Exhibited

This planning application is open for public comment until 25 May 2026

Reference no	**PLN-25-0204**
Site	**13504 MIDLAND HIGHWAY (WORKS WITHIN BELLE VUE ROAD RESERVATION) EPPING FOREST**
Proposed Development	**Storage - Liquid Fuel Depot and bunded area, 2 x additional accesses, vegetation removal**
Zone	**21.0 Agriculture**
Use class	**Storage**

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

Exhibited

NORTHERN MIDLANDS COUNCIL

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

The Proposal	
Description of proposal:	Proposed new liquid fuel storage
Driveway construction material:	Compacted road base

The Land	
Site address:	13504 Midland Highway, Epping Forest
Title reference:	C/T: 250396/1, 228148/1 & 215169/1
Existing buildings on site:	Dwelling
Existing use of site:	Residential

Applicant justification of any variation/discretion to the *Tasmanian Planning Scheme – Northern Midlands*

Refer to planning report

05/D/435

ANNEXURE TO CERTIFICATE OF TITLE FOLIO OF REGISTER

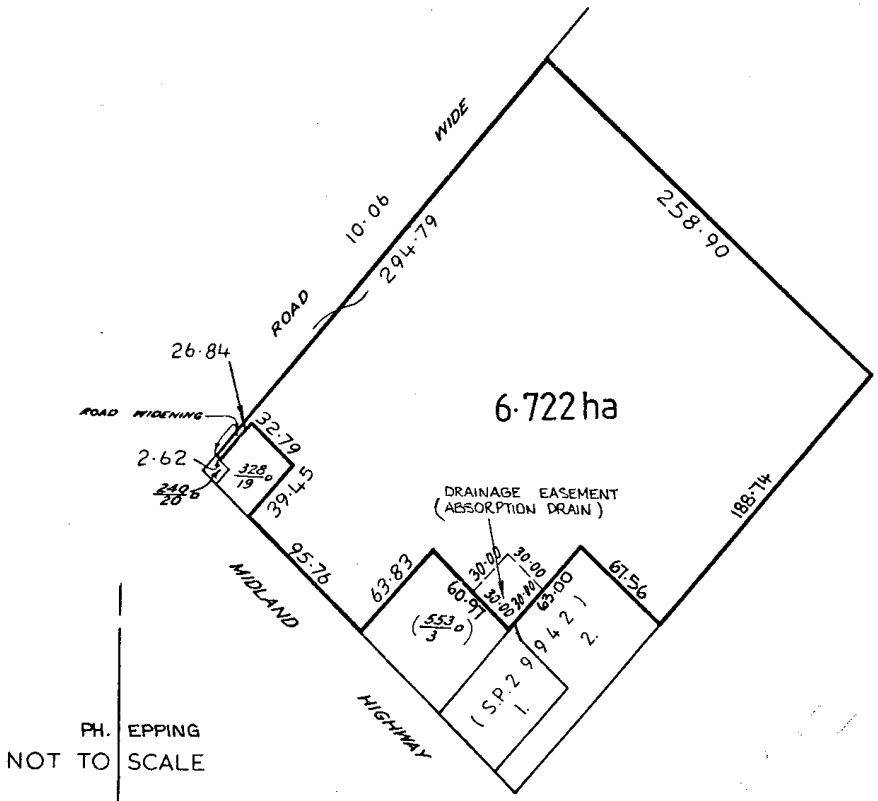
VOL. 4311 FOL. 71

Acting Recorder of Titles

REGISTERED NUMBER

250396

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



PH. EPPING
NOT TO SCALE
Meas in METRES
PLOT

PROPOSED FUEL STORAGE 13504 MIDLAND HIGHWAY, EPPING FOREST

OPT TASMANIA PTY LTD

PD25349

Received
1.5.2026
Exhibited

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
02	PART SITE PLAN 1-500
03	PART SITE PLAN 1-200
04	ELEVATIONS
05	TURNING CIRCLES
06	TURNING CIRCLES
07	TREE PLANTING DETAIL

GENERAL PROJECT INFORMATION
TITLE REFERENCE: 250396/1
SITE AREA: 6.722ha
DESIGN WIND SPEED:
SOIL CLASSIFICATION:
CLIMATE ZONE: 7
ALPINE AREA: NO
CORROSIVE ENVIRONMENT: N/A
BAL RATING: TBC
OTHER KNOWN HAZARDS: BUSHFIRE-PRONE AREAS, AIRPORT OBSTACLE LIMITATION AREA, SCENIC ROAD CORRIDOR

Prime Design
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H: Shop 9, 105-111 Main Road, Moonah, 7009
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info@ primedesigntas.com.au
primedesigntas.com.au
Accredited Building Practitioner: Frank Geskus -No CC246A
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

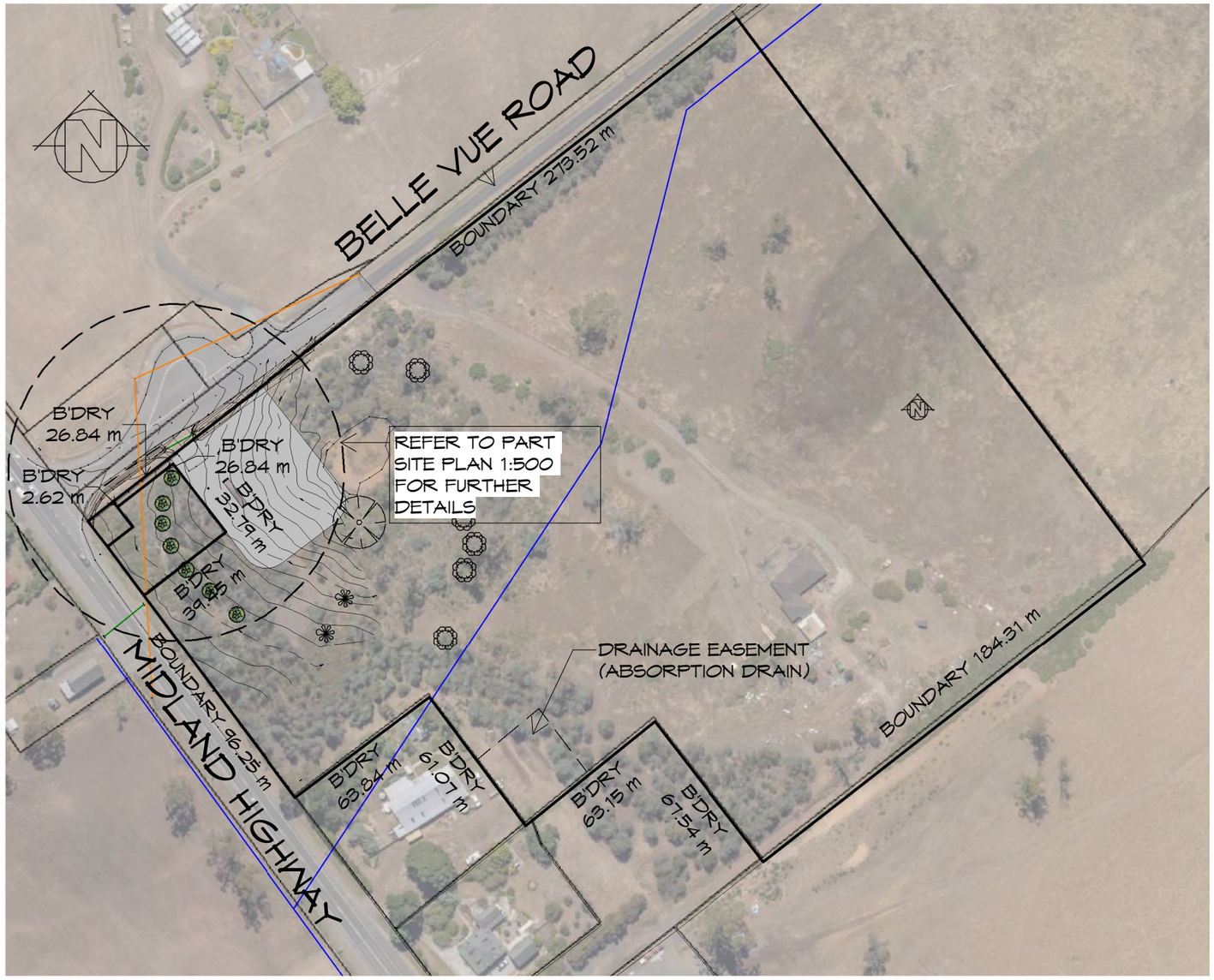
REV.	DATE	DESCRIPTION
2	01.05.2026	ADDRESS DA RFI

MAY 2026

PLANNING

Exhibited **Received**

1.5.2026



SITE PLAN

1 : 2000

GENERAL NOTES

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

IMPORTANT NOTE:
DRAWINGS CAN BE READ IN BLACK & WHITE. HOWEVER ARE BEST PRINTED IN FULL COLOUR FOR OPTIMUM CLARITY. A COLOUR COPY SHOULD BE RETAINED ON SITE AT ALL TIMES FOR CONTRACTORS COMPLETING WORKS.

SURVEY NOTES
DRAWING NO. 225141

ALL MEASUREMENTS ARE IN METRES COORDINATES ARE PLANE BASED ON GDA2020 & LEVELS ARE ON AHD WITH STN 1 0.SPIKE AS ORIGIN (SEE MODEL SPACE) SURVEY CARRIED OUT BY GNSS.

BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE VERIFIED ON SITE. BOUNDARIES ARE INDICATIVE ONLY A FULL REMARK SURVEY WOULD BE REQUIRED TO DETERMINE THEIR EXACT LOCATION NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN CONTOUR INTERVAL IS 0.2m. '+' DENOTES SPOT HEIGHT

REV.	DATE	DESCRIPTION
2	01.05.2026	ADDRESS DA RFI

Client name:
OPT TASMANIA PTY LTD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
SITE PLAN

Prime Design
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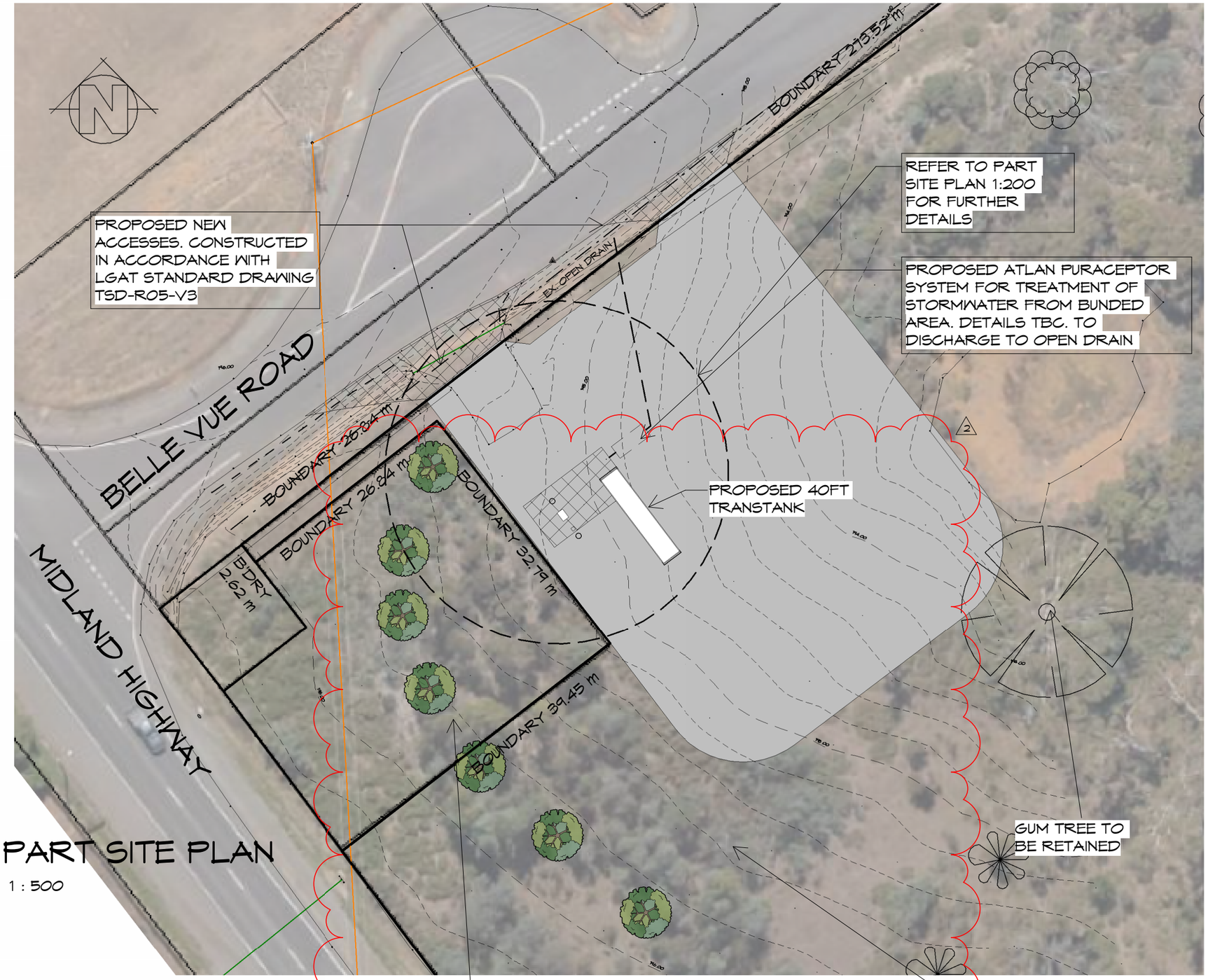
info@primedesigntas.com.au primedesigntas.com.au
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Date:	Drafted by:	Approved by:
01.05.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 01	1 : 2000	02

Accredited building practitioner: Frank Geskus -No CC246A



PART SITE PLAN

1 : 500

Received

1.5.2026

Exhibited

STREET VIEW IMAGE

REV.	DATE	DESCRIPTION
2	01.05.2026	ADDRESS DA RFI

Client name:
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PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
PART SITE PLAN 1-500

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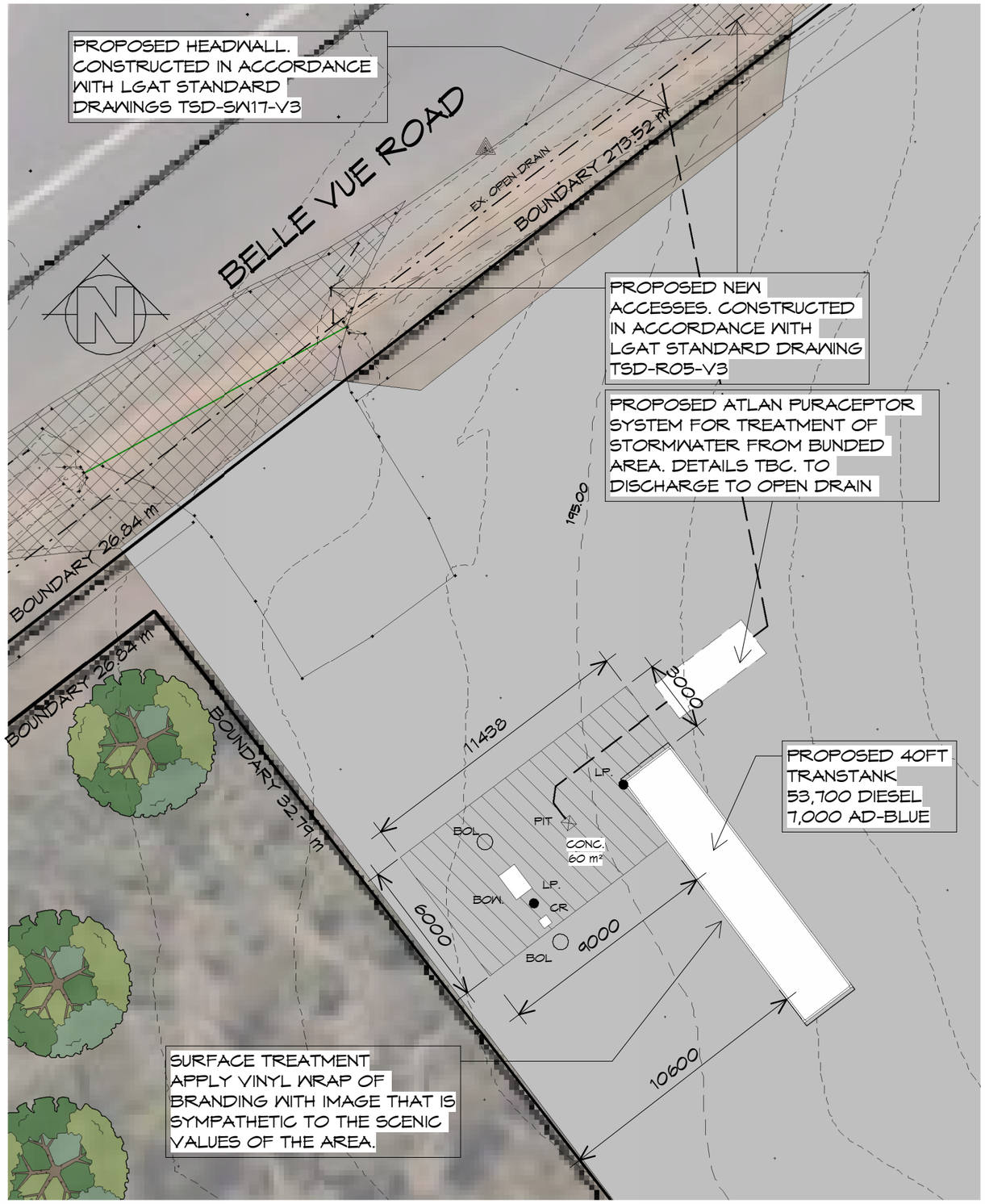
Date:	Drafted by:	Approved by:
01.05.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 02	1 : 500	02

Accredited building practitioner: Frank Geskus -No CC246A



LEGEND

BOL	Ø645 HUME BOLLARD
LP.	LIGHT POLE
BOW.	DIESEL BOWSER 4x HOSE
CR	CARD READER
PIT	450x450 STORMWATER PIT; TRAFFICABLE

PART SITE PLAN

1 : 200

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

REV.	DATE	DESCRIPTION
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Client name:
OPT TASMANIA PTY LTD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

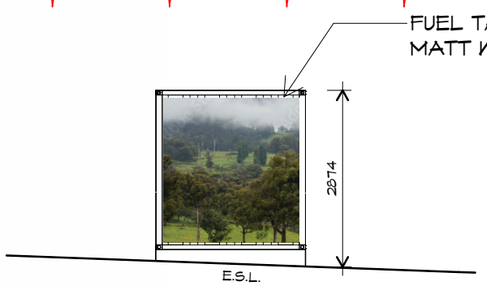
Drawing:
PART SITE PLAN 1-200

Date:	Drafted by:	Approved by:
01.05.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 03	As indicated	02

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited **Received**
1.5.2026

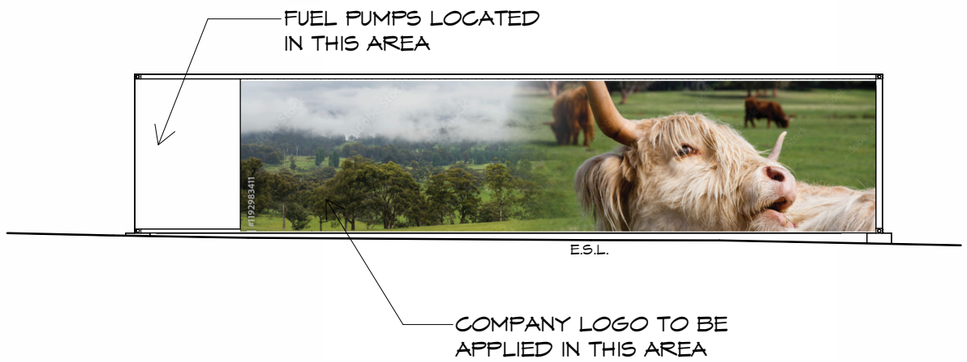
2



SOUTH EASTERN ELEVATION
1 : 100

NORTH EASTERN ELEVATION
1 : 100

NORTH WESTERN ELEVATION
1 : 100



SOUTH WESTERN ELEVATION
1 : 100

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REV.	DATE	DESCRIPTION
2	01.05.2026	ADDRESS DA RFI

Client name: OPT TASMANIA PTY LTD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

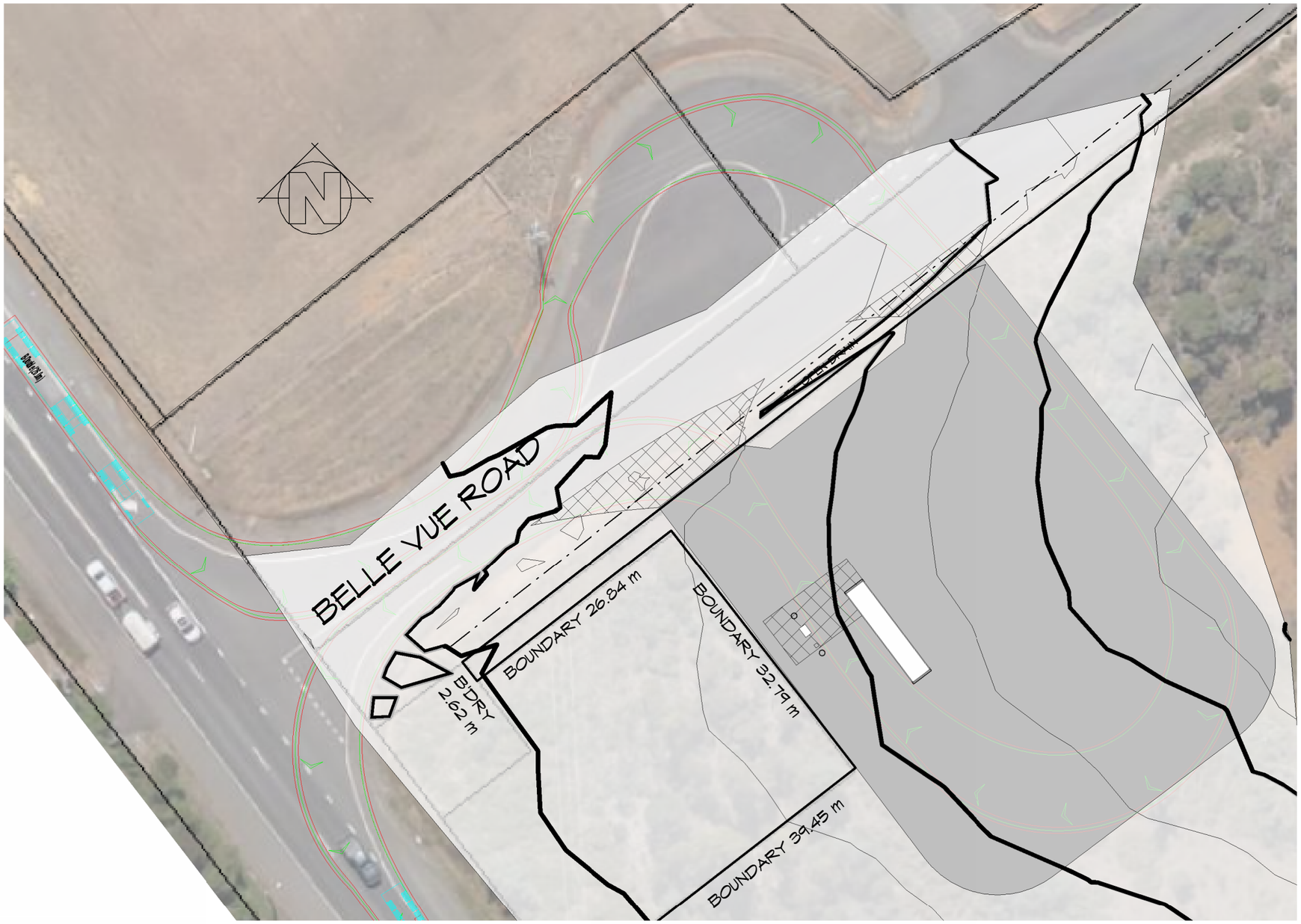
Project: PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing: ELEVATIONS

Date:	Drafted by:	Approved by:
01.05.2026	Author	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 04	1 : 100	02

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited **Received**
1.5.2026



TURNING CIRCLES - SOUTHBOUND TRAFFIC

1 : 500

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REV.	DATE	DESCRIPTION
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Client name:
OPT TASMANIA PTY LTD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
TURNING CIRCLES

Date:	Drafted by:	Approved by:
01.05.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 05	As indicated	02

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited **Received**

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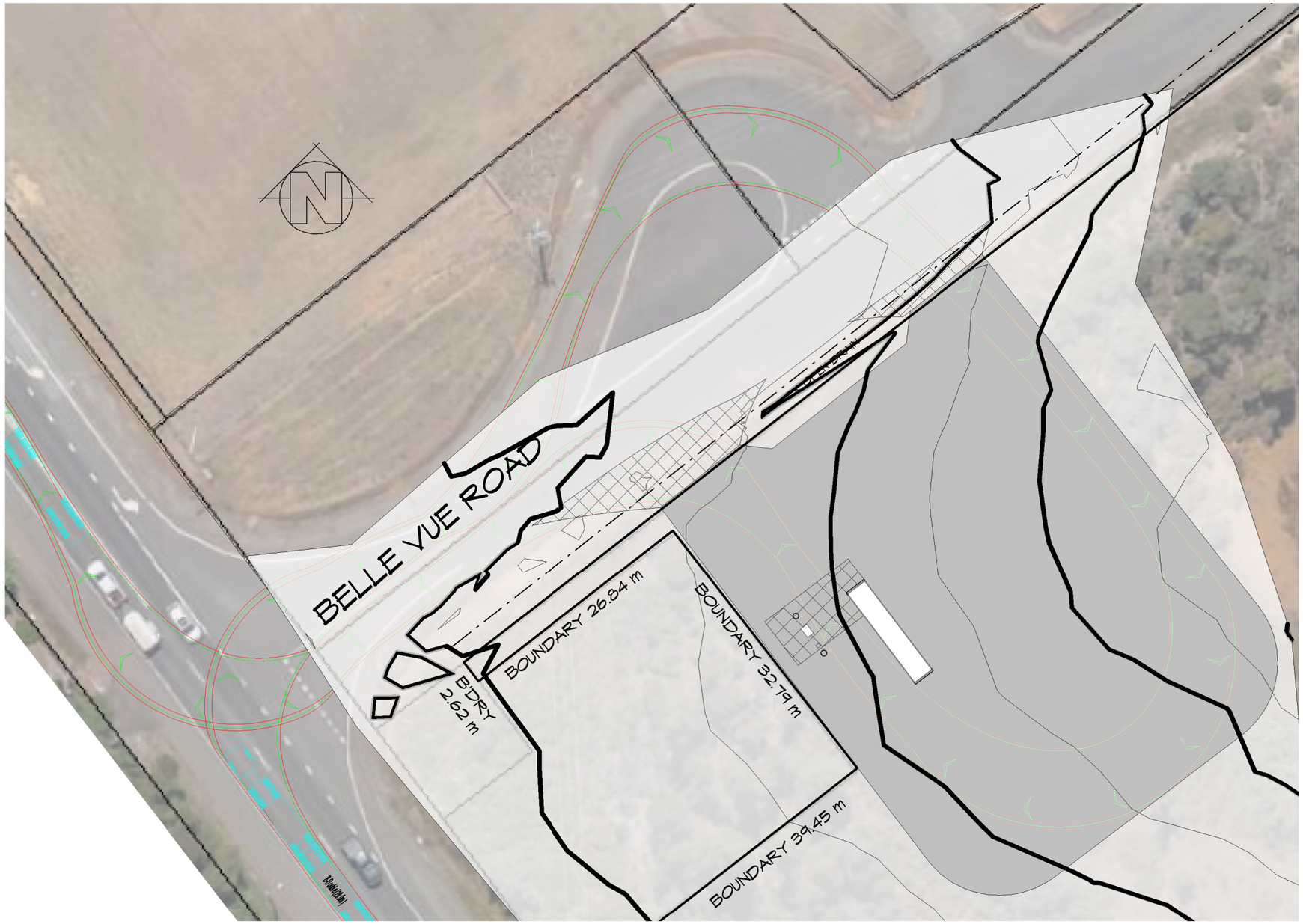

TURNING CIRCLES - NORTHBOUND TRAFFIC

1 : 500

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

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OPT TASMANIA PTY LTD

PLANNING

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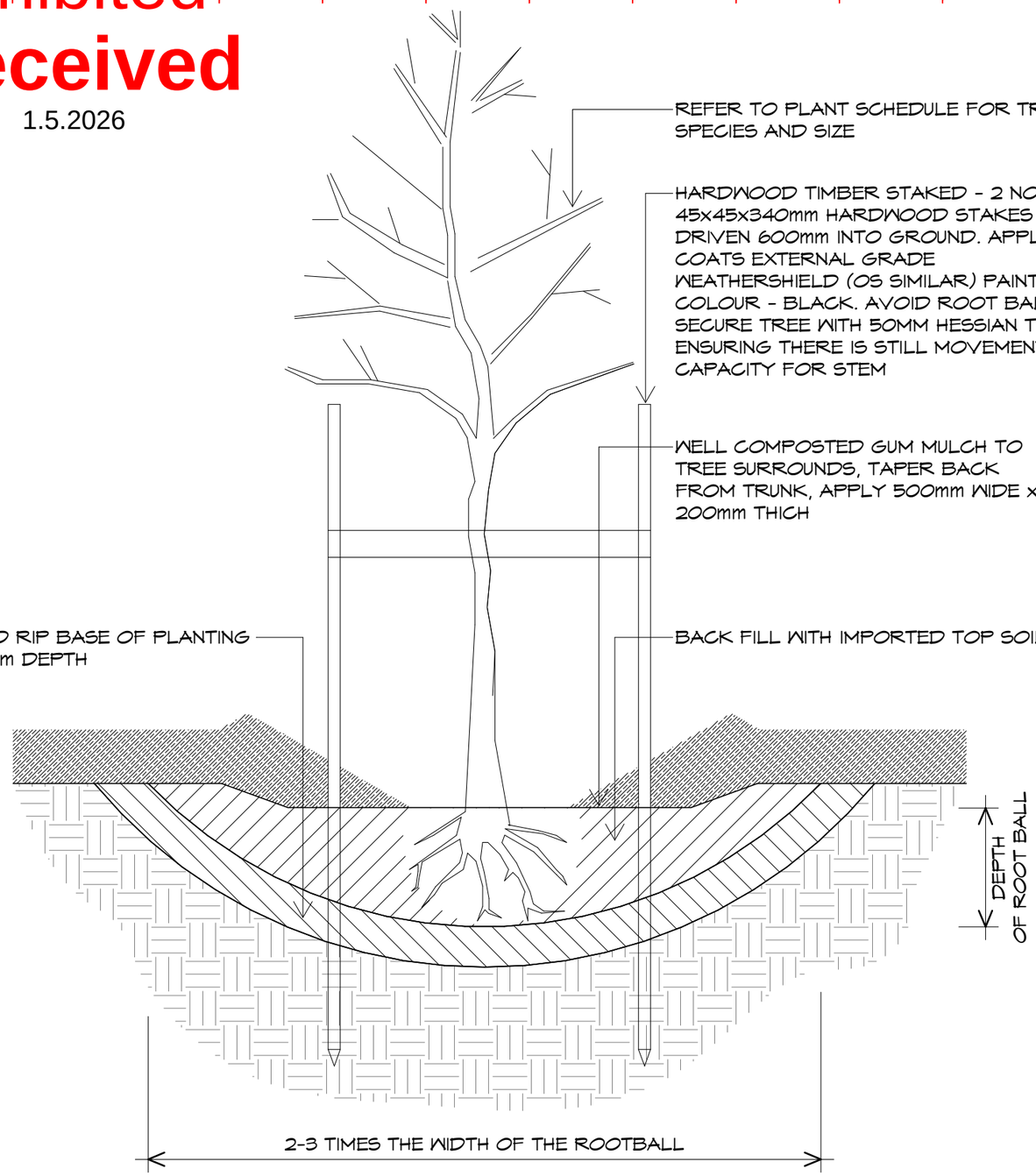
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
TURNING CIRCLES

Date:	Drafted by:	Approved by:
01.05.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 06	1 : 500	02

Accredited building practitioner: Frank Geskus -No CC246A

2



TYPICAL ADVANCED TREE DETAIL

NTS

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OPT TASMANIA PTY LTD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

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13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
TREE PLANTING DETAIL

Date:	Drafted by:	Approved by:
01.05.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 07	1 : 20	02

Accredited building practitioner: Frank Geskus -No CC246A

G.P. & M.M. THURLOW PTY. LTD.
ABN 25 064 311 879
Trading as
TAS PETROLEUM
QUALITY FUEL & LUBRICANTS

TAS PETROLEUM
ABN: 25 064 311 879

HEAD OFFICE
58 Goderich Street
INVERMAY TAS 7248

Tel 03 6331 4155
Fax 03 6331 8255

13504 Midland Highway, Epping Forest

Site Operations and Use Description
The subject site will operate as a low-intensity agricultural support facility, with its primary function being a bridging diesel fuel depot servicing regional farming and rural enterprises.
The facility is not a retail fuel outlet and will not be open to the public. It will function solely as a controlled logistics point within an existing agricultural supply chain.

Primary Purpose of the Facility
The development is intended to support agricultural productivity across the region by providing a reliable and efficient fuel distribution link between bulk fuel suppliers and end-users in rural and farming areas both local to the area and regionally supporting the Fingal valley and east coast.

Operationally, the site will function as:

- A bulk diesel receival point
- A temporary holding and transfer location
- A dispatch point for smaller fuel tankers servicing farms and agricultural operations
- Bulk Diesel pickup through account fob.

The facility's role is strictly that of a bridging depot — meaning fuel is transferred through the site as part of a distribution process rather than stored long-term or sold to the general public on-site. It will also support Diesel refuelling for agricultural account customers.

Operational Process
Site activities will typically occur in the following sequence:

- Bulk Fuel Delivery
    - Diesel fuel will be delivered to the site by large articulated fuel tankers operating within standard heavy vehicle freight networks.
    - Deliveries will occur intermittently, based on regional demand rather than a fixed high-frequency schedule.
    - Fuel will be unloaded into approved above-ground storage tanks in accordance with relevant safety and environmental standards.

- Temporary Storage and Refuelling
    - Fuel is held on site only as required to meet short-term distribution needs.
    - The storage function is logistical, and for agricultural industry pickup, not commercial retail.
    - There is no processing, refining, or alteration of the fuel product.

- Transfer to Distribution Vehicles
    - Diesel is loaded from the storage tanks into fuel tankers as required.
    - These vehicles service regional agricultural customers, including:
        - Cropping and grazing properties
        - Agricultural contractors
        - Rural machinery operators
        - On-farm fuel storage installations

- Dispatch to Rural End Users
    - Outgoing tankers deliver fuel directly to farms and agricultural businesses.

- This reduces the need for individual farmers to travel long distances to access fuel, supporting agricultural efficiency and road safety outcomes.

Agricultural Nature of the Use
Although the activity involves fuel handling, the land use is intrinsically linked to agricultural support services, not general industry or retail.

Key characteristics reinforcing its agricultural servicing role include:

- The end users are predominantly farming and rural enterprises
- Fuel supplied is primarily used for:
  - Tractors and harvesting equipment
  - Irrigation pumps
  - Agricultural machinery
  - Farm vehicles and plant
- The facility improves fuel security and continuity of operations for regional producers, particularly during peak agricultural seasons (planting and harvest)

The development therefore operates as rural infrastructure that underpins agricultural production, similar in function to grain depots, produce transport yards, or rural machinery service facilities.

Staffing and Site Presence

- The facility will be unmanned on a permanent basis
- There will be no office component and no general retail customer attendance
- Drivers remain on site only for the duration of loading or unloading
- No staff parking demand is generated

This further confirms the site does not operate as a conventional commercial or industrial premises.

Traffic and Activity Levels
Consistent with the Traffic Impact Assessment:
Vehicle movements are limited to:

- Occasional bulk tanker deliveries
- Smaller fuel tanker dispatch vehicles
- No private vehicles, customer traffic, only approved agricultural account customers as required and with limited use
- All vehicle manoeuvring occurs within the site

Nature of the Use
In summary, the site operates as:
A low-intensity, unmanned, agricultural fuel logistics facility that provides a bridging point between bulk fuel supply and regional farm delivery networks.
It is not:

- A service station
- A truck stop
- A public fuel depot
- A retail or industrial processing facility

Its function is strictly supportive of regional agricultural operations and rural freight activity.

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14 October 2025

Northern Midlands Council
13 Smith Street,
Longford 7301 TAS

Dear Planner,

Re: Proposed new fuel storage at 13504 Midlands Highway, Epping Forest

The proposal for this development is to install a new fuel tank and bunded area for the purpose of storage for a liquid fuel depot. This is a discretionary use within the agriculture zone of the Tasmanian Planning Scheme.

The purpose of the site is to allow 3-4 truck movements a day for the picking up and dropping off fuel as it travels along the Midlands Highway. This site will be open 24/7 for this purpose. No signage is proposed to go with this development at this point in time.

The site is a class 4 land capability, meaning it is mostly suitable for grazing only. The site is itself if well vegetated by trees but has been cleared in recent months.

This report will look to address all the relevant criteria within the planning scheme. If further information is required, please do let me know.

Kind regards

Drew den Hartog

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Invermay, Launceston
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Moonah, TAS
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21.0 Agricultural Zone

21.4.3.1 Discretionary Uses

A1 No Acceptable Solution

P1

(a) There is no access to a specific naturally occurring resource on the site or land in the vicinity of the site
(b) This site will not be accessing infrastructure available on-site.
(c) This product is indirectly related to agricultural use. As fuel is a resource that is required for all agricultural machinery, and this facility helps distribute this resource across the state.
(d) This site would help support agricultural use through providing an additional place to obtain fuel.
(e) This diversification allows the site increase in value as it suits in it's existing use of grazing and allowing for fuel sales to occur.
(f) This will no allow provision of essential emergency services or utilities.

A2 No Acceptable Solution

P2

(a) Refer to the plans, the area being converted to non-agriculture use is the area outlined as driveway area. Which will be laid with gravel/road base.
(b) The use can be returned to agricultural use but will likely be an expensive exercise to remove the gravel/road base to convert back to pasture or vegetation.
(c) As the previous use of this space was heavily vegetated, the new use will not constrain what currently occurs on-site.

A3 No Acceptable Solution

P3 Not applicable, not located on prime agricultural land

A4 No Acceptable Solution

P4 Not applicable, not on a residential use.

21.4.1 Building Height

A1 Complies, building height is less than 12m.

21.4.2 Setbacks

A1 Complies, setback is not less than 5m.

A2 Not applicable, proposed development is not a sensitive use.

21.4.3 Access for new Dwellings

A1 Not applicable, proposed development is not a new dwelling.

C2.0 Parking & Sustainable Transport Code

No parking spaces are provided as part of this development. The development allows for trucks to pick up/drop off fuel and leave the site again.

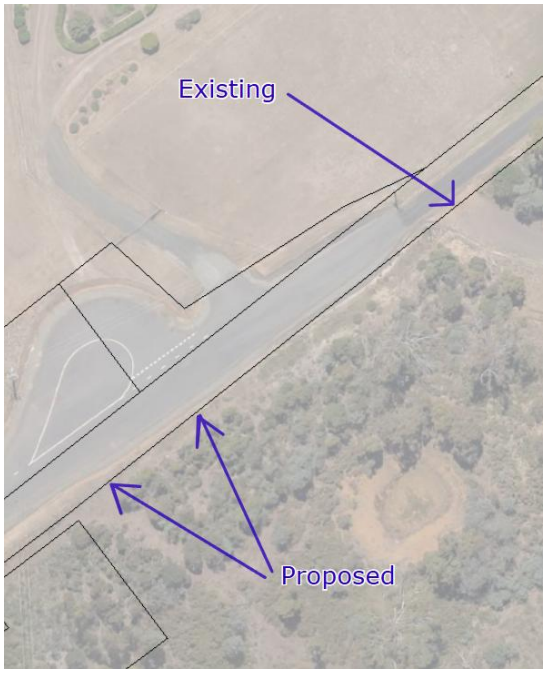
C2.6.1 Construction of parking areas

A1

(a) The proposed road surface is compacted road base. The bunded fuelling area will be concrete.
(b) The surface will be drained to the existing open drain on Belle Vue Road.
(c) Not applicable for Agriculture Zone

C2.6.3 Number of accesses for vehicles

A1 Does not comply, additional accesses are proposed



P2

(a) There will be no loss of off-street parking
(b) Pedestrians do not use this road, so safety and amenity is not impacted.
(c) The turning head allows safety in turning in to the site. there is adequate site distances to see up and down Belle Vue Road of traffic coming in and out.
(d) This will not impact amenity on adjoining land.
(e) The impact on the streetscape will be minimal.

C3.0 Road and Railway Assets Code

C3.5 Use Standards

A1.4 The proposed development complies with Table C3.1. Vehicles longer than 5.5m will enter the site at approx. 3-4 movements per day. Which is within the allowable increase in average daily traffic to the site.

C8.0 Scenic Protection Code

This development sits within the Scenic Road Corridor, the management objectives as per NOR-C8.2.7 are to Maintain scenic views and minimise development that would adversely impact on the rural scenery. Development of land does not intrude onto skylines or river flood plains, or change the landscape character of elevated areas, pastoral scenes, or river flood plain views.

C8.6.2 Development within a scenic road corridor

A1 Does not comply, vegetation within the scenic road has been removed.

P1

(a) Vegetation along the Midlands highway has been removed to the extent of the proposed works area. It also includes removal of vegetation in the neighbouring two titles closer to the Midland Highway that is under the same ownership.
(b) The purpose of the zone is to maintain the rural scenery. The vegetation being removed, the rural scenery in the background is now more visible than before.

A2 The proposed works will be visible from the scenic road.

P2

(a) The site falls to the north away from the midland highway. The fuel tank will sit low in the landscape but still be visible from the road.
(b) The proposed tanks are normally a white matt finish with low reflectance vales.
(c) The proposed works are setback approx. 40m from the Midland Highway.
(d) No cut will be required for this development. Some fill will be required to create an even base for the driving area.
(e) No screening is currently proposed for this development.
(f) The impact on the view will be minimal as it is only a 40ft tank that will be visible in the landscape.
(g) The area surrounding the works will be returned to pasture lane to help maintain the rural scenery surrounding it in line with the management objectives within the local provisions schedule.

C13.0 Bushfire-Prone Areas Code

Item pending – to be confirmed

Prime Design
your build, your way

1 May 2026

Northern Midlands Council
13 Smith Street,
Longford 7301 TAS

Dear Rebecca,

Re: Additional Information Required for Planning Application PLN-25-0204 Storage – Liquid Fuel Depot & bunded area, 2x additional accesses at 13504 Midlands Highway, Epping Forest

Please see below a reply to the points brought up in the letter dated 23rd February 2026.

1. Landowner consent was provided to council for two new vehicle accesses on the 11th March 2026.
2. The title CT228148/1 has been provided. An updated planning application form including the additional requested title information has also been completed.
3. Please see below the response to C8.6.2 Development within a scenic road corridor

   A1 Does not comply, vegetation within the scenic road has been removed.

   Before I address the performance criteria, just some background to the existing conditions of the site. This image below is of the site taken in January 2026.

   If you refer to the next page, it will illustrate what vegetation is where along this area of the Midland Highway that is in the scenic protected area.

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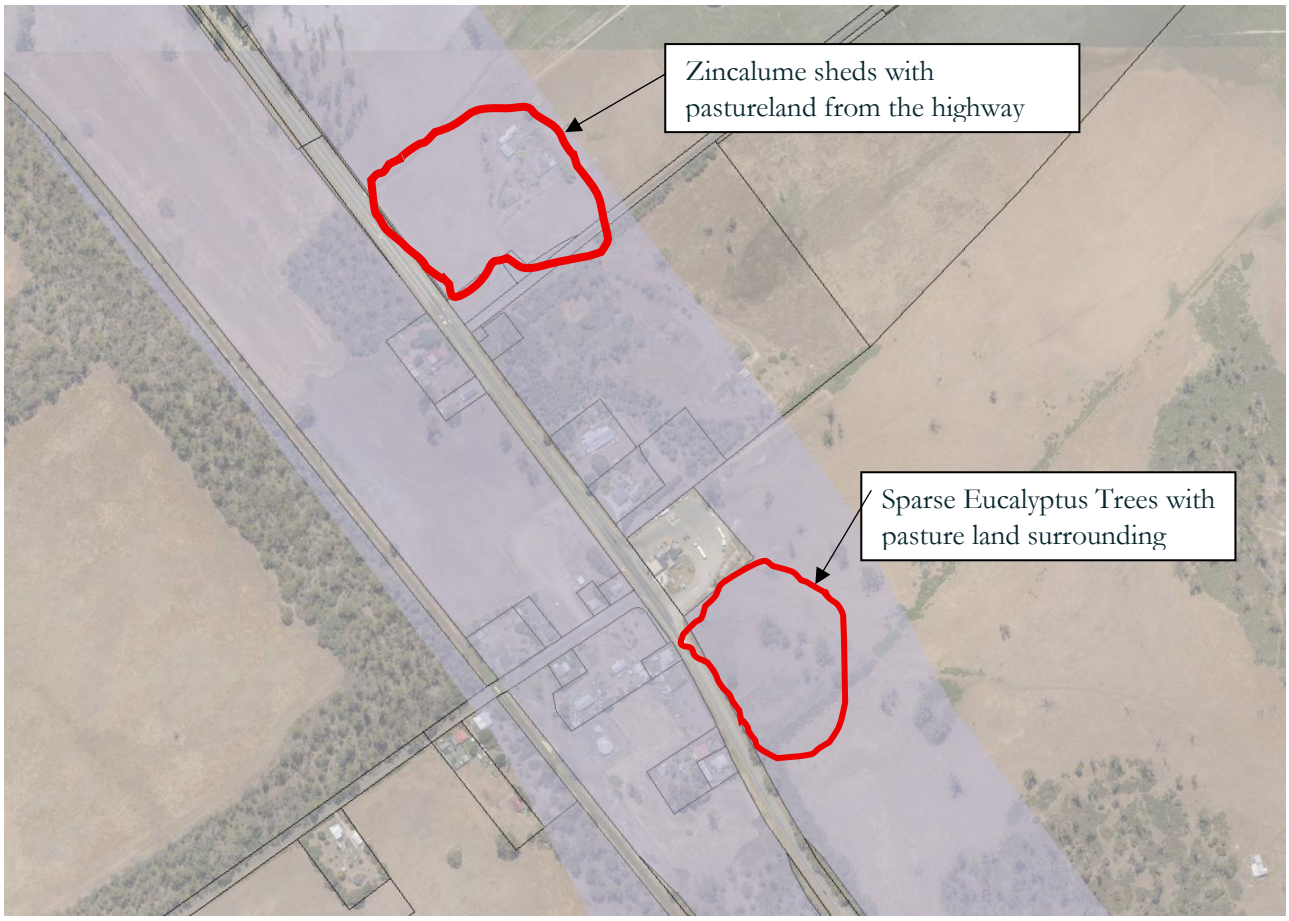

With that background being provided, I'll now justify against the performance criteria.

P1

(a) Vegetation along the Midlands highway has been removed to the extent of the proposed works area. It also includes removal of vegetation in the neighbouring two titles closer to the Midland Highway that is under the same ownership. Trees over 10m in height have been retained. While lower lying scrub has been removed. The Midlands Highway has a variety of different type of vegetation as illustrated in the above image. The prevailing area is mostly pastureland which is dotted with various eucalyptus trees. This development will fit in with this pattern of sparse vegetation through Epping Forest.

(b) The purpose of the zone is to maintain the rural scenery. The removal of this dense vegetation has allowed it to fit within the prevailing area of Epping Forest with the provision of new vegetation as illustrated within the part site plan. The return to pasture/grasses will allow a consistency of view within this stretch of the scenic road corridor.

A2 The proposed works will be visible from the scenic road.

P2

(a) The site falls to the north away from the Midland Highway. The fuel tank will sit low in the landscape but still be visible from the road. Zincalume

clad sheds or similar or on the neighbouring property of a much larger scale are within this scenic protection zone and do not stand out to cause unreasonable reduction of scenic value of the road corridor. This smaller in scale development will mean that there is not an unreasonable reduction of scenic value of the road corridor.

(b) The proposed tanks are normally a white matt finish with low reflectance values. This will be similar in colour to the zincalume sheds on the neighbouring title. Over time with the build-up of dust the reflectance value of the tank will decline. Matt finishes also reflect minimal light, A vinyl wrap will also be applied to the fuel tank that includes Tas Petroleum Branding and a sympathetic image to help tie in to the scenic values of the site & road corridor. Please refer to the elevations now with our documentation set to see how this image is applied for context.

(c) The proposed works are setback approx. 40m from the Midland Highway. This is a similar setback to The Confessional coffee container on 13790 Midland highway. The development does not detract from the scenic value of the road corridor and has a very similar level of screening with some larger trees along the frontage and pasture/grass leading out to the front.

(d) No cut will be required for this development. Some fill will be required to create an even base for the driving area. Refer to elevations for context.

(e) A new native vegetation row is proposed to form a screen from the road to shelter the development from view. Please refer to updated documentation for the immature and mature size of the proposed trees.

(f) The impact on the view will be minimal. The new fuel tank will be partially screened by the new proposed trees and the return of the pasture/grasses will ensure that it looks very similar to the landscape of the prevailing area along this section of highway through Epping Forest.

(g) The area surrounding the works will be returned to pastureland to help maintain the rural scenery surrounding it in line with the management objectives within the local provisions schedule.

4. Please see attached the Bushfire Assessment to address C13.5.2 A1, A2 & A3.

Kind regards

Drew den Hartog

MIDSON
traffic
pty ltd

Prime Design

13504 Midland Highway, Epping Forest
Traffic Impact Assessment

January 2026

CELEBRATING 15 YEARS
2008 - 2023

MIDSON traffic pty ltd

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1. Introduction

1.1 Background

Midson Traffic were engaged by Prime Design to prepare a traffic impact assessment for a proposed fuel station development at 13504 Midland Highway, Epping Forest.

1.2 Traffic Impact Assessment (TIA)

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

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

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

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

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

1.3 Statement of Qualification and Experience

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

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

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

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 13504 Midland Highway, Epping Forest. The site is currently a vacant lot located on the corner of Midland Highway and Belle Vue Road.

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

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

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

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

2. Existing Conditions

2.1 Transport Network

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

2.1.1 Belle Vue Road

Belle Vue Road is a rural access road located to the west of the Midland Highway at Epping Forest. The road extends for approximately 6.7 kilometres and provides access to a small number of rural and agricultural properties along its length.

Belle Vue Road does not provide through-connectivity to any other public road and functions as a local access road only, terminating within the surrounding rural area. As a result, traffic using Belle Vue Road is almost entirely comprised of property access traffic and service vehicles, with no strategic or regional traffic function.

In the vicinity of the subject site, Belle Vue Road has the following characteristics:

- A sealed pavement width of approximately 8 metres;
- Unsealed shoulders on both sides;
- A rural cross-section consistent with its access function; and
- Generally flat alignment providing good visibility along the road corridor.

A G-turn facility has been constructed on Belle Vue Road opposite the subject site. The facility allows heavy vehicles, including articulated vehicles, to safely undertake turning manoeuvres without the need to reverse or encroach into opposing traffic lanes. The presence of this facility reflects the existing use of Belle Vue Road by agricultural and heavy vehicles and enhances its suitability for occasional heavy vehicle movements associated with the proposed development.

Traffic volumes on Belle Vue Road are very low, with daily traffic volumes estimated to be less than 200 vehicles per day. Traffic composition is dominated by local rural traffic, including agricultural vehicles and service vehicles, with minimal passenger car through-traffic.

Figure 2 Belle Vue Road

2.1.2 Midland Highway

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

- A two-way rural highway with a sealed carriageway width of approximately 18-metres.
- Two 3.4-metre traffic lanes (one in each direction); 3.0 metre channelised left turn lane into Belle Vue Road.
- Sealed shoulders approximately 3-meters on both sides.
- Posted speed limit of 80-km/h. The speed limit increases to 110-km/h to the north of the Belle Vue Road junction.
- Generally flat to gently undulating terrain providing good forward sight distance.

The highway carries a volume of approximately 6,720 vehicles per day to the north of the Belle Vue Road junction. Peak traffic flows are approximately 800 vehicles per hour (PM peak). It carries approximately 21% heavy vehicles.

Midland Highway at the Belle Vue Road junction is shown in Figure 3.

Figure 3 Midland Highway

2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5+ year period between October 2020 and December 2025 for the full length of Belle Vue Road and Midland Highway 1-kilometre in both directions from the Belle Vue Road junction.

The findings of the crash data is summarised as follows:

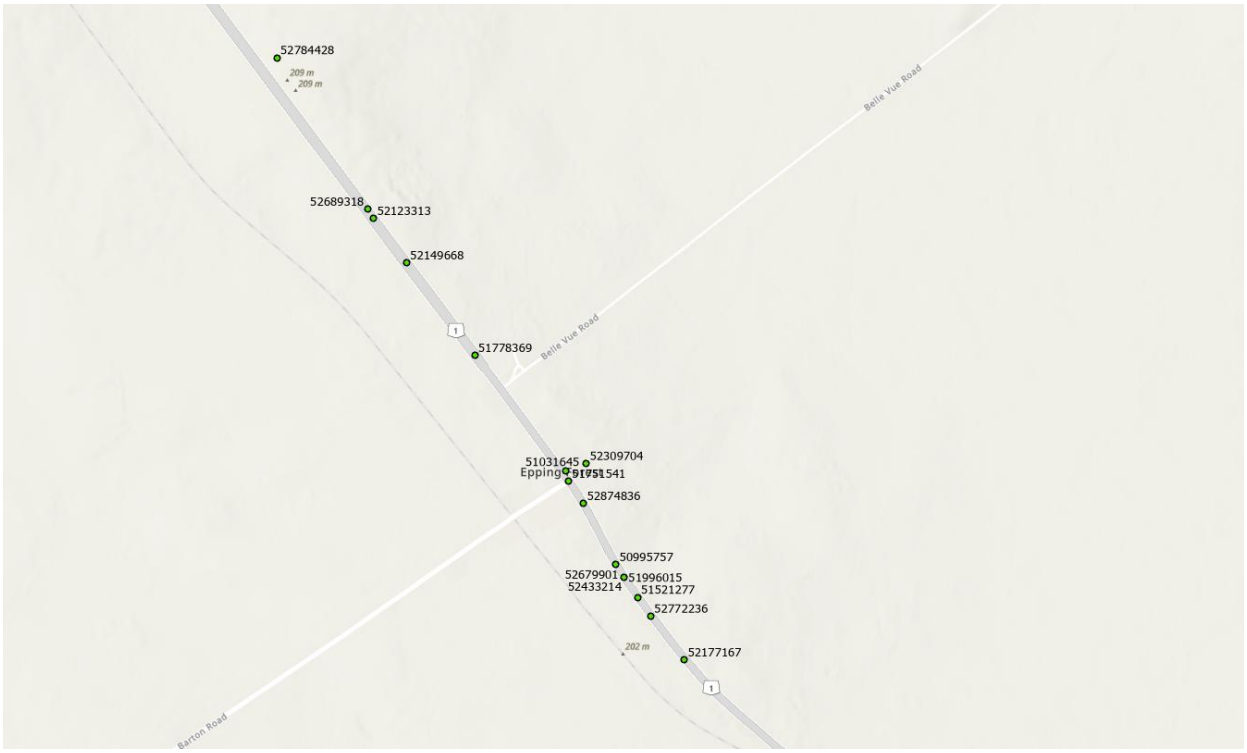
- No crashes were reported in Belle Vue Road.
- A total of 16 crashes were reported on the Midland Highway.
- Severity. 1 crash involved minor injury; 3 crashes involved first aid at the scene; 12 crashes involved property damage only.
- Time of day. Crashes are widely distributed across the day, with occurrences during daylight, evening, and night-time periods. There is no pronounced concentration during commuter peak hours, which is consistent with the rural, high-speed nature of the Midland Highway rather than congestion-related or access-related safety issues. A total of 4 crashes were reported between midnight and 6:00am; 2 crashes were reported between 6:00am and 10:00am; 2 crashes were reported between 10:00am and 2:00pm; 5 crashes were reported between 2:00pm and 6:00pm; 4 crashes were reported between 6:00pm and midnight.
- Day of week. Crashes are spread across the week, with a slight concentration on Saturdays and Wednesdays, but no dominant weekday pattern that would suggest a recurring commuter-related

issue. 5 crashes were reported on Saturdays; 4 crashes were reported on Wednesdays; 2 crashes were reported on Monday and Friday; 1 crash was reported on a Tuesday, Thursday and Sunday.

- Crash types. The most common crash classification is "other manoeuvring" (3 crashes), indicating a lack of a dominant or repeating crash mechanism. Run-off-road–type crashes (left off carriageway, curve-related, other straight) collectively account for a notable proportion of incidents, which is typical of high-speed rural highway environments.
- Crash locations. Crashes were disbursed relatively evenly along the Midland Highway corridor, with no concentrations of crashes. Notable no crashes were reported at the Midland Highway/ Belle Vue Road intersection. The crash locations are shown in Figure 4.
- Vulnerable road users. 1 crash involved a pedestrian (600m south of Barton Road junction resulting in first aid at the scene).

Overall, the crash history along this section of the Midland Highway is characterised by a dispersed range of crash types, with no dominant pattern or recurring crash mechanism. The distribution of crash types is consistent with the function of the Midland Highway as a rural, high-speed corridor and does not indicate any access-related safety deficiency in the vicinity of Belle Vue Road or the subject site.

Figure 4 Crash Locations



Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

The proposed development involves the establishment of an unmanned fuel storage and distribution facility at 13504 Midland Highway, Epping Forest. The site will operate as a *bridging fuel depot*, supporting the distribution of liquid fuel to agricultural users and downstream fuel facilities in central and southern Tasmania.

The development is not a conventional retail fuel station and will not operate as a public refuelling outlet. No convenience store, retail component, or customer amenities are proposed. The facility will operate on a 24-hour basis, however activity levels are expected to be low and intermittent.

Fuel deliveries to the site will primarily be undertaken by B-double vehicles travelling from Devonport, utilising the Midland Highway freight corridor. Fuel will be stored on site within a dedicated tank and bunded area. Smaller tanker vehicles will then access the site to collect fuel for delivery to farms and fuel facilities further south. The site is expected to accommodate approximately 3–4 heavy vehicle movements per day, comprising a combination of fuel delivery and fuel collection activities.

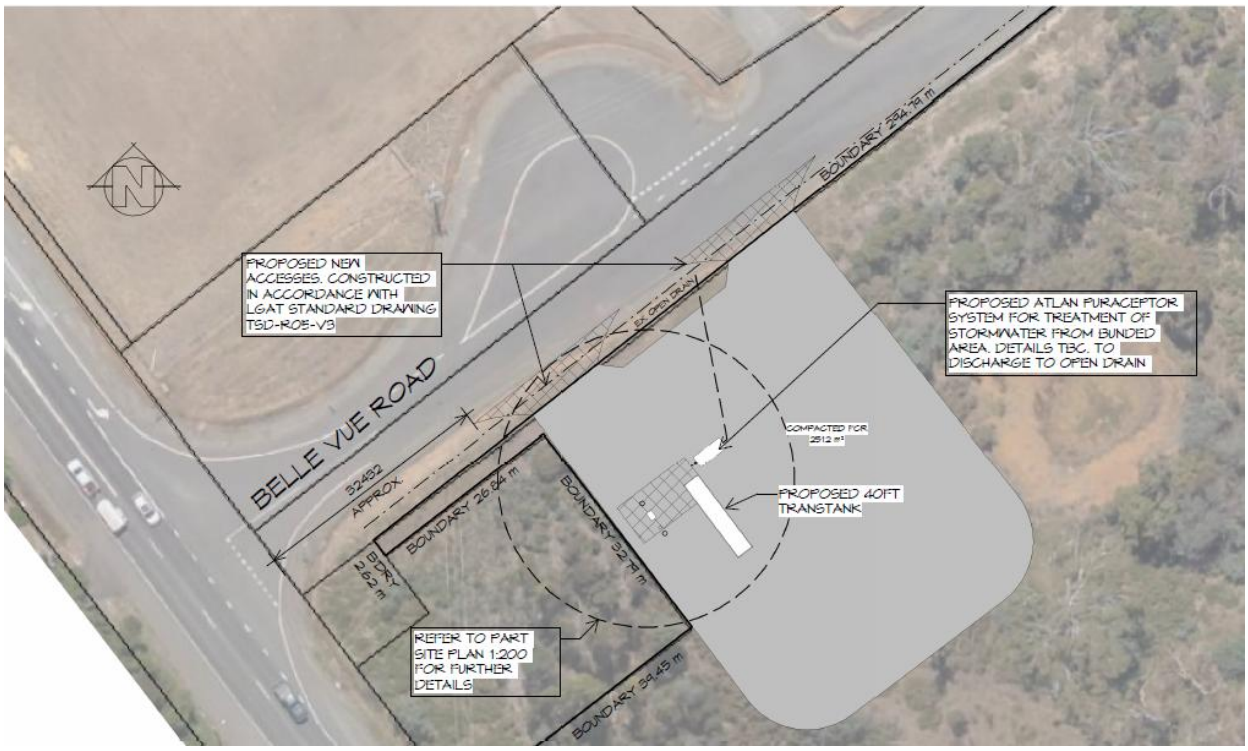
Vehicle movements associated with the development will therefore be dominated by heavy vehicles, with negligible passenger car activity. No on-site staff parking or customer parking is required or proposed, as the facility will be fully automated and unmanned.

Access to the site will be provided via Belle Vue Road, which intersects with the Midland Highway in the immediate vicinity of the subject site. The access arrangement has been designed to accommodate heavy vehicle movements, including articulated vehicles and B-doubles, allowing vehicles to enter and exit the site in a forward direction. Internal circulation areas will be formed with compacted road base, with the fuel storage and transfer area constructed as a sealed and bunded surface in accordance with relevant environmental and safety requirements.

The nature and scale of the proposal reflects its intended function as a low-intensity, rural fuel distribution facility that supports agricultural activity and freight operations along the Midland Highway, rather than a traffic-generating commercial land use. As such, traffic activity associated with the development is expected to be modest and consistent with the existing heavy vehicle character of the surrounding road network

The proposed development layout is shown in Figure 5.

Figure 5 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

The proposed development is a fuel storage and distribution facility operating as a bridging site along the Midland Highway freight corridor. The site is not a retail fuel station and does not provide public refuelling, convenience retail, amenities, or staffed operations. As such, standard traffic generation rates for service stations or commercial fuel outlets are not applicable.

Traffic activity at the site will be limited to fuel delivery and fuel collection movements, predominantly undertaken by heavy vehicles. The expected level of activity is approximately 3–4 heavy vehicle movements per day, comprising a combination of:

- Fuel delivery vehicles (including B-double vehicles travelling from Devonport); and
- Smaller tanker vehicles collecting fuel for delivery to farms and fuel facilities further south.

For the purposes of traffic assessment, a conservative scenario of 4 heavy vehicle movements per day has been adopted. Each movement represents a single entry and exit, resulting in approximately 8 two-way vehicle movements per day.

The timing of these movements will be irregular and spread across the day, with no defined peak demand. The site will operate on a 24-hour basis; however, traffic generation is expected to be sporadic rather than continuous. On this basis, peak hour traffic generation is expected to be negligible, with at most one heavy vehicle movement occurring within any given hour under a conservative assessment.

Passenger vehicle traffic associated with the development will be minimal to negligible. The facility is unmanned, with no staff attendance, no customer access, and no requirement for visitor or employee parking. Accordingly, traffic generation will be almost entirely attributable to heavy vehicle activity associated with fuel logistics.

4.2 Trip Assignment

All traffic generated by the proposed development will originate from and terminate to the Midland Highway. Belle Vue Road provides access to the site only and does not connect to any other public road. Accordingly, there is no redistribution of traffic onto the wider local road network.

Access to the site will be via Belle Vue Road. All movements into and out of the site will be right-in / left-out at the site access, with vehicles then travelling to and from the Midland Highway via the Belle Vue Road junction.

At the Midland Highway / Belle Vue Road junction, the majority of movements associated with the development are expected to be left-in and left-out movements, reflecting the low traffic volumes, the operational nature of the site, and the high-speed rural function of the highway. Right-turn movements will be infrequent and associated primarily with occasional northbound fuel collection vehicles.

Given the very low level of traffic generation and the predictable nature of movements, the proposed development will not result in any material change to existing traffic patterns on either Belle Vue Road or the Midland Highway.

4.3 Access Impacts

The proposed development will be accessed via Belle Vue Road, with two new vehicle crossovers provided. No direct access to the Midland Highway is proposed.

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority*". In this case the Department of State Growth (as road authority) has not provided written consent and therefore the Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme is not met.

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

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

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

a. Increase in traffic. The proposed development will generate approximately 3–4 heavy vehicle movements per day, equating to around 8 two-way vehicle movements per day. This represents a negligible increase in traffic volumes on both Belle Vue Road (less than 200 vehicles per day) and the Midland Highway (approximately 6,720 vehicles per day).

b. Nature of traffic. Traffic generated by the development will primarily comprise B-double fuel delivery vehicles and smaller fuel tankers. These vehicle types are consistent with the existing agricultural and freight traffic that currently utilises both Belle Vue Road and the Midland Highway.

c. Nature of road. Belle Vue Road is a rural access road with a sealed pavement width of approximately 8 metres and very low traffic volumes. It is suitable for occasional heavy vehicle

movements and already incorporates a G-turn facility opposite the subject site, specifically designed to accommodate heavy vehicles.

d. Speed limit and traffic flow. Traffic flows on Belle Vue Road are very low, and vehicle speeds are appropriate for its rural access function. The Midland Highway is a high-speed rural corridor; however, the extremely low frequency of turning movements associated with the development will not materially affect traffic operations or safety.

e. Alternative access. No alternative access is available or required. Belle Vue Road provides the most appropriate and safe means of access to the site, avoiding the need for direct access to the Midland Highway.

f. Need for use. The access is required to support a fuel storage and distribution facility that services agricultural and freight activities along the Midland Highway corridor.

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

h. Road authority advice. The Department of State Growth have not provided written advice in relation to the proposed development.

Based on the above assessment, the proposed access arrangements satisfy the Performance Criteria P1 of Clause C3.5.1. The very low level of traffic generation, combined with the rural access function of Belle Vue Road and the presence of existing heavy vehicle infrastructure, ensures that the proposed development will not result in adverse impacts on the safety or efficiency of the surrounding road network.

4.4 Sight Distance

Sight distance has been assessed for the proposed site access on Belle Vue Road. No direct access to the Midland Highway is proposed, and therefore sight distance requirements relate solely to the frontage road (Belle Vue Road).

Belle Vue Road has a default rural speed limit of 100 km/h; however, in the vicinity of the subject site and toward the western termination of the road, actual vehicle operating speeds are substantially lower due to the access-only function of the road, very low traffic volumes, and the presence of the nearby Midland Highway junction.

Sight distance from the proposed access is unrestricted in both directions along Belle Vue Road. Full visibility is available toward the Midland Highway / Belle Vue Road junction, which is located approximately 45 metres east of the site access. There are no horizontal or vertical alignment constraints, vegetation, roadside structures, or other obstructions that would limit driver visibility.

It is noted that sight distance requirements apply to the frontage road only, and there is no requirement for sight distance to extend beyond Belle Vue Road into the Midland Highway. Vehicles exiting the site will do so at low speed and will join Belle Vue Road before subsequently approaching the Midland Highway junction in a controlled manner.

Given the unrestricted sight distance available, the very low traffic volumes on Belle Vue Road, and the low operating speeds in the vicinity of the access, sight distance at the proposed site access is considered more than adequate to safely accommodate the limited vehicle movements associated with the proposed development.

4.5 Pedestrian Impacts

The proposed development is an automated fuel station with no staff or pedestrian demands from beyond the subject site. It will not generate pedestrian movements to or from the surrounding road network.

4.6 Road Safety Impacts

An assessment has been undertaken to determine whether traffic generated by the proposed development is likely to result in any adverse road safety impacts on the surrounding road network.

The existing crash history in the vicinity of the site does not indicate any pre-existing road safety deficiencies that would be exacerbated by the proposed development. No crashes have been reported on Belle Vue Road, and no crashes have been reported at the Midland Highway / Belle Vue Road junction during the assessed period. Crashes along the Midland Highway are dispersed in nature, typical of a high-speed rural corridor, and are not indicative of access-related or turning-movement safety issues.

The proposed development will generate a very low level of traffic, comprising approximately 3–4 heavy vehicle movements per day, equating to around 8 two-way vehicle movements per day. These movements will be irregular, spread across the day, and will not coincide with commuter peak periods. The magnitude of traffic generation is negligible in the context of existing traffic volumes on both Belle Vue Road and the Midland Highway.

Access to the site is via Belle Vue Road, which is a low-volume rural access road with an existing G-turn facility opposite the subject site. The access arrangement avoids direct access to the Midland Highway and is appropriate for accommodating occasional heavy vehicle movements. Sight distance at the site access is unrestricted in both directions along Belle Vue Road, and operating speeds in the vicinity of the access are low relative to the default rural speed limit.

Pedestrian activity associated with the development will be negligible, with no staff, customer, or public pedestrian demand generated by the site. Accordingly, there are no pedestrian safety implications arising from the proposal.

Having regard to the very low traffic generation, the suitability of Belle Vue Road for heavy vehicle access, the unrestricted sight distance available at the access, and the absence of any crash history indicating an existing safety issue, the proposed development is not expected to result in any adverse road safety impacts on Belle Vue Road, the Midland Highway, or the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

No formal on-site car parking spaces are proposed as part of the development. The proposed development is an unmanned fuel storage and distribution facility with no staff, no retail component, no customer access, and no ancillary uses that would generate a demand for employee or visitor parking. Accordingly, there is no requirement to provide on-site car parking for passenger vehicles.

The development does not provide designated truck parking spaces. Heavy vehicles accessing the site will enter for the sole purpose of fuel delivery or fuel collection and will exit the site immediately upon completion of these activities. Any short-duration standing of heavy vehicles within the site occurs as part of normal operational manoeuvring and refuelling activity and does not constitute parking in the planning sense.

The site layout has been designed to accommodate the swept paths and circulation requirements of B-double vehicles, allowing vehicles to enter, manoeuvre within, and exit the site in a forward direction. This operational circulation space is not intended for vehicle storage or parking and will not be used for layover, rest breaks, or queuing.

Given the nature of the development and the absence of staff, customers, or ancillary uses, the absence of on-site parking provision is appropriate and consistent with the functional operation of the facility.

5.2 Planning Scheme Requirements

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

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

N = A + (C- B)

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

For the Storage use class, Table C2.1 specifies a parking requirement of "1 space per 200m² of the site area or 1 space per 2 employees, whichever is greater".

The subject site has an area of 2,512m², which equates to 13 spaces. Accordingly, if assessed strictly against Table C2.1, the proposal does not meet Acceptable Solution A1 because no formal marked car parking spaces are proposed.

The Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

(b) the ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

(c) the availability and frequency of public transport within reasonable walking distance of the site;

(d) the availability and frequency of other transport alternatives;

(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

(g) the effect on streetscape; and

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

The following is relevant with respect to the development proposal:

a. Off-street public parking: There is no reliance on public off-street car parking to support the use, and the use does not generate a visitor parking demand in the first instance.

b. Shared parking: The use does not operate as a land use with multiple independent users arriving and parking (e.g., customers/ staff). As such, shared parking considerations are not determinative; the operational model inherently results in negligible passenger-vehicle parking demand.

c. Public transport availability/ frequency: Public transport is not relevant to the operation of the facility given its rural location and the absence of staff/ customer travel demand. Noting also that no public transport is available that services the surrounding area.

d. Other transport alternatives: Similarly, other transport alternatives (walking/ cycling) do not materially affect the reasonable parking needs because the site is not a destination for the public and does not generate commuter travel.

e. Site constraints: There are no constraints that prevent parking being formed if ever required; however, the key issue is that the use does not create a reasonable need for passenger-vehicle parking spaces.

f. On-street parking (availability/ access/ safety): On-street parking is not relevant to the operation of the facility. It would be neither necessary nor desirable for vehicles to park on Belle Vue Road given it is a low-volume rural access road and the facility's operations are intended to occur wholly within the site.

g. Streetscape: The proposal does not require the creation of conventional car parking areas that would affect streetscape outcomes.

h. Qualified assessment of actual demand: Based on the scale and nature of the use (unmanned, no staff, no retail/public interface), the actual car parking demand for passenger vehicles is expected to be negligible.

On this basis, while the numeric rate in Table C2.1 would imply a notional parking provision if applied mechanistically to site area, the proposal satisfies Performance Criteria P1.1 because providing marked passenger-vehicle spaces is not required to meet the reasonable needs of the use. The site nonetheless includes substantial hardstand/manoeuvring area to accommodate heavy vehicle access and circulation associated with fuel delivery and collection activities.

5.3 Car Parking Layout

Clause C2.6.2 of the Planning Scheme sets out design requirements for car parking areas, access ways and manoeuvring areas, including matters such as layout, dimensions, grades, circulation and safety.

In this instance, no formal car parking spaces are proposed, as outlined in Sections 5.1 and 5.2. The proposed development is an unmanned liquid fuel storage and distribution facility with no staff, no customers, and no visitor demand. As such, there is no car parking layout to assess against Clause C2.6.2.

The site layout instead provides extensive heavy vehicle access, circulation and manoeuvring areas to accommodate fuel delivery and fuel collection vehicles. These areas are designed to allow B-double vehicles to enter, manoeuvre within, and exit the site in a forward direction without the need for reversing onto public roads. The internal circulation areas are functional, unconstrained, and appropriate for the operational requirements of the facility.

Accordingly, while the specific dimensional and layout standards of Clause C2.6.2 relating to marked car parking spaces are not applicable, the development provides a safe and efficient internal layout that supports heavy vehicle operations and does not result in adverse impacts on traffic safety or the surrounding road network.

6. Conclusions

This Traffic Impact Assessment (TIA) has been prepared to assess the traffic, access, road safety and parking implications associated with the proposed unmanned liquid fuel storage and distribution facility at 13504 Midland Highway, Epping Forest.

The proposed development is a low-intensity, non-retail use that will operate as a bridging fuel depot supporting agricultural and freight activities. The facility will be unmanned, with no staff, no customer access, and no ancillary uses. Traffic generation will be very low, comprising approximately 3–4 heavy vehicle movements per day (resulting in 8 two-way vehicle movements per day), with negligible passenger vehicle activity and no commuter peak demand.

All traffic associated with the development will originate from and terminate to the Midland Highway, accessing the site via Belle Vue Road, which functions as a low-volume rural access road with no through connectivity. The additional traffic generated by the proposal represents a negligible increase relative to existing traffic volumes on both Belle Vue Road and the Midland Highway and will not result in any material change to traffic patterns.

The proposed access arrangements have been assessed against Clause C3.5.1 of the Planning Scheme. As the development introduces a new access. The proposal has therefore been assessed against the Performance Criteria P1, and it is concluded that the access will not adversely affect the safety or efficiency of the road network, having regard to the very low traffic volumes, the characteristics of Belle Vue Road, the presence of an existing G-turn facility, and the unrestricted sight distance available at the site access.

Sight distance at the site access on Belle Vue Road is unrestricted in both directions, with clear visibility toward the Midland Highway junction. Operating speeds in the vicinity of the access are low relative to the default rural speed limit, and sight distance is more than adequate to safely accommodate the limited vehicle movements associated with the development.

An assessment of road safety performance indicates no crashes on Belle Vue Road and no crash history at the Midland Highway/ Belle Vue Road junction. Crashes along the Midland Highway are dispersed and typical of a high-speed rural corridor, with no evidence of access-related safety deficiencies. The proposed development is not expected to exacerbate existing road safety conditions.

With respect to parking, the development does not provide on-site car parking spaces. Assessment against Table C2.1 of the Parking and Sustainable Transport Code indicates that the proposal does not meet the Acceptable Solution based on site area alone. However, the development has been assessed against the Performance Criteria P1 of Clause C2.5.1, and it is concluded that the absence of formal car parking spaces is appropriate, having regard to the unmanned nature of the facility, the absence of staff or visitors, and the exclusive use of the site by heavy vehicles. Any short-duration standing of vehicles within the site occurs as part of operational activity and does not constitute parking demand in the conventional sense.

There is no car parking layout to assess under Clause C2.6.2. The site layout nonetheless provides extensive internal circulation and manoeuvring space to accommodate heavy vehicles safely and efficiently, with all movements undertaken within the site and no reliance on on-street parking.

Based on the findings of this Traffic Impact Assessment, the proposed development is considered acceptable from a traffic, access, road safety and parking perspective, and it is supported on traffic engineering grounds.

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Document Status

Revision	Author	Review	Date
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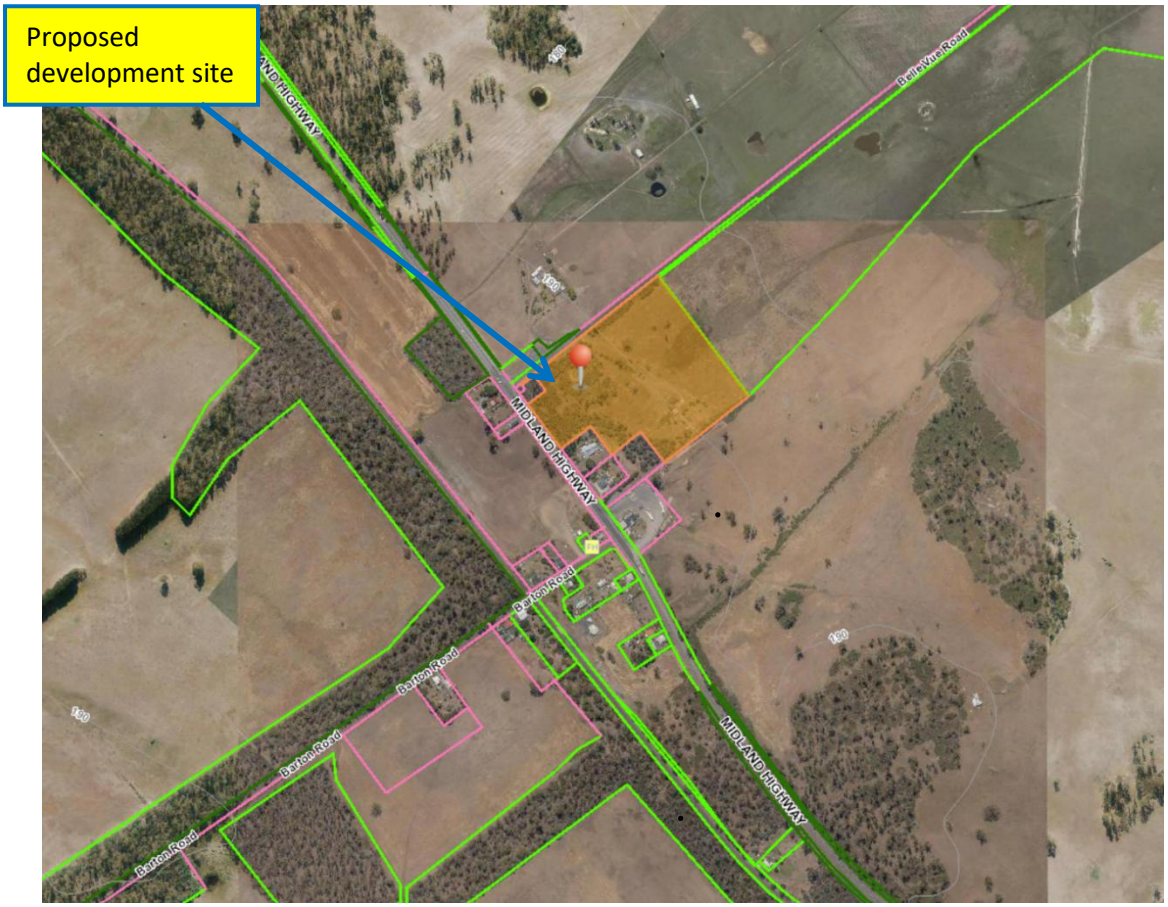
Bushfire Report

13504 Midland Highway EPPING FOREST TAS 7211

PID: 2564117 (C/T 250396/1) & PID: 6208179 (C/T 228148/1 & C/T 215169/1)

The development on this lot is for Fuel Storage - which falls under the category of Hazardous Use



Report prepared for:

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Report prepared by: Leanne Jordan

Accreditation Number: BFP - 141
Report Reference: ALC-BFM 2026/03

Report Date: 6th February 2026
Version: 1.2

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1. Summary:

Client:	OPT TASMANIA PTY LTD
Property Location:	13504 Midland Highway EPPING FOREST TAS 7211
Property ID:	PID: 2564117 (C/T 250396/1) & PID: 6208179 (C/T 228148/1 & C/T 215169/1)
Lot Size:	67,220 m² & 1,218 m²
Council:	Northern Midlands Council
Planning Zone	Agriculture
Surrounding Zones	Agriculture zone surrounds this property, with Particular Purpose zone in close proximity
Type of building work:	Hazardous Use
Description of the building work:	Proposed new development – Fuel Storage Depot (Hazardous Use)
Assessed BAL	Bushfire Attack Level BAL-12.5

2. Introduction

This Bushfire Attack Level (BAL) assessment is for a proposed new Hazardous Use development of a Fuel Storage Depot to be constructed at 13504 Midland Highway, EPPING FOREST TAS 7211 PID: 2564117 (C/T 250396/1) & PID: 6208179 (C/T 228148/1 & C/T 215169/1). There is an existing dwelling on the lot which is nearly 200 metres from the development. This has its own totally separate access and fighting water supply and is covered separately below. This Bushfire Attack Level (BAL) Report and Bushfire Management Plan (BHMP) have been prepared for submission with the *Tasmanian Planning Scheme 2024, Bushfire-Prone Areas Code, Use Standards – Hazardous uses.*

3. Purpose

The purpose of this bushfire assessment report is to identify the Bushfire Attack Level (BAL) in accordance with AS3959-2018 Construction of Buildings in Bushfire-Prone Areas. The development of the BHMP is supported by the detail in this report and addresses the requirements of the *TPS Bushfire-Prone Areas Code C13.0,* in particular *C13.5.2 Hazardous uses, Clause A3.*

Whilst it demonstrates compliance with this Code, it considers the Building Stage requirements of the Directors Determination in preparation for a Building Permit Application.

The BAL will enable the appropriate construction method and applicable construction requirements for the proposed building works to be designed in accordance with AS3959-2018 Construction of Buildings in Bushfire-Prone Areas. Building specifications for BAL-12.5 are detailed in AS3595-2018.

An assessment and comments in relation to the *Building Act 2016,* the *Building Regulations 2016 (Part 5 Division 6)*, and the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024* will be provided for the proposal.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack and Exposure Level
BAL-LOW	*Insufficient risk to warrant specific construction requirements*
BAL-12.5	*Ember Attack*
BAL-19	*Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5 and 19 kW m2 (kilowatts per square metre)*
BAL-29	*Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19 and 29 kW m2*
BAL-40	*Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux with the increased likelihood of exposure to flames*
BAL FZ (Flame Zone)	*Direct exposure to flames from fire front in addition to heat flux and ember attack*

4. Assessment

A desktop and onsite assessment were carried out on the 6th February 2026. The referenced documents are appended, these include aerial topography images from Listmap, onsite photos and design plans from Prime Design, Project Number PD25349.

5. Bushfire Emergency Management Planning

In accordance with the *Bushfire-Prone Areas Code*, an emergency management strategy must be developed at the planning permit stage for hazardous uses.

Under the *Bushfire Emergency Planning Guideline* – section 4, the Tasmanian planning and building laws require emergency planning be undertaken for hazardous uses. It is the emergency management arrangements that are often key to the mitigation of bushfire risk to a tolerable level.

Tasmanian Planning Scheme – Bushfire Areas Code

C13.5.2 Bushfire Prone Areas Code (Hazardous uses)

Objective: *That hazardous uses can only be located on land within a bushfire-prone area where tolerable risks are achieved through mitigation measures that take into account the specific characteristics of both the hazardous use and the bushfire hazard.*

The proposed use and development of this site as Fuel Storage site deems it Hazardous Use as it meets the criteria of hazardous chemicals of a manifest quantity being stored on a site. As a result, this Code requires three criteria to be addressed (P1, A2 & A3).

P1 *A hazardous use must only be located in a bushfire-prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to:*

- *(a) the location, characteristics, nature and scale of the use;*
- *(b) whether there is an overriding benefit to the community;*
- *(c) whether there is no suitable alternative lower-risk site;*
- *(d) the emergency management strategy (hazardous use) and bushfire management plan; and other advice, if any, from the TFS.*

The site is a new development in an agricultural zone. The site will function as an unmanned fuel stop which will service the farming and agricultural entities within the local area of the fuel depot. The proposed development of the site will consist of fuel tanks, bowsers and a card reader. There are no new buildings proposed on site for the fuel stop functionality.

In the case of a bushfire or any onsite fire, customers can call 000, as there will be no staff on site to provide care or assistance. The Bushfire Emergency Plan will be contained in a weather-proof display cabinet near the entry of the property from Belle Vue Road.

As per the Tas Petroleum Operational Statement:

The subject site will operate as a low-intensity agricultural support facility, with its primary function being a bridging diesel fuel depot servicing regional farming and rural enterprises. The facility is not a retail fuel outlet and will not be open to the public. It will function solely as a controlled logistics point within an existing agricultural supply chain.

The development is intended to support agricultural productivity across the region by providing a reliable and efficient fuel distribution link between bulk fuel suppliers and end-users in rural

and farming areas both local to the area and regionally supporting the Fingal valley and east coast.

The BAL risk level is BAL-12.5 and considered manageable given the overriding benefits the fuel storage facility will provide.

The Bushfire Hazard Management Plan is attached in Appendix 5, and a Bushfire Emergency Plan (BEP) will be developed in due course.

As per Tas Petroleum Operational Statement (see Appendix 7 for full statement):

The subject site will operate as a low-intensity agricultural support facility, with its primary function being a bridging diesel fuel depot servicing regional farming and rural enterprises. The facility is not a retail fuel outlet and will not be open to the public. It will function solely as a controlled logistics point within an existing agricultural supply chain.

The development is intended to support agricultural productivity across the region by providing a reliable and efficient fuel distribution link between bulk fuel suppliers and end-users in rural and farming areas both local to the area and regionally supporting the Fingal valley and east coast.

Operationally, the site will function as:

- *A bulk diesel receival point*
- *A temporary holding and transfer location*
- *A dispatch point for smaller fuel tankers servicing farms and agricultural operations*
- *Bulk Diesel pickup through account fob.*

The facility's role is strictly that of a bridging depot — meaning fuel is transferred through the site as part of a distribution process rather than store.

***A2** An emergency management strategy (hazardous use), endorsed by the TFS or accredited person.*

The site is an unmanned fuel depot and all customers are transient in nature.

There are no buildings onsite just a 40FT Transtank which will be double bunded so it cannot leak and will be made of steel. The site is designed with easy clear access for all vehicles including Emergency vehicles.

This site may have anywhere from 0-2 occupants onsite at any given time. This will vary with daily usage by customers of the site. Due to the nature of the facility it does not cater for people with a disability, and it is improbable that people with a disability would be onsite, however if they were, they would be accompanied by a support or carer.

This will be an unmanned site, in case of a bushfire customers can call 000.

The HMA and annual required maintenance on this site will ensure vegetation is managed to a low risk level – attracting a BAL-12.5 rating. The landscaping will be minimal and therefore allow for minimal risk of onsite bushfire ignition.

There are also some complementary bushfire protection strategies proposed: The fuel stop is required to meet all building standards for AS1940:2017, (with the tank having automatic cut off, an emergency stop button and a fire extinguisher on site for any onsite fire).

As stated, the fuel stop tanks are above ground, double bunded and made of steel. In the case of any general bushfire – at early warning the tank will be shut off and the site closed (as detailed in the Bushfire Emergency Plan).

On-site ignition may be possible but is considered manageable due to the automatic shutdown of fuel sources in the case of any fires, to minimise impact.

In case of a bushfire threat the primary action is to evacuate the site – with customers being transient this is a relatively simple process. Full details are outlined in the Bushfire Emergency Plan.

Access to the site is very good with both an in and an out entry/exit driveway proposed in final development. Access for firefighters and any associated services would be easy. With the site being evacuated, the site would be clear of all other traffic.

The likelihood of the hazardous materials (fuel stored in tanks) adding to intensity of the bushfire is minimal. At the first warning of any bushfire threat the tanks will be shut off.

The bushfire risk can be managed to a tolerable risk level with the implementation of both the Bushfire Hazard Management Plan (BHMP) and later the Bushfire Action Plan (BAP). The Bushfire Hazard Management Plan details ongoing maintenance of the site to minimise bushfire risk. In addition, the Bushfire Emergency Plan for this site details steps to take when a bushfire threatens and will be developed after Planning Stage – in the interim there is a Bushfire Emergency Management Strategy – see **Appendix 8**.

These documents outline bushfire risk mitigation, allowing for maintaining vegetation in minimal fuel source conditions, access to be provided for fire fighting, and onsite management of any onsite fuel ignitions. In addition, at the first warning of any imminent bushfire risk, the fuel pumps will be shut off, reducing the possibility of the fuel tanks adding a fuel source to the bushfire risk.

A3 *A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.*

Appendix 6 shows the design plan of the development which includes the Hazardous use. The bushfire management plan is detailed in Appendix 5. The management plan details the existing and proposed development area and the management of a HMA to achieve a Bushfire Attack Level (BAL) rating of a BAL 12.5. Section 6 of this report details the BAL assessment. The Hazard Management Area needs to be established and maintained as detailed, to ensure ongoing compliance for the BAL rating.

6. Vehicular Access:

Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024.

Clause 2.3.2.Property Access

(1) A new building in a bushfire-prone area must be provided with property access to the building area and the firefighting water point, accessible by a carriageway, designed and constructed as specified in subclause (4).

(2) For an addition or alteration to an existing building in a bushfire-prone area, if there is no property access available, property access must be provided to the building area and the firefighting water point accessible by a carriageway as specified in subclause (4).

(3) For an addition or alteration to an existing building in a bushfire-prone area must not restrict any existing property access to the building area or the water supply for firefighting.

(4) Vehicular access from a public road to a building must:

(a) comply with the property access requirements specified in Table 2;

(b) include access from a public road to within 90 metres of the furthest part of the building measured as a hose lay; and

(c) include access to the hardstand area for the firefighting water point.

The property access is off Belle Vue Road and then onto a yet to be constructed access which will be approximately 134 metres from one entry/exit point to the other entry/exit point. This proposal will need to comply with the design and construction requirements of Table 2(B) of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*.

Table 2 (B) Property access length is 30 metres or greater, or access is required for a fire appliance to access a firefighting water point.

The following design and construction requirements apply to property access:

(a) All-weather construction;
(b) Load capacity of at least 20 tonnes, including for bridges and culverts;
(c) Minimum carriageway width of 4 metres;
(d) Minimum vertical clearance of 4 metres;
(e) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway;
(f) Cross falls of less than 3 degrees (1:20 or 5%);
(g) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;
(h) Curves with a minimum inner radius of 10 metres;
(i) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and
(j) Terminate with a turning area for fire appliances provided by one of the following:
    (i) A turning circle with a minimum outer radius of 10 metres;
    (ii) A property access encircling the building; or
    (iii) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

Table 2 (C) Property access length is 200 metres or greater.

The following design and construction requirements apply to property access:
(a) complies with requirements for B above; and
(b) passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres.

On site:

Fuel Storage Depot:

The driveway is yet to be constructed for the proposed Fuel Storage Depot development. There will be two entry/exit points off Belle Vue Road. The access will be a circular loop access driveway and will need to be constructed and maintained to the same standard as described in Table 2(B) of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*.

Entrance and exit will be from Belle Vue Road

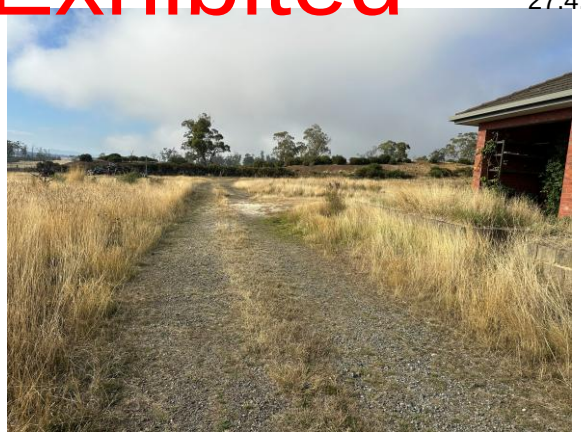
Existing Dwelling:

The driveway is existing and comes off Belle Vue Road. The driveway will provide access to the dwelling and the associated firefighting water supply. It will be approximately 204 metres to the water supply tank and therefore will require a passing bay area to ensure there is no section of the driveway greater than 200 metres without a passing bay section. The access driveway will need to be constructed and maintained to the same standard as described in Table 2(B) & (C) of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*. Some adjustments to the current driveway in particular

Existing entrance off Belle Vue Road

Existing lower section of driveway/access road

Middle section of existing driveway



A passing bay will be required just past the existing dwelling to ensure no part of the driveway is greater than 200 m without a passing area

Passing bay/area may work in this vicinity

Driveway to existing garage and carport and possible location for firefighting water supply

Both Access roads/driveways:

Design and construction requirements, to both the fuel storage depot and the existing dwelling, need to be fully implementing, therefore providing an all-weather road with a suitable turning area to each, in addition to the existing dwelling's associated firefighting water supply. The access roads/driveways will exist of a suitable standard to allow safe access to the two parts of the property. Both driveways need to be regularly maintained to ensure ongoing compliance. Safe access for emergency services including firefighting appliances, is crucial for effective firefighting.

7. Water Supply Details:

***Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*.**

Clause 2.3.3.Water supply for firefighting

(1) The following building work must be provided with a water supply dedicated for firefighting purposes which complies with the requirements specified in Table 3A or Table 3B:
(a) a new habitable building; or
(b) a new Class 10a Building to which this Division applies, if not protected by an existing firefighting water supply.
(2) For an addition or alteration to an existing building in a bushfire-prone area, if there is no water supply for firefighting available, the building must be provided with a water supply dedicated for firefighting purposes with complies with the requirements specified in Table 3A or Table 3B.
(3) Certain Class 9 Buildings have specific requirements for water supply for firefighting as specified in Table 3A or Table 3B.

Table 3B Requirements for Static Water Supply for Firefighting of the *Director's Determination – Bushfire Hazard Areas Version 1.2, 16 July 2024*, *states:*

(A) Distance between building to be protected and water supply
The following requirements apply:
(a) the building to be protected must be located within 90 metres of the firefighting water point of a static water supply; and
(b) the distance must be measured as a hose lay between the firefighting water point and the furthest part of the building.

(B) Static Water Supplies
A static water supply:
(a) may have a remotely located offtake connected to the static water supply;
(b) may be a supply for combined use (firefighting and other uses) but the specified minimum quantity of firefighting water must be available at all times;
(c) must be a minimum of 10,000 litres per building including associated Class 10 Building or deck to be protected. This volume of water must not be used for any other purpose including firefighting sprinkler or spray systems;
(d) must be metal, concrete or lagged by non-combustible materials if above ground; and
(e) if a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by:
(i) metal;
(ii) non-combustible material; or
(iii) fibre-cement a minimum of 6 mm thickness

(C) Fittings, pipework and accessories (including stands and tank supports)
Fittings and pipework associated with a firefighting water point for a static water supply must:
(a) have a minimum nominal internal diameter of 50mm;
(b) be fitted with a valve with a minimum nominal internal diameter of 50mm;
(c) be metal or lagged by non-combustible materials if above ground;
(d) if buried, have a minimum depth of 300mm;
(e) provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to firefighting equipment;
(f) ensure the coupling is accessible and available for connection at all times;

(g) ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); and
(h) ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and
(i) where a remote offtake is installed, ensure the offtake is in a position that is:

(i) visible;
(ii) accessible to allow connection by firefighting equipment;
(iii) at a working height of 450 – 600mm above ground level; and
(iv) protected from possible damage, including damage by vehicles.

(D) Signage for static water connections

The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must:
(a) comply with water tank signage requirements within AS 2304; or
(b) comply with the Tasmania Fire Service Water Supply Signage Guideline published b the Tasmania Fire Service.

(E) Hardstand

A hardstand area for fire appliances must be provided:
(a) no more than three metres from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like);
(b) no closer than six metres from the building to be protected;
(c) with a minimum width of three metres and a minimum length of six metres constructed to the same standard as the carriageway; and
(d) connected to the property access by a carriageway equivalent to the standard of the property access.

(F) Additional requirements for Certain Class 9 Buildings

Refer to NCC Vol. 1 – Part G5 (incorporating TAS G5P1 and TAS G5P2) and Specification 43.

On Site:

Fuel Storage Depot:

Due to the nature of this site being for Hazardous Use with Storage of Flammable Goods onsite, the site will need to comply with the requirements of Australian Standard *AS1940:2017 The storage and handling of flammable and combustible liquids*. The requirements of this Standard will be sufficient for the site water supply, with no additional bushfire specific water supply required, as there are no habitable buildings on this part of the site.

Existing Dwelling:

A 10,000 litre static firefighting water supply is to be provided onsite for the existing dwelling. The tank location is yet to be confirmed, but is proposed to be on the south-eastern side of the existing carport onsite. The location chosen must meet the distance requirements of Table 3B(A) and the proposed tank should be located near the driveway/access road, to provide easy access to the water supply's hardstand area.

The water tank, water connections, fittings, pipework and accessories, hardstand area and signage need to comply with the requirements of *Table 3B Requirements for Static Water Supply for Firefighting* of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024, as* outlined above. Adequate and available water supply is critical for effective firefighting.

Potential location of firefighting water supply (water tank) may be to the SW of the carport

Existing turning area in front of garage & carport

8. Bushfire Attack Level Assessment

8.1. Fire Danger Index (FDI):

The Fire Danger Index (FDI) is a measure of the probability of a bushfire starting, its rate of spread, intensity and difficulty of suppression according to various combinations of temperature, relative humidity, wind speed and estimate of fuel state, all of which is influenced by daily rainfall and the time elapsed since the last rainfall. *The FDI as per Table 2.1 AS3959-2018 for Tasmania is 50.*

8.2. Site Vegetation Type & Distance:

Vegetation surrounding the site to a distance of 100m from the proposed building has been considered.

Distance to the vegetation is measured horizontally from the edge of the vegetation (closest to the building site) to the external wall of the proposed building, or for parts of the building that do not have external walls (including carports, verandas, decks, landings, deck ramps) to the supporting posts or columns.

***NOTE**:* The lots to the SW side of this lot (C/T 215169/1 & C/T 228148/1) are both owned by OPT TASMANIA PTY LTD and therefore have been included in the hazard management area to ensure compliance with a BAL-12.5 rating.

A BAL rating has also been provided for the existing dwelling. Whilst there is no addition or extension proposed for the existing dwelling currently – I have assessed in readiness for future likely subdivision of dwelling from fuel depot to confirm a BAL rating of BAL-19 or less.

Fuel Depot:

- North-East: Assessed as managed for 32 metres, then grasslands for 68+ metres;
- South-West: Assessed as managed for 19 metres, then shrublands for 32 metres, then managed for 22 metres then grasslands for 27+ metres;
- South-East: Assessed as managed for 26 metres, then grasslands for 74+ metres;
- North-West: Assessed as managed for 47 metres, then grasslands for 53+ metres;

Existing Dwelling:

- North-East: Assessed as managed for 16 metres, then grasslands for 84+ metres;
- South-West: Assessed as managed for 14 metres, then grasslands for 86+ metres;
- South-East: Assessed as managed for 14 metres, then grasslands for 27 metres, then shrublands for 17 metres, then grasslands for 42+ metres;
- North-West: Assessed as managed for 16 metres, then grasslands for 84+ metres;

8.3. Slope of the land under the vegetation

The slope of the land under the vegetation has a direct influence on the severity of a bushfire and consequently is considered in assessing your site's BAL. Bushfires have a tendency to move up more rapidly than down hills. In determining the slope, it is the slope under the classified vegetation in relation to the building that is measured, not the slope between the classified vegetation and the building.

Fuel Depot:

- North-East: Downslope >0-5°;
- South-West: Flat;
- South-East: Flat;
- North-West: Downslope >0-5°;

Existing Dwelling:

- North-East: Downslope >0-5°;
- South-West: Upslope;
- South-East: Flat;
- North-West: Downslope >0-5°;

8.4. Bushfire Attack Level (BAL):

The BAL takes into consideration a number of factors including the Fire Danger Index (FDI), the slope of the land, types of surrounding vegetation and its proximity to any building.

Fuel Depot:

- North-East: BAL- 12.5
- South-West: BAL- 12.5
- South-East: BAL- 12.5
- North-West: BAL- 12.5

Existing Dwelling:

- North-East: BAL- 12.5
- South-West: BAL- 12.5
- South-East: BAL- 12.5
- North-West: BAL- 12.5

8.5. Overall Bushfire Attack Level (BAL):

BAL Level as per Table 2.6 AS3959-2018

The assessed Bushfire Attack Level (BAL):

Once the Bushfire Hazard Management Area (HMA) stipulated is implemented and maintained, ensuring both initial and ongoing compliance **= BAL- 12.5 - both fuel depot & existing dwelling**

The construction requirements are set out in Section 3 & 5 of the Australian Standard AS3959-2018 Construction of Buildings in Bushfire-Prone Areas for Bushfire Attack Level 12.5 (BAL – 12.5).

BAL–12.5 As per AS 3959-2018 Bal-12.5 there are increasing levels of ember attack.

Bushfire Attack Level (BAL)
Step 1: Relevant fire danger index: (see clause 2.2.2) FDI 50 [X]
Step 2: Assess the vegetation within 100m in all directions (tick relevant group)
Note 1: Refer to Table 2.3 and Figures 2.3 & 2.4 for description and classification of vegetation.
Note 2: If there is no classified vegetation within 100m of the site then the BAL is LOW for that part of the site.

Vegetation classification (see Table 2.3)	North [ ] North-East [X]	South [ ] South-West [X]	East [ ] South-East [X]	West [ ] North-West [X]
Group A Forest				
Group B Woodland				
Group C Shrub-land		19 metres to shrublands		
Group D Scrub				
Group E Mallee/Mulga				
Group F Rainforest				
Group G (FDI 50) Grassland	32 metres to grasslands		26 metres to grasslands	47 metres to grasslands
Group H Managed Land				
Exclusions (where applicable)	Strikeout relevant paragraph descriptor from clause 2.2.3.2.			
	(a) (b) (c) (d) (e) (f)	(a) (b) (c) (d) (e) (f)	(a) (b) (c) (d) (e) (f)	(a) (b) (c) (d) (e) (f)

Step 3: Distance of the site from classified vegetation (see clause 2.2.4)

Distance to classified vegetation	Show distances in metres			
Current	0 metres to grasslands	0 metres to shrublands	0 metres to grasslands	0 metres to grasslands
Proposed	32 metres to grasslands	19 metres to shrublands	26 metres to grasslands	47 metres to grasslands

Step 4: Determine the effective slope of land under the classified vegetation

Effective slope	Upslope			
Slope under the classified vegetation	Upslope/0° [ ]	Upslope/0° [X]	Upslope/0° [X]	Upslope/0° [ ]
	North [ ] North-East [X]	South [ ] South-West [X]	East [ ] South-East [X]	West [ ] North-West [X]
	Downslope			
	>0 to 5 [X]	>0 to 5 [ ]	>0 to 5 [ ]	>0 to 5 [X]
	>5 to 10 [ ]	>5 to 10 [ ]	>5 to 10 [ ]	>5 to 10 [ ]
	>10 to 15 [ ]	>10 to 15 [ ]	>10 to 15 [ ]	>10 to 15 [ ]
	>15 to 20 [ ]	>15 to 20 [ ]	>15 to 20 [ ]	>15 to 20 [ ]
BAL value for each side of the site	BAL-12.5	BAL-12.5	BAL-12.5	BAL-12.5
ASSESSED BAL LEVEL	The assessed Bushfire Attack Level (BAL) for the proposed development is "BAL-12.5"			

Existing Dwelling:

Bushfire Attack Level (BAL)

Step 1: Relevant fire danger index: (see clause 2.2.2) FDI 50 [X]

Step 2: Assess the vegetation within 100m in all directions (tick relevant group)

Note 1: Refer to Table 2.3 and Figures 2.3 & 2.4 for description and classification of vegetation.

Note 2: If there is no classified vegetation within 100m of the site then the BAL is LOW for that part of the site.

Vegetation classification (see Table 2.3)	North [ ] North-East [X]	South [ ] South-West [X]	East [ ] South-East [X]	West [ ] North-West [X]
Group A Forest				
Group B Woodland				
Group C Shrub-land			41 metres to shrublands	
Group D Scrub				
Group E Mallee/Mulga				
Group F Rainforest				
Group G (FDI 50) Grassland	16 metres to grasslands	14 metres to grasslands	14 metres to grasslands	16 metres to grasslands
Group H Managed Land				
Exclusions (where applicable)	Strikeout relevant paragraph descriptor from clause 2.2.3.2.			
	(a) (b) (c) (d) (e) (f)	(a) (b) (c) (d) (e) (f)	(a) (b) (c) (d) (e) (f)	(a) (b) (c) (d) (e) (f)

Step 3: Distance of the site from classified vegetation (see clause 2.2.4)

Distance to classified vegetation	Show distances in metres			
Current	0 metres to grasslands	0 metres to grasslands	0 metres to grasslands	0 metres to grasslands
Proposed	16 metres to grasslands	14 metres to grasslands	14 metres to grasslands	16 metres to grasslands

Step 4: Determine the effective slope of land under the classified vegetation

Effective slope	Upslope			
Slope under the classified vegetation	Upslope/0° [ ]	Upslope/0° [X]	Upslope/0° [X]	Upslope/0° [ ]
	North [ ] North-East [X]	South [ ] South-West [X]	East [ ] South-East [X]	West [ ] North-West [X]
	Downslope			
	>0 to 5 [X]	>0 to 5 [ ]	>0 to 5 [ ]	>0 to 5 [X]
	>5 to 10 [ ]	>5 to 10 [ ]	>5 to 10 [ ]	>5 to 10 [ ]
	>10 to 15 [ ]	>10 to 15 [ ]	>10 to 15 [ ]	>10 to 15 [ ]
	>15 to 20 [ ]	>15 to 20 [ ]	>15 to 20 [ ]	>15 to 20 [ ]
BAL value for each side of the site	BAL-12.5	BAL-12.5	BAL-12.5	BAL-12.5
ASSESSED BAL LEVEL	The assessed Bushfire Attack Level (BAL) for the existing dwelling is "BAL-12.5"			

9. Hazard Management Areas

Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024.

Clause 2.3.4. Hazard management areas

(1) A new building, and an existing building, in the case of an addition or alteration to a building, in a bushfire-prone area, must be provided with a hazard management area.
(2) The hazard management area must comply with the requirements specified in Table 4.
(3) The hazard management area for a particular BAL must have the minimum dimensions required for the separation distances specified for that BAL in Table 2.6 of AS 3959.
(4) The hazard management area must be established and maintained such that fuels are reduced sufficiently, and other hazards are removed such that the fuels and other hazards do not significantly contribute to the bushfire attack.

Table 4 Requirements for Hazard Management Area of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*, *states:*

F. New buildings or additions and alterations to buildings associated with the use, handling, generation or storage of a hazardous chemical or explosive.
A new building or an alteration or addition, including change of use, for a building associated with the use, handling, generation or storage of a hazardous chemical must:
(a) be located on the lot so as to be provided with a HMA no smaller than the required separation distances for the BAL determined in the certified bushfire hazard management plan; and
(b) have a HMA established in accordance with a certified bushfire hazard management plan.

On Site:
As per section 8 of this report the both the proposed Fuel Storage Depot – Hazardous Use, and the existing dwelling meet the Hazard Management Area (HMA) requirements of a BAL-12.5, which is achieved by managing the HMA as stated within this report.

This compliance is required under Clause 2.3.4 and ***Table 4B Requirements for Hazard Management Area*** of the *Director's Determination – Bushfire Hazard Areas Version 1.2, 16 July 2024*, the fuel depot needs to meet a BAL-12.5 as per Table 4B(F) and the existing dwelling needs to meet a BAL-19 (to meet future subdivision requirements) to ensure that the HMA is no smaller than the separation distances required for the required BAL rating, which in this instance is a BAL-12.5 rating (Fuel Depot) & BAL-19 (existing dwelling), hence these requirements are both met.

10. Assessment

The building sites have been assessed as per the standards of AS3959-2018 Construction of Buildings in Bushfire-prone Areas. A desktop and onsite assessment were conducted on the 6th February 2026. The Fuel Storage Depot & existing dwelling have been rated at *BAL-12.5* when recommendations in the Bushfire Hazard Management Plan are implemented.

Date of assessment: 6th February 2026

Assessor's Name: Leanne Jordan

Assessor's Accreditation: BFP - 141 Scope: 1, 2, 3A & 3B

Assessor's contact number: Office: (03) 6343 2183– Mobile: 0417 313 029

11. References

- Standards Australia (2018). AS 3959 – *Construction of Buildings in Bushfire Prone Areas*, Standards Australia International Ltd, Sydney.
- *Building Act 2016*
- *Building Regulations 2016 (Part 5 Division 6)*
- *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*
- *Tasmanian Planning Scheme - Northern Midlands, Bushfire-Prone Areas Code, Use Standards – Hazardous uses.*
- Aerial photos, LISTmap, Australia, viewed 6th February 2026 http://maps.thelist.tas.gov.au/listmap/app/list/map

Disclaimer:

This report only deals with potential bushfire risk and all other statutory assessments are outside this report. All information provided was as at the time of the inspection of the site. This report is not to be used for further or future development of the site other than what has been provided by the plans attached. This assessment and management plan do not guarantee the building will survive a bushfire.

Signed:

L Jordan

Date: 6th February 2026

Certificate Number ALC-BFM 2026/03

12. Appendix 1: LISTMap

13504 Midland Highway EPPING FOREST TAS 7211

PID: 2564117 (C/T 250396/1) & PID: 6208179 (C/T 228148/1 & C/T 215169/1)

13. Appendix 2: Photos of onsite Vegetation

Proposed Fuel Depot:

1 - View to the North-East

3 - View to the South-West

2 - View to the South-East

4 - View to the North-West

5 - Vegetation to the North-West

Existing Dwelling:

6 - View to the North-East

8 - View to the South-West

7 - View to the South-East

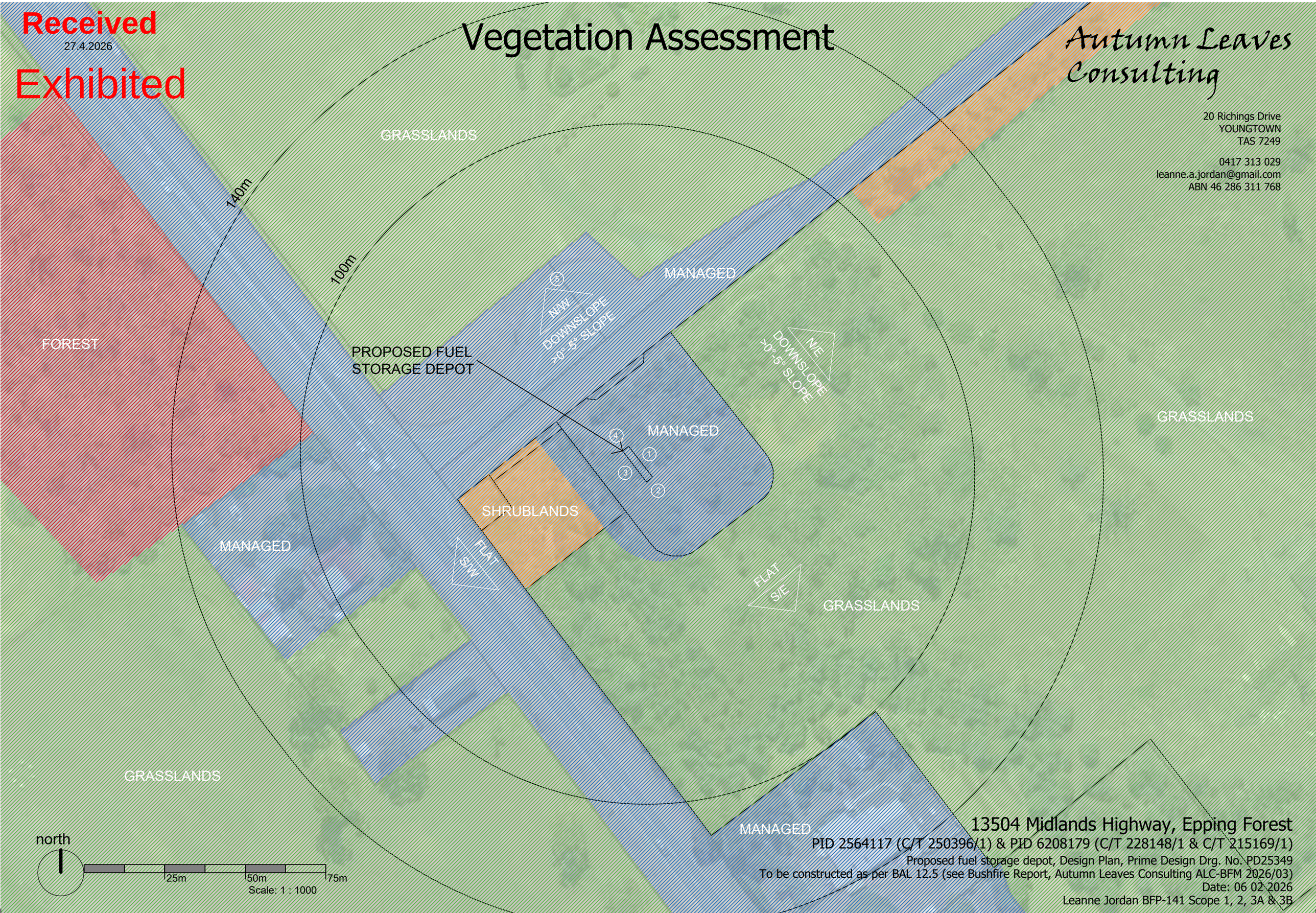
9 - View to the North-West

Vegetation Assessment

Autumn Leaves Consulting

20 Richings Drive
YOUNGTOWN
TAS 7249

0417 313 029
leanne.a.jordan@gmail.com
ABN 46 286 311 768



13504 Midlands Highway, Epping Forest

PID 2564117 (C/T 250396/1) & PID 6208179 (C/T 228148/1 & C/T 215169/1)

Proposed fuel storage depot, Design Plan, Prime Design Drg. No. PD25349
To be constructed as per BAL 12.5 (see Bushfire Report, Autumn Leaves Consulting ALC-BFM 2026/03)

Date: 06 02 2026

Leanne Jordan BFP-141 Scope 1, 2, 3A & 3B

Vegetation Assessment

Autumn Leaves Consulting

20 Richings Drive
YOUNGTOWN
TAS 7249

0417 313 029
leanne.a.jordan@gmail.com
ABN 46 286 311 768

SHRUBLANDS

GRASSLANDS

140m

100m

GRASSLANDS

MANAGED

NW DOWNSLOPE >0°-5° SLOPE

NE DOWNSLOPE >0°-5° SLOPE

EXISTING DWELLING

MANAGED

GRASSLANDS

FLAT S/W

FLAT S/E

EXISTING GARAGE

SHRUBLANDS

GRASSLANDS

MANAGED

north

25m 50m 75m

Scale: 1 : 1000

13504 Midlands Highway, Epping Forest

PID 2564117 (C/T 250396/1) & PID 6208179 (C/T 228148/1 & C/T 215169/1)

Proposed fuel storage depot, Design Plan, Prime Design Drg. No. PD25349
To be constructed as per BAL 12.5 (see Bushfire Report, Autumn Leaves Consulting ALC-BFM 2026/03)
Date: 06 02 2026
Leanne Jordan BFP-141 Scope 1, 2, 3A & 3B

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: OPT TASMANIA PTY LTD *Owner /Agent*

C/- 10 Goodman Court *Address*

INVERMAY TAS 7248 *Suburb/postcode*

Qualified person details:

Qualified person: Leanne Jordan

Address: 20 Richings Drive

YOUNGTOWN TAS 7249

Phone No: 0417 313 029

Fax No:

Licence No: BFP -141

Email address: leanne.a.jordan@gmail.com

Qualifications and Insurance details: Accredited to report on bushfire hazards under Part IVA of the Fire Service Act 1979

(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise: Analysis of hazards in bushfire-prone areas

(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: 13504 Midland Highway

EPPING FOREST TAS 7211

Lot No: 1

Certificate of title No: 250396, 228148 & 215169

The assessable item related to this certificate: Bushfire Hazard Management Plan detailing the Bushfire Attack Level assessment for the proposed fuel storage depot & existing dwelling

(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Bushfire Hazard Certificate

(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

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

○ building work, plumbing work or plumbing installation or demolition work

OR

◉ a building, temporary structure or plumbing installation

In issuing this certificate the following matters are relevant –

Documents:	Bushfire Attack Level (BAL) Assessment Report - ALC-BFM 2026/03 v 1.1 Bushfire Hazard Management Plan (BHMP) – 06 February 2026 Prime Design, Project Number PD25349, dated 14 October 2025
Relevant calculations:	Calculations are as per AS 3959:2018 - Method 1 BAL assessment
References:	

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

The Bushfire Hazard Management Plan shows the building work for the proposed fuel storage Depot needs to comply with a BAL 12.5. In addition to the requirements for Hazardous uses, suitable access for firefighting needs to be provided. The existing dwelling also needs to provide both suitable access and water supply for firefighting.

Scope and/or Limitations

Leanne Jordan has been engaged to identify the bushfire attack level (BAL) for the building works in accordance *with AS3959-2018 Construction of Buildings in Bushfire-Prone Areas*, the *Building Act 2016,* the *Building Regulations 2016 (Part 5 Division 6)* and the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024*. The BAL will enable the appropriate construction method and applicable construction requirements for the proposed building works to be designed in accordance with AS3959-2018 Construction of Buildings in Bushfire- Prone Areas and the Guidelines for Development in Bushfire Prone Areas of Tasmania. An assessment and comments will be provided towards the proposal in relation to the *Building Act 2016,* the *Building Regulations 2016 (Part 5 Division 6*), and the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024.*

Limitations:

- I have taken all reasonable steps to ensure that the information provided in this assessment is accurate and reflects the conditions on and around the site and allotment on the date of this assessment.
- Impacts of future development and vegetation growth have not been considered.
- The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
- Only the potential bushfire risk has been dealt with in this report and all other statutory assessments are outside the scope of this certificate.
- No warranty for any buildings constructed on the property is offered or inferred in the event of a bushfire.
- This certificate or report is valid only for the purpose for which it was commissioned.

I certify the matters described in this certificate.

	Signed:	*Certificate No:*	*Date:*
Qualified person:	L Jordan **BFP – 141** Scope: 1, 2, 3A & 3B	**ALC-BFM/2026/03**	06/02/2026

16. Appendix 5: Planning Certificate

BUSHFIRE-PRONE AREAS CODE

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

1. Land to which certificate applies

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

Street address:	13504 Midland Highway EPPING FOREST
Certificate of Title / PID:	C/T 250396/1, C/T 228148/1 & C/T 215169/1

2. Proposed Use or Development

Description of proposed Use and Development:	Fuel Storage Depot – Hazardous Use
Applicable Planning Scheme:	Tasmanian Planning Scheme - Northern Midlands

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Design Plan – site plan, Project Number PD25349	Prime Design	14/10/2025	01
Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, Report Number - ALC-BFM 2026/03	Leanne Jordan	06/02/2026	1.1
Bushfire Emergency Strategy	Leanne Jordan	06/02/2026	1.0

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

4. Nature of Certificate

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

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

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

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

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

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

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

5. Bushfire Hazard Practitioner

Name:	Leanne Jordan	**Phone No:**	0417 313 029
Postal Address:	20 Richings Drive YOUNGTOWN	**Email Address:**	leanne.a.jordan@gmail.com
Accreditation No:	BFP – 141	**Scope:**	1, 2, 3A & 3B

6. Certification

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

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

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

Signed:
certifier

Name: Leanne Jordan **Date:** 06/02/2026

Certificate Number: ALC-BPAC/2026/03

(for Practitioner Use only)

Received
27.4.2026

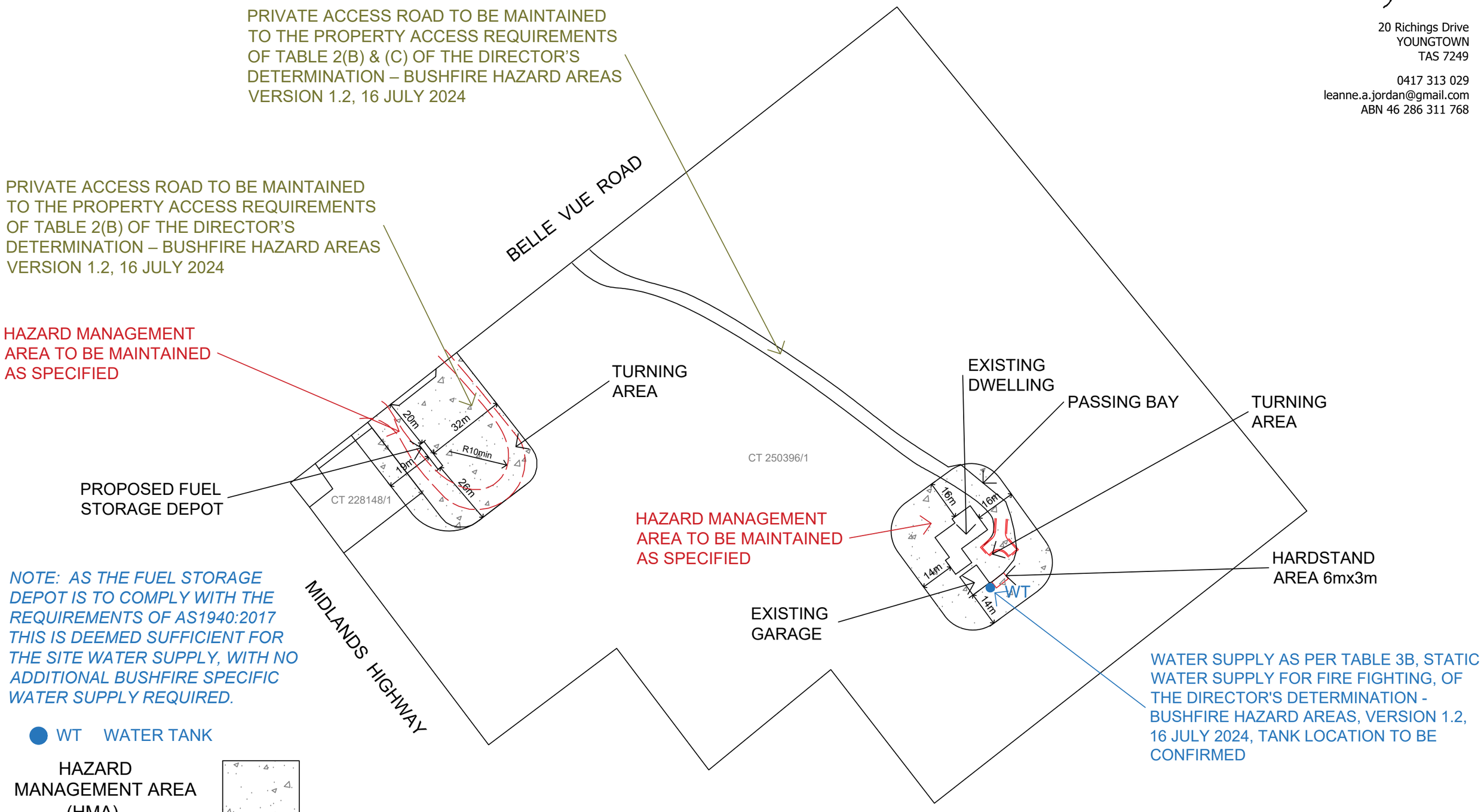
Exhibited

Bushfire Hazard Management Plan

Autumn Leaves Consulting

20 Richings Drive
YOUNGTOWN
TAS 7249

0417 313 029
leanne.a.jordan@gmail.com
ABN 46 286 311 768



NOTE: AS THE FUEL STORAGE DEPOT IS TO COMPLY WITH THE REQUIREMENTS OF AS1940:2017 THIS IS DEEMED SUFFICIENT FOR THE SITE WATER SUPPLY, WITH NO ADDITIONAL BUSHFIRE SPECIFIC WATER SUPPLY REQUIRED.

WT WATER TANK

HAZARD MANAGEMENT AREA (HMA)

north

25m 50m 75m 100m

Scale: 1 : 1500

13504 Midlands Highway, Epping Forest

PID 2564117 (C/T 250396/1) & PID 6208179 (C/T 228148/1 & C/T 215169/1)

Proposed fuel storage depot, Design Plan, Prime Design Drg. No. PD25349
To be constructed as per BAL 12.5 (see Bushfire Report, Autumn Leaves Consulting ALC-BFM 2026/03)
Date: 06 02 2026
Leanne Jordan BFP-141 Scope 1, 2, 3A & 3B

Bushfire Hazard Management Plan

Autumn Leaves Consulting

20 Richings Drive
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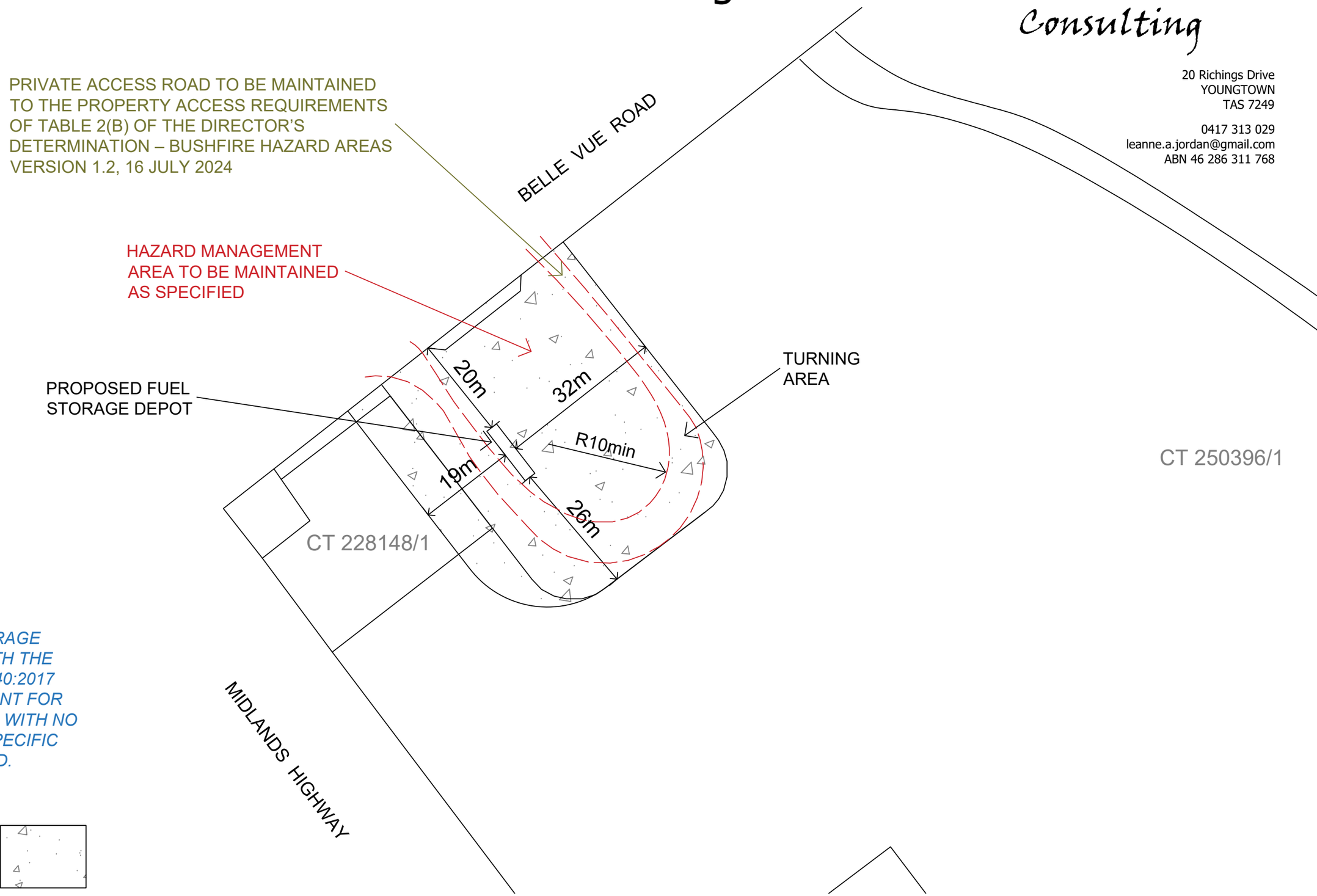
TAS 7249

0417 313 029
leanne.a.jordan@gmail.com
ABN 46 286 311 768



CT 250396/1

NOTE: AS THE FUEL STORAGE DEPOT IS TO COMPLY WITH THE REQUIREMENTS OF AS1940:2017 THIS IS DEEMED SUFFICIENT FOR THE SITE WATER SUPPLY, WITH NO ADDITIONAL BUSHFIRE SPECIFIC WATER SUPPLY REQUIRED.

WT WATER TANK

HAZARD MANAGEMENT AREA (HMA)

north

12.5m 25m 37.5m 50m

Scale: 1 : 1500

13504 Midlands Highway, Epping Forest

PID 2564117 (C/T 250396/1) & PID 6208179 (C/T 228148/1 & C/T 215169/1)

Proposed fuel storage depot, Design Plan, Prime Design Drg. No. PD25349
To be constructed as per BAL 12.5 (see Bushfire Report, Autumn Leaves Consulting ALC-BFM 2026/03)
Date: 06 02 2026
Leanne Jordan BFP-141 Scope 1, 2, 3A & 3B

Exhibited **Received**
27.4.2026

Bushfire Hazard Management Plan

Autumn Leaves Consulting

20 Richings Drive
YOUNGTOWN
TAS 7249

0417 313 029
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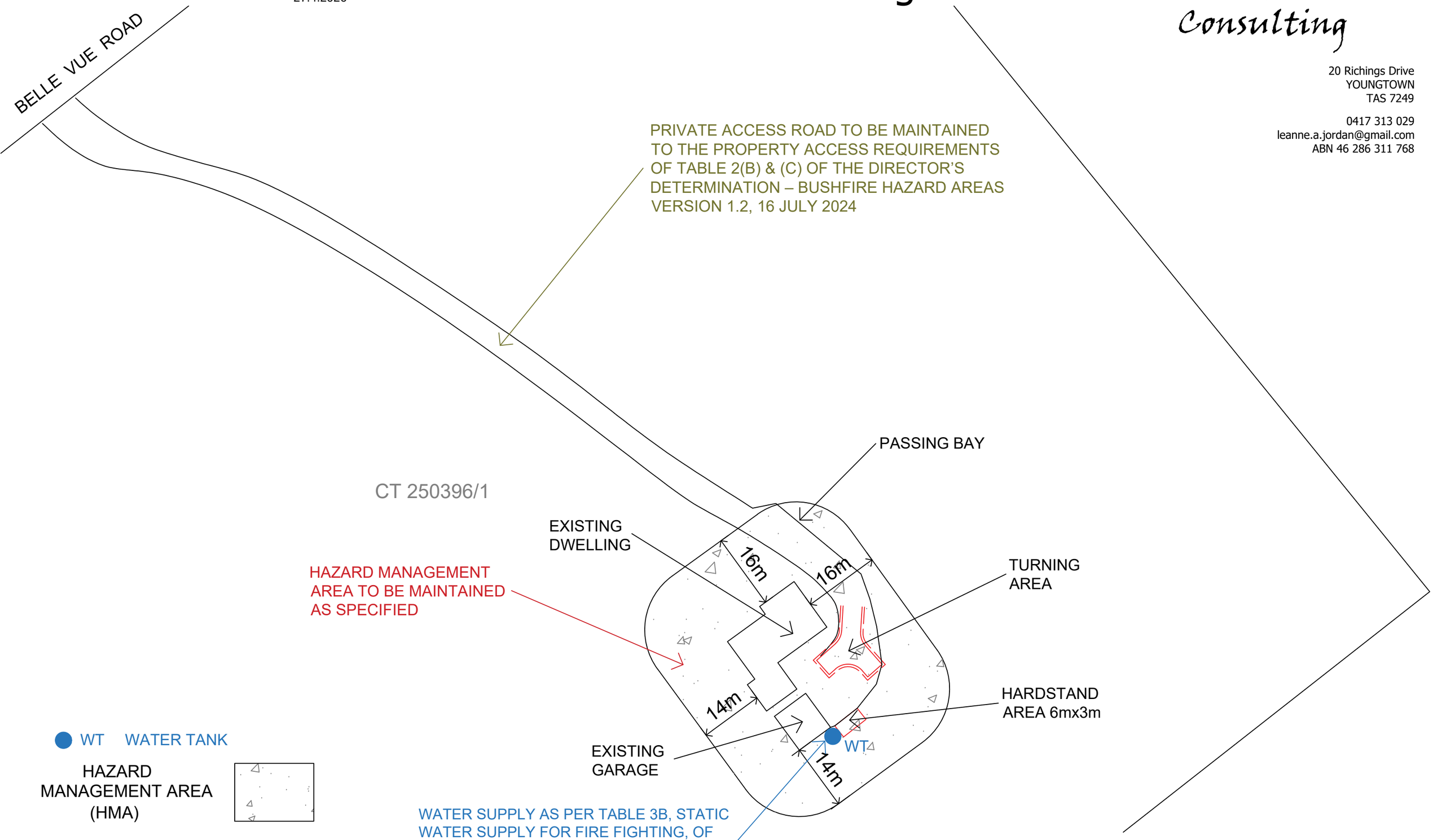

13504 Midlands Highway, Epping Forest

PID 2564117 (C/T 250396/1) & PID 6208179 (C/T 228148/1 & C/T 215169/1)

Proposed fuel storage depot, Design Plan, Prime Design Drg. No. PD25349
To be constructed as per BAL 12.5 (see Bushfire Report, Autumn Leaves Consulting ALC-BFM 2026/03)
Date: 06 02 2026
Leanne Jordan BFP-141 Scope 1, 2, 3A & 3B

18. Bushfire Hazard Management Plan Notes

A Bushfire Hazard Management Area will be developed within and up to the property boundaries. Existing vegetation needs to be strategically modified and then maintained within this area in accordance with the Bushfire Hazard Management Plan to achieve the following outcomes:

- *to reduce the quantity of windborne sparks and embers reaching buildings;*
- *to reduce radiant heat at the building; and*
- *to halt or check direct flame attack.*

It is a requirement of the Northern Midlands Council that a Bushfire assessment is undertaken as per the *Building Act 2016,* the *Building Regulations 2016 (Part 5 Division 6)* and the *Director's Determination – Bushfire Hazard Areas Version 1.2, 16 July 2024* to provide a Bushfire Hazard Management Plan for the proposed development.

A Hazard Management Area (HMA) will be developed within and up to the property boundaries to provide access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present that will significantly contribute to the spread of a bushfire. The HMA includes the area from the external wall and up to the title boundaries (note there are two lots that are part of the HMA: PID2564117 C/T 250396/1 & PID 6208179 C/T 228148/1, and a third lot C/T 215169/1 which is part of this parcel of land) on all elevations. The implementation of the HMA in its entirety must be established and managed as a Hazard Management Area. In addition, provision of suitable access (see S.16.4 below) and water (see S 16.5 below) need to be implemented and then maintained in perpetuity by the owners.

Fuel Stop:
The assessable vegetation greater than 1 hectare and within 100 metres of the development will be managed within the boundary at the minimum point for greater than:

- 32 metres to the North-East,
- 19 metres to the South-West (including part of lot C/T 228148/1 also owned by OPT TASMANIA PTY LTD),
- 26 metres to the South-East,
- 20 metres to the North-West.

This is measured horizontally from the proposed external walls and within the property boundaries.

The HMA will be achieved by adoption of the following strategies:

18.1. Maintenance of Fuel Management Area:

It is the responsibility of the property owner to maintain and manage the landscaping in accordance with the Bushfire Hazard Management Plan and the current Guidelines for Development in Bushfire-Prone Areas of Tasmania.

This area is to be regularly managed and maintained. Landscaping in this area will be minimised:

- grass maintained to a height of a maximum 100mm, with fuel loads kept to less than 2 tonnes per hectare which will be maintained at this level.
- pathways to 1 metre surrounding the fuel depot, and landscaping material, will be non-combustible (stone, pebbles etc.).
- the total shrub cover will be a maximum of 20% of the available area.
- there will be a clear space from the fuel depot of at least four (4) times the mature height of any shrubs planted.
- shrubs will not be planted in clumps, this to avoid build-up of debris and dead vegetation materials.

18.2. Landscaping:

- all paths and area within 1 metre of the proposed development is to be of a non-combustible landscaping design (paving, stone, pebbles, concrete, etc.)
- vegetation along the pathways to comprise non-flammable style succulent ground cover or plants (avoid plants that produce fine fuel which is easily ignited, plants that produce a lot of debris, trees and shrubs which retain dead material in branches or which shed long strips of bark, rough fibrous bark or drop large quantities of leaves in the spring and summer, vines on walls or tree canopies which overhang roofs)
- allow clear space from the fuel depot & existing dwelling, of at least 4 times the mature height of any shrubs planted
- total shrub cover to be a maximum of 20% of the available area
- shrubs not to be planted in clumps
- timber woodchip and flammable mulches cannot be used, and brush and timber fencing should be avoided where possible
- woodpiles, garden sheds and other combustible materials should be located downslope and well away from the house

18.3. Maintenance:

- grass to be maintained to a height of a maximum of 100mm
- fuel loads kept to less than 2 tonnes per hectare
- fine fuels to be minimised at ground level (mowing, slashing, raking, etc.)
- remove fuel between the ground and the bottom of the tree canopy or to a height of at least 2 metres (pruning lower branches, shrubs and all scrub) when trees are planted
- ensure the firefighting water supply is available and all hoses, hose reels and connections are in good condition
- guttering on all roofs will require annual removal of debris prior to the onset of each fire season
- the valley and the wall/roof junction will require all debris to be removed prior to the onset of each fire season
- check roof sheet for damage or dislodged roofing materials
- ensure painted surfaces are in good condition with decaying timbers being given particular attention to prevent the lodging of embers within gaps
- check screens on windows and doors are in good condition without breaks or holes in the flyscreen material and frames are well fitting into sills and window frames
- door mats should be of a non-combustible material.

18.4. Vehicular Access:

Access for the Fuel Storage Depot is off Belle Vue Road, with two entry/exit points. The access driveway is yet to be developed and will be approximately 134 metres in length from entry/exit point to the other proposed entry/exit point. The access including the driveway and turning area to the fuel stop, will need to be designed and constructed to the specifications as per Table 2(B) of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024.*

Access for the existing dwelling is also off Belle Vue Road and is a separate entrance. The driveway is just over 200 metres in length and will provide access to a firefighting water supply, and therefore need to be designed and constructed ot he specifications as per Table 2(B) & (C) of the *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024.*

18.5. Water Supplies:

The Fuel Stop is to comply with the requirements of *AS1940:2017 - The storage and handling of flammable and combustible liquids*. The requirements of this Standard will be sufficient for the site water supply, with no additional bushfire specific water supply required, as there are no habitable buildings onsite.

A static fire fighting water supply is to be provided for the existing dwelling. The firefighting water supply needs to provide 10,000 litres for this part of the site. The standards outlined in Table 3B *Requirements for Static* Water Supply for Fire fighting of *Director's Determination –Bushfire Hazard Areas Version 1.2, 16 July 2024,* need to be met, including suitable access. In addition, it needs to be adequately identifiable by a sign.

The static water supply must be identified by a sign permanently fixed near the assembly in a visible location. This sign must comply with: Water tank signage requirements within AS 2304-2019 *Water storage tanks for fire protection systems;* or meet the following requirements:

a) *Be* marked with the letter "W" contained within a circle with the letter in upper case of not less than 100 mm in height;
b) Be in fade-resistant material with white reflective lettering and circle on a red background;
c) Be located within one metre of the water connection point in a situation which will not impede access or operation; and
d) Be no less than 400 mm above the ground.

Example of water connection point signage required for firefighting.

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QUALITY FUEL & LUBRICANTS

TAS PETROLEUM
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HEAD OFFICE
58 Goderich Street
INVERMAY TAS 7248

Tel 03 6331 4155
Fax 03 6331 8255

13504 Midland Highway, Epping Forest

Site Operations and Use Description
The subject site will operate as a low-intensity agricultural support facility, with its primary function being a bridging diesel fuel depot servicing regional farming and rural enterprises.
The facility is not a retail fuel outlet and will not be open to the public. It will function solely as a controlled logistics point within an existing agricultural supply chain.

Primary Purpose of the Facility
The development is intended to support agricultural productivity across the region by providing a reliable and efficient fuel distribution link between bulk fuel suppliers and end-users in rural and farming areas both local to the area and regionally supporting the Fingal valley and east coast.

Operationally, the site will function as:

- A bulk diesel receival point
- A temporary holding and transfer location
- A dispatch point for smaller fuel tankers servicing farms and agricultural operations
- Bulk Diesel pickup through account fob.

The facility's role is strictly that of a bridging depot — meaning fuel is transferred through the site as part of a distribution process rather than stored long-term or sold to the general public on-site. It will also support Diesel refuelling for agricultural account customers.

Operational Process
Site activities will typically occur in the following sequence:

- Bulk Fuel Delivery
    - Diesel fuel will be delivered to the site by large articulated fuel tankers operating within standard heavy vehicle freight networks.
    - Deliveries will occur intermittently, based on regional demand rather than a fixed high-frequency schedule.
    - Fuel will be unloaded into approved above-ground storage tanks in accordance with relevant safety and environmental standards.

- Temporary Storage and Refuelling
    - Fuel is held on site only as required to meet short-term distribution needs.
    - The storage function is logistical, and for agricultural industry pickup, not commercial retail.
    - There is no processing, refining, or alteration of the fuel product.

- Transfer to Distribution Vehicles
    - Diesel is loaded from the storage tanks into fuel tankers as required.
    - These vehicles service regional agricultural customers, including:
        - Cropping and grazing properties
        - Agricultural contractors
        - Rural machinery operators
        - On-farm fuel storage installations

- Dispatch to Rural End Users
    - Outgoing tankers deliver fuel directly to farms and agricultural businesses.

- This reduces the need for individual farmers to travel long distances to access fuel, supporting agricultural efficiency and road safety outcomes.

Agricultural Nature of the Use
Although the activity involves fuel handling, the land use is intrinsically linked to agricultural support services, not general industry or retail.

Key characteristics reinforcing its agricultural servicing role include:

- The end users are predominantly farming and rural enterprises
- Fuel supplied is primarily used for:
  - Tractors and harvesting equipment
  - Irrigation pumps
  - Agricultural machinery
  - Farm vehicles and plant
- The facility improves fuel security and continuity of operations for regional producers, particularly during peak agricultural seasons (planting and harvest)

The development therefore operates as rural infrastructure that underpins agricultural production, similar in function to grain depots, produce transport yards, or rural machinery service facilities.

Staffing and Site Presence

- The facility will be unmanned on a permanent basis
- There will be no office component and no general retail customer attendance
- Drivers remain on site only for the duration of loading or unloading
- No staff parking demand is generated

This further confirms the site does not operate as a conventional commercial or industrial premises.

Traffic and Activity Levels
Consistent with the Traffic Impact Assessment:
Vehicle movements are limited to:

- Occasional bulk tanker deliveries
- Smaller fuel tanker dispatch vehicles
- No private vehicles, customer traffic, only approved agricultural account customers as required and with limited use
- All vehicle manoeuvring occurs within the site

Nature of the Use
In summary, the site operates as:
A low-intensity, unmanned, agricultural fuel logistics facility that provides a bridging point between bulk fuel supply and regional farm delivery networks.
It is not:

- A service station
- A truck stop
- A public fuel depot
- A retail or industrial processing facility

Its function is strictly supportive of regional agricultural operations and rural freight activity.

Emergency Management Strategy

Opt Tasmania Pty Ltd

13504 Midland Highway

EPPING FOREST TAS 7011

April, 2026

Document control

Version	Prepared by	Description	EPC approval (name/date)
1.0	L.Jordan	EMS – Hazardous Use	

TFS EMS Template v1.0

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1 Purpose, Scope and Application

This emergency management strategy relates to Hazardous Use at 13504 Midland Highway, EPPING FOREST.

An endorsed emergency management strategy is required for compliance with clause *C13.5.2 A2* of the Tasmanian Planning Scheme.

Emergency planning is a key risk mitigation for Vulnerable and Hazardous Uses. Early consideration of emergency planning is required to ensure that a workable outcome is likely to be achievable.

This emergency management strategy has been prepared to demonstrate how risk to occupants will be managed to a tolerable level through contextualised emergency planning responses. It has been prepared in accordance with the TFS Bushfire Emergency Planning Guideline.

This emergency management strategy will inform the development of a more detailed set of procedures that will be specified in a bushfire emergency plan.

2 Overview of Proposal

On this lot is an existing dwelling, this new proposal will be for a bridging diesel fuel depot servicing the regional and rural enterprises in the local area, and as such is considered Hazardous Use as per *Clause C13.5.2 of the Tasmanian Planning Scheme.*

C13.5.2 Hazardous uses

Objective: *That hazardous uses can only be located on land within a bushfire-prone area where tolerable risks are achieved through mitigation measures that take into account the specific characteristics of both the hazardous use and the bushfire hazard.*

This Emergency Management Strategy is required as per C13.5.2 A2 to address the mitigation measures to determine tolerable risk for this proposal. The existing dwelling will at a later date be separated into its own lot to separate the two functions of this site.

3 Relevant Details

Section 4.2.2(2) of the TFS Bushfire Emergency Planning Guideline lists relevant details to be considered. Each item is addressed sequentially below.

As per the Tas Petroleum Operational Statement:

The subject site will operate as a low-intensity agricultural support facility, with its primary function being a bridging diesel fuel depot servicing regional farming and rural enterprises. The facility is not a retail fuel outlet and will not be open to the public. It will function solely as a controlled logistics point within an existing agricultural supply chain.

The development is intended to support agricultural productivity across the region by providing a reliable and efficient fuel distribution link between bulk fuel suppliers and end-users in rural and farming areas both local to the area and regionally supporting the Fingal valley and east coast.

Operationally, the site will function as:

- *A bulk diesel receival point*
- *A temporary holding and transfer location*
- *A dispatch point for smaller fuel tankers servicing farms and agricultural operations*
- *Bulk Diesel pickup through account fob.*

The facility's role is strictly that of a bridging depot — meaning fuel is transferred through the site as part of a distribution process rather than store

a. Occupancy characteristics.	• The facility will be unmanned on a permanent basis • There will be no office component and no general retail customer attendance • Drivers remain on site only for the duration of loading or unloading and the fuel depot only services farming and agricultural entities within the local area as a result all drivers will be familiar with the area • No staff parking demand is generated The site does not operate as a conventional commercial or industrial premises.
b. Emergency management structure and capability.	The ECO is responsible for implementing the procedures specified in this bushfire emergency plan. In doing so, the ECO will prioritise the protection of life safety over all other objectives. The current ECO members are as specified below. Owner: Nathan Thurlow – 0418 273 382 Manager: Jim Macbeth – 0439 343 395
c. The building(s) and/or site vulnerability.	The site will function as an unmanned fuel stop which will service the farming and agricultural entities within the local area of the fuel depot. The proposed development of the site will consist of fuel tanks and a card reader. There are no new buildings proposed on site for the fuel stop functionality. This site will be transient in nature with trucks fuelling up and moving on. It is not open to the general public, It is expected that clients will only be onsite for short periods, there are no other facilities onsite that would necessitate the need for drivers to remain on site beyond the need to obtain fuel and then depart. In the case of a bushfire or any onsite fire, customers can call 000, as there will be no staff on site to provide care or assistance. The Bushfire Emergency Plan will be contained in a weather-proof display cabinet near the entry of the property from Belle Vue Road.

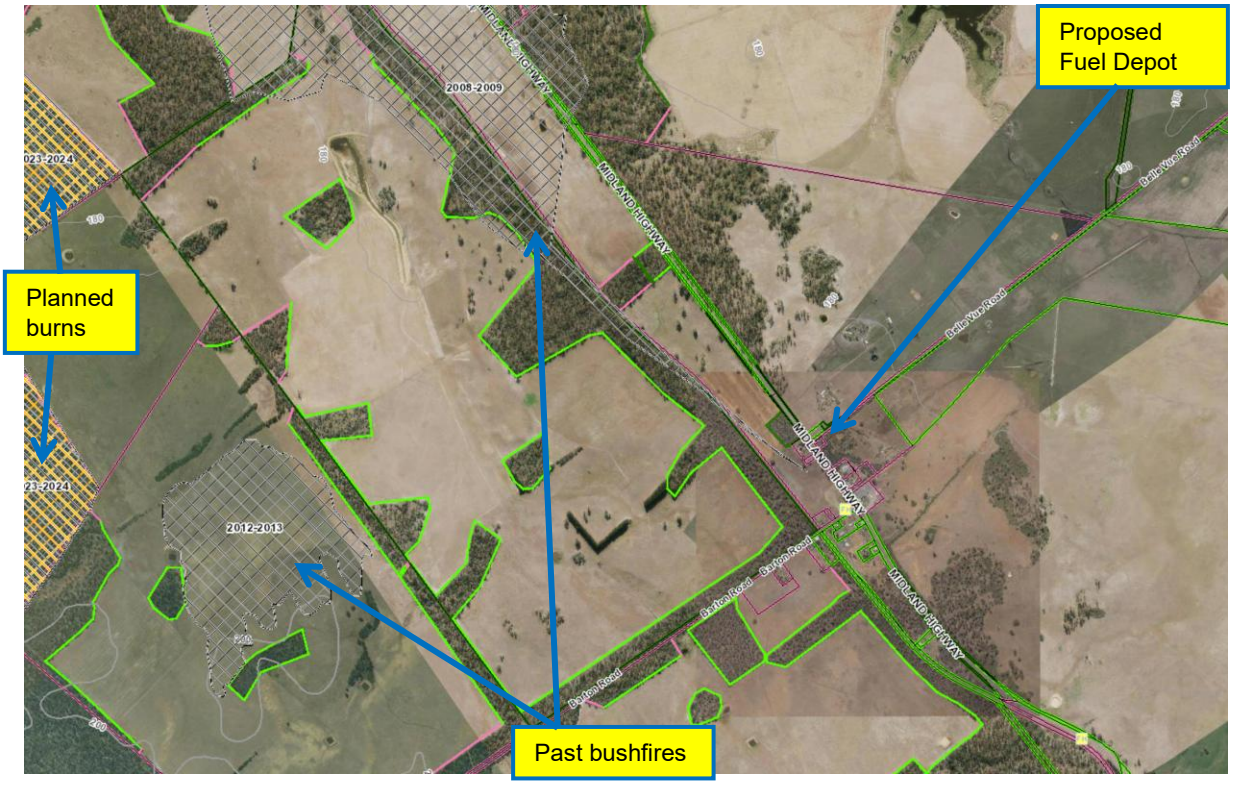
	Access road and both entry and exit points will be clearly marked and allow for easy manoeuvrability and egress is uninhibited with clear visibility onto Belle Vue Road and quick access onto the Midland Highway. The vegetation surrounding the site is predominantly grasslands, with a small amount of shrublands and some distance away some forest vegetation. Within the surrounding lots are a number of houses and further along Midland Highway (to the South of this lot) is a fuel station which is open to the general public. The lot itself has a designated HMA and the existing dwelling on the lot is greater than 100 metres from the proposed development. The fuel load of the grasslands is not expected to be dense and a grass fire would typically move rapidly through the area and site in the case of a bushfire. Some characteristics of grassfires: • Grassfires can start and spread quickly and can be extremely dangerous. • Grassfires can travel up to 25 km per hour and pulse even faster over short distances. • Grass is a fine fuel and burns faster than bush or forests. • Grassfires tend to be less intense and produce fewer embers than bushfires, but still generate enormous amounts of radiant heat. • The taller and drier the grass, the more intensely it will burn. • The shorter the grass, the lower the flame height and the easier the fire will be to control. • Short grass (under 10cm) is a much lower risk. • Grassfires can start earlier in the day than bushfires, because grass dries out more quickly when temperatures are high. To help reduce the risk of grassfires, a defendable space is needed, which will be the HMA as specified in the associated Bushfire Report (ALC-BFM 2026/03) for this proposal, including the area around the tank and refuelling area to be fully paved.
d. Complementary bushfire protection strategies (existing /proposed).	In the addition to the Bushfire Emergency Plan being contained in a weather-proof display cabinet near the entry of the property from Belle Vue Road, other features to support the development with bushfire protection include the following: As per bushfire report ALC-BFM 2026/03 there will be a Hazard Management Area (HMA) surrounding the proposed development to ensure that the maintenance of the vegetation

	will ensure the risk is kept to a BAL-12.5 distance from the onsite tanks. As this site is for Hazardous Use with Storage of Flammable Goods onsite, the site will need to comply with the requirements of Australian Standard AS1940:2017 *The storage and handling of flammable and combustible liquids*. The requirements of this Standard will be sufficient for the site water supply, with no additional bushfire specific water supply required. Management personnel (ECO members) will be trained to ensure bushfire protection processes are known and followed in a bushfire scenario, including remote shutoff of power to tank(s) and card reader(s) to avoid fuel dispatch and fuelling of tankers.
e. Possible bushfire scenarios.	There are a number of smaller lots surrounding this lot which are fully managed, in addition to these the surrounding lots are generally proactively farmed. There is a 1ha lot to the North-West which is forest, with all other forest vegetation outside of 200 metres. The lot slopes gently down to the North-East (downslope >0-5) and the potential of bushfire due to the managed lots to the west is likely to come from this front or to the North, however due to the road barrier is likely to be less threatening. As this adjoining lot to the North-East is proactively farmed the fuel load is not expected to be dense. And there has been no fire history on this or surrounding lots to the North-East. Prevailing winds tend to come from the west however as mentioned there are managed lots and the highway to the west which reduces some fire risk. In review of fire history in the area (see Map below) there have been two bushfire incidents recorded – one in 2009 and a second in 2012. Both were from undetermined causes. The first in 2009 lasted some 14 days running alongside the Midland Highway. The point of this fire was some 90 metres from the subject lot but the larger aspect of the forest vegetation burning within the fire was in excess of 200 metres from the proposed site. The second was a bushfire in 2012 and was contained within approximately 2.5 hours, being a grassfire which was far reduced in intensity and was nearly 2 kilometres from the subject lot. On-site ignition is low given the required standards of Australian Standard *AS1940:2017 The storage and handling of flammable and combustible liquids* in addition to the non-flammable base of the access road and fuelling area.
f. Primary and contingency	A Bushfire Emergency Plan (BEP) is currently being developed in conjunction with the client and the TFS. This plan once

bushfire safety options.	complete will be approved and endorsed by the TFS and will outline triggers for evacuation procedures. The Bushfire Emergency Plan will provide full in- depth detail of procedures to follow. Evacuation would be the primary and only action to follow in normal bushfire conditions when required. As this is a transient site there is no option for shelter-in-place procedures. All clientele will be in their own vehicles for the purposes of refuelling and will be able to evacuate the site and move onto a safer area heading to either Campbell Town (16 mins) or to Launceston City (31 mins). In the event of a bushfire in the area the pumps and card reader would be shut off remotely and drivers would need to move on without refuelling.
g. Firefighter access, firefighting services, and firefighter protection.	Bushfire protection measures to achieve tolerable fire risk is achieved through provision of: • suitable access to the site for emergency personnel and truck drivers refuelling – this is covered fully in Bushfire Report ALC-BFM 2026/03; • management of onsite vegetation for the HMA as per the BHMP (Bushfire Report ALC-BFM 2026/03); • development of a Bushfire Emergency Plan (BEP) in consultation with the client and endorsed and approved by the Tasmanian Fire Service (TFS).
h. Likelihood and consequence if hazardous materials or explosives are impacted by fire.	Diesel fuel will be stored onsite and managed under the requirements of Australian Standard *AS1940:2017 The storage and handling of flammable and combustible liquids.* As per OPT Tasmania Pty Ltd Operational Statement for the proposed development on the site, the operational process site activities will typically occur in the following sequence: ***Bulk Fuel Delivery*** ○ Diesel fuel will be delivered to the site by large articulated fuel tankers operating within standard heavy vehicle freight networks. Deliveries will occur intermittently, based on regional demand rather than a fixed high-frequency schedule. ○ Fuel will be unloaded into approved above-ground storage tanks in accordance with relevant safety and environmental standards. ***Temporary Storage and Refuelling*** ○ Fuel is held on site only as required to meet short-term distribution needs. ○ The storage function is logistical, and for agricultural industry pickup, not commercial retail.

	○ There is no processing, refining, or alteration of the fuel product. There are no buildings onsite just a 40FT Transtank which will be double bunded so it cannot leak and will be made of steel. Due to the tank construction (steel & double bunded), management of the surrounding vegetation of the proposed development to a BAL-12.5 within the HMA and requirements of AS1940:2017 the potential consequences are minimised should the hazardous materials be exposed to bushfire.

Fire History Map in local area



4 Risk Analysis

Section 4.2.2(3) of the TFS Bushfire Emergency Planning Guideline requires a risk analysis in accordance with Section 5 of the Guideline. Some elements listed in Section 5.3 of the Guideline are described previously in this document.

a. Potential bushfire scenarios.	The potential bushfire scenarios are described in section 2 in of this document.
b. The likelihood of the identified bushfire scenarios.	It is foreseeable bushfire will occur during the life of the proposed land use and structures (fuel tank). Bushfire can be expected to be more likely to occur between the months of September-April but may occur outside of this window. Prevailing wind during bushfire conditions indicates that a fully developed, large scale fire is most likely to approach the site from the northwest – west. During a bushfire it is likely the structures (fuel tank) will be exposed only to ember attack due to the management of the HMA onsite to a BAL-12.5 rating, (heat flux of 12.5 kW m² or less).
c. The possible consequences for occupants and assets.	Bushfire will foreseeably pose risks to human life safety, built assets and business continuity. Emergency planning for the facility will be primarily focused on risk to life safety over other objectives. Occupants could be exposed to life-threatening conditions in the event: • They are present onsite and unprepared or unable to take appropriate action to protect themselves. • They attempt to evacuate when it is too late to safely evacuate. The potential consequences for life safety are unacceptable and warrant emergency planning procedures to mitigate the above risks.
d. Any existing controls that modify the risk.	Existing controls are described in section 2 in of this document.
e. Scenario testing for both shelter and evacuation options	Evacuation would be the primary and only action to follow in normal bushfire conditions when required for this proposed development on this site.

across a range of bushfire scenarios.	As this is a transient site there is no option for shelter-in-place procedures. All clientele will be in their own vehicles for the purposes of refuelling and will be able to evacuate the site and move onto a safer area heading to either Campbell Town (16 mins) or to Launceston City (31 mins).

Determining the relative level of risk and characteristics of the risk for a range of bushfire scenarios

In implementing Mitigation strategies, work is to be undertaken in accordance with Safe Work Australia Codes of Practice.

Key:

Probability of Event	Annual Probability of Occurrence (%)	Description
Almost Certain	>90 – 100%	The event is expected to happen almost every year.
Likely	>60 – 90%	The event has happened multiple times with certain circumstances.
Possible	>20 – 60%	The event may occur at least once in certain circumstances.
Unlikely	>5 – 20%	The event happens occasionally in other locations or in exceptional circumstances.
Rare	>0.1 – 5%	The event is uncommon but has been recorded elsewhere.
Extremely Rare	0.0 – 0.1%	The event has never been reported but is theoretically possible.

Risk Level	Category	Description
L	Low	Acceptable design risk.
M	Medium	Not an ideal design risk, but acceptable with timely action by others.
H	High	Unacceptable design risk, requiring urgent action.
E	Extreme	Unacceptable design risk, even urgent action may not be enough.

	Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Extreme	Catastrophic
Almost Certain	**L**	**M**	**H**	**H**	**E**	**E**
Likely	**L**	**M**	**H**	**H**	**E**	**E**
Possible	**L**	**L**	**M**	**H**	**H**	**E**
Unlikely	**L**	**L**	**M**	**M**	**H**	**E**
Rare	**L**	**L**	**L**	**L**	**M**	**H**
Extremely Rare	**L**	**L**	**L**	**L**	**L**	**M**

Bushfire Risk Analysis Table

	Before Mitigation Strategies & Actions are Implemented				After Mitigation Strategies & Actions are Implemented			
Hazard Trigger (factor/event)	**Consequence Description**	**Likelihood**	**Consequence**	**Uncontrolled Risk Rating**	**Mitigation Strategy**	**Likelihood**	**Consequence**	**Mitigated Risk Rating**
ADVICE Alert Warning has been issued	Failure to prepare to act if situation changes	Likely	Minor	**M**	Have an active up-to-date TFS approved Bushfire Emergency Plan (BEP) in place	Extremely Rare	Minor	**L**
WATCH AND ACT Alert Warning has been issued	Unprepared to act results in slow response to bushfire approaching.	Likely	Minor	**M**	Have an active up-to-date TFS approved Bushfire Emergency Plan (BEP)	Extremely Rare	Minor	**L**
EMERGENCY Alert Warning has been issued	No bushfire procedures in place resulting in compromised position, leading to serious injury.	Likely	Extreme	**E**	Bushfire procedures exist and staff are trained to follow procedures of BEP	Extremely Rare	Major	**L**
EMERGENCY Alert Warning has been issued	Failure to follow bushfire procedures, resulting in compromised position, leading to serious injury.	Likely	Moderate	**H**	Staff have been designated as leaders in an emergency and trained to follow procedures of BEP	Extremely Rare	Major	**L**
SMOKE Alert Warning has been issued Failure to act or evacuate results in serious injury and/or fatality to workers and residents Likely Extreme				**E**	Clients have followed recommendations of BEP and **evacuated** site.	Extremely Rare	Major	**L**
Fire in nearby vegetation Ember attack, smoke, wind, and radiant heat Likely Catastrophic				**E**	Maintain property in accordance with BHMP and follow procedures of approved BEP, all clients to **evacuate**.	Rare	Minor	**L**

5 Proposed Emergency Management Responses

Section 4.2.2(4) of the TFS Bushfire Emergency Planning Guideline requires that the proposed emergency management responses be determined.

In response to the risk analysis, the bushfire emergency plan will include actions relevant to all stages of future bushfire emergencies.

As this is a new development onsite there is no existing Bushfire Emergency Plan for the site, but one will be generated to adequately manage the identified risks to occupants.

5.1 Prevention

Pre-emptive procedures will be developed to reduce the likelihood of onsite ignition and the likelihood of occupants being present during dangerous conditions. This will include:

As an unmanned site the Chief Fire Warden will actively monitor forecasts (ensuring notifications are enabled) and potential implications in readiness to activate site closure remotely.

A copy of the Bushfire Emergency Plan (BEP) will be on display in a weather-proof cabinet near the entrance of the fuel depot site.

5.2 Preparedness

Site preparations and maintenance will be prescribed as part of the bushfire emergency plan, to be implemented prior to the bushfire season. This will include:

- Staff training.
- Maintenance of hazard management areas.
- Maintenance and preparation of buildings.

Pre-emptive procedures will be developed to support Emergency Control Organisation (ECO) and occupant preparedness. This will include:

- Daily monitoring of fire weather conditions and warnings.
- Copy of BEP in weather-proof display cabinet at entrance to site
- Staff briefing when incidents are active in the local area and when forecasted FDR is High or above.

5.3 Response

Emergency response procedures will prioritise early evacuation, with no shelter-in-place contingency option.

It is estimated that it will take approximately *16 mins* to travel to Campbell Town or *31 mins* to Launceston, once the site is remotely closed. Due to the transient nature of the tankers refuelling, they will move directly offsite and evacuate according to emergency services directives.

The proposed triggers for evacuation include:

- Monitoring of the fire weather conditions and warnings
- Advice or instructions from emergency services to commence evacuation.

5.4 Recovery

The bushfire emergency plan will specify what needs to occur prior to reopening the site to clients. This will include verification of damage to structure (tank) and identification of any hazards that require mitigation for safety purposes.

The bushfire emergency plan will specify actions to be taken after an emergency to support occupant wellbeing. This will include provision of support for occupants and staff who have been injured or traumatised by the incident.

After a bushfire emergency has occurred, the EPC is responsible for the following actions:

1. Once the all clear has been given by Emergency Services, Chief Fire Warden or Deputy Fire Warden will inspect site and if site is undamaged then restoration of power to site can occur
2. If the facility has been impacted by fire, then a safety inspection, and mitigation of any identified hazards/site contamination needs to be rectified and signed off by WHS Officer prior to restoring power to site.

6 Implementation

The strategies outlined in this document will inform the preparation of a bushfire emergency plan. The bushfire emergency plan will be prepared in accordance with the TFS Bushfire Emergency Planning Guideline.

The bushfire emergency plan will be prepared in consultation with the Emergency Planning Committee (client) and the Tasmania Fire Service.

There will be no onsite refuge, only option for the fuel depot is for evacuation of site.

The bushfire emergency plan will be required to satisfy the Director's Determination – Bushfire Hazard Areas. It will need to be implemented prior to occupancy.

PROPOSED FUEL STORAGE 13504 MIDLAND HIGHWAY, EPPING FOREST

OPT TASMANIA PTY LTD

PD25349

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
02	PART SITE PLAN 1-500
03	PART SITE PLAN 1-200
04	TURNING CIRCLES
05	TURNING CIRCLES

GENERAL PROJECT INFORMATION
TITLE REFERENCE: 250396/1
SITE AREA: 6.722ha
DESIGN WIND SPEED:
SOIL CLASSIFICATION:
CLIMATE ZONE: 7
ALPINE AREA: NO
CORROSIVE ENVIRONMENT: N/A
BAL RATING: TBC
OTHER KNOWN HAZARDS: BUSHFIRE-PRONE AREAS, AIRPORT OBSTACLE LIMITATION AREA, SCENIC ROAD CORRIDOR

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your build, your way
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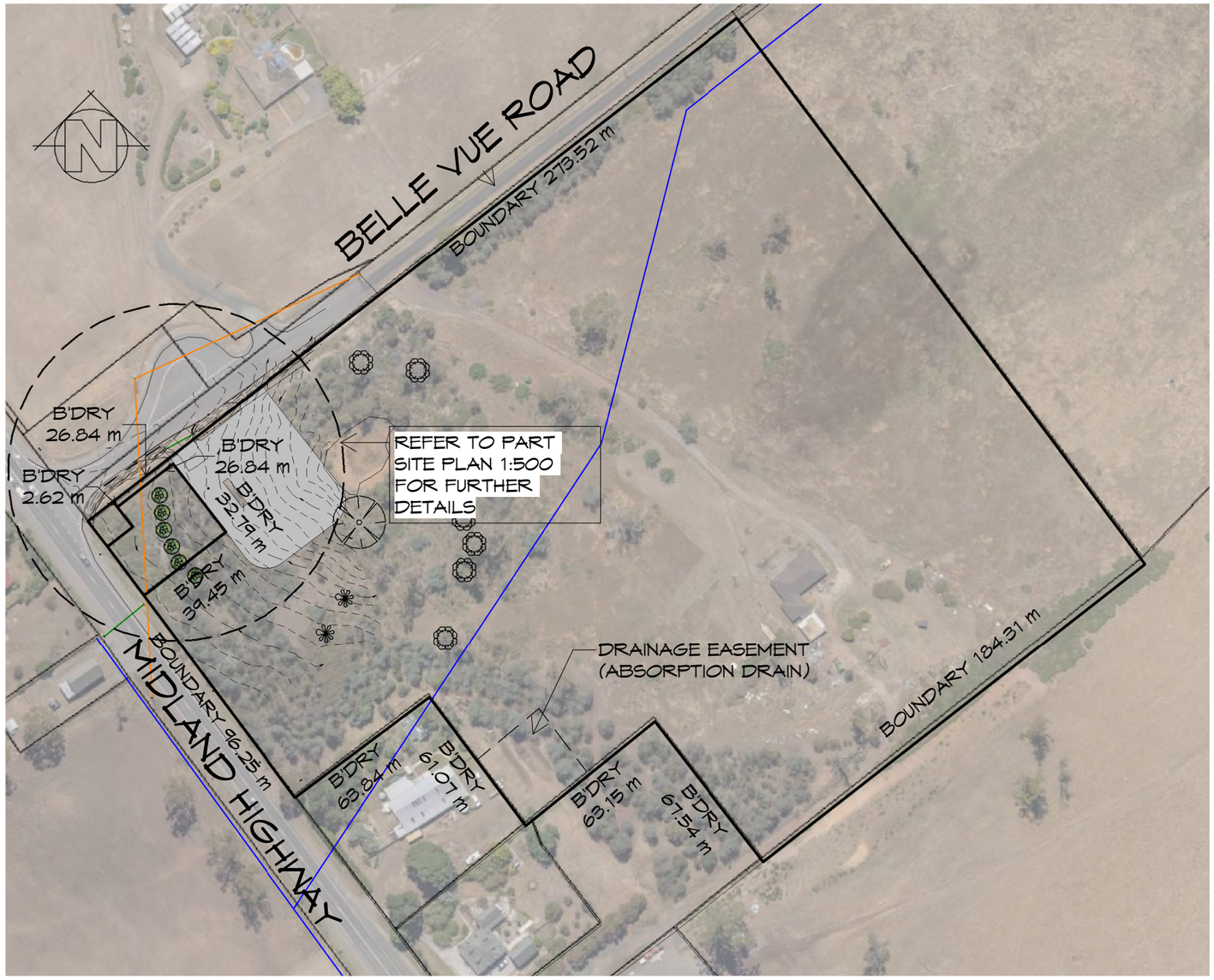
p(h)+ 03 6228 4575
info@ primedesigntas.com.au primedesigntas.com.au
Accredited Building Practitioner: Frank Geskus -No CC246A
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

REV. DATE DESCRIPTION

FEBRUARY 2026

PLANNING

Exhibited **Received**
27.4.2026



SITE PLAN
1 : 2000

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

IMPORTANT NOTE:
DRAWINGS CAN BE READ IN BLACK & WHITE. HOWEVER ARE BEST PRINTED IN FULL COLOUR FOR OPTIMUM CLARITY. A COLOUR COPY SHOULD BE RETAINED ON SITE AT ALL TIMES FOR CONTRACTORS COMPLETING WORKS.

SURVEY NOTES
DRAWING NO. 225141

ALL MEASUREMENTS ARE IN METRES COORDINATES ARE PLANE BASED ON GDA2020 & LEVELS ARE ON AHD WITH STN 1 0.SPIKE AS ORIGIN (SEE MODEL SPACE) SURVEY CARRIED OUT BY GNSS.

BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE VERIFIED ON SITE. BOUNDARIES ARE INDICATIVE ONLY A FULL REMARK SURVEY WOULD BE REQUIRED TO DETERMINE THEIR EXACT LOCATION NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN CONTOUR INTERVAL IS 0.2m. '+' DENOTES SPOT HEIGHT

Prime Design
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info@primedesigntas.com.au primedesigntas.com.au
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

REV. DATE DESCRIPTION

Client name: OPT TASMANIA PTY LTD

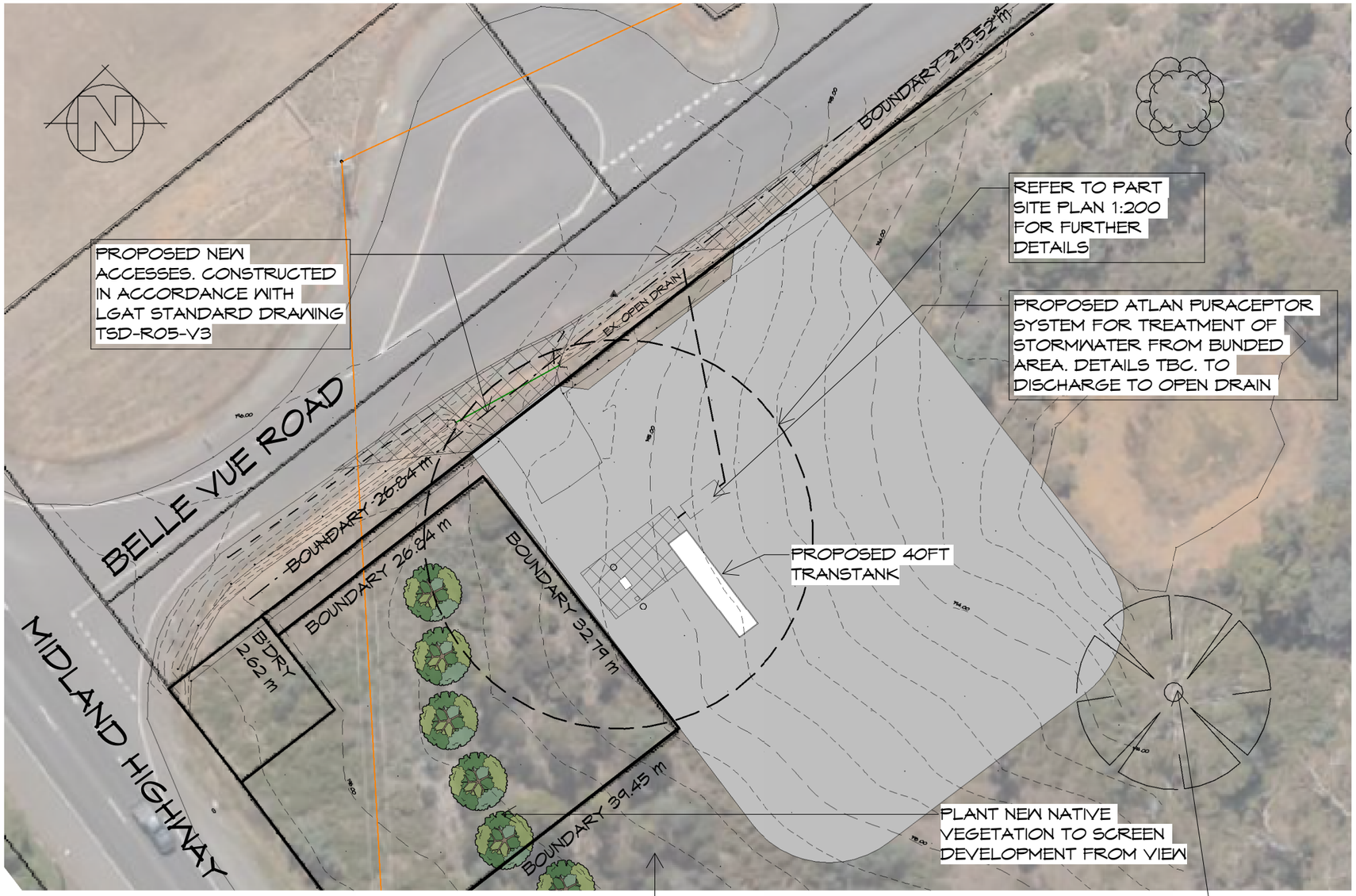
PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Project: PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing: SITE PLAN

Date:	Drafted by:	Approved by:
16.02.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 01	1 : 2000	02

Accredited building practitioner: Frank Geskus -No CC246A



PART SITE PLAN

1 : 500

STREET VIEW IMAGE

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

REV. DATE DESCRIPTION

Client name: OPT TASMANIA PTY LTD

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Project: PROPOSED FUEL STORAGE 13504 MIDLAND HIGHWAY, EPPING FOREST

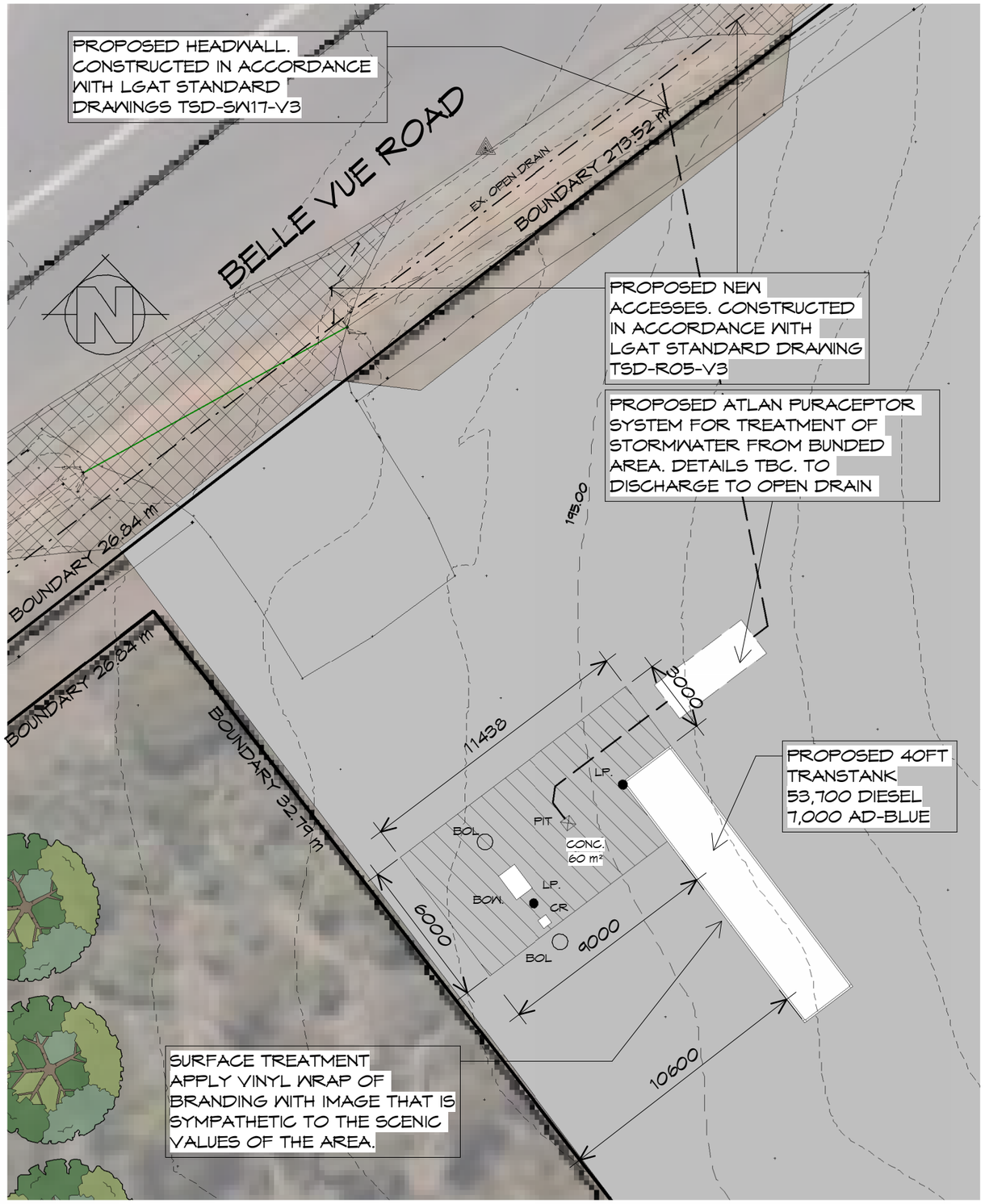
Drawing: PART SITE PLAN 1-500

Date:	Drafted by:	Approved by:
16.02.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 02	1 : 500	02

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

Received
27.4.2026



LEGEND

BOL	Ø645 HUME BOLLARD
LP.	LIGHT POLE
BOW.	DIESEL BOWSER 4x HOSE
CR	CARD READER
PIT	450x450 STORMWATER PIT; TRAFFICABLE

PART SITE PLAN

1 : 200

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

REV. DATE DESCRIPTION

Client name:
OPT TASMANIA PTY LTD

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
PART SITE PLAN 1-200

Date:	Drafted by:	Approved by:
16.02.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 03	As indicated	02

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited **Received**
27.4.2026

TURNING CIRCLES - SOUTHBOUND TRAFFIC

1 : 500

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REV. DATE DESCRIPTION

Client name:
OPT TASMANIA PTY LTD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
TURNING CIRCLES

Date:	Drafted by:	Approved by:
16.02.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 04	As indicated	02

Accredited building practitioner: Frank Geskus -No CC246A

Exhibited

Received
27.4.2026

TURNING CIRCLES - NORTHBOUND TRAFFIC

1 : 500

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

REV.	DATE	DESCRIPTION

Client name:
OPT TASMANIA PTY LTD

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

Project:
PROPOSED FUEL STORAGE
13504 MIDLAND HIGHWAY,
EPPING FOREST

Drawing:
TURNING CIRCLES

Date:	Drafted by:	Approved by:
16.02.2026	D.D.H.	Approver
Project/Drawing no:	**Scale:**	**Revision:**
PD25349 - 05	1 : 500	02

Accredited building practitioner: Frank Geskus -No CC246A