

<p>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</p>	<p>Not applicable – this is not a sensitive use.</p>
<p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</p>	<p>Not applicable</p>
<p>A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</p>	<p>A Traffic Impact Statement is attached with this application</p>
<p>A4 Use serviced by a side road from a deficient junction (refer E4 Table 2) is not to create an increase to the annual average daily traffic (AADT) movements on the side road at the deficient junction by more than 10%.</p>	<p>There are no deficient junctions in the area of the subject site.</p>

E4.71 Development on and adjacent to Existing and Future Arterial Roads and Railways

<p>Objective To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to: a) ensure the safe and efficient operation of roads and railways; and b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development.</p>	
<p>Compliance Measure</p>	<p>Comment</p>
<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of</p>	<p>Landscaping has to be provided to screen the development from the highway to meet the requirements of the Scenic Management Code. The landscaping will not impact on the safety or efficiency of the roadway. He proposed building is outside the minimum setback requirement.</p>

buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.	
--	--

E4.7.2 Management of Road Accesses and Junctions

Objective To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Compliance Measure	Comment
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	Complies – only a single access is proposed.
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction	Not applicable
A3 Accesses must not be located closer than 6m from an intersection, nor within 6m of a break in a median strip.	Complies – the access will be outside the 6m distance from an intersection.

E4.7.3 Management of Rail Level Crossings

Not relevant in this instance

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Compliance Measure	Comment
A1 Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	Sight distances will be provided to comply with this Clause.



Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point. For category 1, 2 and 3 roads $X = 7m$ minimum and for other roads $X = 5m$ minimum.

E5 Flood Prone Areas Code

E5.2.1 This code applies to use or development of land:

- a) mapped as flood risk on the planning scheme maps

Part of the site falls into a flood prone area (adjacent to the Macquarie River)

The development is however exempt from this Code:

E5.4.1 The following use or development is exempt from this code:

- a) use and development for agriculture (not including development for dairies and controlled environment agriculture) and agricultural infrastructure such as farm tracks, culverts and the like.

E6.0 Car Parking and Sustainable Transport Code

E6.6.1 Car Parking Numbers

Objective To ensure that an appropriate level of car parking is provided to service use.	
Compliance Measure	Comment
A1 The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	The specified car parking requirement is 2 spaces per 3 employees. There will be 4 persons employed on site the parking provision on site will be 4.

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective To ensure that car parking spaces and access strips are constructed to an appropriate standard.	
Compliance Measure	Comment
P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and	All car parking, access strips manoeuvring and circulation spaces will be constructed for all weather use.

constructed to ensure that they are useable in all weather conditions.	
--	--

All other matters do not apply in this instance.

E7 Scenic Management Code

E7.2 Application of this Code

E7.2.1 This code applies to use or development of land within the scenic management – tourist road corridor and local scenic management areas.

As the site bounds the Midland Highway which is a designated tourist road corridor, this code applies.

E7.6 Development Standards

E7.6.1 Scenic Management – Tourist Road Corridor

Objective	
(a) To enhance the visual amenity of the identified tourist road corridors through appropriate:	
i) setbacks of development to the road to provide for views that are significant to the traveller experience and to mitigate the bulk of development; and	
ii) location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor; and	
iii) design and/or treatment of the form of buildings and earthworks to minimise the visual impact of development in its surroundings; and	
iv) retention or establishment of vegetation (native or exotic) that mitigates the bulk or form of use or development; and	
v) retention of vegetation (native or exotic) that provides amenity value to the road corridor due to being in a natural condition, such as native forest, or of cultural landscape interest such as hedgerows and significant, exotic feature trees; and	
(b) To ensure subdivision provides for a pattern of development that is consistent with the visual amenity objectives described in (a).	
Compliance Measure	Comment
A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.	Complies – the development will be fully screened from the tourist road corridor.
A2 Subdivision must not alter any boundaries within the areas designated as scenic management – tourist road corridor.	Complies – the subdivision (consolidation) will not alter any boundaries within the tourist road corridor.

E9 Water Quality Code

E9.2.1 This code applies to use or development of land:

- a) within 50 metres of a wetland or watercourse; or
- b) within a Water catchment area – inner or outer buffer.

As the development is within 50m of a wetland or watercourse or a water catchment area this Code does apply.

E9.6 Development Standards**E9.6.1 Development and Construction Practices and Riparian Vegetation**

Objective To protect the hydrological and biological roles of wetlands and watercourses from the effects of development.	
Compliance Measure	Comment
A1 Native vegetation is retained within: a) 40m of a wetland, watercourse or mean high water mark; and b) a Ben Lomond Water catchment area - inner buffer.	Complies – there will be no vegetation removed within 40m of a watercourse.
A2 A wetland must not be filled, drained, piped or channeled.	Complies – no wetland will be filled or drained
A3 A watercourse must not be filled, piped or channeled except to provide a culvert for access purposes.	Complies – no watercourse will be filled or piped

E9.6.2 Water Quality Management

Objective To maintain water quality at a level which will not affect aquatic habitats, recreational assets, or sources of supply for domestic, industrial and agricultural uses.	
Compliance Measure	Comment
A1 All stormwater must be: a) connected to a reticulated stormwater system; or b) where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or c) diverted to an on-site system that contains stormwater within the site.	Complies – all stormwater will be collected and diverted through a sediment and grease trap.
A2.1 No new point source discharge directly into a wetland or watercourse. A2.2 For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.	Complies – no new point of discharge is proposed.
P3 Quarries and borrow pits must not have a detrimental effect on water quality or natural processes.	No quarry is proposed with this development.

E9.6.3 Construction of Roads

It is not proposed to construct any roads.

E9.6.4 Access

It is proposed to use the existing access

E9.6.5 Sediment and Erosion Control

During construction sediment barriers will be placed between the works site and the watercourse. After construction new plantings will prevent any surface run off from entering the watercourse.

E9.6.6 Ben Lomond Water Catchment Areas

The site is not in a Water Board catchment area.

6. Strategic Planning***6.1 State Policies***

The following State Policies are currently in force:

- Tasmanian State Coastal Policy 1986;
- State Policy on Water Quality and Management 1997;
- State Policy on the Protection of Agricultural Land 2009;
- National Environment Protection Council (Ambient Air Quality) Measure;
- National Environment Protection Council (Assessment of Site Contamination) Measure 1999;
- National Environment Protection Council (Movement of Controlled Wastes between States and Territories) Measure;
- National Environment Protection Council (National Pollutant Inventory) Measure; and
- National Environment Protection Council (Used Packaging Materials) Measure.

The proposed development is not known to conflict with or contravene any of the above State Policies.

7. Summary

This proposed development in the main conforms to all the necessary requirements of the Northern Midlands Interim Planning Scheme 2013. Any discretion sought is fair and reasonable given the size of the site.

Annexure 1 – Certificate of Title



SURVEY INFORMATION REPORT
 RECORDER OF TITLES
 Issued Pursuant to the Land Titles Act 1980

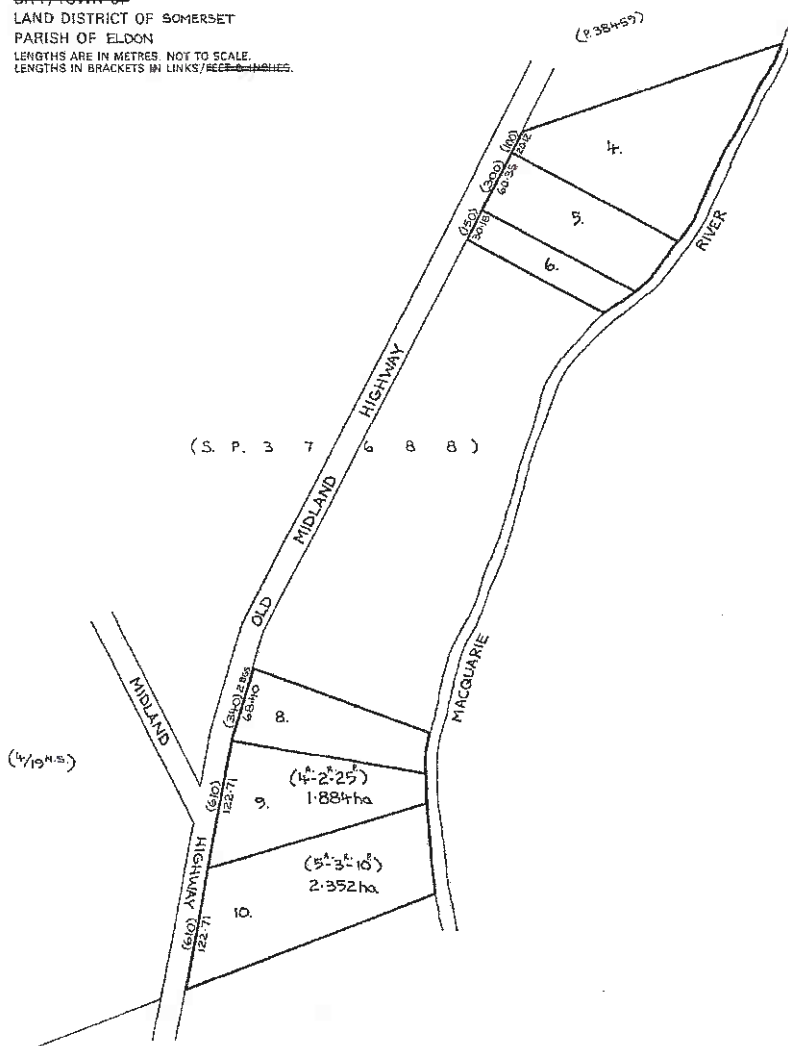


38460

APPROVED 6 th JUL 1986 <i>Michael P. Davis</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM CONV. 64/8618	REGISTERED NUMBER D.38460
FILE NUMBER BAL RE S.P.37688	GRANTER: PART OF 85-0-0 & 65-0-0 LTD TO MARTHA CHARLOTTE GARRETT	DRAWN PPAGE 14/12/88

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF
 LAND DISTRICT OF SOMERSET
 PARISH OF ELDON
 LENGTHS ARE IN METRES. NOT TO SCALE.
 LENGTHS IN BRACKETS IN LINKS/RECORDS/PLANES.





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
38460	9
EDITION	DATE OF ISSUE
7	14-Jul-2009

SEARCH DATE : 22-Dec-2014

SEARCH TIME : 05.18 PM

DESCRIPTION OF LAND

Parish of ELDON, Land District of SOMERSET
 Lot 9 on Diagram 38460
 Being the land ninthly described in Conveyance No. 64/8618
 Derivation : Part of 65 acres gtd to M.C.Garrett
 Prior CT 4579/73

SCHEDULE 1

C923182 TRANSFER to DONALD CHARLES BOOTH and LUCINDA MARY
 HOPTON BOOTH Registered 14-Jul-2009 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 C923183 MORTGAGE to National Australia Bank Limited
 Registered 14-Jul-2009 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
38460	8
EDITION	DATE OF ISSUE
7	14-Jul-2009

SEARCH DATE : 22-Dec-2014

SEARCH TIME : 05.21 PM

DESCRIPTION OF LAND

Parish of ELDON, Land District of SOMERSET
 Lot 8 on Diagram 38460
 Being the land eighthly described in Conveyance No. 64/8618
 Derivation : Part of 65 acres gtd to M.C.Garrett
 Prior CT 4579/73

SCHEDULE 1

C923182 TRANSFER to DONALD CHARLES BOOTH and LUCINDA MARY
 HOPTON BOOTH Registered 14-Jul-2009 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 C923183 MORTGAGE to National Australia Bank Limited
 Registered 14-Jul-2009 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 38460	FOLIO 10
EDITION 7	DATE OF ISSUE 14-Jul-2009

SEARCH DATE : 22-Dec-2014

SEARCH TIME : 05.16 PM

DESCRIPTION OF LAND

Parish of ELDON, Land District of SOMERSET
 Lot 10 on Diagram 38460
 Being the land tenthly described in Conveyance No. 64/8618
 Derivation : Part of 65 acres gtd to M.C.Garrett
 Prior CT 4579/73

SCHEDULE 1

C923182 TRANSFER to DONALD CHARLES BOOTH and LUCINDA MARY
 HOPTON BOOTH Registered 14-Jul-2009 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 C923183 MORTGAGE to National Australia Bank Limited
 Registered 14-Jul-2009 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Annexure 2 - Proposal Plan

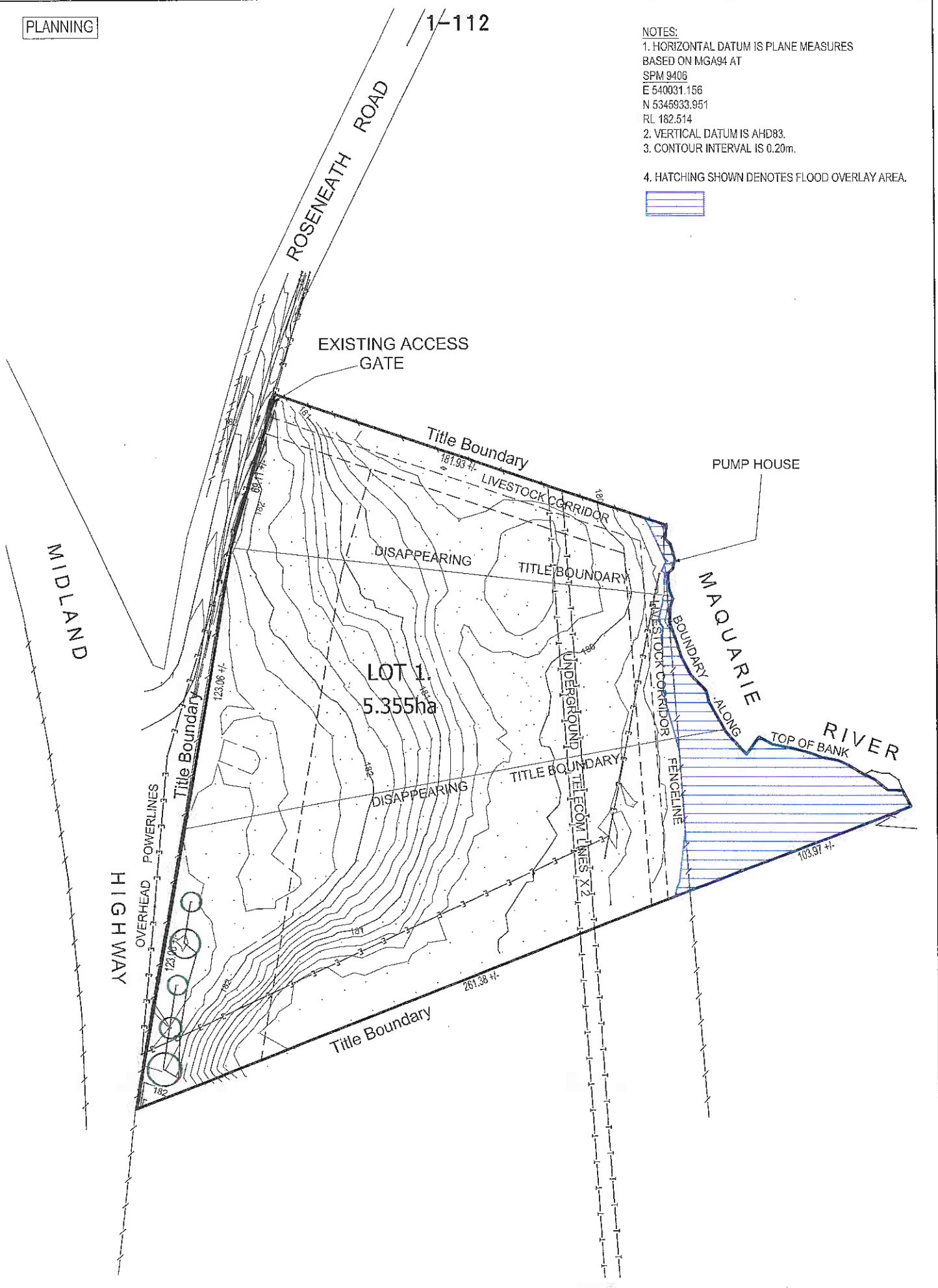
PLANNING

1-112

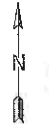
NOTES:

1. HORIZONTAL DATUM IS PLANE MEASURES BASED ON MGA94 AT SPM 9406
E 540031.156
N 5345933.951
RL 182.514
2. VERTICAL DATUM IS AHD83.
3. CONTOUR INTERVAL IS 0.20m.

4. HATCHING SHOWN DENOTES FLOOD OVERLAY AREA.



PROPOSED CONSOLIDATION OF TITLES (THREE TITLES INTO ONE)
 ROSENEATH ROAD, ROSS
 CLIENT: XLD GRAIN
 OWNER: DONALD CHARLES BOOTH, LUCINDA MARY HOPTON BOOTH
 C.T. 38460-8, C.T.38460-9, C.T.38460-10



10 Goodman Court Invermay TAS 7248
 PO Box 583 Mowbray Heights TAS 7248
 Phone (03) 6332 3760
 Fax (03) 6332 3764
 Email: admin@woolcottsurveys.com.au

Job Number
2014-133

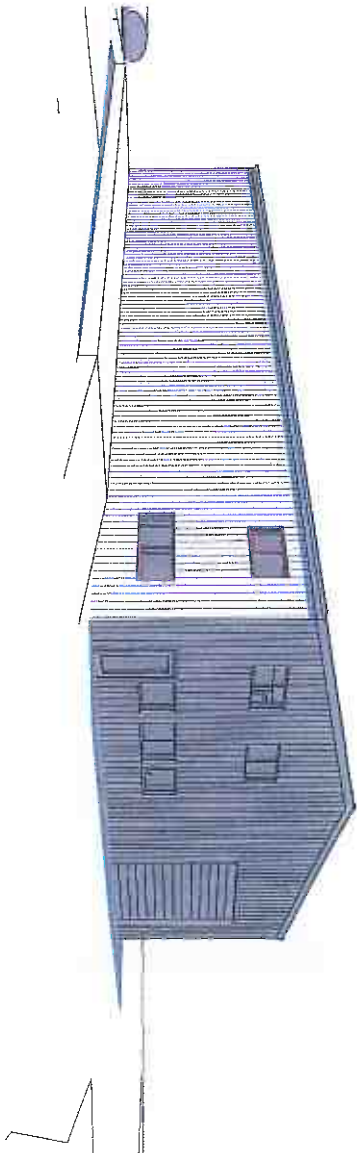
Drawn CSS	File name 2014-133_SUBD_PROP_PLAN_221214	Date 22/12/14	Scale 1:1500@A3	Edition 1	Sheet 2
--------------	---	------------------	--------------------	--------------	------------

Annexure 3 – Design Plans

PROPOSED NEW SHED ROSENEATH ROAD, ROSS XLD GRAIN

BUILDING DRAWINGS

No	DRAWING
01	SITE PLAN
02	PART SITE PLAN
03	FLOOR PLAN
04	FIRST FLOOR PLAN
05	ELEVATIONS
06	ELEVATIONS
07	ROOF PLAN
08	PERSPECTIVES
09	RENDER - LOOKING TOWARDS HOBART
10	RENDER - LOOKING TOWARDS LAUNCESTON
11	RENDER - ON ROSENEATH ROAD



PLANNING

PRIME



DESIGN

BUILDING DESIGN & DRAFTING

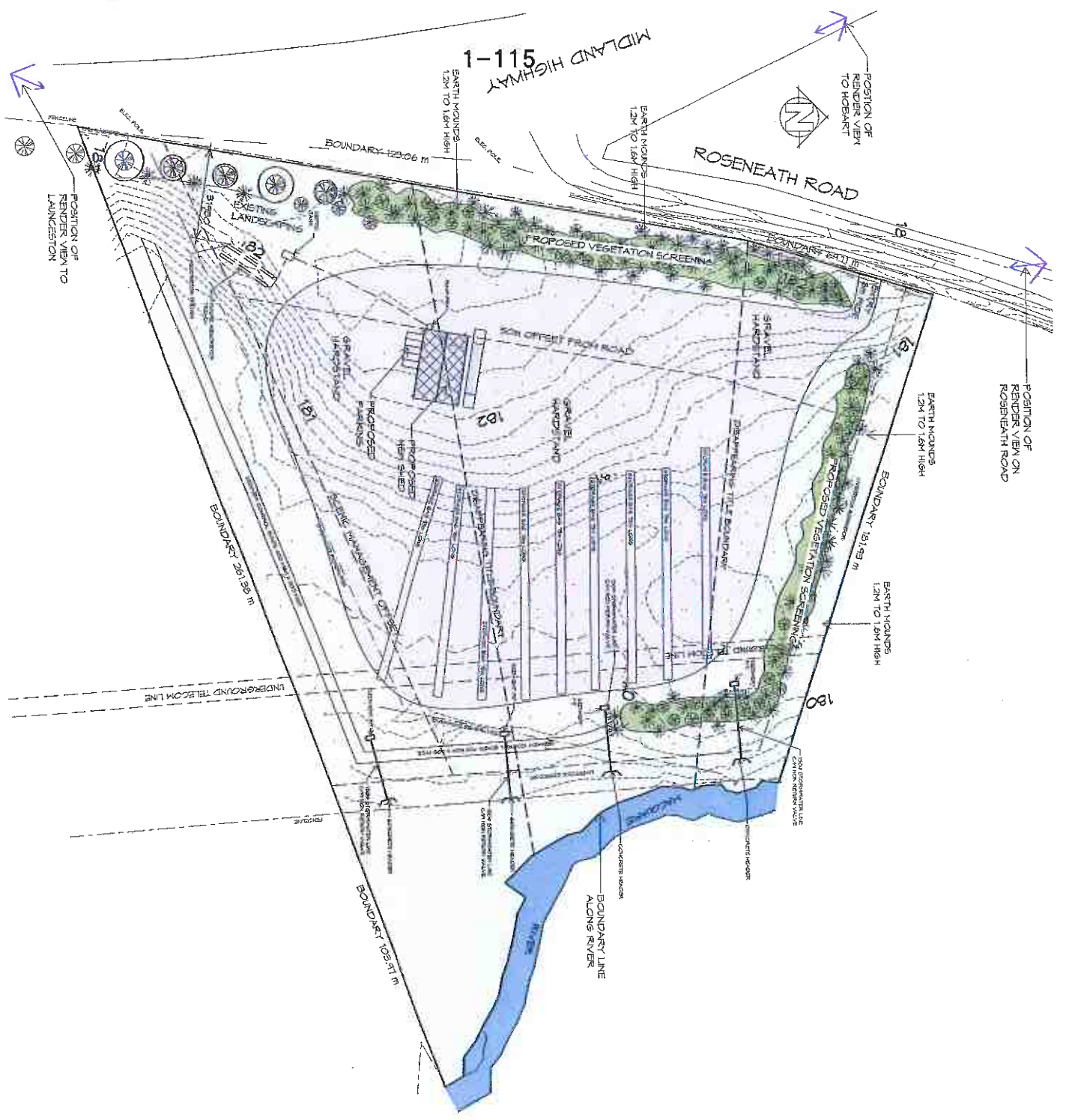
10 Goodman Court, Invermay TAS 7248

Accredited Building Practitioner

Frank Gaskus - No CC246A

DECEMBER 2014

SITE PLAN
1 : 1000



- GENERAL NOTES**
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
 - WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED
 - ALL WORK TO BE STRICTLY IN ACCORDANCE WITH B.C.A., ALL S.A.A., CODES & LOCAL AUTHORITY BY-LAWS
 - ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ALLOW FOR WALL LININGS
 - CONVEY ALL FLOOR AREAS
 - ALL PLYING WORKS TO BE STRICTLY IN ACCORDANCE WITH A.S. 3500
 - ALL APPROVED BY COUNCIL INSPECTOR
 - BUILDER/LUMBER TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STOPWATER 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. 1298 & A.S. 2947
 - ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CHECKED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO COMMENCEMENT OF CONSTRUCTION IN THE SET OUT DOCUMENT
 - IF CONSTRUCTION OF THE DESIGN IN THIS SET OUT DOCUMENT DIFFERS FROM THE DESIGN AND DETAIL AS NOTED BY DESIGNER
 - BUILDER IS RESPONSIBLE TO COMPLY WITH ALL PLANNING CONDITIONS PRIOR TO HAVE STAMPED BUILDING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION
 - CONSTRUCTION TO COMPLY WITH AS 5984 READ IN CONJUNCTION WITH BURFIRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

SITE DETAIL

HORIZONTAL DATUM IS ARBITRARY
VERTICAL DATUM IS ARBITRARY

WARNINGS:

- THE DETAIL SHOWN / RECORDED
- MAY ONLY BE CORRECT AT THE DATE OF SURVEY.
- IS NOT A COMPLETE REPRESENTATION OF ALL SURFACE AND UNDERGROUND DETAIL.
- SHOULD ONLY BE USED FOR THE PURPOSES INTENDED.

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AS INDICATED BY SURFACE FEATURES.
PRIOR TO ANY CONSTRUCTION REFER TO RELEVANT AUTHORITIES FOR DETAILED LOCATION OF ALL SERVICES.
CONTOUR INTERVAL 0.2m

PRIME DESIGN

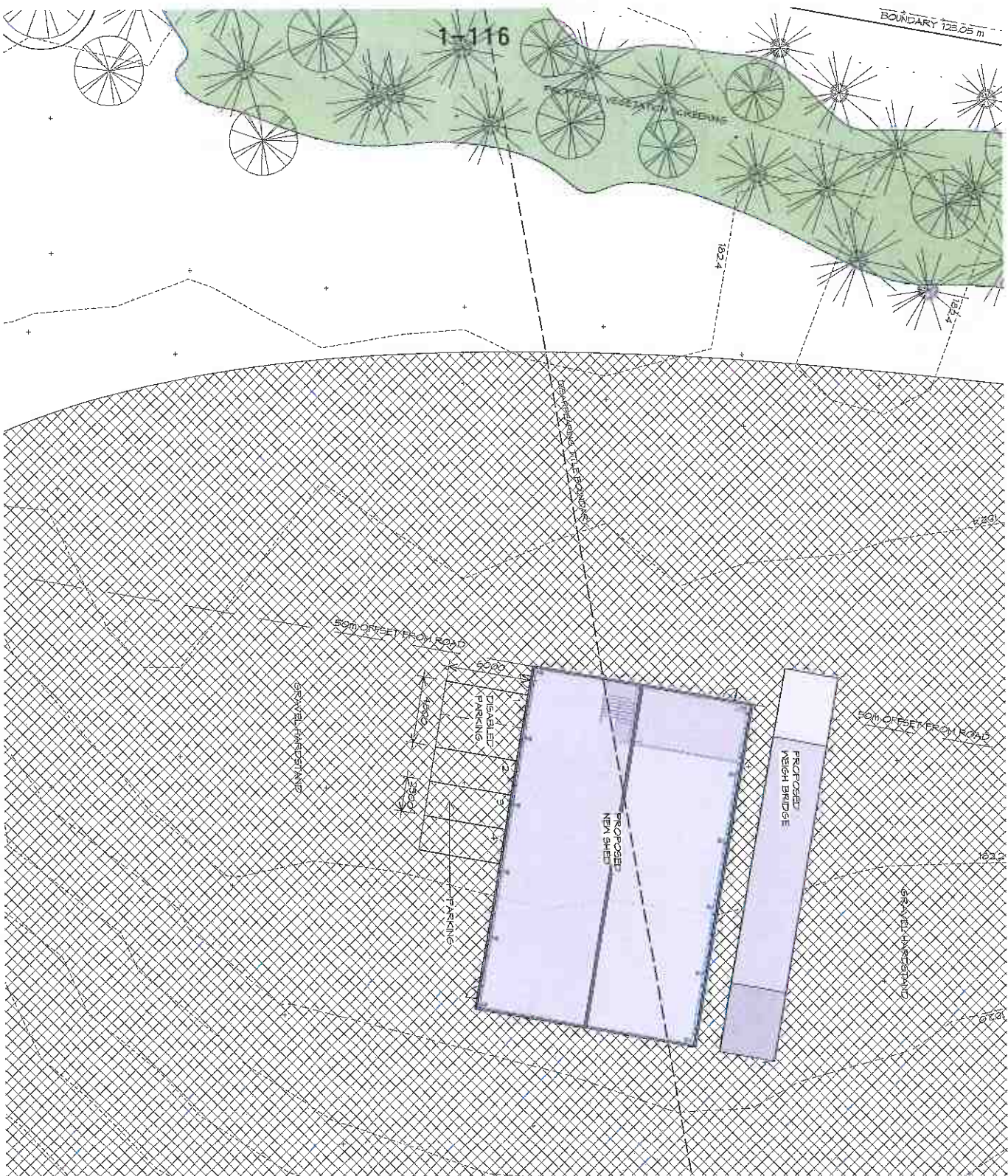
Building Design & Drafting

Pt 6332 3790 Fax: 6332 3798
 110@primedesign.com.au
 10 Goodwin Court, Invermay TAS 7249
 Acropolis Building Pty Ltd
 Frank Services 10 022484

Project: PROPOSED NEW SHED
 ROSENEATH ROAD,
 ROSS

Client Name: XLD GRAIN
 Designer: SITE PLAN

Drawn By: B.S.L.
 Date: 19/12/2014
 Scale: 1 : 1000/A2
 Prepared by: PD14284-01
 Revision: 03



PART SITE PLAN
1:200

- GENERAL NOTES**
- CHECK & VERIFY ALL DIMENSIONS & LEVELS ON SITE
 - WRITTEN DIMENSIONS TO TAKE PRECEDENCE OVER SCALED
 - ALL WORK TO BE STRICTLY IN ACCORDANCE WITH B.C.A.
 - 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 & 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 FINISHES AND GLAZING TO COMPLY WITH A.S. 1288 & A.S. 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 PERMIT'S PRIOR TO COMMENCEMENT OF CONSTRUCTION TO COMPLY WITH A.S. 3500
 - CONSTRUCTION WITH BURSTRE ATTACK LEVEL (BAL) ASSESSMENT REPORT.

SITE DETAIL

HORIZONTAL DATUM IS ARBITRARY
VERTICAL DATUM IS ARBITRARY

MARSHING:

- THE DETAIL SHOWN / RECORDED
- MAY ONLY BE CORRECT AT THE DATE OF SURVEY
- IS NOT A COMPLETE REPRESENTATION OF ALL SURFACE AND UNDERGROUND DETAIL
- SHOULD ONLY BE USED FOR THE PURPOSES INTENDED.

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AS INDICATED BY SURFACE FEATURES. PRIOR TO ANY CONSTRUCTION REFER TO RELEVANT AUTHORITIES FOR DETAILED LOCATION OF ALL SERVICES.

CONTOUR INTERVAL: 0.2M

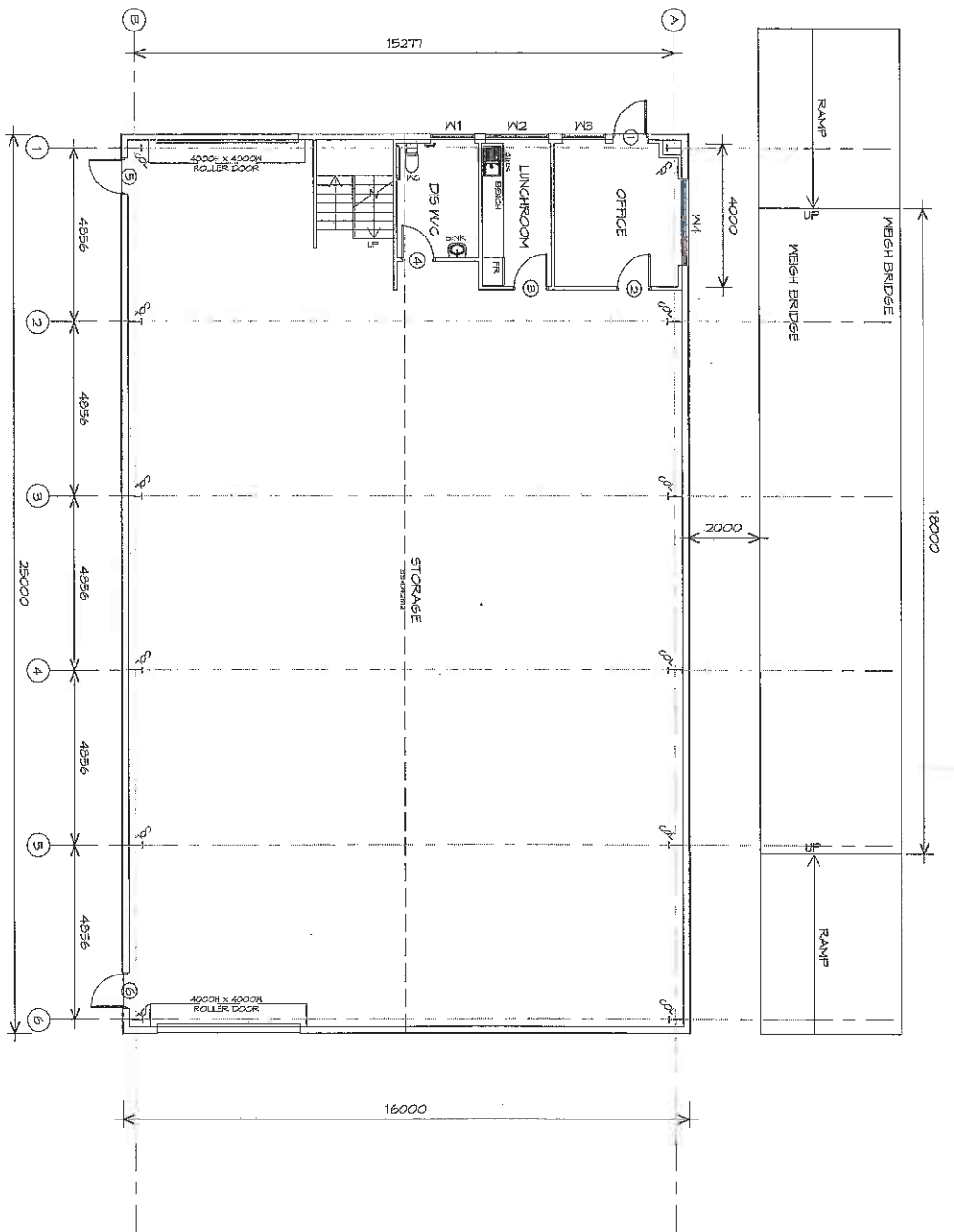
PRIME DESIGN

Building Design & Construction
Ph: 6332 3790 Fax: 6332 2738
info@primedesigndesign.com.au
10 Goodman Court, Invermay TAS 7246
Accredited Building Practitioner
Frank Gaskin No CC249A

Project: PROPOSED NEW SHED
ROSENEATH ROAD,
ROSS

Client name: XLD GRAIN
Drawing title: PART SITE PLAN

Drawn by: B.S.L.	Approved by: F.G.G.
Date: 19/12/2014	Scale: 1:200/A2
Projecting no: PD14284-02	Revision: 03



FLOOR PLAN
1 : 100

FLOOR AREA 40235 m² (4327 SQUARES)

MARK	WIDTH	TYPE
1	420	GLAZED EXTERNAL DOOR
2	420	INTERNAL TIMBER DOOR
3	420	INTERNAL TIMBER DOOR
4	420	INTERNAL TIMBER DOOR
5	420	GLAZED EXTERNAL DOOR
6	420	GLAZED EXTERNAL DOOR

MARK	HEIGHT	WIDTH	TYPE	REMARKS
M1	400	1210	AWNING WINDOW	
M2	400	1810	AWNING WINDOW	
M3	400	1210	AWNING WINDOW	
M4	400	2410	AWNING WINDOW	

ALUMINIUM AWNING WINDOWS 99% GLAZING COMPLETE WITH FLT SCREENS TO SUIT 77% BAL RAYING ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING

- LEGEND**
- ⊕ EXHAUST FAN-VENT TO OUTSIDE AIR.
 - ⊕ 240V SMOKE ALARM
 - ⊕ CAVITY SLIDING DOOR
 - ⊕ SLIDING DOOR
 - ⊕ FLOOR MARKS
 - S/L SIDELIGHT
 - COL COLUMN
 - NEW WALLS

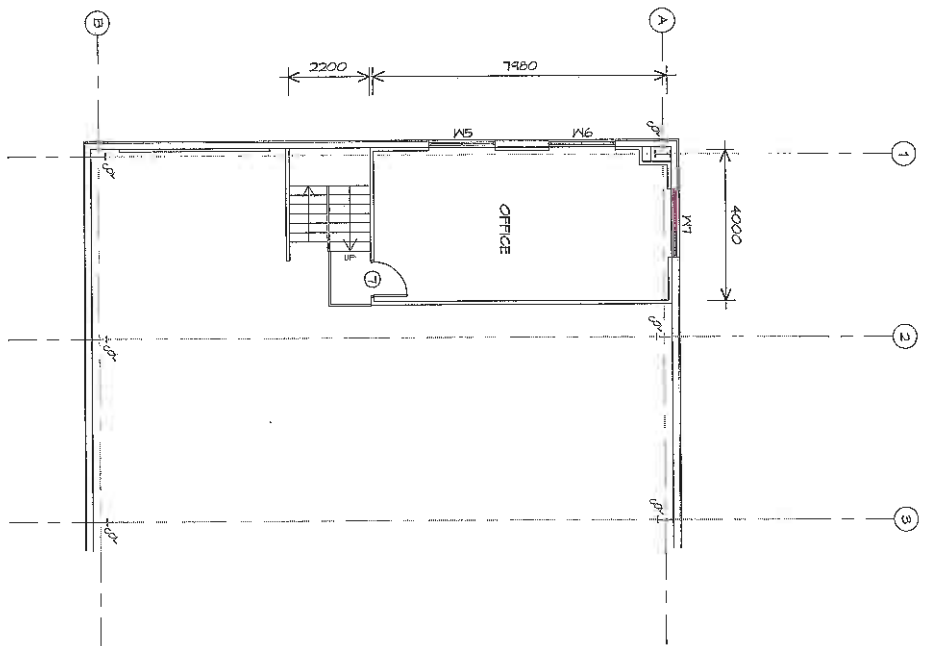
PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS



PRIME DESIGN
Multi-Discipline Design & Construction
P.O. Box 3790
Info@primedesign.com.au
10 Goodman Court, Invermay TAS 7248
Accredited Building Practitioner
Peak Status: No CC246A

Project: PROPOSED NEW SHED ROSEMEATH ROAD, ROSS
Client name: XLD GRAIN
Title: FLOOR PLAN
Drawn by: [Blank]
Checked by: [Blank]
Designed by: [Blank]
B.S.L. Approved by: [Blank]
Date: 19/12/2014
Scale: 1 : 100/A2
Project number: PD14284-03
Revised: 03





FIRST FLOOR PLAN
1 : 100

LEGEND

- ⊕ EXHAUST FAN-VENT TO OUTSIDE AIR
- ⊕ 240V SMOKE ALARM
- ⊕ CAVITY SLIDING DOOR
- ⊕ SLIDING DOOR
- ⊕ FLOOR WASTE
- ⊕ SIDELIGHT
- ⊕ COLUMN
- NEW WALLS

FIRST FLOOR DOOR SCHEDULE	
MARK	TYPE
T	INTERNAL TIMBER DOOR

FIRST FLOOR WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	REMARKS
M5	800	1810	AWNING WINDOW	
M6	800	1810	AWNING WINDOW	
M7	800	1810	AWNING WINDOW	

ALUMINIUM AWNING WINDOWS ??? GLAZING COMPLETE WITH FLY SCREENS TO SUIT ??? BAL RATING. ALL WINDOW MEASUREMENTS TO BE VERIFIED ON SITE PRIOR TO ORDERING

PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

PRIME DESIGN
BUILDING DESIGN & INTERIORS
10 Goodman Court, Invermay TAS 7248
Frank Gaskin - Principal

Project: PROPOSED NEW SHED
ROSENEATH ROAD,
ROSS

Client name: XLD GRAIN
Designer: FIRST FLOOR PLAN

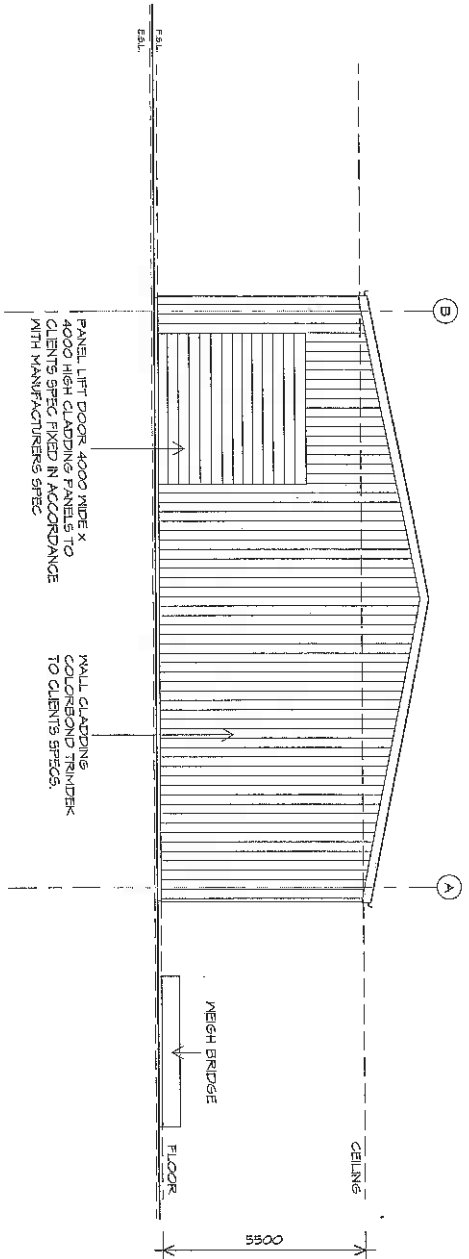
Drafted by: B.S.L.
Date: 19/12/2014
Scale: 1 : 100/A2

Approved by: F.G.G.
Date: 19/12/2014
Scale: 1 : 100/A2

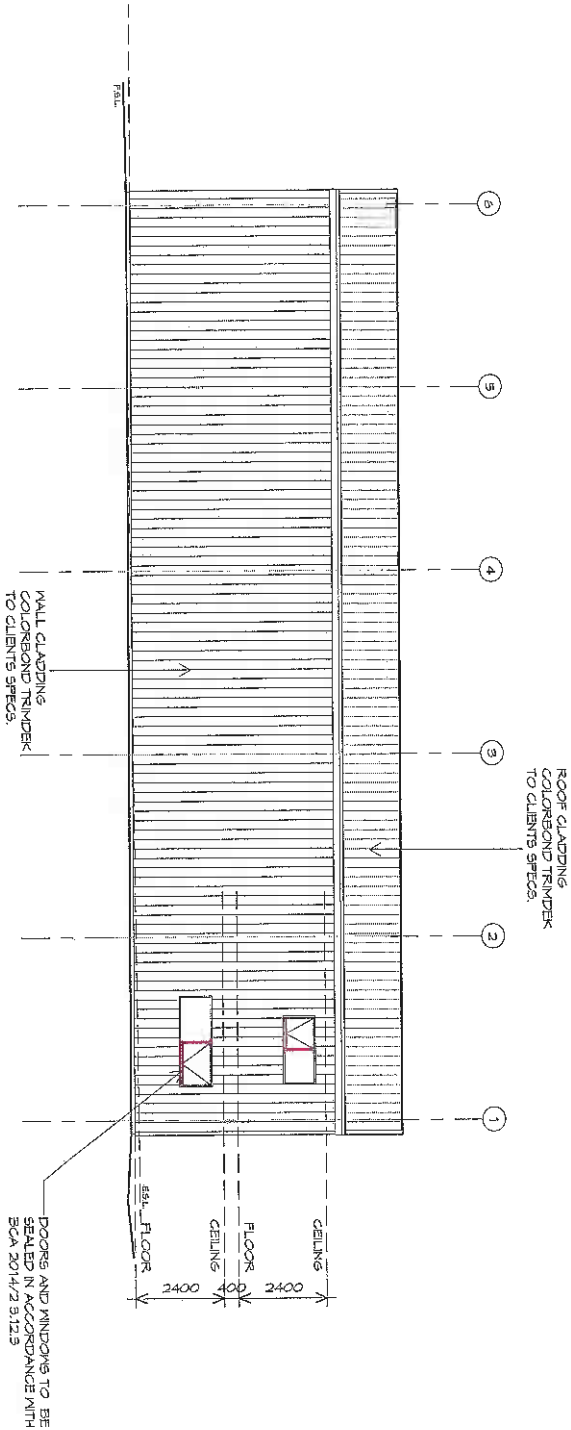
Project name: PD14284-04
Revision: 03



EASTERN ELEVATION
1 : 100



NORTHERN ELEVATION
1 : 100



PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

PRIME DESIGN
BUILDING DESIGN & ARCHITECTURE
PH: 6322 3790 FAX: 6322 3798
info@primedesign.com.au
10 Goodman Court, Invermay TAS 7248
Accredited Building Practitioner
Frank Gehlert No CC246A

Project: PROPOSED NEW SHED
ROSENLEATH ROAD,
ROSS

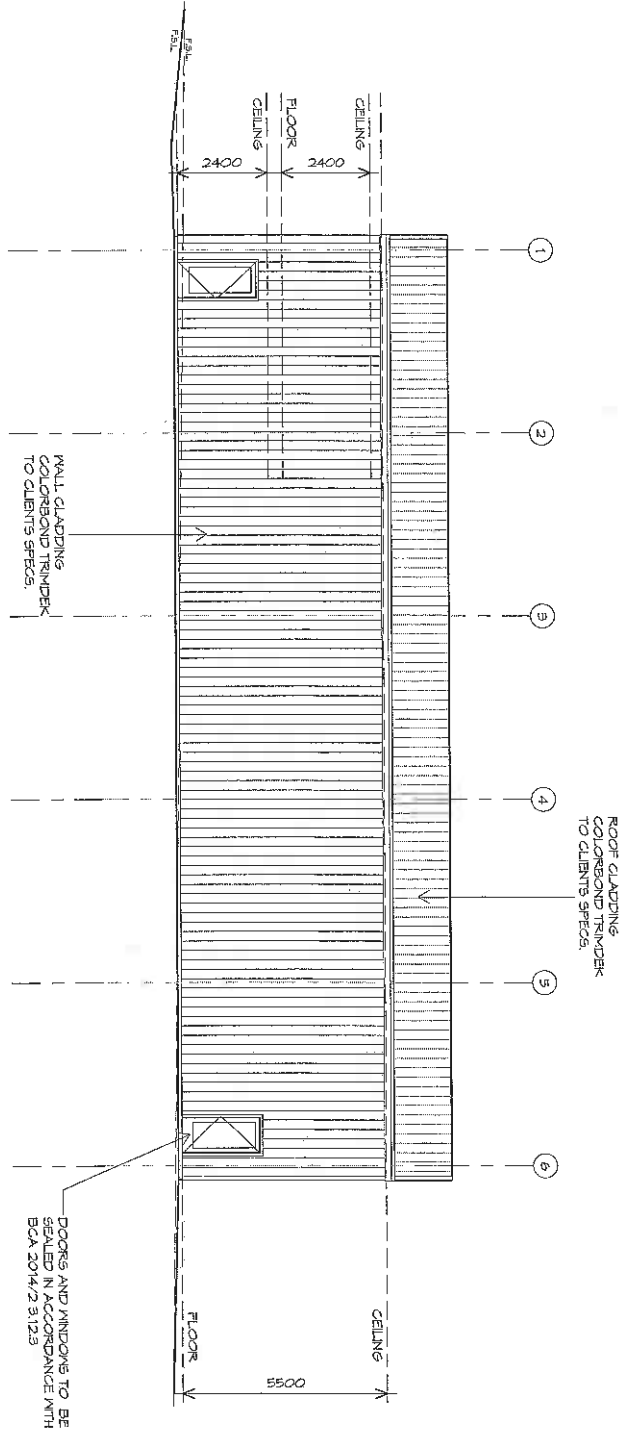
Contractor: XLD GRAIN
Drawings: ELEVATIONS

Drafted By: Approved By:
Author: Approver:
Date: 19/12/2014 1 : 100/A2
Scale:
Project/Drawings No: PD14284-05
Revision: 03



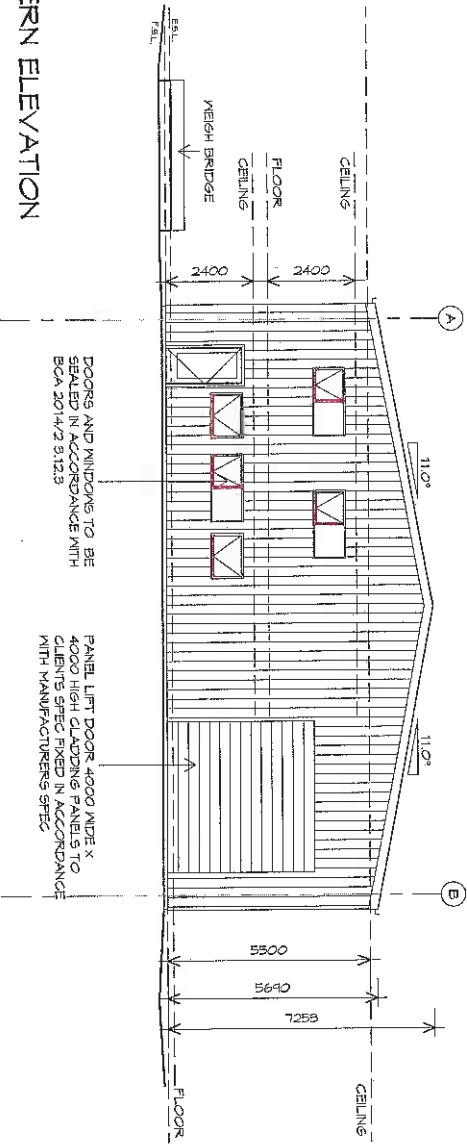
SOUTHERN ELEVATION

1:100



WESTERN ELEVATION

1:100



PLANNING

NOTE: DO NOT SCALE OFF DRAWINGS

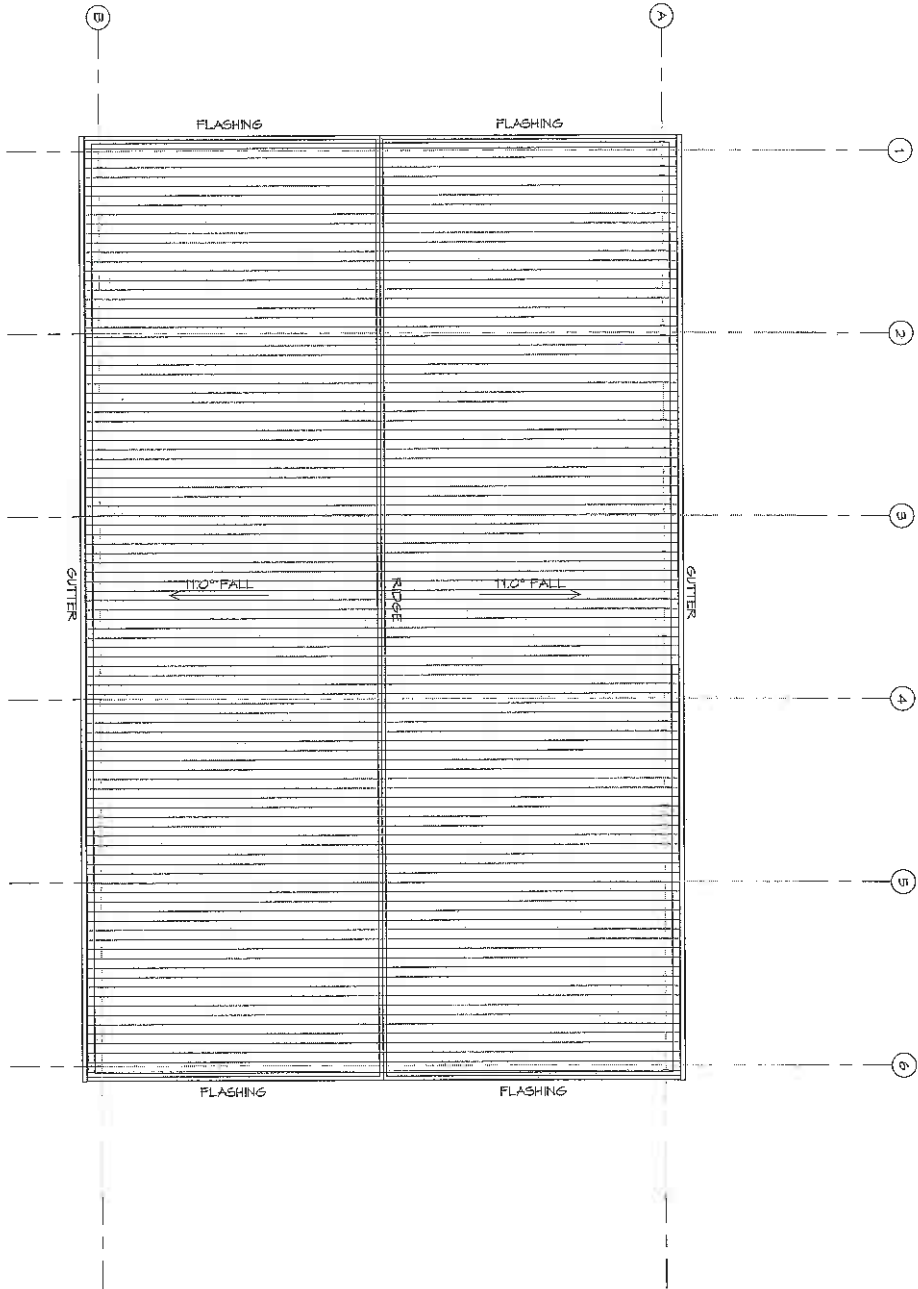
PRIME DESIGN
 BUILDING DESIGN & PLANNING
 Pty. 6332 9793 Fax: 6332 9798
 info@primedesign.com.au
 10 Goodman Court, Invermay TAS 7244
 Accredited Building Practitioner
 Frank Gosses No. C024594

Client name: XLD GRAIN
 Drawing: ELEVATIONS
 Project: PROPOSED NEW SHED
 ROSENEATH ROAD,
 ROSS

Dated by:	Author	Approved by:	Approver
Date:	19/12/2014	Scale:	1:100/A2
Prepared by:	PD14284-06	Revision:	03



ROOF PLAN
1:100



ROOF FLASHING NOTES:

GUTTER INSTALLATION TO BE IN ACCORDANCE WITH BCA 2014 PART 3.5.2.4. WITH FALL NO LESS THAN 1:100 FOR BOX GUTTERS 1:500 FOR EAVES GUTTERS

UNLESS FIXED TO METAL FASCIA EAVES GUTTERS TO BE FIXED @ 1200 CENS MAX

VALLEY GUTTERS ON A ROOF WITH A PITCH: A) MORE THAN 12.5° DEGREES - MUST HAVE A WIDTH OF NOT LESS THAN 400mm AND ROOF OVERLAP OF NOT LESS THAN 150mm EACH SIDE OF VALLEY GUTTER. B) LESS THAN 12.5° DEGREES, MUST BE DESIGNED AS A BOX GUTTER.

LAP GUTTERS 75mm IN THE DIRECTION OF FLOW, RIVET & SEAL WITH AN APPROVED SILICONE SEALANT.

EXPOSED JOINTS SHOWN ON THIS PLAN ARE NOMINAL ONLY. EACH JOINT ON EAVES OR 12.5° ROOF TO BE IN ACCORDANCE WITH BCA CLAUSE 3.5.2.5 REQUIREMENTS. SPACING BETWEEN JOINTS MUST NOT BE MORE THAN 12m & WITHIN 12m FROM A VALLEY GUTTER.

METAL SHEETING ROOF TO BE INSTALLED IN ACCORDANCE WITH BCA 2014 3.5.1.3. REFER TO TABLE 3.5.3.18 FOR ACCEPTABLE CORROSION RESISTANCE FOR SHEETING REFER TO TABLE 3.5.1.2 FOR ACCEPTABLE MATERIAL BETWEEN DIFFERENT ROOFING REFER TO BCA 2014 3.5.1.3. FOR FINISH, SHEET LAYING SEQUENCE, FASTENER FREQUENCY FOR TRANSVERSE FLASHINGS AND CAPPING, ANTI CAPILLARY BREAKS, FLASHING DETAILS, ROOF PENETRATION FLASHING DETAILS.

PLANNING
NOTE, DO NOT SCALE OFF DRAWINGS

PRIME DESIGN
BUILDING DESIGN & CONSTRUCTION
Pty. 0332 3730 Fax: 0332 3738
info@primedesign.com.au
10 Goodman Court, Invermay TAS 7248
Accredited Building Practitioner
Frank Geshusko CC246A

Project: PROPOSED NEW SHED
ROSENEATH ROAD,
ROSS

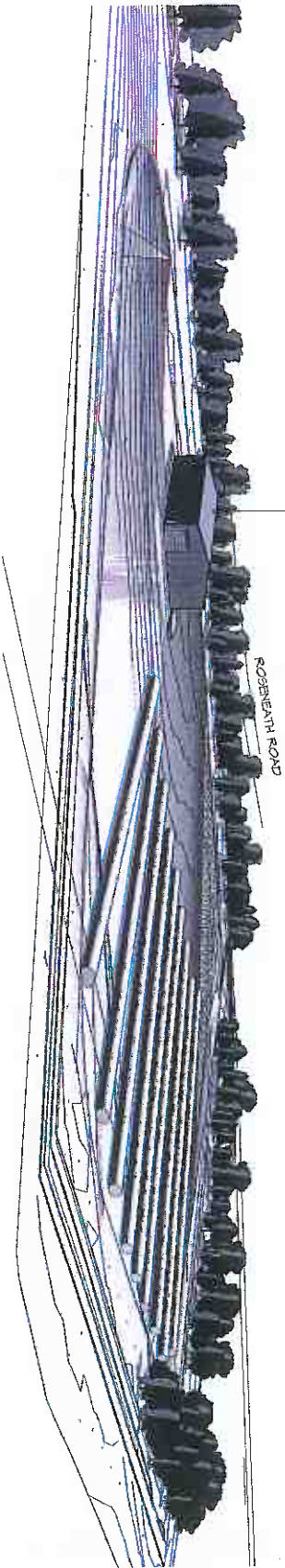
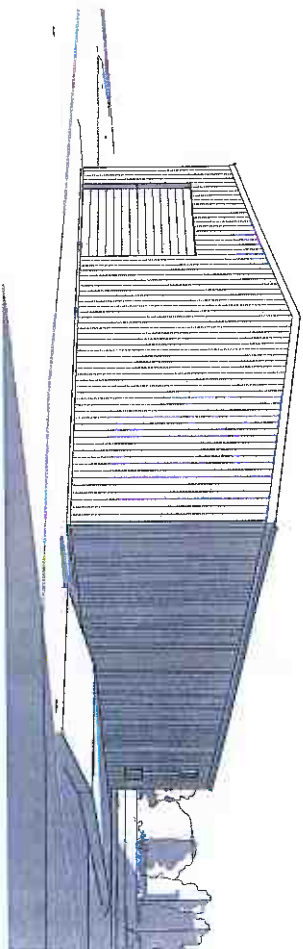
Client name: XLD GRAN
Drawing: ROOF PLAN

Drawn by: B.S.L.
Date: 19/12/2014
Scale: 1:100/A2

Approved By: F.S.G.
Date: 19/12/2014
Scale: 1:100/A2

Registration No: PD14284_07
Version: 03





PROPOSED SHED

ROSEMEATH ROAD

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

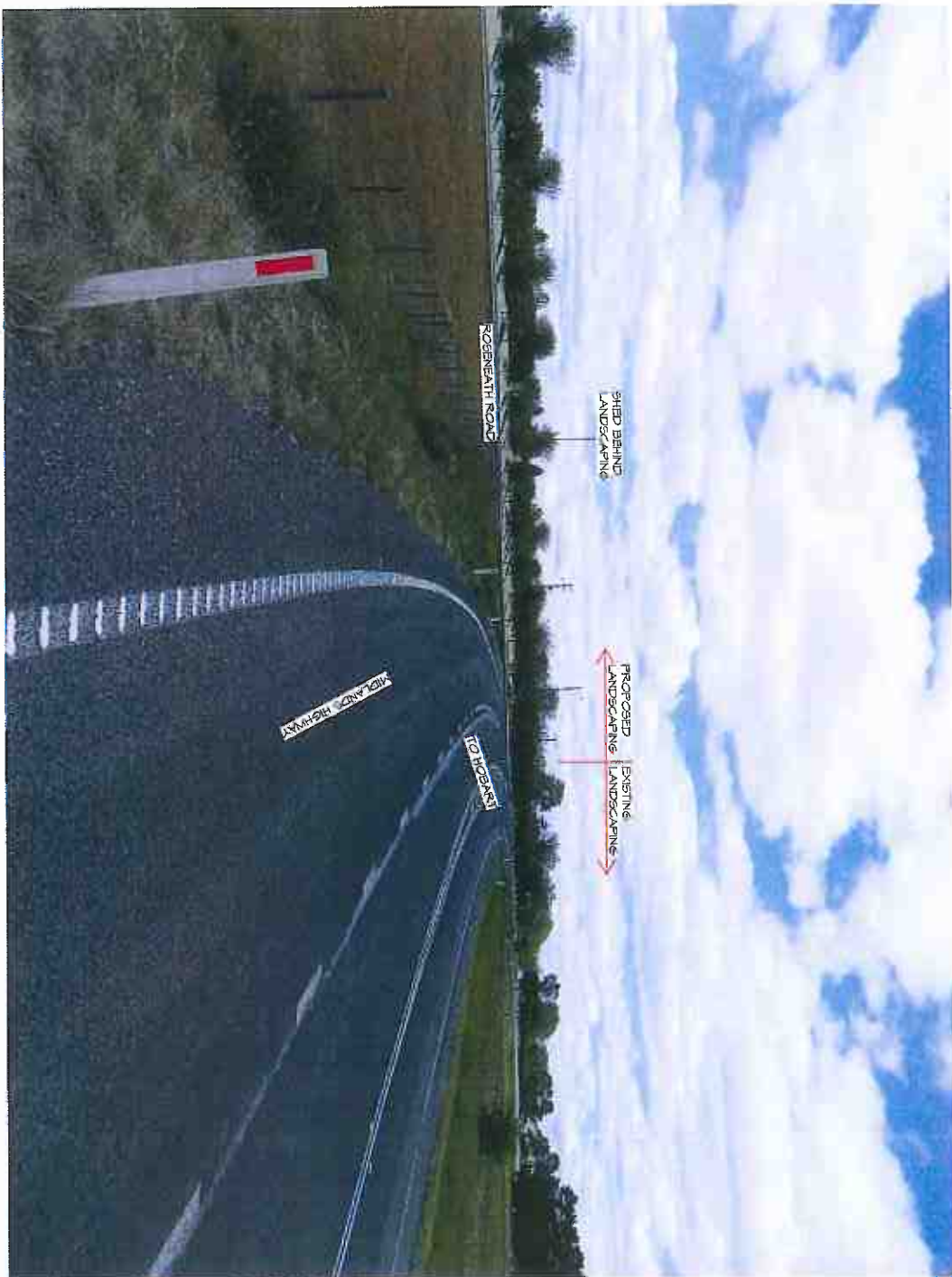
PRIME DESIGN

Building, interior & exterior
 Pk. 6332 3730 Fax: 6332 3733
 info@primedesign.com.au
 10 Goodman Court, Invermay TAS 7218
 Accredited Building Practitioner
 Firm: 06316-00-024594

Project: PROPOSED NEW SHED
 ROSEMEATH ROAD,
 ROSS
 Client name: XLD GRAIN
 Drawing: PERSPECTIVES

Drawn by:	Approved By:	Author:
B.S.L.	F.G.G.	03
Date:	Scale:	
19/12/2014	1/A2	
Project reference:		
PD14284-08		





1:1
RENDER - LOOKING TOWARDS HOBART

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

PRIME DESIGN
Building design & construction

Ph: 6332 3790 Fax: 6332 3798
 info@primedesign.com.au
 10 Goodman Court, Invermay TAS 7246
 Accredited Building Practitioner
 Frank Gestilus No CC246A

Project: PROPOSED NEW SHED
 ROSENEATH ROAD,
 ROSS
 Client name: XLD GRAIN
 Drawn: HOBERT
 Title: RENDER - LOOKING TOWARDS
 HOBART

Drawn by:	Approved by:
B.S.L.	F.G.G.
Date:	Scale:
19/12/2014	1:1/A2
Project number:	Revision:
PD14284-09	03





RENDER - LOOKING TOWARDS LAUNCESTON

1:1



19/12/2014 PD14284-10 03

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

PRIME DESIGN
 80% of time on design and planning
 Pty 6332 3790 Fax 6332 3798
 info@primedesign.com.au
 10 Coopers Court, Invermay TAS 7248
 Approved Building Practitioner
 Frank Gesswein 002184

Project: PROPOSED NEW SHED
 ROSENATH ROAD,
 ROSS
 Client name: XLD GRAIN
 Drawing: RENDER - LOOKING TOWARDS
 LAUNCESTON

Drawn by: F.G.S.
 Checked by: F.G.S.

Date: 19/12/2014
 Scale: 1:1A2
 Drawing No: PD14284-10
 Revision: 03



RENDER - ON ROSENEATH ROAD
1:1

PLANNING
NOTE: DO NOT SCALE OFF DRAWINGS

PRIME DESIGN
 BUILDING DESIGN & CONSTRUCTION
 Pty. 6332 3793 Fax: 6332 3796
 Info@primedesign.com.au
 10 Goodman Court, Invermay TAS 7248
 Accredited Building Practitioner
 Frank Gaskes-No CC2468A

Project:
 PROPOSED NEW SHED
 ROSENEATH ROAD,
 ROSS

Client name:
 XLD GRAIN
 Owners:
 RENDER - ON ROSENEATH ROAD

Drawn By:	Approved By:
B.S.L.	F.G.G.
Title:	Scale:
19/11/2014	1 : 1/1A2
Project/Drawings No:	Revision:
PD14284 -11	03



Annexure 4 – Bushfire Code Report and Certificate



Bushfire Assessment Report
ROSENEATH ROAD, ROSS
For XLD Grain
Prepared by



IAN ABERNETHY

Dec 2014

PROPOSAL

It is proposed to use the subject site for the collection and distribution of grain (in bags); erection of an office amenity block and installation of a weighbridge. The proposal will also see the consolidation of three titles into one.



Figure 1 – Proposal Plan

Note - whilst the title refers to the property being on Auburn Road the actual practical access is from Roseneath Road. From this point forward (other than the title reference below) Roseneath Road will be used as the land descriptor.

TITLE

Property Address	'WILLIAMWOOD' - 109 AUBURN RD ROSS TAS 7209
Property ID	7570639
Title Reference	38460/8
Property Address	'WILLIAMWOOD' - 109 AUBURN RD ROSS TAS 7209
Property ID	7570639
Title Reference	38460/9
Property Address	'WILLIAMWOOD' - 109 AUBURN RD ROSS TAS 7209

Property ID	7570639
Title Reference	38460/10

LAND USE PLANNING

The land use control document covering this site is the Northern Midland Interim Planning Scheme 2013. The site is zoned Rural Resource use under the Planning Scheme.

CURRENT USES IN AREA

The site and the surrounding land are used for agricultural production. To the east the site is bounded by the Macquarie River.



Figure 2 – Uses in the immediate area

CRITICAL THREAT AREAS

The critical threat area comes from grassland (grazing and cropping) which surrounds the site. Given the management of this land falling under the same ownership the risk is low.



Figure 3 – Risk Area

ENVIRONMENTAL MATTERS

Reference to Tas VEG 3 classifies the vegetation on the site and surrounding lots as agricultural land

There are no threatened flora or fauna on this site or within 500m of the site.

ACCESS

Access to the site will be from Roseneath Road a fully formed sealed public road. Roseneath Road is an 8.5m wide sealed carriageway set within a 20m wide road reserve with access off the Midland Highway. Within the site all accessways will be crushed rock giving two wheel drive, all weather access.

WATER

The site will be serviced by a water license allocation from the Macquarie River. Rainwater will be collected from the roof of the shed and stored in tanks for domestic and firefighting purpose. At least two 10,000 litre water storage tanks will be located on site specifically for fire fighting purposes.

SLOPE

The site is generally flat – with maybe a slight decline to the river.

POWER LINES

Existing overhead power lines run parallel along Roseneath Road. The vegetation under this power line has been substantially cleared.

VEGETATION

The site is surrounded on all sides by grasslands managed as farmland.

FIRE PATH (LIKELY)

The prevailing wind impacting on this site comes from the west - slightly uphill to the site.

ASSESSMENT OF RISK

The effective bushfire risk is graphically illustrated below. There is an on-going opportunity to use the hardstanding area within the site as a barrier for bushfire prevention.

The assessment of risk is presented in a table form below:-

	North	South	East	West
Vegetation	Grassland	Grassland	Grassland	Grassland
Slope	Flat	Flat	Flat	Flat
Distance	Nil	Nil	Nil	Nil

Table 1 – Bushfire Risk Assessment

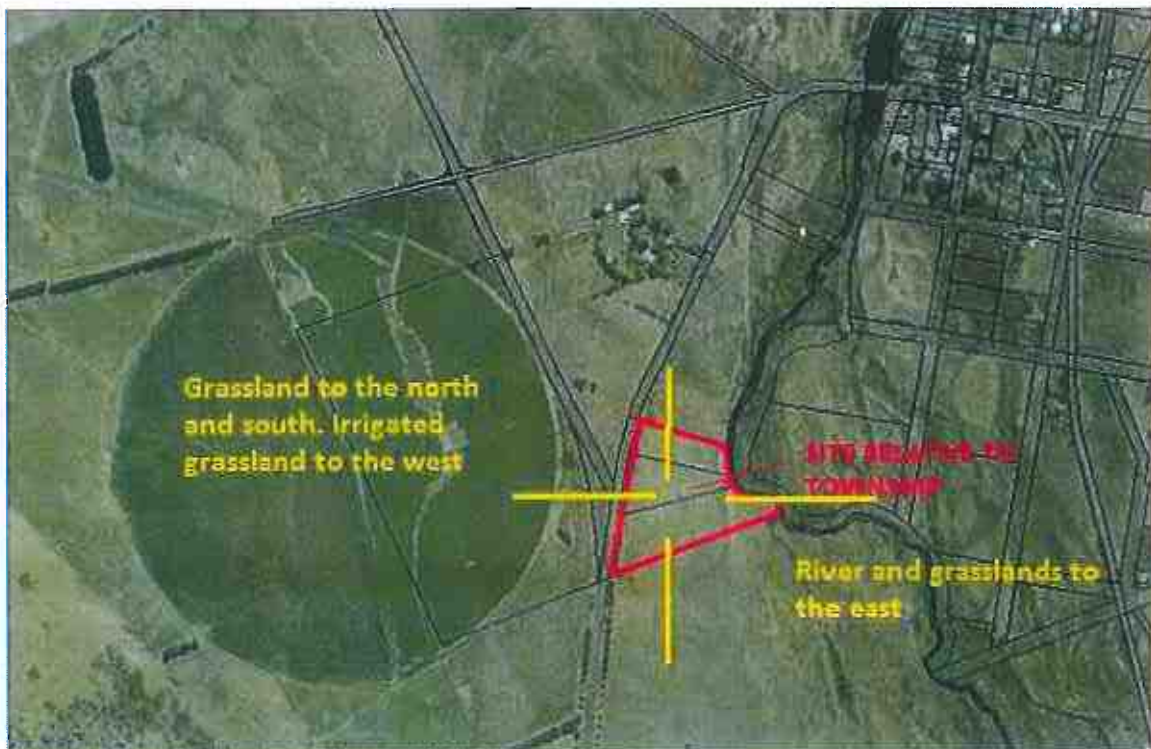


Figure 3 - Plan of bushfire risk assessment

CONSEQUENCE

Given the available water supply and the proposal to include water tanks on site for firefighting purposes, the current private/public access arrangements and the extent of hardstanding around the proposed building the consequence of any bushfire in this area would be low.

CONCLUSIONS

As a result of the low risk and other factors outlined above the proposal can be classed as Exempt from the Bushfire Code – the development as proposed presents an insufficient increase in risk to warrant specific measures for bushfire hazard management.

RECOMMENDATIONS

No specific recommendations are required.

REFERENCES

Northern Midlands Interim Planning Scheme 2013.

Standards Australia. (2009). AS 3959-2009 Construction of Buildings in Bushfire Prone Areas.

Guidelines for development in Bushfire Prone Areas in Tasmania - 2005

Building Code of Australia (Tasmanian Section)


PREPARED BY

IAN ABERNETHY – Dec 2014



Tasmania Fire Service

Approved Form of a Bushfire Hazard Management Plan

Chief Officer's requirements for a Bushfire Hazard Management Plan for compliance or exemption	
Version:	1 Issue Date: 7 February 2014
Purpose	<p>To provide an approved form for a Bushfire Hazard Management Plan in accordance with:</p> <p>Section 60A of the <i>Fire Service Act 1979</i> -</p> <p>bushfire hazard management plan means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer.</p> <p>Section 3 <i>Land Use Planning and Approvals Act 1993</i></p> <p>bushfire hazard management plan means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer;</p> <p>Chief Officer means the person appointed as Chief Officer under section 10 of the <i>Fire Service Act 1979</i>;</p>
Declaration	<p>A Bushfire Hazard Management Plan (BHMP) is in a form approved by the Chief Officer if:</p> <ol style="list-style-type: none"> 1. The BHMP is consistent with a Bushfire Report that has been prepared taking into consideration such of the matters identified in Schedule 1 as are applicable to the purpose of the BHMP; and 2. The BHMP contains a map, plan or schedule identifying the specific measures required to provide a tolerable level of risk from bushfire for the purpose or activity described in the BHMP having regard to the considerations in Schedule 2; and 3. The BHMP is consistent with all applicable Bushfire Hazard Management Advisory Notes issued by the Chief Officer.
	 Mike Brown AFSM Chief Officer Tasmania Fire Service

Schedule 1 - Bushfire Report

A Bushfire Report is an investigation and assessment of bushfire risk to establish the level of bushfire threat, vulnerability, options for mitigation measures, and the residual risk if such measures are applied on the land for the purpose or activity described in the assessment.

A Bushfire Report must include:

- a) A description of the characteristics of the land and of adjacent land;
- b) A description of the use or development that may be threatened by a bushfire on the site or on adjacent land; and
- c) Whether the use or development on the site is likely to cause or contribute to the occurrence or intensification of bushfire on the site or on adjacent land; and
- d) Whether the use or development on the site, and any associated use or development, can achieve and maintain a tolerable level of residual risk for the occupants and assets on the site and on adjacent land having regard for –
 - i. The nature, intensity and duration of the use;
 - ii. The type, form and duration of any development;
 - iii. A Bushfire Attack Level assessment to define the exposure to a use or development; and
 - iv. The nature of any bushfire hazard mitigation measures required on the site and/or on adjacent land.

Schedule 2 - Bushfire Hazard Management Plan

A BHMP is a document containing a map, plan or specification and must:-

- a) Identify the site to which the BHMP applies by address, Property Identifier (PID), and reference to a Certificate of Title under the *Land Titles Act 1980*;
- b) Identify the certifying Bushfire Hazard Practitioner, Accreditation Number, and Scope of Accreditation.
- c) Identify the proposed activity to which the BHMP applies by reference to any plans, specifications or other documents that are applicable for the purpose of describing the proposed use or development;
- d) Indicate the bushfire hazard management and protection measures required to be implemented by the Bushfire Report;
- e) If intended to be applied for the purpose of satisfying a regulatory requirement, identify the regulation by its statutory citation and indicate the applicable provisions for which the BHMP applies; and
- f) Have, as a schedule, the Bushfire Report that details specific bushfire hazard management and bushfire mitigation measures required to achieve a tolerable level of residual risk for the proposed activity and any building or development on the site, including:
 - i) Measures to achieve compliance with any mandatory land use planning requirement in a planning process required under the *Land Use Planning and Approvals Act 1993 (Attachment 1)*;
 - ii) Measures to achieve compliance with any mandatory outcome for a building or work undertaken in accordance with the *Building Act 2000* and the Building Regulations 2004 (Form 55).

Attachment 1: Certificate of Compliance to the Bushfire-prone Area Code under Planning Directive No 5

Code E1 – Bushfire-prone Areas Code

Certificate under s51(2)(d) Land Use Planning and Approvals Act 1993

Office Use

Date Received

Permit Application No

PID

1. Land to which certificate applies¹	
Name of planning scheme or instrument: Northern Midlands Interim Planning Scheme 2013(The Scheme)	
Use or Development Site	Certificate of Title / PID
Street Address	38460/8 38460/9 38460/10
109 Auburn Road, Ross (note the actual road frontage is Roseneath Road)	
Land that is not the Use or Development Site relied upon for bushfire hazard management or protection	Certificate of Title / PID
Street Address	
2. Proposed Use or Development (provide a description in the space below)	
Changes of Use and erect a building	

- Vulnerable Use
- Hazardous Use
- Subdivision
- New Habitable Building on a lot on a plan of subdivision approved in accordance with Bushfire-prone Areas Code.
- X New habitable on a lot on a pre-existing plan of subdivision
- Extension to an existing habitable building
- Habitable Building for a Vulnerable Use

¹ If the certificate relates to bushfire management or protection measures that rely on land that is not in the same lot as the site for the use or development described, the details of all of the applicable land must be provided.

3. Documents relied upon²

<i>Document or certificate description:</i>	
X	<p>Description of Use or Development³ (Proposal or Land Use Permit Application)</p> <p>Documents, Plans and/or Specifications</p> <p>Title: proposed New Shed and Change of Use</p> <p>Author: Prime Design - PD14284 -02</p> <p>Date: 2014</p>
X	<p>Bushfire Report⁴</p> <p>Title: BUSHFIRE ASSESSMENT Roseneath Road Ross</p> <p>Author: Ian Abernethy</p> <p>Date Dec 2014</p>
<input type="checkbox"/>	<p>Bushfire Hazard Management Plan⁵</p> <p>Title:</p> <p>Author:</p> <p>Date</p>
<input type="checkbox"/>	<p>Other documents</p> <p>Title:</p> <p>Author:</p> <p>Date:</p>

² List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire, including its title, author, date, and version.

³ Identify the use or development to which the certificate applies by reference to the documents, plans, and specifications to be provided with the permit application to describe the form and location of the proposed use or development. For habitable buildings, a reference to a nominated plan indicating location within the site and the form of development is required.

⁴ If there is more than one Bushfire Report, each document must be identified by reference to its title, author, date and version.

⁵ If there is more than one Bushfire Hazard Management Plan, each document must be identified by reference to its title, author, date and version

4. Nature of Certificate⁶

Applicable Standard	Assessment Criteria	Compliance Test: Certificate of Insufficient Increase in Risk	Compliance Test: Certified Bushfire Hazard Management Plan	Reference to applicable Bushfire Risk Assessment or Bushfire Hazard Management Plan ⁷
X E1.4 – Use or development exempt from this code				
E1.4. (Identify which exemption applies)		No specific measures required because the use or development is consistent with the objective for each of the applicable standards identified in this Certificate	X Not Applicable	
<input type="checkbox"/> E1.5.1 - Vulnerable Use				
E1.5.1.1 – location on bushfire-prone land	A2	Not Applicable	Tolerable level of risk and provision for evacuation	<input type="checkbox"/>
<input type="checkbox"/> E1.5.2 - Hazardous Use				
E1.5.2.1 – location on bushfire-prone land	A2	Not Applicable	Tolerable level of risk from exposure to dangerous substances, ignition potential, and contribution to intensify fire	<input type="checkbox"/>
<input type="checkbox"/> E1.6.1 - Subdivision				
E1.6.1.1 - Hazard Management Area	A1	No specific measure for hazard management	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959	<input type="checkbox"/>
E1.6.1.2 - Public Access	A1	No specific public access measure for fire fighting	Layout of roads and access is consistent with objective	<input type="checkbox"/>
E1.6.1.3 - Water Supply	A1	No specific water supply for fight fighting	Not Applicable	
	A1	Reticulated water		

⁶ The certificate must indicate by placing a ✓ in the corresponding for each applicable standard and the corresponding compliance test within each standard that is relied upon to demonstrate compliance to Code E1

⁷ Identify the Bushfire Risk Assessment report or Bushfire Hazard Management Plan that is relied upon to satisfy the compliance test

	supply		No specific water supply measure for fight fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>
	A2 Non-reticulated water supply					

<input type="checkbox"/> E1.6.2 - Habitable Building on lot on a plan of subdivision approved in accordance with Code						
E1.6.2.1 - Hazard Management Area						
	A1		No specific measure for hazard management	<input type="checkbox"/>	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>
E1.6.2.2 - Private Access						
	A1		No specific private access for fire fighting	<input type="checkbox"/>	Private access is consistent with objective	<input type="checkbox"/>
	A2		Not Applicable			<input type="checkbox"/>
E1.6.2.3 - Water Supply						
	A1		No specific water supply measure for fight fighting	<input type="checkbox"/>	Private access to static water supply is consistent with objective Water supply is consistent with objective	<input type="checkbox"/>

<input type="checkbox"/> E1.6.3 - Habitable Building (pre-existing lot)						
E1.6.3.1 - Hazard Management Area						
	A1		No specific measure for hazard management	<input type="checkbox"/>	Provision for hazard management is consistent with objective; or Provision for hazard management areas in accordance with BAL 29 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>
E1.6.3.2 - Private Access						
	A1		No specific private access measure for fire fighting	<input type="checkbox"/>	Private access is consistent with objective	<input type="checkbox"/>
	A2		Not applicable		Private access to static water supply is consistent with objective	<input type="checkbox"/>
E1.6.3.3 - Water Supply						
	A1		No specific water supply measure for fight fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>

<input type="checkbox"/> E1.6.4 - Extension to Habitable Building					
<i>E1.6.4.1 - hazard management</i>	A1	No specific hazard management measure	<input type="checkbox"/>	Provision for hazard management is consistent with objective; or Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/> <input type="checkbox"/>
<input type="checkbox"/> E1.6.5 - Habitable Building for Vulnerable Use					
<i>E1.6.5.1 - hazard management</i>	A1	No specific measure for hazard management	<input type="checkbox"/>	Bushfire hazard management consistent with objective; or Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>

5. Bushfire Hazard Practitioner – Accredited Person

Name	Ian Abernethy	Phone No:	0417233732
Address:	Level 4/113 Cimitiere St Launceston	Fax No:	
		Email address:	iabernethy@pittsh.com.au
Fire Service Act 1979 Accreditation No:	BFP- 124	Scope:	

6. Certification

I, *Ian Abernethy* certify that in accordance with the authority given under the Part 4A of the Fire Service Act 1979 –

<i>The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4(a) because there is an insufficient increase in risk to warrant specific measures for bushfire hazard management and/or bushfire protection in order to be consistent with the objective for all of the applicable standards identified in Section 4 of this Certificate</i>	<input checked="" type="checkbox"/>
--	-------------------------------------


or

<i>There is an insufficient increase in risk to warrant specific measures for bushfire hazard management and/or bushfire protection in order for the use or development described to be consistent with the objective for each of the applicable standards identified in Section 4 of this Certificate.</i>	<input type="checkbox"/>
---	--------------------------

and/or

<i>The Bushfire Hazard Management Plan/s identified in Section 4 of this certificate is/are in accordance with the Chief Officer's requirements and can deliver an outcome for the use or development described that is consistent with the objective and the relevant compliance test for each of the applicable standards identified in Section 4 of this Certificate</i>	<input type="checkbox"/>
---	--------------------------

Signed



Date 20 Dec 2014

**WOOLCOTT SURVEYS**

Annexure 5 – Site Selection for the XLD, Ross, Grain Site

Description of Proposed Activities

XLD Grain is proposing to establish a grain receivable, processing and distribution site near the township of Ross.

Cereal grains produced within a 150 km radius of the site include: wheat, barley, oats, triticale, canola, corn.

XLD Grain will purchase grain at harvest time, truck the grain from on farm to the receivable site where it is:

- a) Weighed
- b) Tested
- c) Treated
- d) Stored
- e) and Packaged - for distribution to customers locally, interstate and overseas.

Site Selection

The Grain Market in the Midlands of Tasmania is seen as one of the major growth areas in the agricultural sector. The prospect of the expected growth has been greatly enhanced by the completion of the Midlands Irrigation Scheme. The Township of Ross has a centrally positioned location and is well strategically placed to capitalise on this growth in the Grain Agricultural Sector.

During the project feasibility stage XLD Grain has extensively researched and assessed sites for the perspective Grain Facility from Tunbridge in the South to Campbell Town in the North along the Midlands Highway Corridor.

The site at Ross has been selected as being the best site for such a Facility taking several factors into account. These factors are:

WOOLCOTT SURVEYS

Ph: (03) 6332 3760 F: (03) 6332 3764
10 Goodman Court, Invermay, TAS, 7248
PO Box 593, Mowbray Heights, TAS, 7248
Email: admin@woolcottsurveys.com.au

EAST COAST SURVEYING

Ph: (03) 6376 1972
Avery House Level 1
48 Cecilia Street, St Helens, TAS, 7216
PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au



WOOLCOTT SURVEYS



Access to the Midlands Highway

Numerous Sites were assessed and this site offered the best Access option to the Midlands Highway. The site will allow trucks and traffic to enter and exit the site without having to travel through built up urban areas. The access point is located at the existing access point for the site off Roseneath Road. A Traffic Impact Assessment has been completed which confirms the site is suitable for the proposed development from a Traffic Perspective.

Minimising Truck and Traffic Movements

Selecting a site centrally located within the Grain production area will further minimise Traffic Movements generated by current Grain producers who must transfer Grain further north. It will also minimise the length of time trucks are on the road which should result in less wear and tear on the Road Network.

WOOLCOTT SURVEYS

Ph: (03) 6332 3760 F: (03) 6332 3764
 10 Goodman Court, Invermay, TAS, 7248
 PO Box 593, Mowbray Heights, TAS, 7248
 Email: admin@woolcottsurveys.com.au

EAST COAST SURVEYING

Ph: (03) 6376 1972
 Avery House Level 1
 48 Cecilia Street, St Helens, TAS, 7216
 PO Box 430, St Helens, TAS, 7216
 Email: admin@ecosurv.com.au

ANNEXURE 6



TRAFFIC IMPACT ASSESSMENT

ROSENEATH ROAD, ROSS

Prepared on behalf of XLD Grain

Prepared By:

Risden Knightley BE (Civil), MIEAust, CPEng NPR, CC 2539X

PO Box 128, Prospect 7250

Mobile: 0400 642469 Fax: 6343 1668

Email: rjkmail@netspace.net.au

TABLE OF CONTENTS

1. Introduction	Pg 3
2. The Site	Pg 3
3. Roseneath Road	Pg 5
4. Traffic Data	Pg 7
5. Assessment	Pg 8
6. Car Parking	Pg 8
7. Conclusion	Pg 9

1. Introduction

XLD Grain is proposing to establish a grain receival, processing and distribution site on Roseneath Road near the township of Ross. This complex will receive grains produced within a 150 kilometre radius and process them on site, for forwarding to processing customers within Tasmania and on the mainland.

As part of the development application documentation, a Traffic Impact Assessment is required to accompany the planning application. This report, prepared by Risdén Knightley, an experienced traffic engineer, is provided for that purpose.

Preparation of the report has included a site visit, together with discussions with the applicant's representative.

2. The Site

The site is a large rural lot of some 3.7 hectares located on the eastern side of Roseneath Road, as indicated below.



Figure 2.1 – List Identification of Site

Currently no development has taken place on the proposed site however as part of the application, one large shed and weigh scale for grain receipt and processing are proposed together with the establishment of large grain bags for the storage of grain seeds.

Access to the site is by a shared driveway some 10 metres wide, connecting to Roseneath Road, from an entrance at the north western corner of the lot (*Refer to Appendix A*). The driveway access within the road reserve is to be widened to some 8.5 metres to provide for the swept path of negotiating trucks. The throat width at edge of seal will then be some 19 metres. The driveway length from edge of seal to gateway is some 5 metres. Sight distance at Roseneath Road is in excess of 250 metres to the north and some 143 metres to the south from the current driveway which is to be upgraded as detailed above.



Photograph 1 - View to left, back to Midland Highway



Photograph 2 - View to right, back to Ross

3. Roseneath Road

This road is considered a local rural access road (Category 5 classification) linking between the township of Ross with the Midland Highway.

The road is constructed, in the vicinity of the site, with a sealed pavement some 5.4 metres wide, gravel shoulders some 0.8 metres wide, grass verges and edge drains some 2.0 metres from edge of shoulder at frontage. 100 km/hr speed limit is in place past the site. To the south of the current access is the intersection between Roseneath Road and the Midland Highway. This intersection is well signposted and line marked.

An 80km/hr zone commences some 200 metres from the access towards Ross. It was noted that just before this signage a 'T' junction sign indicated the intersection of Roseneath Road and the Midland Highway being 400 metres beyond. This sign does not give any indication of the hard right hand turn onto the Midland Highway.

Noting the dynamics of the intersection, it would be realistic to extend the 80 km/hr zone closer to the junction and remove the distance marker from the 'T' junction sign.

No crash history was evident for this location.



Photograph 3 - Typical Roseneath Road Profile



Photograph 4 - Intersection at Midland Highway

4. Traffic Data

Roseneath Road

The indicative weekday traffic volume for Roseneath Road is some 800 to 1000 vehicles, with peak hours at 10% distributed 70/30 to / from Ross for the morning and evening peak hours respectively.

Traffic growth at the typical regional growth rate of 1.25% suggests a plus 20 year average weekday value of some 1,200 vehicles.

Site

Information for the site indicates weekday use at some 30 movements in and out daily during peak grain harvesting season, i.e. total two-way volume at 60 vehicles, with some 90% of vehicle movements to / from the south (direct from Midland Highway). Traffic movements for this site are limited by the amount of grain that can be processed within the 24 hour period.

5. Assessment

Assessment in accordance with section E4.0 of the Road and Railway Assets Code indicates:

E4.6.1 A3 The assessed site traffic movements, some 60 per day, is less than 5% of the passing traffic, i.e. less than 10% - complies.

E4.7.1 The site access is more than 50 metres from the Midland Highway, a Category 1 Road – complies.

E4.7.2 A2 The site access is currently existing and has been in place for some 10 years and is proposed to continue to use the existing access – complies.

E4.7.3 Not applicable.

E4.7.4 The available sight distances are considered to comply with table E4.7.4 relative to the approach speeds. The northern distance complies with some minor road side vegetation removal. Whilst the south distance does not meet the required 250 metres, it ends in an intersection at the Midland Highway and therefore meets P1 of the scheme. It is considered realistic in regards to providing adequate site distance.

Assessment of the Roseneath Road traffic service allowing for a weekday through volume of 1,200 vehicles and 30 movements to / from the site indicates:

- i) Morning peak hour (120 vehicles)
84 vehicles toward Midland Highway, 36 vehicles toward Ross
- ii) Worst case 27 exiting site vehicles as left turn.

Allowing for truck classified vehicles with 8 second gap time and 4 second move up time, the average delay to exiting vehicles is some 3.5 seconds, i.e. ideal traffic service conditions.

6. Car Parking

The site area and developed standing areas are considered suitable for parking requirements with the nearest workshop, office and parking area some 50 metres from Roseneath Road, i.e. all activities associated with the site uses should be contained within the site and relatively remote from Roseneath Road.

7. Conclusion

A traffic impact assessment for a grain processing and storage facility at Roseneath Road, Ross including the access upgrade, indicates the proposal complies with section E4.0 of the Interim Planning Scheme. The site development is relatively remote from Roseneath Road such that site activities and parking needs should not be detrimental to other traffic using Roseneath Road.

A handwritten signature in blue ink, appearing to read 'R Knightley', is located on the right side of the page.

November 2014

PLANNING

1-153

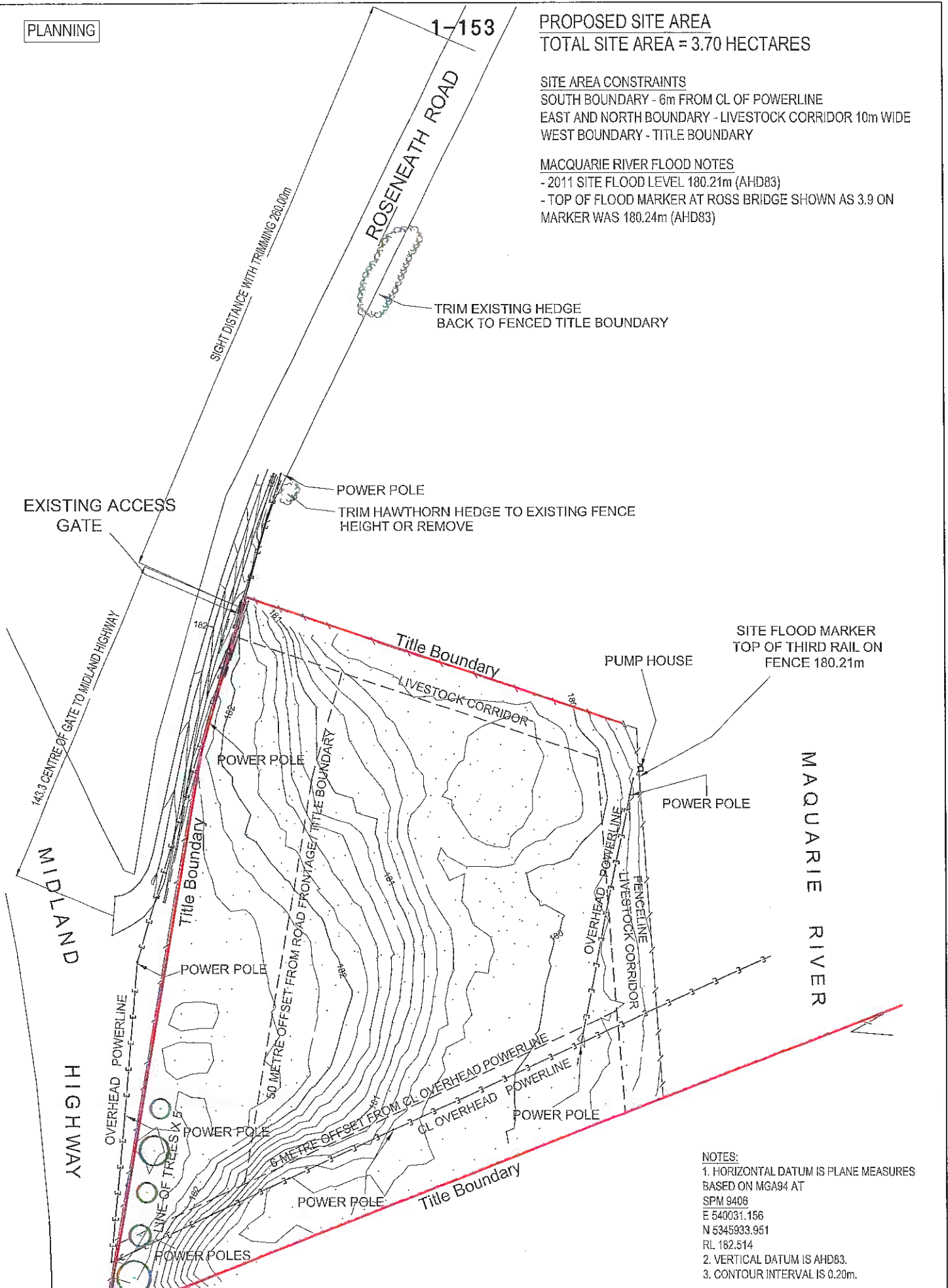
PROPOSED SITE AREA
TOTAL SITE AREA = 3.70 HECTARES

SITE AREA CONSTRAINTS

SOUTH BOUNDARY - 6m FROM CL OF POWERLINE
EAST AND NORTH BOUNDARY - LIVESTOCK CORRIDOR 10m WIDE
WEST BOUNDARY - TITLE BOUNDARY

MACQUARIE RIVER FLOOD NOTES

- 2011 SITE FLOOD LEVEL 180.21m (AHD83)
- TOP OF FLOOD MARKER AT ROSS BRIDGE SHOWN AS 3.9 ON
MARKER WAS 180.24m (AHD83)



NOTES:

1. HORIZONTAL DATUM IS PLANE MEASURES BASED ON MGA94 AT SPM 9408
E 540031.156
N 5345933.951
RL 182.514
2. VERTICAL DATUM IS AHD83.
3. CONTOUR INTERVAL IS 0.20m.

PROPOSED GRAIN FACILITY SITE
TRAFFIC IMPACT ASSESSMENT SITE DISTANCES
ROSENEATH ROAD, ROSS
CLIENT: XLD GRAIN

OWNER: DONALD CHARLES BOOTH, LUCINDA MARY HOPTON BOOTH
C.T. 38460-8, C.T.38460-9, C.T.38460-10



10 Goodman Court Invermay TAS 7248
PO Box 593 Mowbray Heights TAS 7248
Phone (03) 6332 3760
Fax (03) 6332 3764
Email: admin@woolcottsurveys.com.au

Job Number

2014-133

Drawn CSS	File name 2014-133_TJA_PLAN_41114	Date 4/11/14	Scale 1:1500@A3	Edition 1	Sheet 1
--------------	--------------------------------------	-----------------	--------------------	--------------	------------

PRIVACY STATEMENT

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your building application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2000*. This information will not be disclosed to any other external agencies unless required or authorised by law.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03)6397 7303. Please contact the Council's Privacy Officer on (03)6397 7303 if you have any other enquires concerning Council's privacy procedures.



WOOLCOTT SURVEYS



Our Ref: 2014-133

Your Reference: P15-002

26/02/2015

The Mayor, Councillors
and Planning Department
Northern Midlands Council
P.O. Box 156
LONGFORD TAS 7301

To Whom It May Concern,

RESOURCE PROCESSING (GRAIN PROCESSING & DISTRIBUTION SITE) & TITLE CONSOLIDATION AT 'WILLIAMWOOD', 109 AUBURN ROAD,

Please find below our response to Representations received against the proposed development.

We respect the rights of people to make comments on planning matters. That is the intention of public advertising of proposals. However, as we now move to the decision making part of the process the Planning Authority has to remove all emotion from the process and deal with the matter based on fact. Issues will only stand up at any appeal if they are based on matters relevant to the NMC Interim Planning Scheme 2013. If there are things which the Planning Authority or the community don't like about the current planning system there is a clear process to test those changes through a formal planning scheme amendment. A single proposal cannot be used to test "future changes" to the planning scheme.

Existing Rights of 'Williamwood' as an Agricultural Property (Rural Resource)

The proposal is sited on agricultural land. Had all the grain been sourced from the site ("Williamwood") then a 12m high shed could have been constructed by right as a "No permit required use".

WOOLCOTT SURVEYS

Ph: (03) 6332 3760 F: (03) 6332 3764
10 Goodman Court, Invermay, TAS, 7248
PO Box 593, Mowbray Heights, TAS, 7248
Email: admin@woolcottsurveys.com.au

EAST COAST SURVEYING

Ph: (03) 6376 1972
Avery House Level 1
48 Cecilia Street, St Helens, TAS, 7216
PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au



WOOLCOTT SURVEYS



Several matters have been raised by the representations received by Council and these are addressed below:

Titles and Notification of adjacent Land Owners

It is alleged that there has been failure of process in regard to the address of the lot and advertising. It should be noted that the title referenced from the government website "THE LIST" as recorded at the Lands Titles Office is "Williamwood", 109 Auburn Road, Ross - but the practical address is Roseneath Road. This was noted in the material submitted with the Development Application. Following this line of representation will in our experience bear no fruit. We cite the case of United Petroleum v BP and George Town Council P15/2014 where the matter of misleading advertising (based on the same issue here) was raised. The Tribunal dismissed the claim and ruled the application/process valid.

Traffic Impact Assessment

A revised Traffic Impact Assessment (Attachment 1) is submitted with additional information to clarify a few items raised. State Growth (Formally DIER) and Council's contract Traffic Engineer were consulted during the Traffic Assessment and both parties have given consent to the report's findings.

Bird and Wildlife Control

We enclose a separate document which describes XLD Grains Site Management Protocols which cover these items (Attachment 2). The site will be fenced so livestock from surrounding paddocks and wildlife do not interfere with the Silo bags or gain access to the site. It is not in XLD Grains interest to have wildlife or livestock entering the Grain Facility Site and interfering with the Grain Silo Bags and should this take place appropriate measures and actions will be taken in line with general Rural Agricultural Practices and state regulations.

Chemicals to be used Onsite

- a) For weed control – Normal use of Roundup in doses that are recommended by the manufacturer in accordance with local regulations. This is accepted Agricultural Practice.
- b) For grain weevil control- Normal use of Phosphine Tablets that are used in confined storages. Ie, in silo bags or the storage shed NOT in the open air. This also is accepted Agricultural Practise.

WOOLCOTT SURVEYS

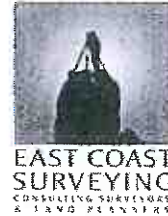
Ph: (03) 6332 3760 F: (03) 6332 3764
10 Goodman Court, Invermay, TAS, 7248
PO Box 593, Mowbray Heights, TAS, 7248
Email: admin@woolcottsurveys.com.au

EAST COAST SURVEYING

Ph: (03) 6376 1972
Avery House Level 1
48 Cecilia Street, St Helens, TAS, 7216
PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au



WOOLCOTT SURVEYS



Dust and Noise

In the height of harvest season the maximum amount of vehicles attending the site each day will be 30. Considering the hours of operation in summer this will be slightly over two per hour.

A single 60 Horse Power tractor and grain auger during harvest will be used onsite. The Machinery will be stored inside the shed. Noise would be the equivalent to the normal Agricultural Activities which would occur onsite should the land be used for a no permit required Agricultural Use such as cropping.

A gravel hardstand is proposed and the use will not generate large amounts of dust, any more than a no permit required use such as Cropping.

The closest Sensitive Use (Residential Use) is 300m to the Northeast. This residence is surrounded by a vegetation buffer and is surrounded on all sides by Rural Use. There will be no noise or dust impact on this Residential Use.

Landscaping and Visual Impact

3D perspectives of the site have been completed by Prime Design using the latest in 3D modelling software available. The Northern Midlands Council Planning Department were consulted in regard to the view lines. The view lines shown are those given to Prime Design by Council. Landscaping features will be constructed and designed to mitigate the visual impact of the Use keeping in mind views from public Roads consistent with the Local Area. The site is surrounded on all sides by Rural Agricultural Use and thus is in keeping with the Local Area.

It would be expected that Council would Condition that a Landscaping Plan be prepared and be subject to approval of the Council's Planning Authority.

Heritage Precinct

The site is not contained within the Heritage Precinct of Ross. The Heritage Precinct lies some 425 metres to the North-east. The site cannot be assessed against the Local Historic Heritage Code as it is not located in that planning overlay.

WOOLCOTT SURVEYS

Ph: (03) 6332 3760 F: (03) 6332 3764
10 Goodman Court, Invermay, TAS, 7248
PO Box 593, Mowbray Heights, TAS, 7248
Email: admin@woolcottsurveys.com.au

EAST COAST SURVEYING

Ph: (03) 6376 1972
Avery House Level 1
48 Cecilia Street, St Helens, TAS, 7216
PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au



WOOLCOTT SURVEYS



Summary

The proposal has met all the requirements of the Northern Midlands Council Interim Planning Scheme 2013. The proposed site is contained on Agricultural Land zoned Rural Resource. The titles are contained in the larger "Williamwood" land holding. The site and surrounds have been used as Agricultural Use since the land was first cleared by the early settlers. This proposal is for an Agricultural Use which is Discretionary under the current planning scheme. The Use would be permitted had all the grain been proposed to come from the "Williamwood" property. The discretion lies in the fact that some of the grains will be transported to the site from other rural properties in the area.

This development will benefit the community of Ross and surrounds by providing a local Grain Storage Facility which is close to the main road network.

Please contact us if you have any queries.

Yours faithfully
Woolcott Surveys

Colin Smith
Director
Registered Land Surveyor

Enc

WOOLCOTT SURVEYS
Ph: (03) 6332 3760 F: (03) 6332 3764
10 Goodman Court, Invermay, TAS, 7248
PO Box 593, Mowbray Heights, TAS, 7248
Email: admin@woolcottsurveys.com.au

EAST COAST SURVEYING
Ph: (03) 6376 1972
Avery House Level 1
48 Cecilia Street, St Helens, TAS, 7216
PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au



16/03/15

The General Manager
Northern Midlands Council
P O Box 156
LONGFORD
Tas 7301

PLANNING APPLICATION P15-063 - "Williamwood", 109 Auburn Road, Ross

I am a ratepayer within the Northern Midlands Municipality and am registered under the Electoral Act as a voter residing at 36 Church Street, Ross. I hereby formally object to the above referenced Planning Application lodged by 'XLD Grain'.

The Application is in two parts - one being the consolidation of three land titles into one, the second seeking permission to establish a 'resource processing and distribution' facility on the consolidated site.

(A) Legal & procedural defects in the Application

1. Application for consolidation of the three land titles.

The registered holders of title to the three parcels of land subject of the application are Donald Charles Booth and Lucinda Mary Hopton Booth. The application is made by 'XLD Grain' which entity is not further identified or explained in any way but 'XLD Grain' is not the owner of the subject land.

Therefore this application for consolidation cannot proceed.

2. Application to establish a 'resource processing and distribution' facility.

The Application by 'XLD Grain' has been identified to the Council and by Public Notice as relating to a site or location on Auburn Road, yet the Application relates to land on Roseneath Road; land consisting of three separate, freestanding land titles which are titles in their own right and not part of any Auburn Road title.

It is difficult to avoid the conclusion that the Application (and Public Notice) have been intended to hide from the community the true location of the intended facility - near the Ross Township rather than being on a rural property some kilometres distant. A perception given strength by apparent attempts by the Council's General Manager to prevent the Ross Local District Committee (an appointed Special Committee of Council) from reviewing and commenting on the Application as has been established practice. The Land Use Planning and Approvals Act 1993 (the Act), and common sense, emphasise the need for community involvement in these matters. Indeed the Council's Interim Planning Scheme is itself the result of considerable and extended community consultation.

16/03/15

Whether this misrepresentation is deliberate or not, neither the Application nor the Public Notice have properly identified the subject site and thus do not comply with the Act.

Additionally, the Act requires that any application which is by other than the owner(s) of the referenced site must be notified to the owners. This Application contains no indication that this requirement has been complied with. The individual reports, indeed everything, refers to 'XLD Grain' as the proponent. Further, there is nothing in the Application to indicate what 'XLD Grain' is and even whether it is a legal entity able to make any application or be granted any permit. Again the Act has not been complied with. On any and all of these grounds the Application cannot proceed.

(B) Issues relating to the purposes, claims and consequences of proposed usage as canvassed in the application.

I submit that this Application is in material aspects disingenuous, misleading, careless of community concerns and of cultural heritage and that it:

- (i) is inconsistent with objectives and relevant provisions of the Northern Midlands Interim Planning Scheme 2013 (the Planning Scheme);
- (ii) is inconsistent with objectives and provisions of the Historic Cultural Heritage Act. 1995;
- (iii) contains no indication that Aboriginal Cultural Heritage has. been considered

Preambular comment

The Ross precinct which neighbours the subject land titles is described in the Planning Scheme as follows:

"The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village".

[Setting aside the legal defects identified in (A) above, I believe there would be few objections to a proposal of this nature were it to be for the Auburn Road property. This property is a rural property, said to be the probable source of much of the grain and is served by road of better quality than Roseneath Road and with much better and safer access to the Midlands Highway].

16/03/15

For the sake of brevity in this formal objection, I limit illustrations of my concern to only some issues within the areas of Traffic Management, Scenic Management and the maintenance of cultural Heritage.

Traffic Management

Note Annexure 6 to the Application,

*"TRAFFIC IMPACT ASSESSMENT, ROSENEATH ROAD, ROSS .
Prepared on behalf of XLD Grain by RK Consulting Engineers".*

An immediate defect in this Annexure is its very limited scope – which is presumably at the direction of 'XLD Grain'. The Annexure concerns itself with the possible impacts on Roseneath Road but offers little with respect to the intersection of Roseneath Road and the Midlands Highway. This intersection lies only 150 metres from one proposal for entry to the site and would be traversed by every entry and exit from the proposed site due to weight limitations on the historic Ross Bridge. (Agreed by Mr Willows at Ross Public Meeting)

Where entry to Roseneath Road is from the north, vehicles leaving the Midlands Highway must complete a U-turn from the highway into Roseneath Road and then, within 150 metres, turn off Roseneath Road into the proposed site. A difficult and slow manoeuvre. (This intersection has been the location of some serious accidents. One must assume that the Annexure's reference to 'no history of accidents' is a sophistry and refers only the proposed entry from Roseneath Road into the site).

Entry from the south is also difficult and although exiting from Roseneath Road onto the highway - either north or south - is not so difficult, I suggest that adding the estimated 60 movements by large trucks per day (more than one every 10 minutes) is dangerous and will require road works by the relevant State Department to bring the intersection to acceptable standards and levels of risk. It is, in any event, essential that the Department of State responsible for the highway be formally consulted in regard to the Roseneath Road/Midlands Highway intersection. Another negative comment regarding this impact assessment is that it takes no account of variations in traffic intensity through the year. Figures collected by tourism bodies over several years have put annual tourism visits into Ross at upwards of 100,000 persons and by far the most of these are over a 3 to 4 month period paralleling the grain harvesting period.

(I again note that these difficulties would not arise with any site at 'Williamwood' which is accessed from Auburn Road).

Scenic Management – Heritage and Environmental Issues.

Under the developments proposed, the site would be converted from grass/farm land to a gravelled hardstand more than 5 hectares in size containing 9 tubes which are 75 metres long and of unspecified diameter and appearance, a weighbridge with concrete ramps some 4 metres wide and about 22 metres long, together with a very large colourbond building some 25 metres long, 16 metres wide and 7.25 metres high (note that text of the Application gives 'overall height' as 5.5 metres but that associated drawings show it to be 1.75 metres higher than this). This colourbond clad building makes no attempt to be other than a cheap, industrial facility in appearance,

16/03/15

with aluminium windows and industrial doors. It makes no attempt to achieve visual compatibility with built heritage constructions. (I also note in passing that the cladding specification does not specify colour or surface treatment as required by the Interim Assessment Plan).

The impact of such a development at one of the two entrances to this well known heritage and tourism township - within and around which are more than 30 listed heritage buildings – would be severe. To overcome this the proponents have offered two lines of earth mounding between 1.2 metres and 1.6 metres high on which landscaping vegetation would be planted. These two lines being on the northern and western side of the facility. No details of the vegetation to be employed have been detailed – nor any schedule to maintain and manage the plantings to ensure the required density and height are achieved and maintained. Nor is there any comment as to how many years it would take. If vegetation is to be the means of maintaining scenic values then:

a detailed report and plan attesting to the practicality of the scheme – from an independent and well qualified expert – must form an essential part of an Application such as this. The Application must also detail how these plantings would be managed to ensure that the screenings were as promised, what remedial steps would be taken if unsuccessful and a guarantee of funds to achieve remediation at the economic life of the facility. Given the proponents record of compliance with previous undertakings at Breadalbane, the guarantee must in enforceable form.

The proponents of the development have presented 3 'renderings' or visual representations of the claimed effects of their concealment proposals. (see pp38-40 of Application). As is often the case with architectural sketches, these are misleading. The perspectives have been chosen and manipulated, the overlays of images have been 'PhotoShopped' and levels of viewing position selectively used.

Plantings would take years, if ever, to grow to a sufficient height and fullness to conceal the building and site from the highway and Roseneath Road. (as some quick trigonometry confirms).

Further, Ross' level ground is generally higher than the site, let alone any of its slopes, and the most casual viewing from built heritage sites on the south side of Ross shows that shielding of the site by boundary plantings will never be achieved.

Turning to more general environmental issues, I note that the Application dismisses environmental considerations arising from the the Planning Scheme – asserting the that development will not cause or be likely to cause nuisance through emissions including noise, smoke, odour, dust and illumination. No supporting arguments are offered, just the assertion. At Breadalbane a management protocol was at least included – though not complied with. This application doesn't even bother.

The proposed facility is to have 30 large trucks a day moving in, around and out of a 5+ hectare gravelled site; loading and unloading many tonnes of grain between the hours of 8am and 10 pm. It is utterly disingenuous and careless of truth to assert that these activities will not be accompanied by noise, smoke, dust and illumination. Yet these issues are simply ignored in the Application.

16/03/15

Other issues may be rodent and bird infestations. No information is given as to the nature of the 75 metre long storage 'sausages' – nor even their height. Are there any risks of fire, explosion or other dangers inherent in this method of storage?

Perforation of the bags? Any chemicals used and if so, what and how will they be handled? Truck washdowns? Effects on a river which is critical to the area? What is the source of the water entitlement referred to in the Application?

All these issues need to be addressed before any Application of this nature could succeed. The appropriate and responsible State bodies must review these matters.

Also, in view of the site's proximity to Ross and its position on the road into and out of the township, the Heritage Council must review any Application for such a use of the subject land.

I also note that Aboriginal Cultural Surveys have been required for simple fencing works on the other side of the river. Why not here? The site is an obvious camping/fishing area.

I close with two other points. The first is the desired purpose - 'Resource Processing'. Nothing in the Application submitted suggests any 'processing' in the usual sense of the word. So, is the grain to be processed by fumigation, milled etc? If it is, then the environmental effects of these activities need to be addressed. If not the Application should be for 'Transport and storage'. 'Resource Processing' leaves it open for later use of the site for many things without further scrutiny and I submit would be a failure of the Council's 'duty of care' to its community.

I do note that the Application states that legal advice was sought on this (neither the terms of the request for advice nor the advice given is produced). Legal advice is NOT law and is not always consistent with subsequent Court decisions. Yet we have the assertion that 'the Council has accepted this'. On what basis? Has the Council already made decisions in respect of this very flawed Application?

The Application makes no proposals for assuring remediation or restoration of the site should that be necessary. Such a venture may be abandoned half finished, left derelict or converted to some other purpose. Any of these results could/would lead to further tragedy for the Ross precinct. Legally enforceable guarantees of completion and/or remediation are essential should this sensitive development occur. These are commonplace elsewhere and are especially necessary given the undisclosed nature and structure of 'XLD Grain'. This will necessitate remediation monies held in trust.



Geoff Cadogan-Cowper

Mr D. Jennings

1-164

General Manager

Northern Midlands Council

Councillors of Northern Midlands Council

Re: Development Application # P15-063 for the proposed grain collection, storage and distribution facility by XLD Grain at land bounded by Roseneath Road, Macquarie River and the Midlands Highway at Ross.

While a grain facility in the general area is a desirable proposition the site of this proposed facility raises objections which are outlined below.

1). TRAFFIC VOLUME AND FLOW:

During the peak tourist season, which coincides with grain harvesting, transport and storage, there is a significant increase in traffic throughout the day into and out of the village of Ross.

At the town meeting held in Ross on Tuesday 3rd February 2015 our local police officer expressed his grave concerns as to the safety aspects of the Midlands Highway and Roseneath Road with the distinct possibility of fatalities occurring and also that wild deer would be attracted by the grain and would attempt to cross the Midlands Highway from the west further increasing the danger to road users.

During peak times there is a steady stream of vehicles towing caravans, motor homes and other recreational vehicles in addition to sedans etc entering and exiting Ross from the Highway via Roseneath Road. The intersection does not appear adequate in providing safe entry and exit for vehicles, including trucks, which may have to wait in line to do so. Many tourist visitors in hired vehicles are from overseas and not necessarily conversant with our road rules. Ross locals who regularly use this intersection will attest to the near misses and dangers involved.

Ross village welcomes tourists and businesses rely on peak season for their livelihood. Tasmania focuses heavily on tourism. Surely, we must be concerned for the safety of the people we encourage to visit.

The Development Application states that ^{1 of 165} 90% of truck movement will come from the Highway and 10% from elsewhere. When questioned at the town meeting as to what was meant by 'elsewhere' Mr Willows stated that 100% would come from the Highway. Would it then not follow that those farms producing grain and situated off Tooms Lake Road would not be using the grain facility as they do not have access to the Highway? If Tooms Lake Road is to be used there is no option other than to bring laden trucks into Ross and as they will not be able to cross Ross bridge due to the load limit they will have to exit Ross at the northern end after having travelled through the village during times when there are large numbers of vehicles and pedestrians in the village. When asked a direct question as to truck movements through the village Mr Willows stated there would be none. Can this be confirmed?

Mr Willows stated as per the Development Application, truck movement would only be from the south with the benefit of reducing movement on the Midlands Highway. He later stated that in future as more farms came under grain production movements to and from the north would be necessary. This would negate any short term benefit.

2). BIRDS:

This Development Application does not address the problem of increased numbers of birds, specifically white cockatoos, and their impact on the surrounding area.

When concerns were raised at the town meeting as to grain storage attracting birds Mr Willows stated birds were not attracted to the grain it was the grubs in trees that attracted them.

Attention is drawn to the XLD Bird Control Protocol dated 28th July 2012 attached to Planning Application #P12-199 for the previous site at Breadalbane which in part states 'Cockatoos are capable of perforating the bags and obtaining grain for feed as a result. They are the primary pest for grain storage'. Starlings and other smaller bird species are also attracted by grain.

The question of spillage was raised but we were assured by Mr Willows that any spillage would be quickly cleaned up. As there is no protocol for this in the current DA it raises concerns. Stated in the protocol mentioned above: 'The nature of grain handling means that grain will spill to the ground from time to time during the normal operations of the business. When spillages occur, grain that can be cleanly shovelled and stored will be at the next

available opportunity, grain not fit for resale will be shovelled and either; bagged in 40kg bags, transferred to skip waste on site or buried. Any remaining surface grain will be covered by fine gravel, keeping exposed grain on the site to a bare minimum. Can this be guaranteed?

A wildlife consultant, William Jamieson, reporting to Launceston Airport states: 'The grain bags are not very durable and can split or the birds are able to easily perforate the bags and feed on the contents'. Of more concern: 'XLD have produced a document which outlines their intentions, however it isn't evident that they are complying with it. They state in the Bird Control Protocol document that they will inspect the bags weekly and any damage will be immediately repaired. However during my last visit to the site there was quite a lot of grain on the ground and a large number of birds attracted to the site, some of the grain had been there a while because it had germinated. I believe the issue was rectified however I'm not sure anything would have happened without prompting'. Mr Jamieson also recorded an increase in the cockatoo population with some 300 plus roosting nearby.

The possible damage to Ross and surrounds caused by such an increase in white cockatoo numbers is of great concern. This issue has not been addressed.

3). VISUAL IMPACT

While the DA would appear to cover this issue by creating earth embankments and planting trees on top of them, the desired outcome would not be immediate. Trees take years to grow. Meanwhile the proposed facility would be visible.

The DA takes into consideration the view from the Midlands Highway and Roseneath Road no consideration is given to the panoramic vista as seen from the hill at the southern end of Church Street. This location is constantly visited by tourists and locals, photographers, artists etc who consider it to be of significant aesthetic value. It is a feature of Ross. The proposed facility would be clearly visible from there and would have a negative impact.

Thank you for your consideration of the above concerns.

Christine & Stephen Robinson
7 Bridge Street Ross
Ph:63815403 Email:sncrob1@gmail.com

The General Manager
 Northern Midlands Council
 Smith Street
 LONGFORD TAS 7301

Dear Sir,

Re: **Development Application P15-063 grain processing & distribution site, Roseneath Road, Ross**

I wish to raise the following issues in relation to my representation against the above development application.

- The applicant states that there will be processing of grain at the proposed facility, however no details have been provided of the treatment process. If the applicant proposes treating the grain with a rodenticide or any other hazardous chemical at the site, what steps will be taken to comply with Worksafe Tasmania regulations in regards to storage, bunding and safe disposal of same.

What measures does the applicant propose to use in the event of a chemical spill to prevent same from entering the Macquarie River? Will the chemicals be stored in such a manner that they will not be affected by any flooding from the Macquarie River?

Can the applicant provide a list of chemicals that will used on site?

- What measures does the applicant propose to employ to discourage birds from being attracted to the site, given the relatively close proximity of Somercotes Cherry Orchard a well-known tourist attraction?

The Public Meeting in Ross was advised by the applicant that his company conducted a similar grain processing and distribution site at Western Junction, however was asked to vacate the site due to bird strike risk at the adjacent Launceston Airport. It would appear that this type of operation is very bird attractant.

- The applicant makes no mention of the type of machinery to be used in the processing and distribution of the grain. What is the decibel rating of any such machinery and what steps will be taken to ensure that any noise generated from the process does not impact on local residents and the Village itself?
- Dust control from the proposed gravel "hard stand" and other areas of the proposed site could affect local residents and the Village. How does the applicant propose to control any dust generated from the hardstand and access roads as well as any dust that may be generated from the grain treatment process itself?
- It is noted that the applicant has provided a traffic report which purports that the proposed application meets all requirements. However as a resident of Ross I am of the opinion that the proposed location is unsuitable in traffic terms due to the high number of foreign tourists that visit Ross in the peak tourist season which also happens to coincide with the peak grain harvesting time. A high proportion of these tourists are used to driving on the right hand side of the road and are not used to Australian driving conditions, and the introduction of further heavy traffic volumes on a rural road such as Roseneath Road will only add to the odds that an accident may occur.

- The proposal makes no mention of security fencing; surely the lack of fencing will allow feral animals that are attracted to grain, to enter the proposed facility. This would include deer that could create a danger to traffic on the adjacent Midland Highway due to the possibility of a vehicle collision. Lack of security fencing will also invite criminals and vandals easy access to the site for whatever purpose.
- I feel that the Heritage value of the area will be affected by the introduction of this proposal in the area. Currently the southern entrance to Ross is the same as the early settlers would have seen when entering the Ross Village from the South. The clear and vacant area of the southern approach leads on to the attractive vista of the Ross Bridge, Church and Village, and I am therefore of the opinion that allowing the proposed facility in its proposed location will impact on the attractiveness of the Southern approach.

Given the large land holdings of the property Williamwood, which is bounded by Ashby and Auburn Roads, (both of which currently carry heavy vehicles associated with farming enterprises , but rarely tourists or residents traffic), a more suitable area should not be that difficult to access.

I attended the public meeting at Ross on the 3rd February 2015, and felt that the applicant inadequately answered several of the queries raised by residents by offering a reply along the lines of - quote - *"That shouldn't be a problem."* – end of quote.

The applicant's obvious lack of awareness and general lack of knowledge in relation to the queries raised by the residents certainly did nothing to allay the concerns of those at the meeting.

Yours sincerely,

Ann Thorpe (Mrs)
42 Bridge Street
ROSS 7209

25th March 2015

The General Manager
Northern Midlands Council
Smith Street
Longford
Tasmania 7301

Dear Sir,

Re: Development application P15-063 grain processing & distribution site, Roseneath Road

I wish to make the following representations in relation to the above development application.

- Chemicals

The applicant states that there will be processing of grain at the proposed facility, however no details have been provided of the treatment process. If the applicant proposes treating the grain with a rodenticide or any other hazardous chemical at the site, what steps will be taken to comply with Worksafe Tasmania regulations in regards to storage, bunding and safe disposal of same.

What measures does the applicant propose to use in the event of a chemical spill to prevent same from entering the Macquarie River? Will the chemicals be stored in such a manner that they will not be affected by any flooding from the Macquarie River?

Can the applicant provide a list of chemicals that will used on site?

- Bird nuisance

What measures does the applicant propose to employ to discourage Birds from being attracted to the site given the relatively close proximity of Summercoates Cherry Orchard and other orchards in the area? I am led to believe that a similar grain processing & distribution site was asked to vacate the Western Junction area due to bird strike risk at the adjacent Launceston Airport, so obviously this type of operation is very bird attractant.

- Noise

The applicant makes no mention of the type of machinery to be used in the processing & distribution of the grain. What is the decibel rating of any such machinery and what steps will be taken to ensure that any noise generated from the process does not impact on local residents and the Village itself?

- Dust

Dust control from the proposed gravel "hard stand" and other areas of the proposed site could affect local residents and the Village. How does the applicant propose to control any dust generated from the hardstand and access roads as well as any dust that may be generated for the grain treatment process itself?

- Traffic

It is noted that the applicant has provided a traffic report which purports that the proposed application meets all requirements. However as a resident of Ross I am of the opinion that the proposed location is unsuitable in traffic terms due to the high number of foreign tourists that visit Ross in the peak tourist season which also coincides with the peak grain harvesting time. A high

proportion of these tourists are used to driving on the right hand side of the road and are not used to Australian driving conditions, and the introduction of further heavy traffic volumes on a rural road such as Roseneath Road will only add to the odds that an accident may occur. In addition, the southern entry to Roseneath Road from the Midland Highway is poorly designed, and results in large vehicles having to use the right hand side of Roseneath Road in order to negotiate the intersection and clear the traffic island. In my opinion, large trucks on the wrong side of the road are just an accident waiting to happen.

- Feral animals

The proposal makes no mention of security fencing, this will allow feral animals such as deer which are attracted to grain to enter the proposed facility. This creates dangers to traffic on the adjacent Midland Highway due to the possibility of a vehicle colliding with a deer. Lack of security fencing will also allow criminals and vandals easy access to the site for whatever purpose.

- Heritage

I feel that the Heritage value of the area will be affected by the introduction of this proposal in the area. Currently the southern entrance to Ross is the same as what the early settlers would have seen when entering the Ross Village from the South. The desolate area of the southern approach leads on to the attractive vista of the Ross Bridge and Village, and I am therefore of the opinion that allowing the proposed facility in its proposed location will impact on the attractiveness of the Southern approach.

- Community concerns

In my role as a member of the Ross Local District Committee, I have been approached by several members of the local community who care deeply about the proposed operation being sited in this particular area, given that it could be sited on other suitable Williamwood land holdings accessed via Ashby or Auburn Roads.

- Inadequate response by Applicant

The fact that the applicant answered several of the queries raised by residents at the Community meeting held Tuesday 3rd February, with a reply along the line of "That shouldn't be a problem" gave some Ross residents the impression that the applicant either has insufficient information regarding the issues raised, or that the applicant hasn't even been aware of them.

Due to the concerns I've detailed above I'm opposed to the development application, particularly given that the applicant has access to other land holdings which are a far more appropriate location on which to base this operation.

Yours sincerely,

Arthur Thorpe

42 Bridge Street

Ross

Tasmania 7209

18th March 2015

1-171
• TASMANIAN •
WOOL CENTRE

NORTHERN MIDLANDS COUNCIL	
F No.	
Priority	
At	
REC'D	7 11 MAR 2015

The General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

Dear Mr Jennings,

RE: PLANNING APPLICATION – REF P15-063

A principal objective of the Tasmanian Wool Centre's Articles of Association is to uphold the heritage values and fabric of the village of Ross.

In this context, we refer to the abovementioned planning application to which we formally lodge objection to its location and access from Roseneath Road. In doing so, we wish to be clear that we do not object to such a facility at another site outside the village of Ross.

Within the NMC Interim Planning Scheme, it is stated that -

"The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village".

We are deeply concerned with the application. The facility being proposed is not consistent with the above stated values, we believe it would be damaging to the Village not least because of the regular and numerous truck movements at the location of the Roseneath Road junction with the Midlands Highway.



We repeat that we are not adverse to this proposal – just to the location at one of the two scenic entrances to the village and within sight of the adjacent Heritage Register listed property of 'Roseneath' and the highly significant and nationally recognised Ross Bridge which is listed on the Register of the National Estate and the Tasmanian Heritage Register. In fact the site in question borders on the Northern Midlands Council's zoned Heritage Precinct.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'Robert Riggall', written in black ink.

Robert Riggall

Chairman

18th March 2015

c.c Mayor David Downie

c.c. Councillor Andrew Calvert

22 March 2015

The General Manager
Northern Midlands Council
P O Box 156
LONGFORD. 7301



Dear Sir

**Planning Application P15-002 & P15-063
Resource processing & title consolidation - 'Williamwood', Ross**

In my position as Tourism Officer at the Ross Wool Centre, I am writing to express my very grave concerns regarding the above application to construct a grain processing and distribution site on the cnr. Roseneath Road & Midland Highway, Ross, and which is presently before Council.

As you will be aware, the Village of Ross has created itself into one of Tasmania's major heritage tourist locations, which attracts a very large number of tourists both from the mainland and overseas each year. In my position, I am all too aware of how long and hard people have worked, both residents and local business owners, with huge investments made, to attract the number of tourists that Ross enjoys today. To put this under jeopardy would seem illogical when Tasmania is promoting tourism as one of its main industries.

The Southern entrance to Ross will change dramatically with the erection of this facility, from that of the entrance to a heritage village to that of a typical industrial estate, which is an unacceptable proposal.

There will be a dramatic change to the aesthetics of the entrance to the village precinct. The Heritage of Tasmania is supposedly one of the most important areas that Council should be aware of, with tools and guidelines already in place for dealing with heritage areas. I urge Council to take note of the issues that are already well known and should be addressed.

Ross has always been held as a model village for signage on the Heritage Highway with no local businesses being allowed to erect signage, despite many applications to the relevant departments. During the recent meeting held at the Ross Town Hall regarding the above planned development, there was a great deal of vagueness by the landowner and developer regarding their planned signage on the highway and type of fencing of the site.

This meeting attracted a great number of local residents and business owners who were very upset about this proposal. Naturally people want development to happen, but there still have to be controls regarding the correct siting of the grain processing plant and in this instance there are other alternative sites that can and should be considered.

The property 'Williamwood' extends along the Auburn Road at Ross. Would this not be a much more attractive and acceptable site for this grain processing and distribution facility to be erected?

One of the other major concerns is also driver safety on the Midland Highway with trucks entering the Grain Facility coming to a standstill to navigate the sharp turning at the junction. Despite plans to widen the road at some stage in the future, this will not alleviate the dangers to all motorists travelling on this section of the highway.

I urge Council to take into consideration the many Ross villagers who have grave concerns about the erection of this proposed grain processing and distribution facility in this specific location and let good heritage management, driver safety and general commonsense finally decide the issue.

Yours sincerely,



Sheila Pearson-Smith,
'The Barracks'
3 Bridge Street
ROSS Tas 7209.
(03) 6381 5451

Email : pearsonsmith@bigpond.com



1-175

*Tasmania's Heritage Highway
Tourism Region Association Inc.*

*P O Box 156
LONGFORD Tas 7301*

March 16th 2015

Mr D Jennings
General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301



Dear Mr Jennings

RE: Project No. P 15-063 "Williamwood" 109 Auburn Road Ross

On behalf of the Board of our Association I write to express our grave concerns about this application.

Our Association is a dynamic tourism association that strives to position Tasmania's Heritage Highway region (the historic heart of Tasmania encompassing the local government areas of the Northern and Southern Midlands Councils, and the township of Pontville in the Brighton Council area) as a 'must see' visitor destination for inter/intra-state and international visitors.

Our rich heritage is the key marketing hook for the Heritage Highway Region. The heritage landscapes, such as that surrounding Ross, are one of our unique advantages over other regions in Tasmania. We encourage visitors to come and marvel at a landscape and built heritage that is very much as it was 200 years ago.

The development of a 7metre high, 24metre long modern building, large storage tubes and weigh bridge on the side of the highway at the southern entrance to Ross will severely compromise the reputation of Ross as one of Australia's finest heritage villages. Gone will be the exquisite heritage vista the visitors currently relish as the village is approached.



The Northern Midlands Council is a proud supporter of the HHTRA

No consideration has been given to the impact on viewlines from the village of Ross, particularly in the vicinity of the Ross bridge and the Uniting Church on the hill.

The Southern Midlands Council has proactively revised heritage and landscape precincts in their planning scheme to ensure the northern and southern entrances to Oatlands are well-presented for heritage tourism purposes (i.e. no big modern developments). Our Board strongly advocates that the Northern Midlands Council, as a matter of urgency, takes the same proactive stance with regard to protecting the heritage tourism value of the historic village of Ross.

There are a number of other sites the applicants could develop for this project without impacting on the heritage and landscape values of the township of Ross.

Yours sincerely

Harjean on behalf of

Alex Green

CHAIR

(overseas until late March)

Debra Cadogan-Cowper
36 Church Street
ROSS TAS 7209

The General Manager
Mr D Jennings
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

16th March 2015



Dear Mr Jennings,

RE: PLANNING APPLICATION – REFERENCE # P15-063

I am writing again to list my objections to the abovementioned planning application related to a grain processing and distribution site in Ross.

I note that the original application has been revised to include "accessed from Roseneath Road" at the site proposal listed as 'Williamwood' 109 Auburn Road, Ross. Regardless of the inclusion of this vital piece of information, I still object to the site of the development off Roseneath Road. As I previously stated in my letter of 5th February 2015, I would welcome the development and the benefits it would provide to the rural community if it was located at a site on Auburn Road, Ross.

I also have concerns that XLD Grain's hand written planning application proposal and the cover sheet of the development application from Woolcott Surveys list the proposal as "***Change of Use of Site to Resource Processing, erection of Buildings and the Consolidation of three Titles into one***". It also comments on page 10 26.4.1 A1 "***The buildings do not exceed 12m in height. Overall the buildings are 5.5m in height***". Looking through the 68 page document, I could not find plans for more than one building. I am concerned that if this application is approved, it may result in further development being allowed without the same processes applied.

The Northern Midlands Planning Scheme states in E7.6.1 Scenic Management- Tourist Road Corridor-

"(ii) location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor"

It will be impossible to avoid impacting on the scenic and heritage surrounds of the village with the proposed tree plantings. Even with the proposed planting, the surrounding land is at a higher elevation and so it will be of little benefit. For instance, the development will be visible from the Ross Bridge (Which appears on the Register of the National Estate and the Tasmanian Heritage Register)

The site is located on the boundary of the zoned heritage precinct that was established by the Northern Midlands Council. It also sits adjacent to the Tasmanian Heritage listed property of Roseneath. As Ross is a recognised tourist attraction, the northern and southern approaches to the village provide the vast numbers of visitors with an unspoilt rural vista which unfolds to a charming

tree-lined village. Can you imagine the impact it will have when there are "trucks entering" signs and the need to negotiate around oncoming truck traffic?

Another objection is the traffic safety issues associated with heavily laden grain trucks entering and exiting the Midlands Highway from Roseneath Road. The position of this T intersection does not allow traffic to easily turn at the junction. I was amazed that there was scant reference in XLD Grain's application about the intersection with the highway. This definitely needs further investigation and on that basis the application should not be considered.

I also bring to your attention the comment on page 19 of the application about **E9.6.6 Ben Lomond Water Catchment Areas**. The comment reads *"The site is not a Water Board catchment area"*

I would like to know if this relates to the use of the Macquarie River water for domestic use. If so, the applicant seems unaware that there are a number of local rural farms who are not connected to the Ross village reticulated treated water supply and do indeed draw their domestic water from the Macquarie River. There is also native and introduced birdlife, together with platypus that inhabit the river. What impact will grain and/or chemicals have on their health?

My final comment is that XLD Grain have made no provision for remediation of the site should the project conclude in the future. Should this also be addressed before considering the application?

Attending a public meeting on Tuesday, 3rd February 2015, at which Mr Paul Willows from XLD Grain spoke, it appears that the main reason this site was chosen over the Auburn Road site was because it was a cheaper alternative.

I believe passionately that, as residents of Ross, we are custodians of a precious heritage village that should be protected at all costs. Please consider the village's value over that of a self-interested company.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Debra Cadogan-Cowper'. The signature is fluid and cursive, with the first name 'Debra' being the most prominent part.

Debra Cadogan-Cowper

NORTHERN ISLANDS COUNCIL	
Location	
Site No.	
Property	
Attachments	
REC'D 7 1 MAR 2015	
Site	
Plan	
Spec	
App	
Val	
Off	
Eng	
Env	
Gen	
Health	
Highway	
Water	
Other	
Comments	
Checked	<input checked="" type="checkbox"/>

27 Bridge St

Ross

20-3-15

Senior Planner

Paul Gardier

Regarding the Planning application P 15-002 Our concerns regarding the southern entrance of Ross. We are not against a grain processing facility being built at Ross.

We use the southern entrance if it will be a death trap. It is not a suburb head to Williamson road, if it would be too easy to go that way. What about lines with trucks coming & going & people trying to turn in & out of Ross. We hear nothing is going to change re-entrance.

Yours faithfully

B L & P. E. Harvey

27 Bridge St

Ross 7209

1-180

NORTHERN MIDLANDS COUNCIL			
REC'D	24	MAR	2015

15 Waterloo Street,
Ross,
Tasmania 7209.

20th March, 2015

Mr. D. Jennings,
General Manager,
Northern Midlands Council,
P.O. Box 156,
Longford,
Tas. 7301.

Dear Sir,

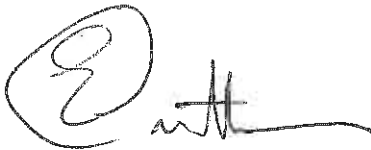
Ref: proposed grain facility at Roseneath Road, Ross

This letter is to register my concerned objection to the above development proposal.

As part of a rural community, I would welcome such a facility for the Midlands area.

However, as you will be aware, the proposed site will not only cause major logistical, health and safety issues, it will also destroy the heritage value of the township of Ross, which is of enormous importance to the tourism industry of Tasmania.

Yours sincerely,



Edwin Cruttenden

1-181
NORthern MIDLANDS COUNCIL
RECEIVED
24 MAR 2015

NO	NAME	DATE	INITIALS

15 Waterloo Street,
Ross,
Tasmania 7209.

20th March, 2015

Mr. D. Jennings,
General Manager,
Northern Midlands Council,
P.O. Box 156,
Longford,
Tas. 7301.

P15-002
P15-063

Dear Sir,

Ref: proposed grain facility at Roseneath Road, Ross

This letter is to register my concerned objection to the above development proposal.

As part of a rural community, I would welcome such a facility for the Midlands area.

However, as you will be aware, the proposed site will not only cause major logistical, health and safety issues, it will also destroy the heritage value of the township of Ross, which is of enormous importance to the tourism industry of Tasmania.

Yours sincerely,



Maureen Cruttenden

5^A CHURCH ST.
ROSS 7209.

Mr. Des Jennings
General Manager Midlands Council.
Dear Sir,

I write to you in protest to the proposed site of the Grain Facility at the southern approach to Ross.

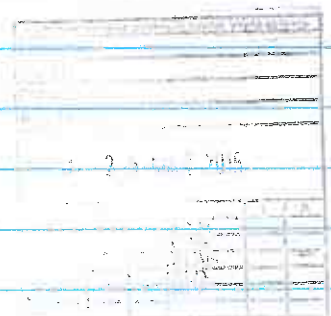
Ross was my choice of location as a "Heritage Village", having moved from Western Australia and I would very much prefer the Village to remain as such. May I refer you to the Sunday Examiner 22nd March page 26/27 where Ross is listed as the TOP of six Tasmanian Destinations for Tourists.

Placing this object at Ross I feel will create an eye sore, so PLEASE have this "INDUSTRIAL" object placed elsewhere, preferably on William Wood farm site in Auburn Road.

Let Ross remain a "Heritage Village".

Sincerely

Jeanette Draper (Mrs)



AGRICULTURAL MACHINERY EXCHANGE	
Location	
Make	
Model	
Serial	
Year	
Price	
Condition	
Notes	
Ref: 25 Aug 2015	

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.
HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE

NAME

ADDRESS

Dianne Laurie
DIANE LAURIE
27 BADAJOES STREET,
ROSS, 7209

1-185
 NCR
 RECEIVED 25/10/2015

MR DES JENNINGS
 GENERAL MANAGER
 NORTHERN MIDLANDS COUNCIL
 P.O. Box 156
 LONGFORD 7301 TAS.


24-3-2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDARY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.
 HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE 
 NAME ROD LAURIE
 ADDRESS 27 BROAD STS ST
ROSS 7209

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS. HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE 

NAME KEITH DRAPER

ADDRESS 5A CHURCH ST

ROSS TAS 7209

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS. HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE *J. Jennings*
 NAME JUDITH JENNINGS.
 ADDRESS 13 Church St
Ross TAS 7209

MR DES JENNINGS

GENERAL MANAGER

NORTHERN MIDLANDS COUNCIL

P.O. Box 156

LONGFORD 7301 TAS.

24-3-2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDARY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE *A Jennings*

NAME *Mr Jennings*

ADDRESS *141 EPOCH ST*

ROSE TAS 7209

MR DES JENNINGS

GENERAL MANAGER

NORTHERN MIDLANDS COUNCIL

P.O. Box 156

LONGFORD 7301 TAS.

24-3-2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE

NAME

ADDRESS

C. Jacobson-Hall
7 Church St
Ross 7209

MR DES JENNINGS

GENERAL MANAGER

NORTHERN MIDLANDS COUNCIL

P.O. Box 156

LONGFORD 7301 TAS.

24-3-2015

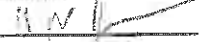
RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH, ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE 
 NAME I.N. Jacobson
 ADDRESS 7 CHURCH ST
ROSS 7209

MR DES JENNINGS

GENERAL MANAGER

NORTHERN MIDLANDS COUNCIL

P.O. Box 156

LONGFORD 7301 TAS.

24-3-2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE R. J. Davis

NAME R. J. DAVIS

ADDRESS 115 WOODS 6 NEW ST ROSS 7209
TAS 7209

712	1-192
TO	
FROM	
DATE	20 MAR 2015

MR DES JENNINGS
GENERAL MANAGER
NORTHERN MIDLANDS COUNCIL

P.O. Box 156
LONGFORD 7301 TAS.

24-3-2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH, ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE Helena Havu / HELENA HAVU

NAME 40 Church Street

ADDRESS Ross TA8 7209

Location	
File No.	
Priority	
Status	
RECD 7 10 2015	

MR DES JENNINGS
 GENERAL MANAGER
 NORTHERN MIDLANDS COUNCIL
 P.O. BOX 156
 LONGFORD 7301 TAS.

24-3 -2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH , ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDRY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE *V. A. Kummerow*

NAME *Valerie Ann Kummerow*

ADDRESS *26 Church St*
Ross 7209.

1-196	
7	7015

MR DES JENNINGS
GENERAL MANAGER
NORTHERN MIDLANDS COUNCIL
P.O. BOX 156
LONGFORD 7301 TAS.

24-3 -2015

RE PROPOSED GRAIN TERMINAL ON ROSENEATH ROAD (RE ADVERTISED) I WISH TO REGISTER A COMPLAINT IN THE STRONGEST TERMS.

1. THE MAIN POINTS OF COMPLAINT ARE
2. LOCATION, BEING ADJACENT TO BOTH THE INTERSECTION OF THE MIDLAND HIGHWAY AND ROSENEATH RD, THE DANGERS OF EGRESS AND EXIT SO CLOSE TO THE INTERSECTION ASSOCIATED WITH THE TRUCK MOVEMENTS WHICH COULD ACCORDING TO OUR LOCAL POLICE, TAKE 28 SECONDS OR MORE TO TURN ACROSS THE HIGHWAY FULLY LADEN THIS IS HIGHLY DANGEROUS.
3. THE AMOUNT OF TRUCK MOVEMENTS PER DAY ESTIMATED AT 60.
4. THE VISUAL IMPACT ON THE ENTRANCE TO TASMANIA'S PREMIER HERITAGE VILLAGE WHICH INCLUDE THE VIEWS FROM THE TOP OF THE HILL AT THE UNITING CHURCH, ALSO THE VISUAL IMPACT TO THE NEIGHBOURING PROPERTIES ON ROSENEATH ROAD, AND TOOMS LAKE ROAD, ALSO THE ADJACENT PROPERTY OWNERS, ALL OF WHICH HAVE LODGED COMPLAINTS WITH THE SHIRE.
5. THE DUST AT THE POINT OF DISCHARGE AND LOADING OF GRAIN.
6. THE MASSIVE AMOUNT OF UNWANTED BIRDLIFE THAT CONGREGATE AT THESE SITES, TWO OF THE MAIN REASONS FOR CLOSING THE BREDALBANE TERMINAL.
7. THE IMPACT IT MAY HAVE ON OUR TOURISM TRADE WHICH IS VITAL TO THE FINANCIAL WELLBEING OF THE VILLAGE AND THE BUSINESSES THEREIN, ESPECIALLY AS THIS WEEK IN THE EXAMINER ROSS IS THE NUMBER ONE TOURIST DESTINATION IN THE STATE.
8. THE SIZE OF THE PROPOSED SHED, NO MATTER HOW MANY TREES ARE PLANTED WHICH WILL TAKE 10 OR MORE YEARS TO GET TO A REASONABLE HEIGHT, THE SHED WILL STILL HAVE AN ADVERSE VISUAL IMPACT ON THE VILLAGE AND ITS ENTRANCE, NOT TO MENTION THE GRAIN TUBES WHICH ARE NOT EXACTLY PLEASING TO THE EYE AT ANY TIME.
9. THE PROPOSAL DOES TRY TO SHIELD THE VIEW FROM THE HERITAGE HIGHWAY BUT NOTHING CAN BE DONE TO SHIELD IT FROM THE VIEWS THAT ARE MUCH HIGHER THAN THE PROPOSED TERMINAL THAT LOOK DOWN ON IT, AND ARE USED BY NUMEROUS TOURISTS DAILY.
10. THE IMPACT THAT A LEVY WILL HAVE ON THE RIVER FLOW AT TIMES OF FLOOD OR WHEN THE RIVER IS SWOLLEN IN WINTER MONTHS AND THE POSSIBLE LEAKAGE OF CHEMICALS IN TO THE RIVER SYSTEM, AS THIS AREA ACTS AS A COMPENSATING BASIN IN TIMES OF HIGH WATER IN THE WINTER MONTHS.
11. THE EFFECTS ON THE SURROUNDING PLANT LIFE ON THE EASTERN BOUNDARY ADJACENT TO THE RIVERS EDGE.
12. THE EFFECT ON REAL ESTATE VALUES FOR A HERITAGE VILLAGE.
13. THE COMBINATION OF TITLES INTO ONE ENABLING THE PROPOSED LEASE TO BE ON SOLD IN THE FUTURE ENABLING POSSIBLE EXPANSION OF THE FACILITY AT A LATER DATE.
14. THE USE OF CHEMICALS TO TREAT THE GRAIN AND THE POSSIBLE LEAKAGE INTO THE WATERCOURSE AND THEN ON INTO THE RIVER.

THERE IS PLENTY OF ROOM ON THE PROPERTY OF WILLIAMWOOD ON AUBURN RD WHICH HAS BETTER AND MORE DIRECT ACCESS TO THE MIDLAND HIGHWAY AND WOULD BE OUT OF SITE OF THE VILLAGE OF ROSS AND NOT HAVE ANY IMPACT ON THE DAILY LIVES OF LOCALS.

HOPEING YOU WILL TAKE THE ABOVE POINTS INTO YOUR CONSIDERATION

YOURS SINCERELY

SIGNATURE 

NAME STEVEN DONALD HUMMEL

ADDRESS 26 CANNON ST

ROSS 7209

PO Box 7
Ross TAS 7209

27th March 2015

Northern Midlands Council
PO Box 156
Longford TAS 7301

Dear General Manager and Councillors

RE: P15-063 - 'Williamwood', 109 Auburn Road (accessed from Roseneath Road), Ross: (CT 38460-8/9/10) - Resource processing (grain processing & distribution facility) & consolidation of 3 titles (Scenic Management - Tourist Road Corridor) [Supersedes P15-002 - re-advertised due to incorrect site notice placement]

We wish to lodge an objection to the above planning application. Our objection is only to the location of the development and if it were to be located on Auburn Road as previously advertised we would have no objection to the development.

Ross is a beautiful and unique historic village which relies heavily on tourism. The location of the grain processing and distribution site on the southern entrance to Ross (Roseneath Road), so close to the historic Ross Bridge (one of the oldest and most beautiful bridges in Australia) seems to go against the following *Purpose and Objectives* set out in the *Northern Midlands Interim Planning Scheme 2013*

PART A PURPOSE AND OBJECTIVES

2.2 Regional Land Use Strategy

2.2.2.4 Tourism

*b) Promote the Northern Midlands as 'Tasmania's Historic Heart', supported by the **protection of its historic, cultural and natural heritage, protection of major tourist routes from inappropriate development** and encouragement of appropriate tourist developments using historic, cultural and environmental resources*

2.2.2.8 Heritage

Built Form

*c) New development is to be guided by the patterns of settlement already established, and should **seek to enhance and complement the identified heritage values and not detract from these assets**, and will be subject to detailed assessment*

*Landscapes****d) Identify and protect areas of visual prominence or high landscape value from scarring and incompatible development*****3.6 Settlement Strategy****3.6.1.6 Ross**

*Ross will continue to be supported as a heritage based tourist centre, retirement community and local service centre to stabilise its population and **protect its heritage significance by ensuring its viability as a community.***

It is the location of the proposed development off Roseneath Rd that concerns us. Although the site has landscaping planned and will eventually be screened from the road it will always be very visible from the lookout on top of the hill where the Presbyterian Church is located. This site is a popular tourist spot as it is the beginning of the walk to the Ross Female Factory and as mentioned, the Presbyterian Church is also located here. It will be a shame to spoil the view and scar the landscape with huge plastic silo bags. It will also be very visible from the iconic Ross Bridge until such time as the proposed screening grows up. This could be quite a few years. Thousands of tourists stand on this bridge every year and get their photo taken with this farming land in the back ground.

Although the entrances to Ross are not zoned as part of the Heritage Precinct of Ross, they should be considered as part of Ross and as major tourist routes and therefore protected from development that may impact on the heritage value of the village and therefore the tourism viability of Ross. The Southern entrance should be of particular importance due to the historic Ross Bridge. The Council has the Northern Entrance of Ross looking beautiful and have spent considerable time and money recently planting trees to improve the Southern Entrance as part of a long term plan. Please consider the value of this when assessing this application.

The issue of up to 30 trucks turning on and off Roseneath Road (ie. 60 truck movements) per day is also of concern. The traffic report does not take into consideration that the peak grain season is also peak tourist season in Ross. The number of vehicles on the road during December and January compared with the rest of the year is astounding and adding grain trucks turning on and off the road in to the mix of tourists coming in and out of Ross often stopping to take photos has to cause disruption to the traffic flow.

The Southern Entrance (Roseneath Road) to Ross was also designed for entry and exit to the south. It is a hard left turn if coming from the north and a hard right turn if heading north onto the highway. Trucks entering or exiting the grain facility from the north of the state will have to use Roseneath Road as they are not permitted to cross the Ross Bridge. It is likely to cause issues on the Midland Hwy as trucks slow down to turn off the highway and try to gain speed when they turn on to the Midland Hwy. It is not a particularly safe stretch of highway at the best of times. Has this development been referred to the Department of State Growth (Transport)? The Traffic Report doesn't appear to cover this.

There are some other issues which don't appear to be addressed adequately in the reports such as;

- dust control (26.3.1 P4) (peak grain season is the driest and dustiest time of year),
- bird, vermin and wildlife control,
- the time it will take for landscaping to grow and actually screen the site (E7.6.1 A1), and;
- the disposal of silage bags.

However, we believe the main issues are the proximity of the site to the historic village of Ross and the Ross Bridge, and the traffic management issues of both turning on and off Roseneath Road and on and off the Highway, particularly from the North. Will there be the temptation for trucks to cross the Ross Bridge?

As we have stated earlier, we have no issue with the development, just the location. Auburn Road as a site would not have an impact on the heritage values of Ross, local and tourist traffic would not be an issue and the highway access is much better from the north. The Planning Scheme also states the following

3.3.3 Agricultural processors

NM's principal site for storage and processing of agricultural products will be at Powranna.

We have also attached a link to a recent article in the Sydney Morning Herald about Ross that demonstrates what a significant heritage village Ross is, not just to the Northern Midlands and Tasmania but to Australia. Please take the time to read it.

<http://www.traveller.com.au/ross-tasmania-travel-guide-and-things-to-do-12zgwj>

Please consider these issues when assessing this development application.

Yours Sincerely,

Will and Nina Bennett
and
Richard and Jill Bennett