street lighting and a line marking of parking spaces.

4.12 Victoria Street / The Quadrant junction

The Victoria Street / The Quadrant junction layout and approaches are shown in Figures 24-26. The junction has a simple layout.



Figure 24 – Aerial view of Victoria Street / The Quadrant junction



Source: *The List*, DPIPWE

Figure 25 – Looking right along Victoria Street from The Quadrant



**Sight distance
right is 97m.**

Source: *Google Earth*

Figure 26 – Looking left along Victoria Street from The Quadrant



**Sight distance
left is 125m.**

Source: *Google Earth*



4.13 Traffic Activity

2023 Traffic Activity without proposal

Estimated Reibey Street

Based on TCS traffic survey data 3 PM 30 Sept 2019, see Appendix B.

- East Bound – 390 vph (8AM) and 390 vph (5 PM)
- West Bound – 350 vph (8 AM) and 350 vph (5PM)

Estimated AADT 7,400 vpd.

Estimated Main Street

From TCS traffic observations:

- East Bound – 250 vph (8 AM) and 250 vph (5 PM)
- West Bound – 250 vph (8 AM) and 250 vph (5 PM)

Estimated AADT 5,000 vpd.

Estimated Victoria Street

From TCS traffic observations:

- North Bound – 200 vph (8 AM) and 200 vph (5 PM)
- South Bound – 200 vph (8 AM) and 200 vph (5 PM)

Estimated AADT 4,000 vpd.

Estimated The Quadrant

From TCS traffic observations:

- East Bound – 25 vph (8AM) and 25 vph (5 PM)
- West Bound – 25 vph (8 AM) and 25 vph (5 PM)

Estimated AADT 500 vpd.

Estimated Little Quadrant

From TCS traffic observations:

- East Bound – 3 vph (8 AM) and 3 vph (5 PM)
- West Bound – 3 vph (8 AM) and 3 vph (5 PM)

Estimated AADT 60 vpd.



2035 Traffic Activity without proposal

Estimated Reibey Street

- East Bound – 430 vph (8AM) and 430 vph (5 PM)
- West Bound – 385 vph (8 AM) and 385 vph (5PM PM)

Estimated AADT 8,140 vpd.

Estimated Main Street

- East Bound – 275 vph (8 AM) and 275 vph (5 PM)
- West Bound – 275 vph (8 AM) and 275 vph (5 PM)

Estimated AADT 5,500 vpd.

Estimated Victoria Street

- North Bound – 220 vph (8 AM) and 220 vph (5 PM)
- South Bound – 220 vph (8 AM) and 220 vph (5 PM)

Estimated AADT 4,400 vpd.

Estimated The Quadrant

- East Bound – 28 vph (8AM) and 28vph (5 PM)
- West Bound – 28 vph (8 AM) and 28 vph (5 PM)

Estimated AADT 550 vpd.

Estimated Little Quadrant

- East Bound – 3 vph (8 AM) and 3 vph (5 PM)
- West Bound – 3 vph (8 AM) and 3 vph (5 PM)

Estimated AADT 60 vpd.



4.14 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

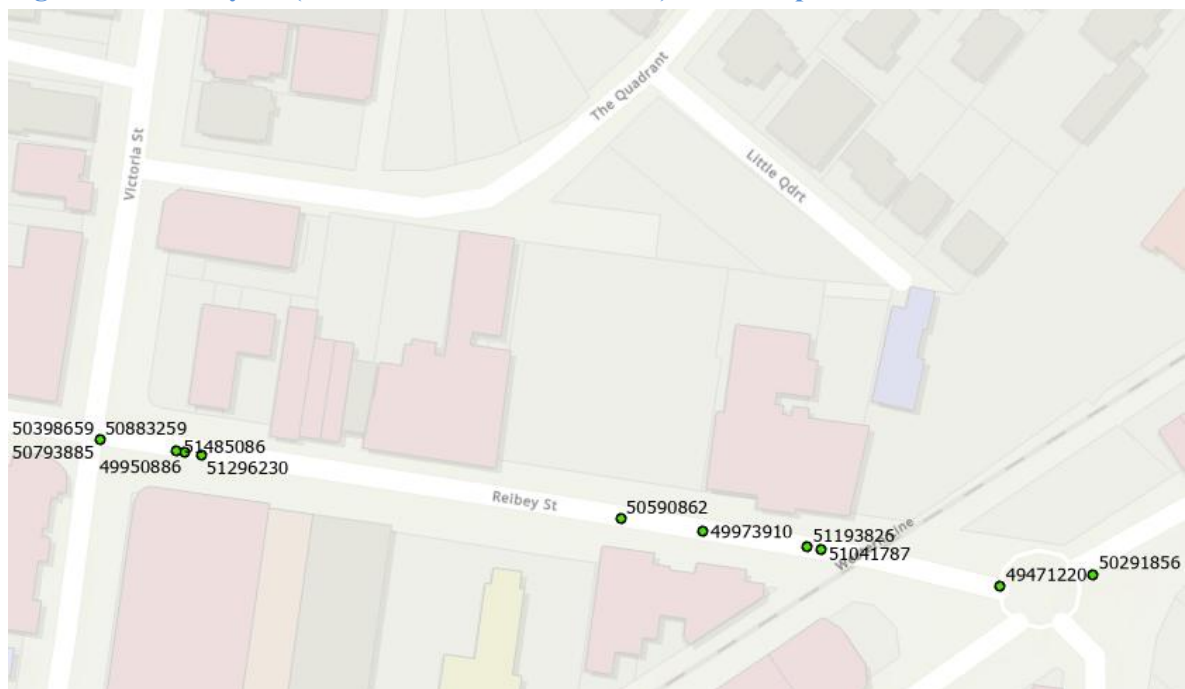
The current 5-year reported crash history for Reibey Street (Victoria Street to Alexandra Road) provides no evidence of a crash propensity in the vicinity of the proposed access to the development site. Figures 27 and 28 summarise the data.

Figure 27 – Reibey St. (Victoria St. to Alexandra Rd) 5 Year reported crash history.

Crash Id	Description	Date	Time	Severity	Light	Speed	Location	Units
49471220	110 - Cross traffic	03-Aug-2018	20:35	PDO	Night	50	Reibey St. / Alexandra St. Int.	LV & LV
49950886	130 - Vehicles in same lane/ rear	29-Mar-2019	12:30	PDO	Day	50	Reibey St.	LV & LV
49973910	130 - Vehicles in same lane/ rear	24-Apr-2019	17:15	PDO	Day	50	Reibey St.	LV & LV
50291856	189 - Other curve	07-Oct-2019	17:08	PDO	Day	50	Reibey St. / Alexandra St. Int.	LV & LV
50398659	100 - Near side	11-Dec-2019	10:50	Minor	Day	50	Reibey St. / Victoria St. Int.	LV & Ped
50590862	179 - Other straight	21-Feb-2020	13:30	PDO	Day	50	Reibey St.	LV
50793885	100 - Near side	23-Aug-2020	14:00	Minor	Day	50	Reibey St. / Victoria St. Int.	LV & Ped
50883259	147 - Emerging from driveway or	01-Dec-2020	15:40	PDO	Day	50	Reibey St. / Victoria St. Int.	LV & LV
51041787	160 - Parked	27-Apr-2021	14:29	PDO	Day	50	Reibey St.	LV & LV
51193826	169 - Other on path	16-May-2021	10:41	PDO	Day	50	Reibey St.	LV & LV
51296230	143 - Entering parking	26-Jun-2021	17:45	PDO	Dusk	50	Reibey St.	LV & LV
51485086	137 - Veh. in parallel lane/ left turn side swipe	13-Dec-2021	09:30	PDO	Day	50	Reibey St.	LV & LV

PDO | Property Damage Only
 LV | Light Vehicle

Figure 28 – Reibey St. (Victoria St. to Alexandra Rd) 5 Year reported crash locations.





4.15 Services

No above ground services appear to be impacted by the proposal.

Council on street and off-street parking is affected:

- On Street Parking – removal of 1* 1/2 P parking space on Reibey Street to cater for proposed access.
- Off Street Parking – removal of 3 off Street parking spaces from the Little Quadrant Car Park to cater for proposed exit to Little Quadrant. These parking spaces are compensated for by reconfiguration of landscaped areas with car parking spaces.

4.16 Road Safety Review

- Reibey Street (Approaches to proposed entrance to 103 & 103A Reibey St.)
 - No issues but proximity to level crossing 30m from the proposed access to 103 & 103A Reibey Street needs to be catered for.
- Little Quadrant
 - No issues.
- The Quadrant
 - No issues



4.17 Austroads Safe System Assessment

Reibey Street approaches to the proposed entrance and Little Quadrant exit along with The Quadrant have been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment the following roads are determined to be well aligned with the safe system objective with a crash risk score:

- Reibey Street (Approaches to proposed entrance) - 51/448
- The Quadrant – 11/448
- Little Quadrant - 10/448

See Figure 29 and Appendix D for assessment details.

Figure 29 – Austroads Safe System Assessment alignment between crash score and risk





5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2035).

5.1 Background Traffic Growth Rate

The rate of background traffic growth on surrounding road network is assumed to be 1 % to allow for future development:

- Reibey Street AADT (2025) 7,400 vpd
- Reibey Street AADT (2035) 8,140 vpd

5.2 Trip Generation

Proposed Bottleshop Trading Floor Area (185m²):

- Peak Hour Traffic Generation 15vph/100m² i.e a peak arrival rate of 28vph for the proposed 185m² floor area and 280 vpd.

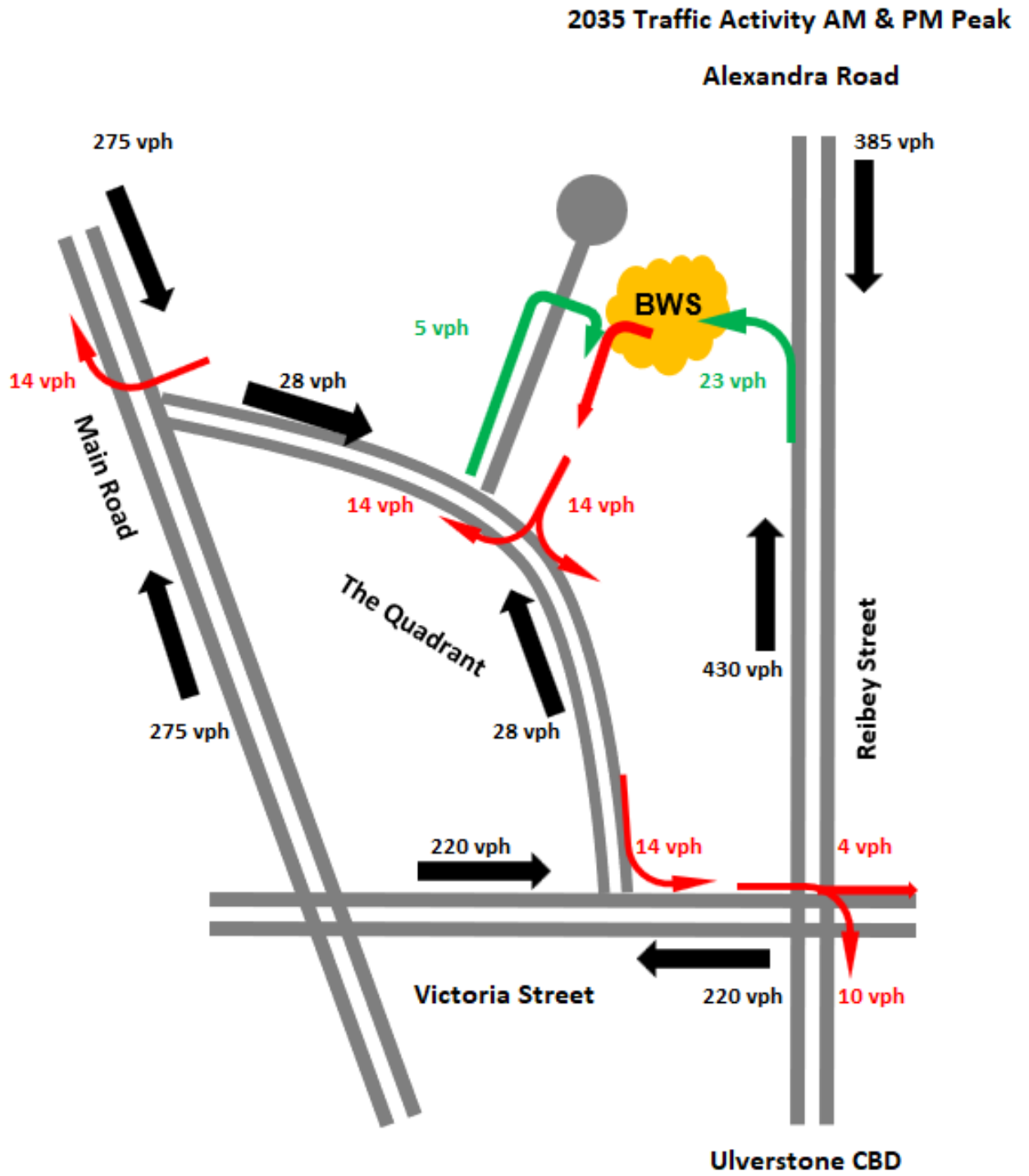
Estimates are based on Department of Planning, Transport & Infrastructure (South Australia) Trip generation rates for assessment of development proposals, 2014 (Parson Brinkerhoff)

5.3 Trip Assignment

Figure 30 shows estimated trip assignment for AM and PM peaks respectively in 2035.



Figure 30 Estimated Trip Assignment 2035 AM & PM Peak





6. Impact on Road Network

6.1 Traffic Capacity Review

Performance of the key road infrastructure in 2035 as shown in Figure 30.

6.1.1 Reibey Street entrance to development Site

Because of the nearby Level Crossing on Reibey Street safe access to the site is by left turn entry only from Reibey Street, see Figure 30 and 33 showing proposed left in only access.

6.1.2 Exit to Council Carpark and The Quadrant from the development site

The Quadrant is a low volume road with some 560vpd at the Council car park exit. The proposal is estimated to add some 280 vpd to The Quadrant with a peak rate of 28vph at the PM peak. There are no capacity issues as the overall traffic volumes are low.

Modification of the car parking spaces is proposed to cater for the drive thru exit, see Figures 15.1 & 15.2.

6.1.3 The Quadrant / Little Quadrant Avenue junction

The proposal will increase traffic on Little Quadrant Avenue by up to 5vph which is a small increase.

6.1.4 Main Road / The Quadrant junction

The proposal introduces relatively low additional traffic:

- By 2035 the Quadrant approach to the intersection is estimated to be increased by 14 vph during at peak times. The intersection can easily cope with this increase in traffic.
- By 2035 the Main St approaches to The Quadrant are estimated to peak at 275 vph.
- The proposal has a negligible impact on the operation of the junction as traffic volumes are in the low range where there are no traffic capacity issues.



6.1.5 Victoria Street / The Quadrant junction

The proposal introduces relatively low additional traffic:

- By 2035 the Quadrant approach to the intersection is estimated to be 14vph during peak times. The intersection can easily cope with this increase in traffic.
- By 2035 the Victoria St approaches to The Quadrant are estimated to be 220 vph at peak times and will experience an estimated 14vph due to the proposal.
- The proposal has a negligible impact on the operation of the junction as traffic volumes are in the low range where there are no traffic capacity issues.

6.2 Sight Distance requirements summary (Figure 31)

Figure 31 – Sight distance requirements summary

Site	Speed Limit (km/h)	Speed Environment (km/h)	Austrroads	Available Sight Distance		AS/NZS 2890.1
			SISD (m)	Left(m)	Right(m)	SSD (m)
Proposed exit to Little Quadrant	50	40	73	60	25	35
The Quadrant / Little Quadrant	50	40	73	80	115	
Main St / The Quadrant	60	60	123	123	123	
Victoria St / The Quadrant	50	50	97	125	97	

AS/NZS Compliant

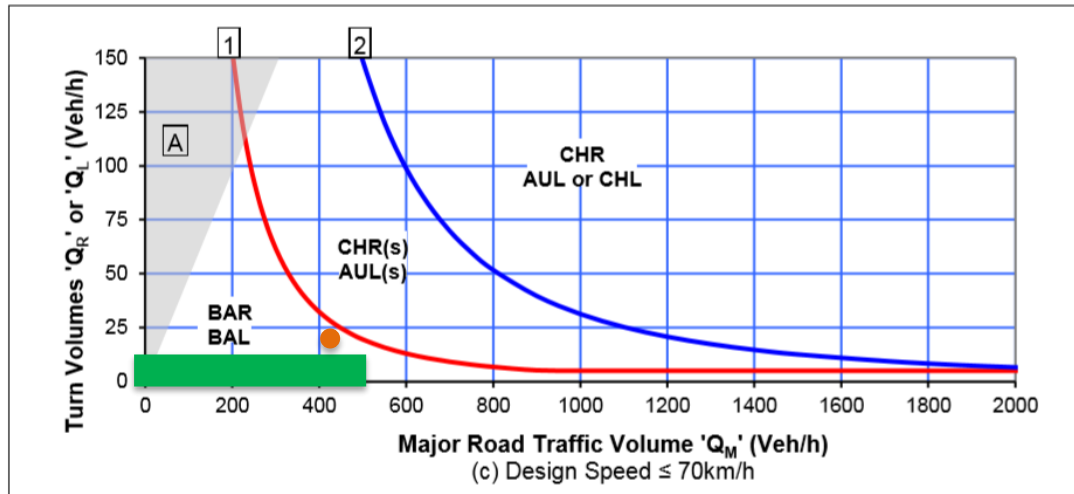
Austrroads Compliant

End of Road

6.3 Austroads Guidelines for Junction Layout

Junction layout requirements are based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic, see Figure 32.

Figure 32 – Austroads Junction Layout Warrant



All turn movements at intersections.

Left turn movement from Reibey St meets warrant for a BAL (Basic Left turn facility).

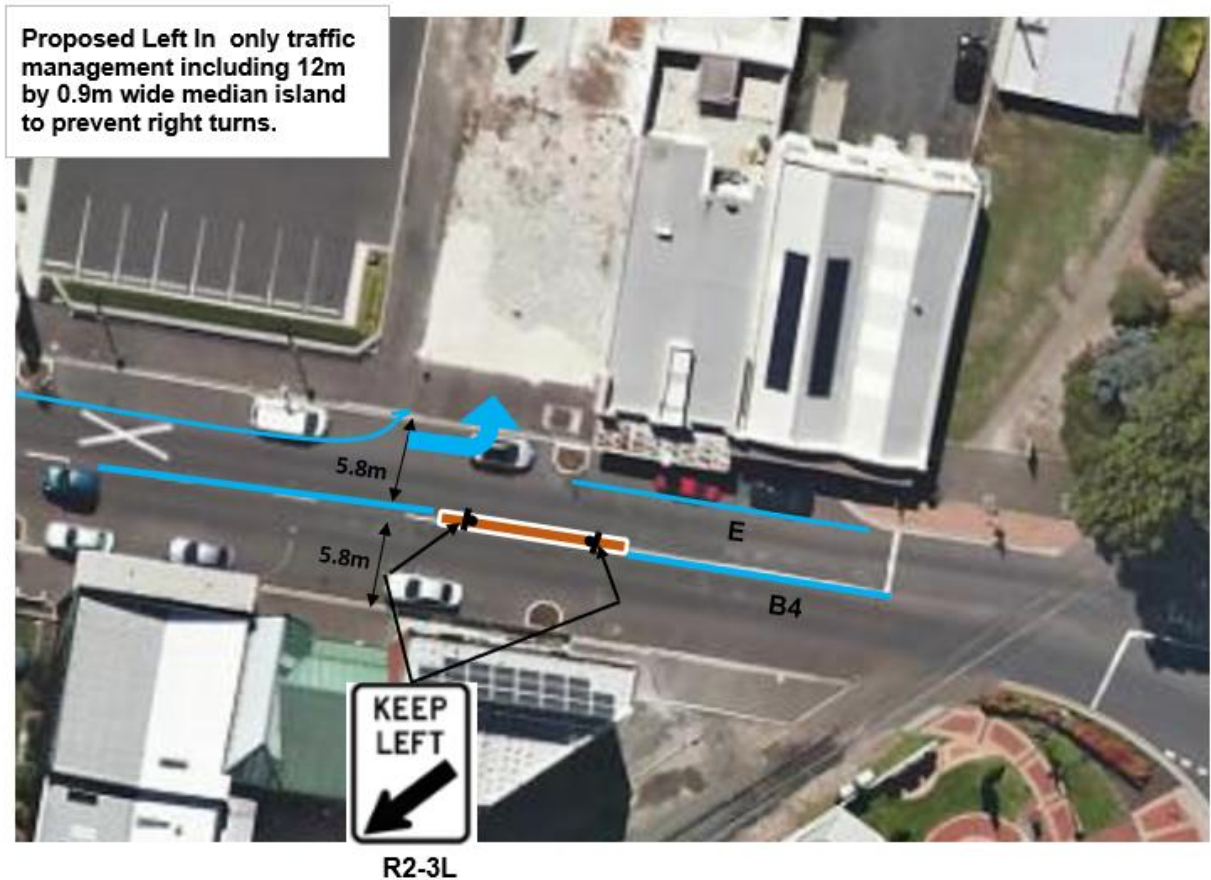
Figure 32 demonstrates that all the turning movements involving existing junctions are in the green zone where a BAR or BAL layout is adequate.

The existing junctions have BAR / Simple layouts and therefore no improvements are warranted.

A BAL left turn facility on Reibey St is required for the development entrance.

A channelised right short turn facility can be retrofitted as shown in Figure 33 which shows there is adequate width for 3.6m wide traffic lanes and a 0.9m median island to prevent right turn access to the proposal.

Figure 33 – Proposed Left Turn facility for development entrance.



6.4 Other impacts

6.4.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.4.2 Street Lighting and Furniture

No additional street lighting is required. The proposal does not justify further roadside furniture such as bus Shelters, seats, street trees or fencing.



6.5 Internal Layout

6.5.1 Site layout

The proposed drive through operation suits the shape and contours of the site.

6.5.2 Design vehicle access

Based on Appendix E from the client's designer, the following design vehicles for the BWS Bottleshop have been tested for the proposed entrance and exit:

- 17.9m semi-trailer
- 11.5m rigid truck

17.9m semi-trailer access is possible at the entrance and exit though will require attention to detail in the final design plans to ensure swept paths are clear of conflict with signs, fences and parking spaces at the entrance and exit, see Appendix H.

The 11.5m rigid truck can access the entrance and exit, see Appendix H.

6.5.3 Provisions for vulnerable road users

Parking for Persons with a Disability

Not required as bottle shop staff will service persons with a disability.

Pedestrians

The drive through operates with vehicles stopping to collect purchases and vehicle occupants moving between the store and their vehicle. A pedestrian walkway is provided through the site linking Reibey Street footpath with the Council car park at the rear, see Figure 15.2.

6.5.4 Tasmanian Subdivision Guideline Considerations

No issues.

6.5.5 Transport Planning Considerations

No issues.

6.6 Urban Road access standard for commercial properties.

The driveway standard should be consistent with LGAT standard drawing TSD-R09. This standard is available online at:

https://www.lgat.tas.gov.au/_data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf



6.7 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of residential areas include:

- Bound residential precincts with traffic routes or natural barriers to minimise conflict.
- Direct vehicular and pedestrian access should be avoided from single dwelling units onto road with over 2,000 vehicles per day.
- Effective street lengths should be less than 200-250m in order to achieve typical vehicle speeds of 40km/h.
- Cater for cyclist & pedestrian demand with separate paths or cycle networks.

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.
- A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.
- A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.
- A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and
- No single dwelling lot should abut a route with > 3,000 vpd passing traffic.

These guidelines are from *TE&M Chapter 2.2: Design of New Urban Networks*.

The proposal satisfies liveability, safety and amenity targets described above.

7. Tas. Planning Scheme – Central Coast

7.1 Parking and Sustainable Transport Code C2

C2.5 Use Standards

Not applicable as C2.7 Parking Precinct Plan is applicable to the area, see Appendix I.

A response to C2.7 is included in the Planning report prepared for the proposal by Woolcott Land Services.

C2.6 Development Standards

C2.6.1 Construction of parking areas

Acceptable Solution A1: All parking, access ways, manoeuvring and circulation spaces must:

- (a) be constructed with a durable all-weather pavement,*
- (b) be drained to the public stormwater system, or contain stormwater on the site; and*
- (c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*

Sealed driveway is proposed, see Appendix A. **A1 is satisfied.**

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: Parking, accessways, manoeuvring and circulation spaces must

(a) comply with the following:

- i. have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6. The internal road gradient satisfies AS/NZS 2890.1, section 2.5.3 which specifies a maximum ramp grade of 5% for commercial vehicles on ramps up to 20m long.*
- ii. Provide for vehicles to enter and exit the site in a forward direction when providing for more than 4 parking spaces. Satisfied*
- iii. Have an access width not less than the requirements in Table C2.2.*
The proposed access has an initial width of 10m narrowing to 6.8m wide through the servicing area of the drive through. Table C2.2 which requires a width of 5.5m where the number of parking spaces served is over 21. Table C2.2 is satisfied.



- iv. *Have car parking space dimensions which satisfy Table C2.3.*
Parallel parking is proposed with lane widths of 3.45m which exceeds 2.3m requirement of 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.*
Table C2.3 is satisfied as the proposal involves drive through operation and lane width of 3.4m which exceeds normal lane width requirement of 3m.
 - vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level,*
Satisfied.
 - vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.
- (b) *Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6.* Satisfied.

A1.1 is satisfied.

Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) *Be located as close as practical to the main entry point to the building.* Satisfied.
- (b) *be incorporated into the overall car park design.* Satisfied.
- (c) *be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.*

The proposal is for a drive through operation and persons with a disability will be served by attending staff. No accessible parking spaces are required or proposed, **A1.2 is satisfied.**

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1

The number of accesses provided for each frontage must:

- (a) *be no more than 1; or*
- (b) *no more than the existing number of accesses whichever is greater.*

The proposal involves a separate one-way entrance and exit. **A1 is satisfied.**



C2.6.5 Pedestrian access

Acceptable Solution A1.1

Applies to uses that require 10 or more car parking space must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

- i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
- ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*

(b) be signed & line marked at points where pedestrians cross access ways or parking aisles.

A pedestrian walkway is proposed through the site and bottle shop building that will serve to keep pedestrians separate from vehicular traffic. A footpath is also proposed along the Northern side of the bottle shop building for pedestrian access.

The pedestrian facilities described above are shown in Figures 15.2 & 15.3.

A1.1 is satisfied.



7.2 Road and Railway Assets Code C3

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

Acceptable Solution A1.1 – For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:

- (a) A new junction
- (b) A new vehicle crossing
- (c) A new level crossing

Not applicable as the roads are not Category 1.

Acceptable Solution A1.2 – For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.2 is not satisfied as no written consent has been issued by the road authority, see response to Performance Criteria P1.

Acceptable Solution A1.3 – For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

Not applicable as a new private level crossing is not required. The proposed access from Reibey St involves Left In Only operation and right turns will be physically denied by traffic management facilities, see Figure 33. The proposal is expected to have no impact on the Reibey St Level Crossing and therefore there have been no discussions with Tasrail.

Acceptable solution A1.4:

Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:

- (a) The amounts in Table C3.1
- (b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

From Table C3.1 for vehicle crossings on major roads, acceptable increase in AADT at the site is 10% or 10vpd whichever is greater. The proposal is estimated to generate 280vpd with:

- Site entry from Reibey Street (an urban arterial road with estimated AADT 8,140 vpd (2035)) i.e. a *Major Road*.
- Site exit to The Quadrant (an urban residential street with estimated AADT 560 vpd (2035)) i.e an *Other Road*.

A1.4 is not satisfied.



Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) *any increase in traffic caused by the use.*

The increase in traffic due to the proposal is 280 vpd and 28 vph at peak times:

- Traffic turning left from Reibey St East bound lane to enter the Bottleshop can do so safely and efficiently.
- Traffic turning left to enter the Council carpark and The Quadrant can do so safely and efficiently.

(b) *the nature of the traffic generated by the use.*

The traffic generated by the use will be 98% light vehicles and some 2% commercial vehicles expected as follows:

- 17.9m semi-trailers
- 11.5m rigid trucks

which can negotiate the bottle shop driveway safely and efficiently, see Appendix H.

(c) *the nature of the road.*

Reibey Street is a major urban arterial road of suitable width and standard to support the proposed entrance.

The Quadrant is a CBD street with low traffic and suitable width and standard to support the proposed development exit and increased traffic.

(d) *the speed limit and traffic flow of the road.*

The roads surrounding the development site are all within the General Urban Speed Limit of 50km/h. The speed environment on The Quadrant is estimated at some 40km/h or less due to the short length of the streets and function as an entry and exit road to a parking precinct.

(e) *any alternative access to a road.*

No alternative entry and exit to the site is available.

(f) *the need for the use.*

The use is required based on commercial reasoning and operation of the site.

(g) *any traffic impact assessment; and*

This TIA finds no reason to disallow the proposal due to traffic impacts.



(h) *any advice received from the rail or road authority.*

CCC has requested a TIA to understand impacts of the proposal.

In summary the proposal is considered safe and efficient. Reibey Street and The Quadrant have capacity to cope with the estimated increase in traffic and the Main Street and Victoria Street junctions with The Quadrant are considered fit for purpose. The proposal can operate safely and efficiently subject to the proposed entrance and exit arrangements including new parking spaces to compensate for lost spaces at the entrance and exit. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

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

Not applicable as the proposal does not involve habitable buildings.

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

Not applicable as the proposal does not involve a subdivision for sensitive uses.



8. Conclusions and Recommendations

This traffic impact assessment has been prepared to consider the proposed bottle shop at 103 & 103A Reibey Street, Ulverstone.

The assessment has reviewed existing conditions, road safety, crash history, traffic activity, Austroads Safe System Assessment of Reibey Street, Little Quadrant and The Quadrant and Austroads junction guidelines to understand requirements.

The proposal is assessed in terms of the Tasmanian Planning Scheme – Central Coast.

8.1 Road Safety and Crash History

Proposed Reibey Street entrance and Level Crossing

The closeness of the Reibey Street Level Crossing to the proposed entrance to 103 Reibey Street means that left in only access from Reibey Street is possible to ensure the proposal will not compromise operation of the Level Crossing and through traffic on Reibey Street.

The 5-year reported crash history for Reibey Street provide no evidence of a crash propensity on the Reibey Street approach to the proposed entrance.

There is sufficient width to retrofit a left turn facility to the bottle shop on Reibey Street, see Figure 33. The proposed median island is intended as a physical barrier to prevent right turns from Reibey Street to the proposal.

Proposed Drive Thru exit

The proposed drive thru exit can be accommodated by relocation of 3 car parking spaces to an existing landscaped area, see Figure 15.2. Swept path checks show that the design vehicle (11.5m Rigid Truck and 17.9m Semi trailer can enter and exit the Bottleshop as proposed, see Appendix H.

Little Quadrant

No operational issues are expected with Little Quadrant. Council intends to make this street One Way East bound.

Council Carpark and exit to The Quadrant

There is no evidence of any operational issues with the existing junction. The proposal is not expected to cause any operational issues.



8.2 Austroads Safe System Assessment

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

From safe system assessment the following crash risk scores were calculated:

- Reibey Street approaches to proposed entrance - 51/448 (Low crash risk)
- Little Quadrant - 11/448 (Very low crash risk)
- The Quadrant) - 10/448 (Very low crash risk)

It should be noted that while the aggregated scores are low, the component crash risk is notable for the Reibey Street Level Crossing 18/64 due to high crash severity in the event of a crash. The 5-year reported crash history provides no evidence of a crash propensity with the level crossing which is actively managed with signals consistent with the Australian Standard.

The close proximity of the Level Crossing to the proposed Reibey St. entrance increases the importance of providing a safe left turn only entrance only for the proposal.

8.3 Traffic Activity and impact on traffic capacity

Traffic on Reibey Street is estimated at 8,140vpd by 2035 without the proposal. The proposal is estimated to generate 280 vpd at the Reibey Street entrance and exit to The Quadrant.

As Reibey Street is a busy arterial road a left turn only entrance must be provided to avoid potential issues with the nearby Level Crossing some 30m to the East of the development site.

Existing junctions with The Quadrant all have adequate capacity for projected traffic in 2035.

8.4 Austroads guidelines on junction and access layout

From Austroads guidelines, a Basic Left (BAL) left turn facility is warranted, as proposed for the Reibey Street access, see Figure 32. Figure 33 shows a concept for a safe BAL.

8.5 Tasmanian Planning Scheme – Central Coast

Evidence is provided to demonstrate that the proposal satisfies the requirements of the Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.



8.6 Recommendations:

Proposed Reibey Street entrance.

- *Subject to CCC requirements retrofit the proposed driveway entrance with a Basic Left (BAL) only facility on Reibey Street entrance to the proposal, see Figure 33 for layout concept. This involves removal of at least 1* ½ P public car parking space, a narrow median island with Keep left signs and line marking changes.*
- *Prepare detailed design plans showing all setout widths and details for the median island and line marking and signs indicated in the Figure 33 layout concept. 17.9m semi-trailer access is possible at the entrance and exit though will require attention to detail in the final design to ensure swept paths are clear of conflict with signs, fences and parking spaces at the entrance and exit, see Appendix H.*
- *For heavy rigid truck access, design driveway to cater for expected loading.*
- *Proposal has a 4.35m vertical clearance satisfying design vehicle requirement.*

Council proposed One Way operation of Little Quadrant

- *Council install One Way signage and No Entry signs to manager one way East bound flow along Little Quadrant.*

Proposed Bottleshop exit

- *Install thermoplastic left turn arrows in each lane of the Bottleshop exit and All Traffic signs R2-14(L)A both sides of the exit from Bottleshop so all vehicles must turn left at the exit and travel through the carpark to The Quadrant.*
- *Install No Entry R2-4A signs on the back of the All-Traffic signs to prevent traffic from Little Quadrant entering the bottle shop at the exit.*



R2-14(L)A



R2-4A



Exit to The Quadrant

- *Install Yellow Line (or No Stopping sign) opposite The Quadrant access to ensure full road width is available for large vehicles turning onto The Quadrant from the Council Carpark.*

Within the development site

- *Delineate drive through lanes with thermoplastic pavement line marking, pavement arrows and provide regulatory signs to clarify entry & exit operation.*

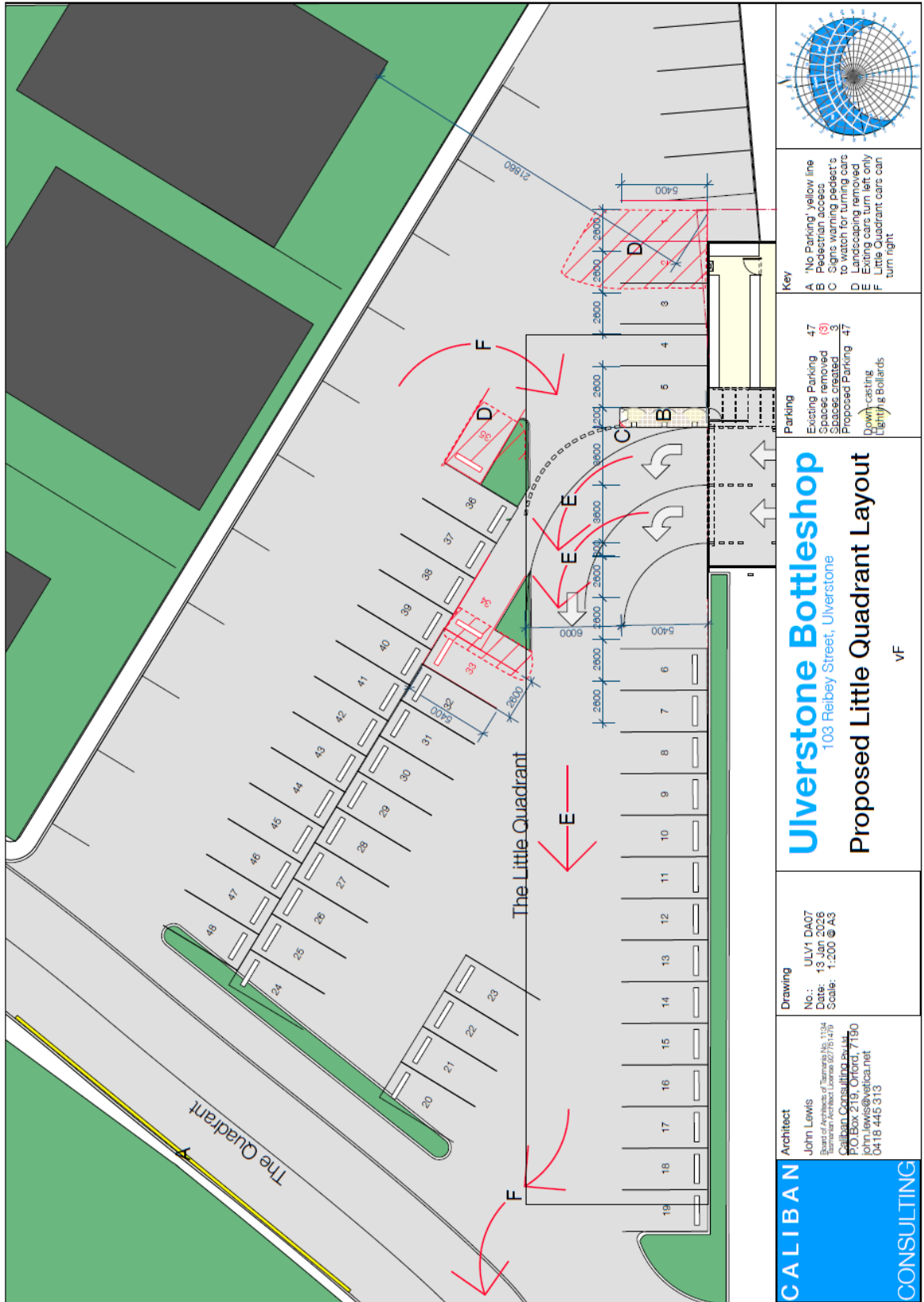
It is considered that subject to the recommendations above the proposal will not create any traffic issues and traffic can operate safely and efficiently on Reibey Street and the downstream network including Little Quadrant and The Quadrant. Based on the findings of this report the proposed development is supported on traffic grounds.

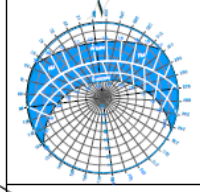
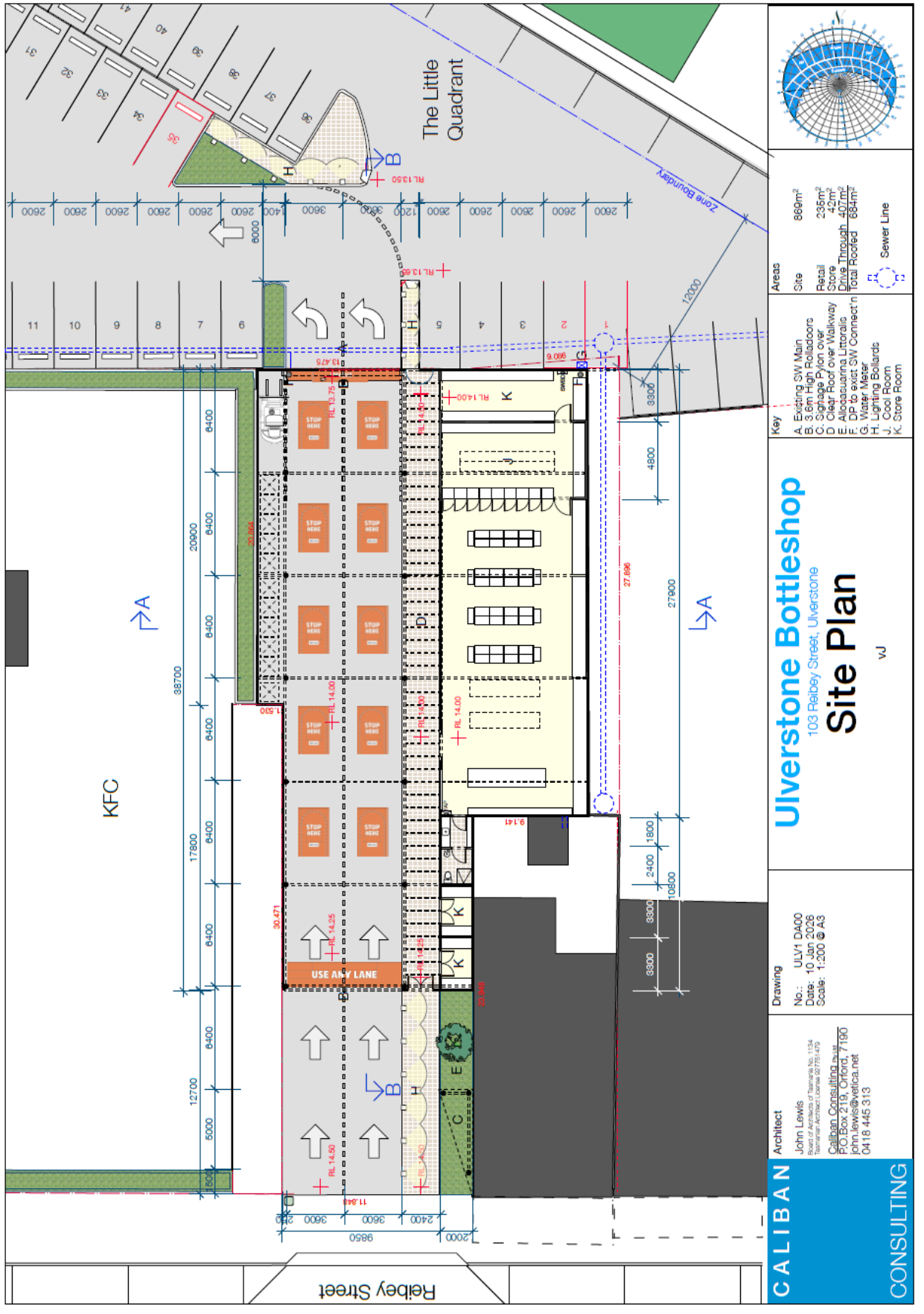


Appendices



Appendix A – Site and Building Floor Plans





Areas	
Site	860m ²
Retail Store	236m ²
Drive Through	42m ²
Total Roofed	684m ²
Sewer Line	

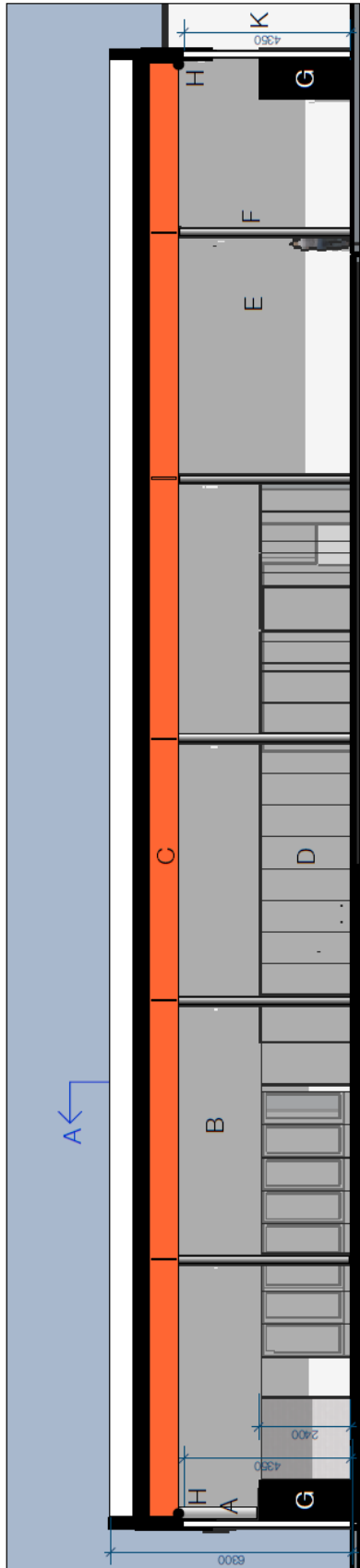
Ulverstone Bottleshop
103 Reibey Street, Ulverstone
Site Plan

Key	
A.	Existing SW Main
B.	3.6m High Rolladoors
C.	Signage Pylon over
D.	Clear Roof over Walkway
E.	Alcoacarina Litoralis
G.	Up Mast SW Connect
H.	Lighting Bollards
J.	Cool Room
K.	Store Room

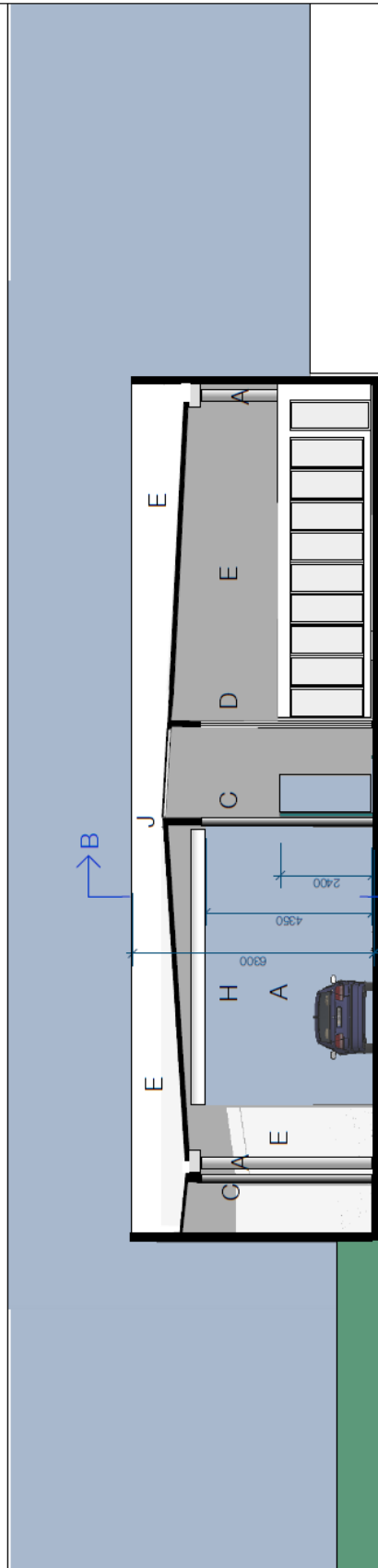
Drawing	
No.:	ULV1 DA00
Date:	10 Jan 2026
Scale:	1:200 @ A3

CALIBAN
Architect
John Lewis
Board of Architects of Tasmania No. 1124
Tasmanian Architect License No. 17191-479
Caliban Consulting Pty Ltd
P.O. Box 219, Orford, 7190
john.lewis@vetica.net
0418 445 313

CONSULTING



Section AA



Section BB

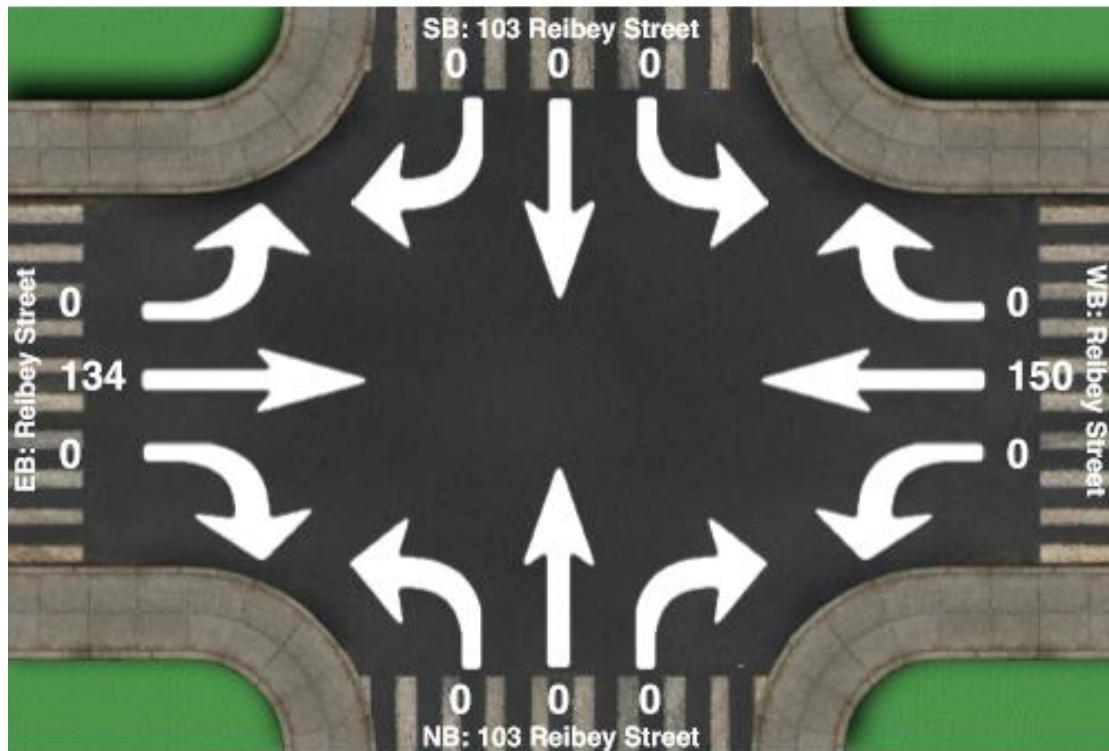
<p>CALIBAN</p> <p>Architect John Lewis <small>Member of Architects of Tomorrow No. 1154 Incorporated Architects (England) 21715 019</small> Caliban Consulting Limited P.O. Box 219, Orford, 7190 john.lewis@caliban.net 0418 446 313</p> <p>CONSULTING</p>	<p>Drawing No.: ULV1 DA04 Date: 15 May 2025 Scale: 1:100 @ A3</p>	<p>Ulverstone Bottleshop 103 Ralbey Street, Ulverstone Sections vE</p>	<p>Key A. DP to Exist SW Connect'r Site B. Fibroad Painted White C. Steelwork Painted 'Teal' D. Alum. Glazing E. Painted White F. MS Columns G. S/C Doors H. Grey PC Rolladour J. Grey Colorbond Cladding K. Exist Party Wall in White</p>	<p>Areas Site 860m² Retail Store 248m² Store Through 50m² Total Cladding 450m² Total Paved 720m²</p>
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Appendix B – Traffic Count Data

Intersection Count Summary

Location: 103 Reibey Street at Reibey Street, Ulverstone
GPS Coordinates: Lat=-41.157704, Lon=146.174920
Date: 2019-09-30
Day of week: Monday
Weather:
Analyst: R Burk

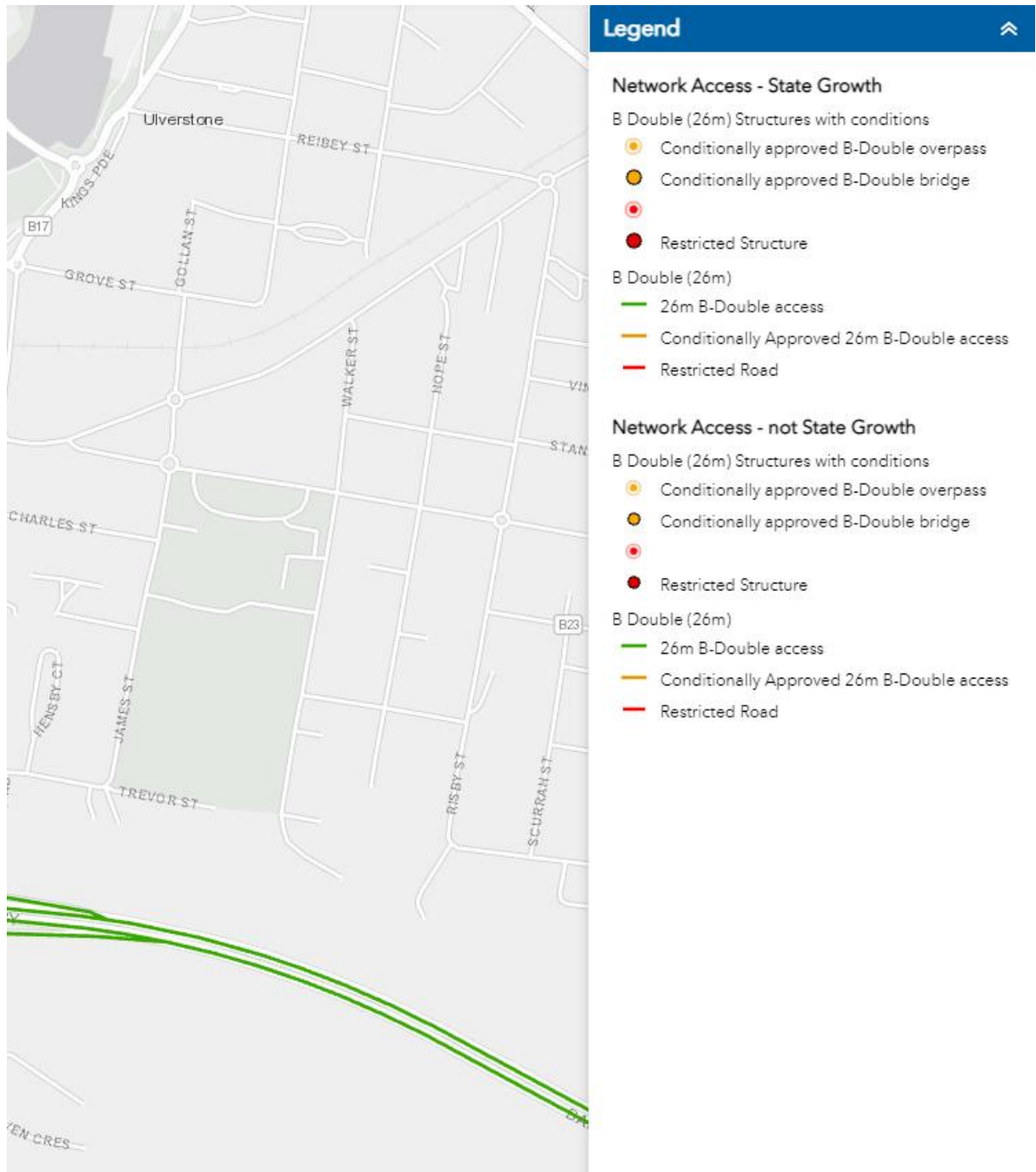


Intersection Count Summary

15:08 - 15:38

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	150	0	0	0	0	0	134	0	284

Appendix C – Tas. 26m B Double Network



Source: DSG



Appendix D – Austroads Safe System Assessments

Safe System Assessment Existing situation Reibey Street (Approaches to proposed entrance to 103 & 103A)

Exposure	Justification (AADT 7,400 vpd)	Run-off-road	Head-on	Intersection	Level /Xing	Pedestrian	Cyclist	Motorcyclist
Likelihood	Score / 4	2	1	2	2	2	2	2
	Justification	Moderate traffic volume, 1 minor injury and 2 PDO crashes.	Moderate traffic volume, no crashes	Moderate traffic volume on Vicotria Street intersection with 2 minor injury and 1 PDO crash	Moderate traffic volume with regular train traffic, no crashes	Moderate pedestrian activity, 2 minor injury crashes	Moderate cyclist, no crashes	Moderate motorcyclist activity, no crashes
Severity	Score / 4	1	1	1	2	2	2	1
	Justification (50km/h speed limit)	Wide straight traffic lanes, wide on street parking, good delineation, clear sight lines	Wide straight traffic lanes, wide on street parking, good delineation, clear sight lines	Signalised intersection .	Signalised crossing at exit from roundabout.	Wide footpaths both sides of road and traffic signals	No specific cycling facilities	Wide straight traffic lanes, wide on street parking, good delineation, clear sight lines
Product	Score / 4	1	1	1	4	3	3	3
	Total Score /64	2	1	2	16	12	12	6
Total /448								51



Existing situation The Quadrant

Safe System Assessment

Exposure	Justification (AADT 500 vpd)	Run-off-road	Head-on	Intersection	Car Park	Pedestrian	Cyclist	Motorcyclist
	Score / 4	1	1	2	1	1	1	1
Likelihood	Justification	9m wide two way road	9m wide two way road	Main Street BAR and simple junction layout with Victoria Street.	Simple off street carpark with clear sight lines at access points	Footpath provided both sides of the road.	Footpath provided	9m wide two way road
	Score / 4	1	1	1	1	1	1	1
Severity	Justification (50km/h speed limit)	40km/h speed environments	40km/h speed environments	60 km/h speed limit on Main St and 50 km/h speed limit on Victoria St.	40km/h speed environments	40km/h speed environments	40km/h speed environments	40km/h speed environments
	Score / 4	1	1	1	1	2	2	2
Product	Total Score /64	1	1	2	1	2	2	2
	Total /448							
								11



Safe System Assessment Existing situation Little Quadrant

Exposure	Justification (AADT 60 vpd)	Run-off-road	Head-on	Intersection	Car Park	Pedestrian	Cyclist	Motorcyclist	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	Justification	6.2m wide two way No Through Road with on street parking and clear sight lines	6.2m wide two way No Through Road with on street parking and clear sight lines	Simple junction layout with The Quadrant.	Simple off street carpark with clear sight lines at access points	Footpath provided	Footpath provided	6.2m wide two way No Through Road with on street parking and clear sight lines	
	Score / 4	1	1	1	1	1	1	1	
Severity	Justification (50km/h speed limit)	< 40km/h speed environments	< 40km/h speed environments	< 40km/h speed environments	< 40km/h speed environments	< 40km/h speed environments	< 40km/h speed environments	< 40km/h speed environments	
	Score / 4	1	1	1	1	2	2	2	
Product	Total Score /64	1	1	1	1	2	2	2	
								Total /448	10



Appendix E – BWS Bottleshop Design Vehicle


Re: Proposed Reibey Street Bottleshop TIA



John Lewis <john.lewis@vetica.net>

To Michelle Schleiger

Cc Richard Burk; Brett Woolcott

 You replied to this message on 31/07/2025 4:59 PM.

Hi Richard,

I've just checked my files on the last BWS I designed and the specification was for:

- Semi-trailer - Largest was 17.9m length
- Rigid Truck - Largest was 11.5m length
- Commercial Vans - Largest 4.9m

Regards,

John A. Lewis

Board Arch. Tas. No. 1134

Tas. Arch. Lic. 927751479

0418 445 313

john.lewis@vetica.net

CALIBAN



Appendix F – Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.



Appendix G – Property Titles



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 248583	FOLIO 1
EDITION 3	DATE OF ISSUE 04-Aug-2004

SEARCH DATE : 31-Aug-2017

SEARCH TIME : 01.26 PM

DESCRIPTION OF LAND

Town of ULVERSTONE

Lot 1 on Plan 248583

Derivation : Part of Lot 9 (Section K.) Gtd. to A. Inglis.

Prior CT 2987/40

SCHEDULE 1

A427887 & A547045 BRIAN FRANCIS O'ROURKE

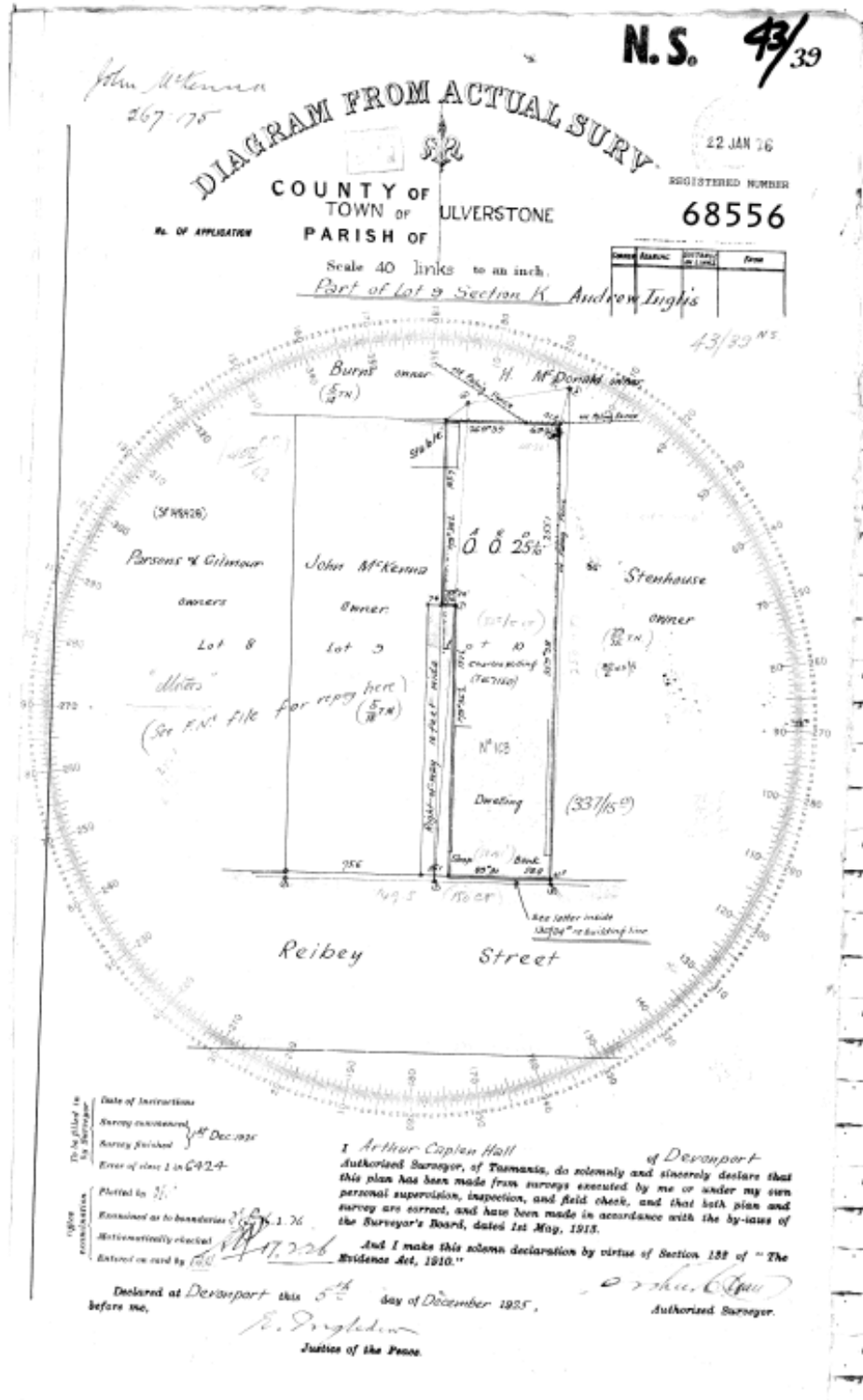
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: (appurtenant to Lot 10 on Diagram No.
68556) a right of carriage way in common with John
McKenna his heirs and assigns over the Right of Way
on Diagram No. 68556.

C570575 MORTGAGE to Bendigo Bank Limited Registered
04-Aug-2004 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



N.T. 41

VOL. FOL.

ANNEXURE TO CERTIFICATE OF TITLE 2487 40

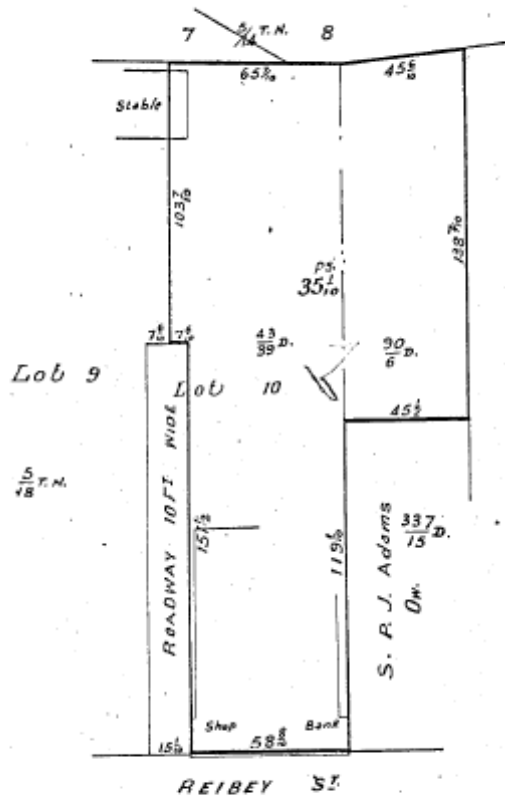


REGISTERED NUMBER

248583

Mastimore
titles

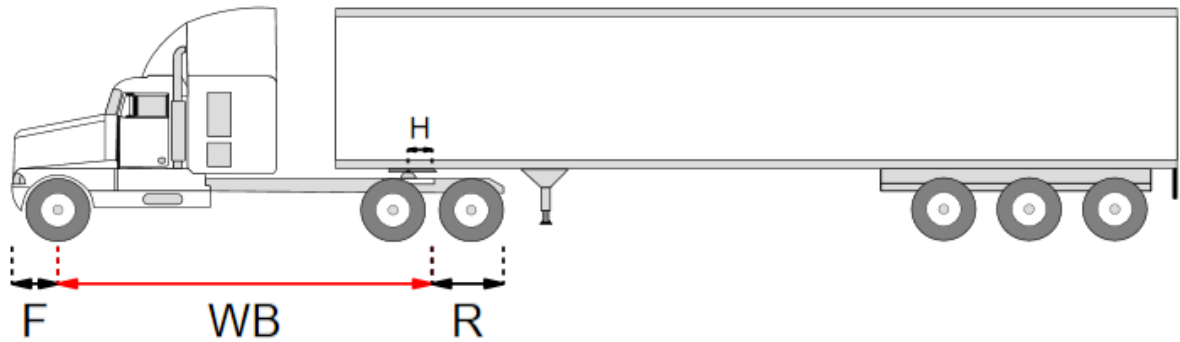
Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.





Appendix H – Design Vehicle Swept Paths

17.9m Semi-trailer



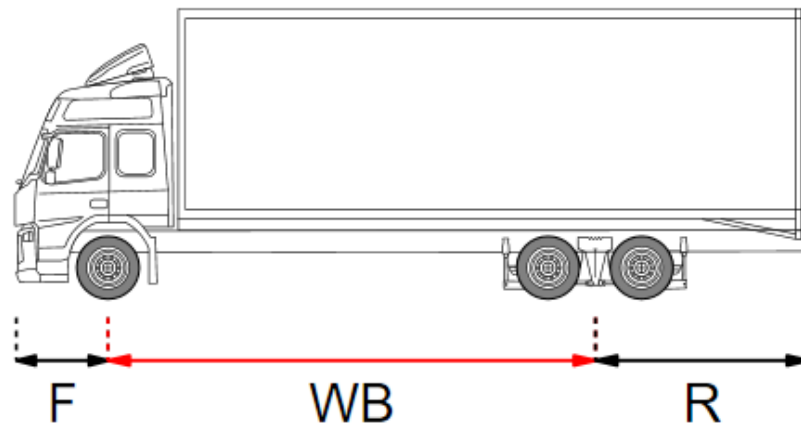
Overall values of Prime mover and semi-trailer - Custom

Length: 17.90 m	Steering angle: 27.76 °	Articulating angles: 70 °
Max width: 2.50 m	Turn radius (curb to curb): 10.14 m	
Lock to lock: 4 s	Turn radius (wall to wall): 10.9 m	

Dimensions of Cab

Front: 1.6 m	Width: 2.5 m
Wheel base: 4.2 m	
Rear: 1.2 m	
Hinge: 0.2 m	

11.5m Rigid Truck



Overall values of Heavy Rigid Vehicle

Length: 11.50 m	Steering angle: <input type="text" value="35.17"/> °
Max width: 2.50 m	Turn radius (curb to curb): <input type="text" value="10.77"/> m
Lock to lock: <input type="text" value="6"/> s	Turn radius (wall to wall): <input type="text" value="12.19"/> m

Dimensions

Front: <input type="text" value="2.4"/> m	Width: <input type="text" value="2.5"/> m
Wheel base: <input type="text" value="5.6"/> m	
Rear: <input type="text" value="3.5"/> m	

Appendix I – Parking Precinct Plan



Identify Results Disclaimer

2 features found in 2 layers

▾ Tasmanian Planning Scheme - Code Overlay (one feature)

+ **AUTHORISED VERSION** - This electronic planning map, together with the electronic planning instrument, is the authorised version of the Tasmanian Planning Scheme under section 80M of the Land Use Planning and Approvals Act 1993

Feature

Local Provisions Schedule	Central Coast Local Provisions Schedule
Code Number	2
LPS Reference Number	CCO-2.1.1
Code	Parking and Sustainable Transport Code
Overlay Name	Parking precinct plan
Overlay Category	ULVERSTONE PARKING PRECINCT
Description	Alterations of electronic planning map made under s.80U of LUPAA