



DEVELOPMENT APPLICATION

PDPLANPMTD-2025/056365

PROPOSAL: Change of Operating Hours (Vehicle Fuel Sales & Service)

LOCATION: 2/42 South Arm Road, Rokeby

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 22 December 2025

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 22 December 2025. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 22 December 2025.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Application for Development / Use or Subdivision

Use this form to obtain planning approval for developing or using land, including subdividing it into smaller lots or lot consolidation.

Proposal: 24 Hour Fuel Sales

Location: 2/42 South Arm Road, Rokeby, TAS 7019

Personal Information Removed

Estimated cost of development: \$5,000



Is the property on the Tasmanian Heritage Register?

Yes☐

No☒

If yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal.

If you had pre-application discussions with City of Clarence, please provide planner’s name:

Current use of site:

Service Station

Does the proposal involve land administered or owned by the Crown or Council?

Yes☐

No☒

Declaration

- I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council’s representatives to enter the land to assess this application
- I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached.
- I declare that the information in this declaration is true and correct.

Acknowledgement

- I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.

Applicant’s signature:

Personal Information Removed

Date:

10/17/25

Please refer to the development/use and subdivision checklist on the following pages to determine what documentation must be submitted with your application.

SEARCH OF TORRENS TITLE

VOLUME 57569	FOLIO 2
EDITION 8	DATE OF ISSUE 11-Mar-2021

SEARCH DATE : 25-Aug-2025
SEARCH TIME : 12.55 PM

DESCRIPTION OF LAND

City of CLARENCE
Lot 2 on Strata Plan 57569 (formerly being STR2350) and a
general unit entitlement operating for all purposes of the
Strata Scheme being a 1 undivided 1/2 interest
Derived from Strata Plan 57569
Derivation : Part of Lot 4 and Whole of Lot 5 (Section F) Gtd.
to J. Chipman
Prior CT 4432/85

SCHEDULE 1

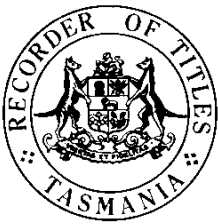
C249067 D79763 HARRY LAMBRAKIS, ZACHARIAS JACK LAMBRAKIS and
NICHOLAS LAMBRAKIS as tenants in common in equal
shares Registered 18-Mar-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement
subject to any interest noted on common property
Folio of the Register volume 57569 folio 0

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



Conveyancing and Law of Property Act 1884

STRATUM PLAN

No. 2350

REGISTERED NUMBER

Sheet 1 of 3 Sheets

City or Town ROKEBY

57569

Locality ROKEBY

Reference to Title C.T. 4172/94

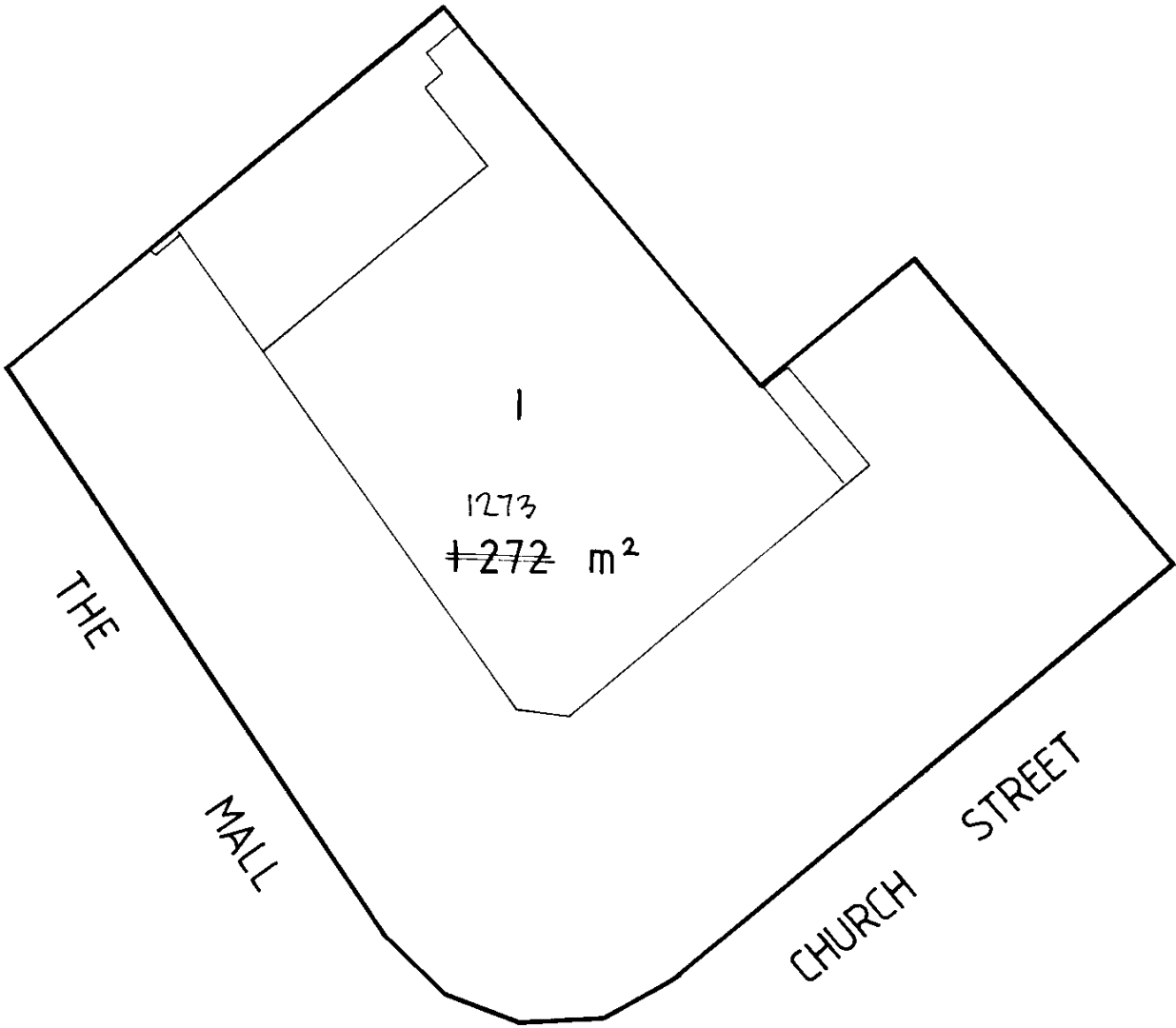
Site comprises the whole of Lot 1 on Plan No. 33939
~~portion~~ ~~Diagram~~ No. 25625 in the

Lands Titles Office 42 THE MALL ROKEBY

The name of the building is ~~42 THE MALL / CHURCH ST ROKEBY~~

N SITE PLAN
SCALE 1:300
MEASUREMENTS IN METRES

External
surface
boundaries of
the site and
the location of
the building
in relation
thereto to
be delineated
in this space



REGISTERED this 29th day of JANUARY 1988, No. 2350

This plan is lodged for registration by
M^c CULLOCH & M^c CULLOCH

M. Culloch
Recorder of Titles

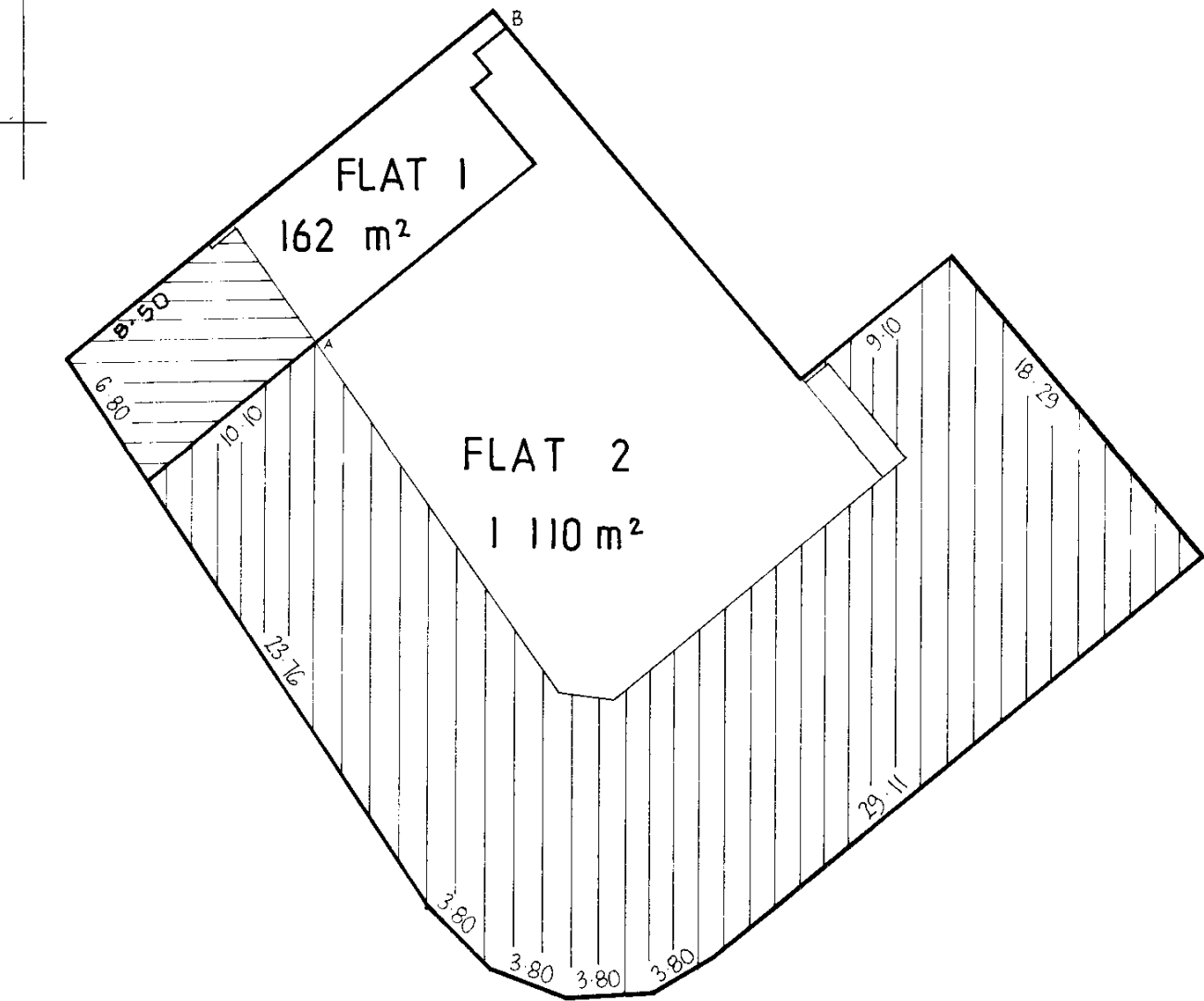
OS-D 754

Sheet 2 of 3 Sheets

No. 2350

Town Clerk/Council Clerk

GROUND FLOOR
SCALE 1:300



- * ALL BOUNDARIES DESCRIBED BY MEASUREMENTS ARE OPEN.
- * ALL HORIZONTAL FLAT BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES.
- * THE BOUNDARY AB IS THE CENTRE OF A WALL.
- * ALL BOUNDARIES ARE THE EXTERNAL FACE OF WALLS AND CENTRE OF FLOORS AND CEILINGS UNLESS OTHERWISE STATED.
- * THE HATCHED PORTIONS OF THE FLATS ARE PRIVATE OPEN SPACE AND EXTEND VERTICALLY FROM GROUND LEVEL TO A HEIGHT OF 12 METRES ABOVE.

Sheet 3 of 3 Sheets

No. 2350

Town Clerk/Council Clerk

The address for service of notices on the company is:—

42
~~CAR~~ THE MALL / CHURCH STREET
ROKEBY 7019

SURVEYOR'S CERTIFICATE

I, ANTHONY OWEN CARRICK
of HOBART
a surveyor registered under the *Land Surveyor's Act* 1909, hereby certify that the building erected on the site described and delineated on sheet 1 of this plan is within the external boundaries of the title stated on sheet 1.

Dated this 17th day of September 19 87

Buy Banick
Registered Surveyor

COUNCIL CLERK'S CERTIFICATE

I certify that the subdivision shown in this plan
has been approved by the
MUNICIPALITY OF CLARENCE
..... Council

Dated this 30th day of June 1957

[Signature]
Town Clerk/Council Clerk

FOR OFFICE USE ONLY

[illegible]

SEARCH OF TORRENS TITLE

VOLUME 57569	FOLIO 0
EDITION 3	DATE OF ISSUE 17-Aug-2000

SEARCH DATE : 25-Aug-2025
SEARCH TIME : 12.55 PM

DESCRIPTION OF LAND

City of CLARENCE
The Common Property for Strata Scheme 57569 (formerly being STR2350)
Derivation : Part of Lot 4 and Whole of Lot 5 (Section F) Gtd. to J. Chipman
Prior CT 4172/94

SCHEDULE 1

STRATA CORPORATION NO. 57569, 42 THE MALL, ROKEBY

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

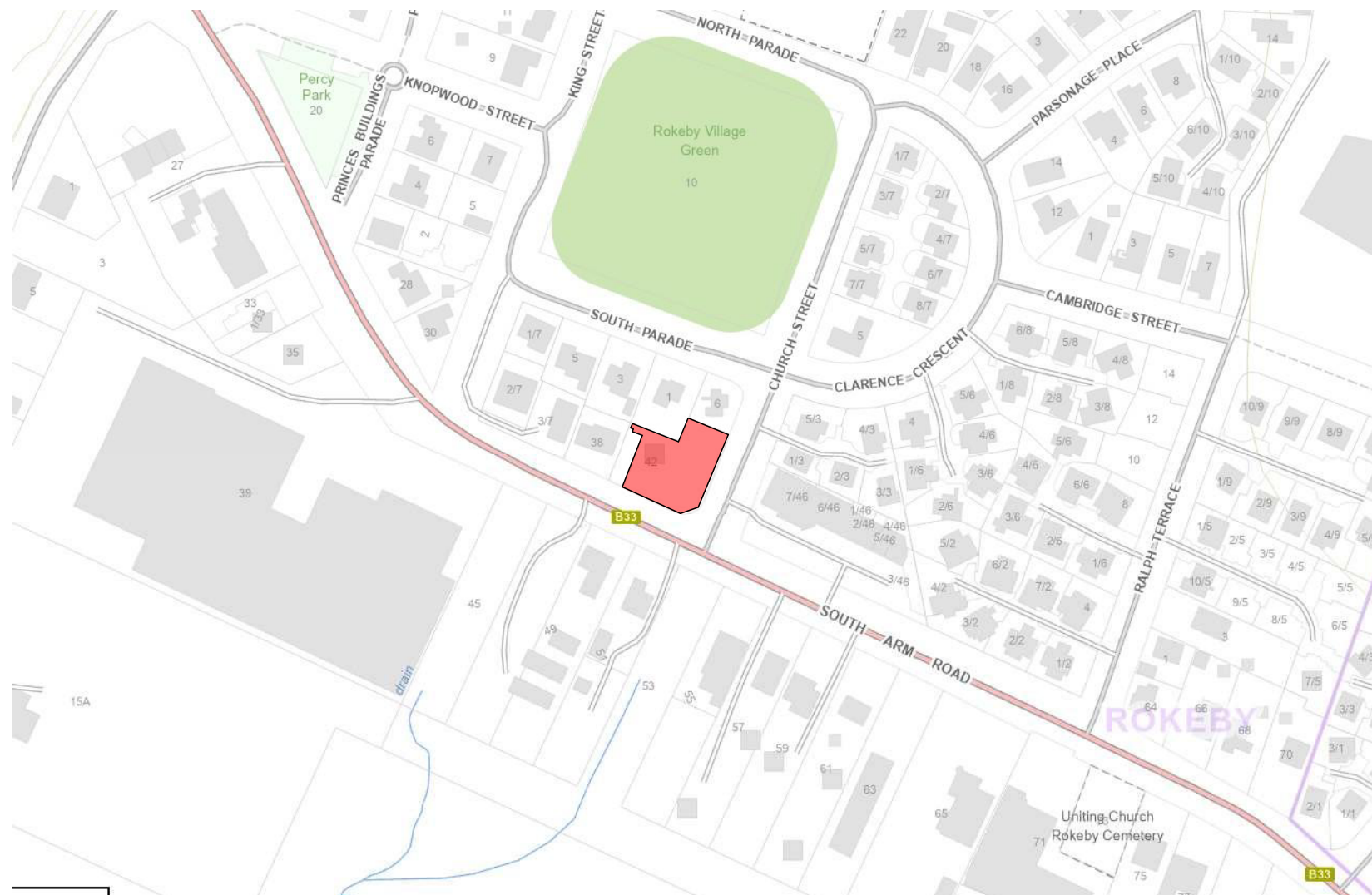
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

2/42 South Arm Road,
Rokeby, TAS



SK01	Cover Page
SK02	Site Analysis Plan
SK03	Site Plan



<p>Document Set ID: 5723980 Version: 1, Version Date: 17/10/2025</p>	These drawings and designs are subject to copyright laws. All dimensions in millimetres unless noted otherwise. Print in colour.	<p>Project: 2/42 South Arm Road, Rokeby, TAS</p>	<p>Drawing name: Cover Page</p> <p>Issue date: 17/10/2025</p>	<p>Drawing no: 25.019-SK01</p> <p>Scale @ A3:</p>	<p>POTTER PROJECTS 0408 303 034 admin@potterprojects.com 1/90 Clarence Street Bellerive Tasmania 7018</p>	 V1
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SITE INFORMATION

Title Reference:	57569/2
Property ID:	7495392
Council:	Clarence
Zone:	Local Business
Planning Overlays:	Airport obstacle limitation area, Flood-prone areas, Potentially contaminated land
Aboriginal Heritage:	No relics identified or listed
Water Supply:	20mm Incoming
Waste Water:	Taswater serviced

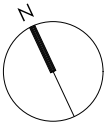
PROJECT AREAS

Site area	1110m2
Buidling area	304.27m2

Rev.	Amendment	Date
1	Initial	17/10/2025
2	Amendment	17/10/2025
3	Amendment	17/10/2025
4	Amendment	17/10/2025
5	Amendment	17/10/2025

Document Set ID: 57569/2
Version: 1, Version Date: 17/10/2025

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All dimensions in millimetres unless noted otherwise. Print in colour.



Project:
2/42 South Arm Road,
Rokeby, TAS

Drawing name:
Site Analysis Plan

Issue date:
17/10/2025

Project stage:
Development App.

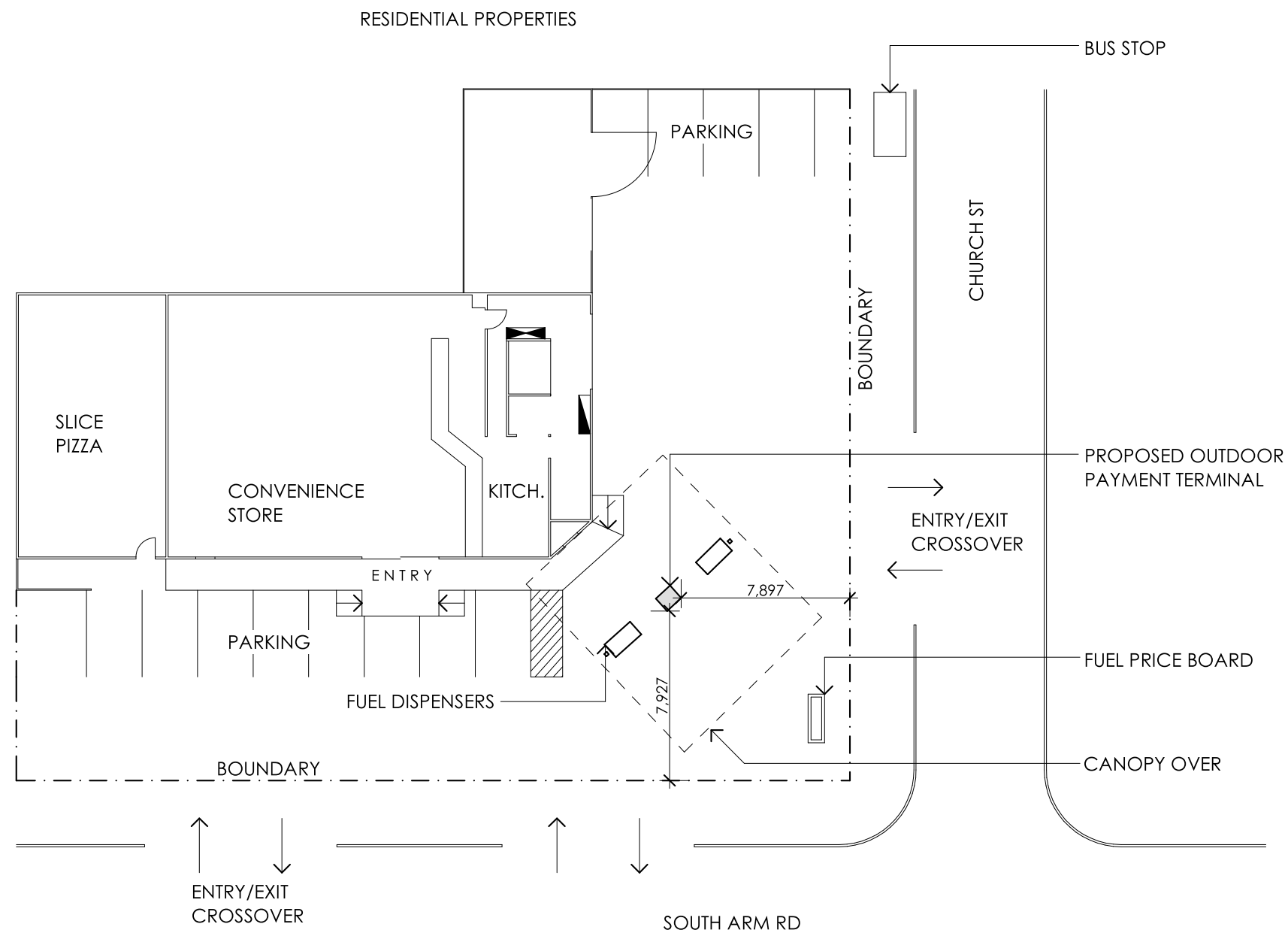
Drawing no:
25.019-SK02
Scale @ A3:
1:500

Revision:

POTTER PROJECTS
0408 303 034
admin@potterprojects.com
1/90 Clarence Street
Bellerive Tasmania 7018



V1



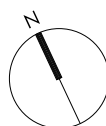
TYPICAL OUTDOOR PAYMENT TERMINAL
1600H x 450W x 400D - Not to scale

Rev. Amendment	Date
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© These drawings and designs are subject to copyright laws.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

All dimensions in millimetres unless noted otherwise. Print in colour.



Project:
2/42 South Arm Road,
Rokeby, TAS

Drawing name:
Site Plan

Issue date:
17/10/2025

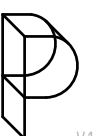
Project stage:
Development App.

Drawing no:
25.019-SK03

Scale @ A3:
1:250,

| Revision:

POTTER PROJECTS
0408 303 034
admin@potterprojects.com
1/90 Clarence Street
Bellerive Tasmania 7018



Our Ref: 25.019

20 November 2025

City of Clarence
38 Bligh Street
Rosny Park TAS 7018**Delivered by email:** cityplanning@ccc.tas.gov.au**Attention:** Sally De Little

Dear Sally,

2/42 South Arm Road, Rokeby
Planning ref: PDPLANPMTD-2025/056365

Thank you for your correspondence dated 10 November 2025 regarding the above application. To assist with your ongoing assessment, please find our responses to the requested items below.

Background

The site, known as Mood Food Rokeby, currently operates between 5:00am and 10:00pm daily. This application seeks approval for after-hours operation of the existing fuel dispensers between 10:00pm and 5:00am. The proposal does not involve any change to the trading hours of the shop component, which will continue to close at 10:00pm.

Unmanned, pay-at-the-pump fuel sales are increasingly common across Tasmania and nationally, particularly where service station operators seek to maintain services in a cost-effective manner while still providing essential access for customers, including emergency services and other users who require fuel at any time of day. The proposal represents an operational refinement of an established use, rather than an expansion in built form or intensity.

Local Business Zone**Clause 14.3.1 P1 – Hours of Operation****Request:**

As the proposal will be 24 hours and within 50m of the General Residential Zone, please provide further information to address the requirements for Performance Criteria P1 of the Clause:

Response:**(a) Timing, duration or extent of vehicle movements**

The site fronts South Arm Road, a significant arterial route with consistent traffic movements throughout the day and night. Any vehicle movements associated with overnight refuelling will occur within the context of this existing traffic environment. Residential properties in the locality

already experience regular traffic noise from the road corridor; the proposal does not introduce a new noise source of a materially different character.

Vehicle movements associated with unmanned refuelling are typically brief, with most passenger vehicles being on site for approximately 3–5 minutes. The small size and configuration of the site inherently limit the extent of vehicle activity, and the site layout does not accommodate heavy vehicles with air brakes or other higher-impact noise sources. Overnight activity will therefore be low-intensity and short-duration.

(b) Noise, lighting or other emissions

Fuel dispensers:

The site is equipped with fully integrated dispensers rather than traditional above-ground pumps. These systems operate with internal, tank-mounted pumping units and are effectively silent during normal use.

Lighting:

Canopy lighting will remain operational overnight for safety and security, consistent with standard commercial practice. The site is located within an already illuminated environment due to street lighting and vehicle headlights along South Arm Road. Any additional lighting duration associated with 24-hour operation is expected to have negligible incremental impact on residential amenity.

Other emissions:

No additional emissions, plant, or mechanical equipment are proposed as part of the extended hours.

Conclusion:

Having regard to the brief and low-intensity nature of vehicle movements, the site's exposure to the arterial road network, and the minimal noise and light generation associated with the dispensers, the proposal will not result in an unreasonable loss of amenity to the nearby General Residential Zone. The proposal is considered to comply with P1.

Clause 14.3.1 A2 or P2 – External Lighting

Request:

As the proposal will be 24 hours and within 50m of the General Residential Zone, please provide further information to confirm the external lighting proposed and address either A2 or P2 of the Clause.

Response:

The external lighting arrangement will remain consistent with existing operations, with canopy lighting remaining on overnight to maintain safety and passive surveillance.

(a) Level of illumination and duration of lighting:

The canopy lights provide a controlled, downward-directed level of illumination appropriate for a commercial forecourt. Continuous lighting allows for predictable light levels and reduces the need for sensor-activated lighting, which may be more disruptive to nearby residents. The site forms part of an existing illuminated road corridor, and any additional light spill is expected to blend with the

prevailing conditions. Light spill is minimised as the lights are recessed up into the canopy – see photos in Appendix A.

(b) Distance to habitable rooms of an adjacent dwelling:

The nearest habitable room window is approximately 26 metres from the canopy, with the next closest around 40 metres away. These distances, combined with internal treatments within dwellings and the context of existing street lighting, limit the potential for adverse light impact.

Conclusion:

The proposal will not result in unreasonable light spill or loss of amenity, and therefore satisfies P2.

14.3.1 A3 or P3 – Commercial Vehicle Movements

Request:

As the proposal will be 24 hours and within 50m of the General Residential Zone, please provide further information in terms of commercial vehicle movements and address the requirements for either A3 or P3 of the Clause.

Response:

Commercial vehicle activity at the site is limited, with the only relevant vehicle being the operator's medium rigid refuelling tanker, which has serviced the site for several years. Deliveries occur from approximately 5:00am on selected weekdays, and no complaints have been received from surrounding residents during this time.

(a) Time and duration of commercial vehicle movements:

Deliveries are brief and occur once per delivery day, generally lasting around 20–30 minutes. This pattern will remain unchanged under the proposal.

(b) Number and frequency of commercial vehicle movements:

Delivery frequency is low and will not increase as a result of the extended hours, as fuel consumption levels are primarily driven by overall daily demand.

(c) Size of commercial vehicles:

The site can only accommodate medium rigid vehicles; larger articulated tankers cannot access or manoeuvre within the site. This inherently limits noise and amenity impacts.

(d) Manoeuvring and reversing alarms:

The tanker manoeuvres within the forecourt without requiring extensive reversing movements. Any use of reversing alarms is infrequent and of short duration.

(e) Noise mitigation:

The forecourt is set back from residential dwellings and benefits from the acoustic influence of South Arm Road, which provides a baseline noise environment. No additional mitigation measures are required.

(f) Potential conflicts with other traffic:

Access arrangements remain unchanged. Vehicle movements are low volume and safely integrated with the existing road network.

Conclusion:

The proposal will not cause an unreasonable loss of amenity to nearby residential zones and complies with P3.

14.3.2 P1 and P2 – Cause unreasonable loss of amenity to adjoining residential zones**Request:**

Whilst a new use is not proposed as part of the application, the change to hours is considered to be an intensification of the existing use which is Discretionary in the Zone. Please provide a written response to address both P1 and P2 of the Clause.

Response:**P1****(a) Unreasonable loss of amenity:**

As outlined above, the extended hours relate only to low-impact passenger vehicle refuelling, with no increase in noise-generating equipment, built form, or heavy vehicle activity. The scale and type of activity are consistent with existing conditions and will not result in unreasonable amenity impacts.

(b) Intensity respecting character:

The surrounding area contains a mix of commercial and residential uses along a major transport corridor. The proposed overnight refuelling activity is modest in scale, consistent with contemporary service station operations, and appropriate to the character of the locality.

P2**(a) Characteristics of the site:**

The site fronts an arterial road and forms part of a linear commercial strip, making it well suited to extended-hours operation for essential services.

(b) Activity at pedestrian levels:

The unmanned nature of overnight operation inherently limits pedestrian activity, with the proposal maintaining rather than intensifying physical on-site activity.

(c) Size and scale:

No changes to buildings or infrastructure are proposed. The scale of the use remains unchanged.

(d) Role of the activity centre:

The site provides a local convenience function, consistent with the Local Business Zone purpose. Overnight access to fuel does not introduce a competing function or alter the activity centre hierarchy.

(e) Impact on other activity centres:

Extended hours for unmanned fuel dispensing does not generate a new retail offering and therefore does not detract from or compete with activity in other centres.

Conclusion:

The proposal satisfies both P1 and P2.

We trust the above responses satisfy Council's requests and allow for continued progression of the application. Should you require any further information or clarification, please don't hesitate to contact us.

Yours sincerely,



Michael Potter
Potter Projects

Appendix A – Photos

