

YOURS SINCERELY

SIGNATURE

Linda Isaac

NAME

LINDA ISAAC

ADDRESS

4 NEW ST
ROSS

YOURS SINCERELY

SIGNATURE *R Quill*

NAME *ROBYN QUILL*

ADDRESS *50 Roseneath Rd*
ROSS TAS 7209

Dear Paul Godier Senior Planner
 Northern Midlands Council
 PO Box 156 Longford Tas 7301

Colonial Cottages of Ross
 Ross B&B Accommodation
 Ross Tours
 12 Church St Ross 7209

27/3/2015

**Re Planning Application P15-063
 Resource Processing (grain processing and distribution site)**

As a property owner of several buildings in Ross, resident and a tourism operator since 1982 we are deeply disturbed by the proposed grain processing site at the Southern entrance to our historic village.

The village of Ross is highly regarded as an unadulterated historic village, not spoilt by factories, over development, or over commercialisation. Even the Federal Government funded Fabric study of Australia produced in the 1990's refers to Ross as the most significant historic village in Australia. The study's criteria was based on the same factors we have already mentioned. Ross is the number one destination for tourists to the state. Having a grain storage plant at the southern entrance is simply absurd.

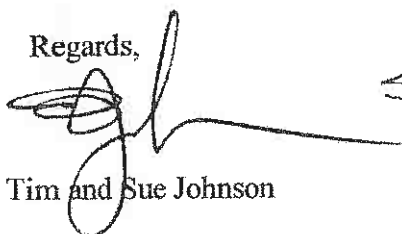
Some points in brief summarise our objection:

- The visual impact spoiling what is a clean un interrupted view of the village including the church on the hill and the bridge as one approaches the village from the South
- The environmental issues of potential chemical spillage into the river
- Unwanted increase in birdlife attracted by the grain
- The unwanted substantial increase to heavy vehicle traffic and consequent noise to what is highly regarded as a quiet historic village
- The safety issues connected to the increased traffic to the entrance to the village
- Potential changes to flood levels in the village from any levies that may have to be built as a result of this development.

In conclusion. Our entire village relies on tourism. We are a significant tourism destination, recently determined the number one visited destination by tourists to the state. The village has been here since the beginnings of Tasmania. The grain processing plant can be located elsewhere without any negative impact on Ross or any other community. If this plant is given permission to be built in this location what will become of our very special village? What impact studies have been conducted, both historical and environmental? Anything we do in the village, including any signage, building development, even the colour of our buildings are closely scrutinised in order to not be an impedance to the historic significance of our village. In this light it is an inconceivable notion that such a development could even be entertained.

It should be noted that if the Northern Midlands Council do allow such a horrid development to occur near our village the social implications and bad publicity to the council will be immense. We strongly suggest it won't just be the local residence that will protest to such a poorly judged decision. We look forward to council making a positive social, environmental and historically sensitive decision in disallowing this development so near our village.

Regards,



Susan Johnson

Tim and Sue Johnson

1-206

6 New Street

Ross 7209

27th March 2015

Email: steve_tassie@bigpond.com

General Manager

Northern Midlands Council

Representation to Planning Application P150063

"Williamwood", 109 Auburn Road (accessed from Roseneath Road), Ross

Dear Sir/Madam,

Please find attached a formal submission relating to the above proposal.

Yours Sincerely

Steve Davis

I wish to make representation on behalf of myself Mr S. R. Davis and my father Mr R. J. Davis of 6 News Street, Ross with relating to planning application P15-063 .

I am currently involved in a tourism business on the East Coast of Tasmania and before that I was state land manager of the State Forests in southern Tasmania. Other position held included:-

- Forest Practices Officer (Planning).
- Director of the Forest and Heritage Centre at Geeveston.
- Director of STEPS Employment and Training.
- Director of STEPS Community Housing.

Consequently I have been involved in a number of similar projects identifying special values associated with similar planning applications. Two in particular relate to tourism development at the Tahune Airwalk and the industrial infrastructure of the Southwood complex near Geeveston. Both of these projects involved the construction of large gravel hardpans and associated buildings that were close to major river systems where similar special values associated with Project P15-063 had to be addressed.

I wish to make the following comments relating to P15-063 by XLD Grain in its application for planning approval to the Northern Midlands Council Planning Scheme.

E9 Water Quality Code

E9.6.2 Water Quality Management.

The submission by XLD Grain indicates that the facility has a large gravel hardstand frequented by movement of large trucks. Experience on such sites suggests two main pollution issues or risks. These are fine sediment and possibly grain contained in water run off and airborne dust.

With the facility so close to the Macquarie River any sediment should not be directed into the river. In other such managed sites, discharge of water is undertaken through settling ponds with only clean filtered water returned to the river system. This quality of the returned water should meet the required environmental standards.

The proposal by XLD grain appears to show 4 small silt traps with pipes running under the eastern mounds to be discharged onto existing pastured land adjacent to and approximately 50 metres from the Macquarie River. I believe that this discharge method is totally inadequate especially if the grain storage area is regularly washed down. The size of the silt traps is not specified and need to be much larger. In addition the discharged out flow through the pipes towards the river should also be unacceptable as it would be subject to erosion of and create movement of existing soils in the Macquarie River.

The water quality management proposed for the site should be seen as unacceptable.

E13 Heritage

The Northern Midlands Planning Scheme identifies the need to consider where proposed infrastructures may adversely affect heritage and associated tourism potential, in this case the Ross Precinct. Under Purpose and Objectives 2.2.2.4 Tourism there is a requirement to protect major tourist routes from inappropriate development. Under 2.2.2.8 protect areas from visual prominence from scarring and inappropriate development and under objective 3.6.1.6 support Ross as a heritage tourist centre.... to protect its heritage.

At the southern entrance into the Ross precinct from the major midlands tourism corridor, I believe the visual landscape will be greatly impacted. The drive into Ross past the proposed site immediately sees the Roseeath Homestead, the Ross Bridge, the Methodist church on the hill and other stone heritage buildings such as the remains of womens prison. This visual landscape plays a significant part in contributing to the heritage and tourism importance of Ross.

In addition no mention or analysis has been made on the visual impact on the landscape view from the methodist church lookout viewing south towards the proposed development.

Under Section E13.6.11 proposals are required to identify and deal with any areas of archaeological significance on site. While it is not widely known and records are sparse, the original Ross Hotel was located in paddocks in close proximity to the proposed site. The hotel probably dates back to before the construction of the Ross Bridge when access to the township was some 500 metres south of the existing bridge location. Council or XLD should locate the old site to ensure that it is not impacted upon.

E5 Flood Prone Areas

It has been acknowledged by XLD that the area associated with the project is located on a flood prone area. However they claim that the development is exempt under section E5.4.1. The section states:-

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

I do not believe that it is accurate to interpret the development be exempt from the code. It is clear that the proposal is an infrastructure that is in line with the **development of dairies and controlled environment agriculture**. That is it is a frequented worksite with infrastructures and associated buildings.

Local evidence suggests that the site is subject to flooding of detailed below.

b) even if not mapped under subparagraph (E5.4.1.a) if it is:

i) potentially subject to flooding at a 1% annual exceedance probability

The flood of 1929 which was a 1 in 100 year flood was approximately 1 metre deep measured at the Davis family home/house site now located as an old stone wall and stable which is approximately 200 metres north of the proposed site.

I would suggest that the development proposed is not exempt under the Flood Prone Code.

In addition any development that may divert flood waters north towards the bridge may impact on the bridge structure thereby impacting or damaging a heritage icon.

E2 and E11 Waste Management

Under the planning scheme development, proposals need to address Waste Disposal (3.3.3). Except for the Contaminated Land Code Section E2 and Environmental Impacts Section E11 under the Planning Scheme there appears to be no clear section that deals with waste management of the disposal grain. Even so there seems to be no relevant section in the submission by XLD that deals with the disposal or treatment of grain that has been spilled or wasted.

If not dealt with in a suitable manner, I believe that this will provide for a serious area of concern resulting in river pollution and bird and vermin infestation. I am led to believe that the storage bags often split and need to be regularly replaced. What process is in place by XLD Grain to deal with this?

Summary

In summary while I can understand that the proposed site has excellent qualities that suit that development proposal (ie. power, water, and road access) , I also believe that the proposal also has significant impacts (water discharge, impacts on heritage, tourism and waste management).

In addition I feel that XLD Grain still has not addressed all of the required planning issues (flooding, waste control and archaeology).

Consequently I find that I cannot support the development proposal in its current site location and believe that the council should require the proponents XLD Grain to be located to an alternative site.

Signed

S.R. Davis

R. J. Davis

6 New Street Ross

20 Boulevards,

Ross 7209

23/3/2015

To General Manager, Northern Midlands Council,

Dear Mr. Jennings,

Please accept this as a formal submission relating to the proposed - Resource processing (grain processing and distribution site and title consolidation 'Willamwood' 109 Auburn Road Ross (accessed from Roseneath Road Ross) (P15-063).

----- Yours faithfully,



Barbara Crosswell.

I believe the Northern Midlands Council *should reject* the Planning application P15-063 for a grain storage, processing and distribution site and title consolidation at 'Williamwood' 109 Auburn Road, Ross (accessed from Roseneath Road Ross) for the following reasons:

As this is a commercial venture, we the residents of Ross are entitled to know who the true developer is. This has not been identified in the Planning Application. Is this a legal requirement of the LUPA Act?

Has the Proponent already negotiated with the appropriate authorities for Highway, Water, Heritage and Council and having received their backing for this proposal, know that all that is left, is for submissions to be re-written and for the Council to officially approve it?

Does having to write a second submission work in the Proponent's favour?

Is this already a fait accompli?

Is this NOT a "level playing field"?

Is this how the system works?

Is this the real issue that we should be objecting to?

Is this to become an issue for the State and National media and the Justice system?

Is this why surveying of the 'Roseneath' intersection has already been done and why the bitumen is being taken off the Midlands Highway and being held at 'Williamwood' until such time as it can be used as the base for the proposal which hopefully *will not* be at this sensitive site?

*Objections relating to this proposal contrary to the Northern Midlands Interim Planning Scheme:
Purpose and Objective*

2.2.2.4 Tourist

b) Protection of major tourists routes from inappropriate development.

From Perth to Brighton there are no commercial businesses with frontages onto the Midlands Highway. Will this proposal set a new precedence and at Tasmania's top tourist town's entrance?

2.2.2.8 Heritage Landscape

d) Protect areas of visual prominence from scarring and inappropriate development.

Concerns from views at the entrance to the Village:

With heritage listed 'Roseneath' and world class Ross Bridge at its' entrance from the south, any commercial venture at the highway entrance is contrary to what already exists and is intrinsic to its' appeal. The long, uninterrupted views here are distinctive because they are underdeveloped which adds to Ross' appeal.

Possible emissions from the proposal are of concern:

Discolouration of the Macquarie River with 60 truck movements over the gravel base and run off into the river, with the Ross Bridge only 500 metres from the proposal, is a very serious concern. *Dust from the truck and grain movements, noise from machinery, odour from chemicals, spillage from grain, weeds from germinating seeds, chemical run off, disposal of used bags* are of concern in a tourist village. These are all contrary to the ambience of Ross. Any development at this site would be inappropriate because the site needs to be screened.

The screening of the beautiful, uninterrupted views that already exist is the concern:

The views from the Ross Bridge, from the highway and from within the village will be changed. Japanese tourists come to see the view from the southern end of Church St. (made famous in the Japanese film "Kiki's Delivery Service" a film by Hayao Miyazaki of Studio Ghibli) along with the Ross Village Bakery. This view overlooks the proposed site. Screening from this vantage point would not be appropriate.

3.3.3 Agricultural Processors

Northern Midlands principle site for storage and processing of agricultural products will be at Powranna.

With its' past history of non compliance of regulations, serious questions about the Proponent's suitability to be given approval for their business at an entrance to an historic tourist village, which is close to a flood plain and a world-heritage bridge must be raised.

With an area designated for agricultural producers only 35 minutes away from Ross at Powranna, why is this proposal not going there? Why did the Company want the 'Willamwood' site?

This site would be extremely attractive for the Proponent. The Macquarie River is on its' eastern boundary. the 'Willamwood' pump house, overhead power lines and fiber optic cable on site, its' position to the Midlands Highway and its' central location statewide.

Leasing with the view to later selling the site would have great economic appeal for the owner. There would be economic benefits for those associated with this project, with future plans for expansion easily catered for.

NB Employment potential from this business is only 2 full time and up to 6 part time jobs during peak harvest season.

3.6.1.6 Ross

to be supported as a heritage based tourist centre...to protect its' heritage significance.

- Ross is THE top Tasmanian tourist town, attracting national and international tourists. This fact is verified by Bruce Elder, an acclaimed travel writer in an article from 'The Sunday Examiner' 22/3/2015. Being part of what makes Ross different to other tourist destinations is the fact that... "It (Ross) is not over developed and the bridge is just extraordinary. It is one of the great wonders."

- It is imperative that the Ross Bridge be *totally* off limits to trucks. Who will ensure this rule is strictly adhered to? And the discolouration of the water passing under the Bridge is a very serious concern.
- Loss of Income for our tourist operators is a concern. Potential tourists heading to Ross could easily drive further on to Campbell Town, which is 10 minutes away, because of the difficulties negotiating the busy southern entrance.

The peak tourist season scenario could look like; 60 daily truck movements, many with trailers, needing at least 28 seconds to clear the intersection, with tourists on the Midlands Highway driving at speed, with limited skills, in rented cars, unable to read signage, on unknown roads, negotiating other traffic and trucks also. This would make this intersection a hot spot for accidents.

For whatever reason Powranna is not acceptable, could the search for an appropriate site be extended further so that our entrance might be saved? A greater area under investigation would have avoided the conflict of interest this proposal has generated.

If the Proponent loses, it will go elsewhere to set up its business and little will be lost. If the Ross Community loses, it will lose part of what makes it unique, which it will never get back. The Village has so more to lose in this than does the Proponent. This business has been proposed without due respect for the Ross Village, its' ratepayers and its' tourists. It will be completely at odds with an entrance to the premier tourist town in Tasmania.

The Council should refuse this proposal, at this sensitive site, because there are more prudent and feasible alternatives and keep the status quo.

Paul Godier

From: Hills, Garry (StateGrowth) [Garry.Hills@stategrowth.tas.gov.au]
Sent: Tuesday, 24 February 2015 9:34 AM
To: Paul Godier
Subject: RE: (DWS Doc No 751769) Advice from Department of State Growth of Planning Application P15-002 - 'Williamwood', Ross

Also P15-063

Hi Paul, please see below updated per your email.
 Thanks, Garry

Our Ref: 038330/011 & A0087-57
 Your Ref: 400200.01; P15-002

Dear Jan,

109 Auburn Road 'Williamwood' – Ross – Proposed grain processing and distribution site - Planning Application P15-002

Thank you for your letter of 22 January 2015 regarding the above mentioned Planning Application.

I can advise that State Growth do not have any objection to the proposal and note there will be minimal traffic impacts to the existing Midland Highway / Roseneath Road junction.

It is noted that the TIA mentions a 5m access depth from Roseneath Road to the site gate. Council may wish to consider the access be reconfigured so the gate is set back into the property to allow a 21m length general access vehicle to enter the access clear of Roseneath Road if the site gate is closed.

Please contact me if you have any queries.

Regards,

Garry Hills | Senior Traffic Engineering Officer
 Transport Infrastructure Services Division | Department of State Growth
 287 Wellington Street, Launceston TAS 7250 | GPO Box 536, Hobart TAS 7001
 Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Thursday, 22 January 2015 1:22 PM
To: Development (StateGrowth)
Subject: Referral to Department of State Growth of Planning Application P15-002 - 'Williamwood', Ross

See attached referral.

Regards, Jan Cunningham
 Administration Officer | Planning & Development Department | Northern Midlands Council
 Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
 T: (03) 6397 7303 | F: (03) 6397 7331
 E: Planning@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

Tasmania's Historic Heart

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Paul Godier

From: Hills, Garry (StateGrowth) [Garry.Hills@stategrowth.tas.gov.au]
Sent: Thursday, 5 March 2015 11:07 AM
To: Paul Godier
Subject: (DWS Doc No 765162) RE: XLD Grain, Ross

Hi Paul, the current load limit is 20t.
The signs are located approx. 120m prior to the bridge on each approach.
There is also an advance sign on the Midland Highway for northbound traffic (located prior to the
Roseneath Road junction) advising heavy vehicles to use the Northern access to Ross.
Hope this assists.
Thanks, Garry

From: Paul Godier [mailto:paul.godier@nmc.tas.gov.au]
Sent: Wednesday, 4 March 2015 9:40 AM
To: Hills, Garry (StateGrowth)
Subject: XLD Grain, Ross

Hello Garry, can you please advise what the load limit is on the Ross Bridge, and where the load limit signs are located?

Thanks,

Paul Godier



Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

T a s m a n i a ' s H i s t o r i c H e a r t

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Paul Godier

From: Colin Smith [colin.smith@woolcottsurveys.com.au]
Sent: Monday, 2 March 2015 1:48 PM
To: Paul Godier
Cc: Duncan Payton; ian.abernethy@hotmail.com; NMC Planning; Jan Cunningham; brett@woolcottsurveys.com.au
Subject: (DWS Doc No 765133) XLD Grain, Williamwood, Auburn Road, Ross
Attachments: Response to Council_260215.pdf; Queries from Paul_20315.pdf; Final TIA Document - XLD Grain.pdf; XLD Grain Site Management Protocol.pdf

Importance: High

Hello Paul,

Please find attached the following additional information in support of our application for the above property.

- Letter of Response to the Representations.
- Letter Addressing Queries from your email on 27/02/2015.
- Revised Traffic Impact Assessment providing clarification to points raised at the Ross Community Meeting.
- XLD Grain Site Management Protocol

We are aware that this application has created a significant community interest. Can we please ask that these documents are included in the Council Meeting Agenda as they appear?

Regards, Colin.

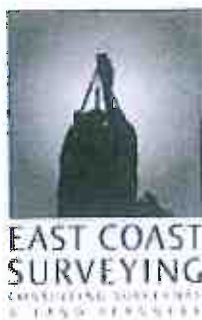
Colin Sterling Smith
 Director
 Registered Land Surveyor

Mobile 0458 353 946
colin.smith@woolcottsurveys.com.au



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Avery House, level 1, 48 Cecilia Street
 PO Box 430, St Helens TAS 7216
 Phone (03) 6376 1972



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".

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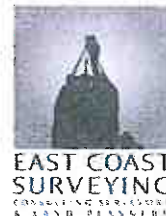
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CONSULTING SERVICES
& LAND MANAGEMENT

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. I.e, in silo bags or the storage shed NOT in the open air. This also is accepted Agricultural Practise.

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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.

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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

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**EAST COAST
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CONSULTING SURVEYORS
& LAND MANAGERS

Our Ref: 2014-133

March 2, 2015

Paul Godier
Northern Midlands Council
P.O. Box 156
Longford TAS 7301

Dear Paul,

**PROPOSED CHANGE OF USE OF SITE TO RESOURCE PROCESSING,
ERECTION OF BUILDINGS AND THE CONSOLIDATION OF THREE TITLES INTO
ONE – 'WILLIAMWOOD', ROSENEATH ROAD, ROSS, C.T. 38460-8, C.T.38460-9
& C.T.38460-10**

In response to your email dated 27th of February 2015 we offer the following clarification for the items you have listed. Some of these items have been addressed in our Response to the Representations attached to this submittal.

The above proposal is for a grain processing, testing and storage facility involving erection of a shed, weighbridge, upgraded access and Hardstand area for storage of grain silo bags.

The shed will contain a grain bagging facility, grain drying area, laboratory testing facility and a small office and amenities area for 2 proposed office staff. In addition a 60 horse power tractor and grain auger will be stored in the shed when not in use. The weighbridge will handle in-coming and out-going vehicle weighs.

The grain will be grown on large agricultural properties in and around the Ross area a portion of which will come from the Williamwood property.

Onsite the grain will be tested in the Laboratory in a quite extension process. The grains are tested for their qualities and suitability for various uses. As an example Barley is tested and depending on its qualities may be used for use in beer or if of a lower quality simply used as animal feed. The grains are then segregated and packaged according to their qualities and end use. As mentioned this will include a Bagging Plant inside the proposed shed. The grain will be tested again for its qualities before being sent to the end user.

WOOLCOTT SURVEYS

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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



The qualities of the grain that are tested include but are limited to:

- Germination qualities.
- Protein Levels.
- Gluten content.

Grain will also be dried inside the shed area should it arrive onsite with a moisture level too high. This is another test which will be performed on the grain prior to storage.

The grain will enter the site in the back of a truck where it will be weighed. Samples will be taken to determine moisture content. The grain will also be tested for quality and suitability for various uses. Depending on the outcome of the tests the grain will either go into the shed to dry or into large white silo bags to be stored in the open air onsite. If placed into bags, bags will be stored alongside other bags in rows in the open air until such time as orders require the grain to be taken to from the site. The grain could remain in bags for around 4-6 months. When ready to leave the site, the grain will then be re-tested, and if required, repacked into bags ready to leave the site. The bags or loose grain will leave the site in the back of a truck, weighed on the site, then delivered to the end user.

Tooms Lake/Macquarie River Irrigation District

Addressing the matter of the Tooms Lake/Macquarie River Irrigation District



WOOLCOTT SURVEYS

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 PO Box 430, St Helens, TAS, 7216
 Email: admin@ecosurv.com.au



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The subject site is just within the Tooms Lake/Macquarie River Irrigation District. The boundary is the Macquarie River to the east of the site.

It has been asked that the following be addressed:

As the land is in the Tooms Lake/Macquarie River Irrigation District, a response to 26.3.3 P1:

Demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to:

- a) The location and amount of land to be used; and*
- b) The operational practicalities of irrigation systems as they relate to the land; and*
- c) Any management and conservation plans for the land.*

In response the following comments are made:

- a) The land covered by the application – this is a narrow strip of land unsuitable for irrigation purposes. It is intersected by existing power lines which make it impossible to be used for irrigation. Proximity to roads and the Midlands Highway further diminish the usable area of land in these three titles for any irrigation purposes.
- b) The operational practicalities of irrigation systems mean that the narrowness of the subject site is unsuitable for a pivot irrigator system.
- c) There are no management or conservation plans for the land.

Please let us know if you have any questions.

Kind regards

Woolcott Surveys

Colin Smith

Registered Land Surveyor

WOOLCOTT SURVEYS

Ph: (03) 6332 3760 F: (03) 6332 3764
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Email: admin@ecosurv.com.au



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

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6. Car Parking	Pg 8
7. Communication with Local Government/State Growth	Pg 9
8. 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 representatives, Northern Midland Council Officers and Roads Section Officers of Department of State Growth.

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.

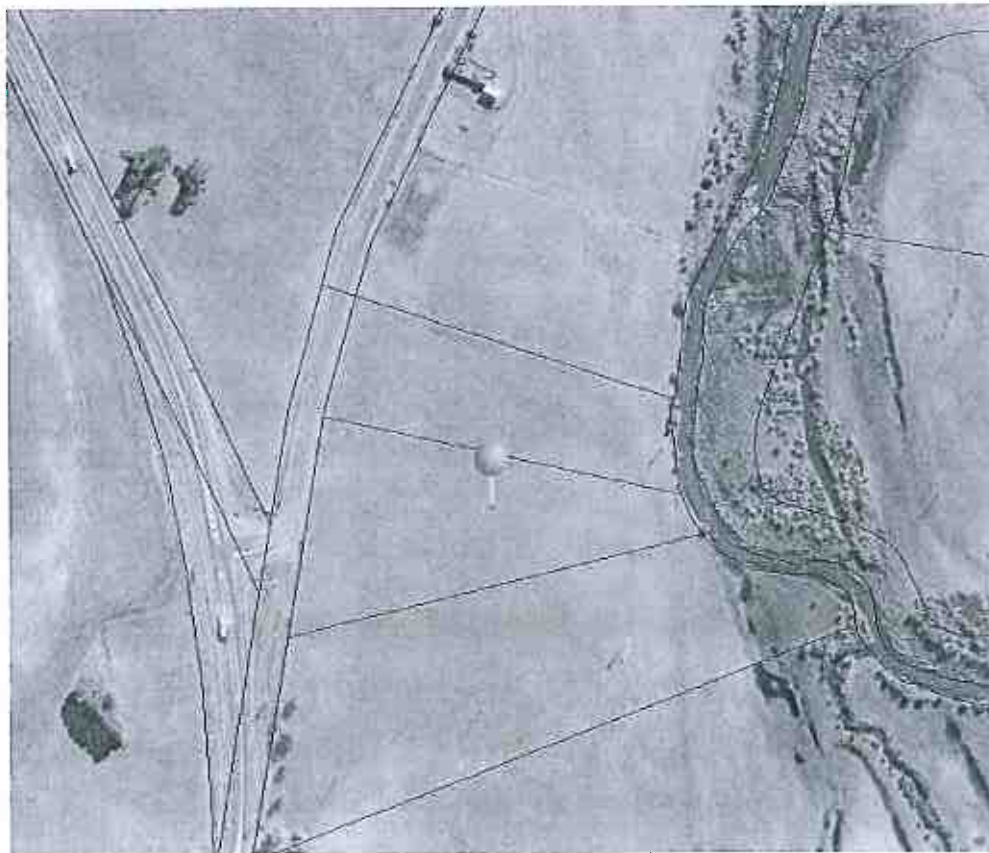


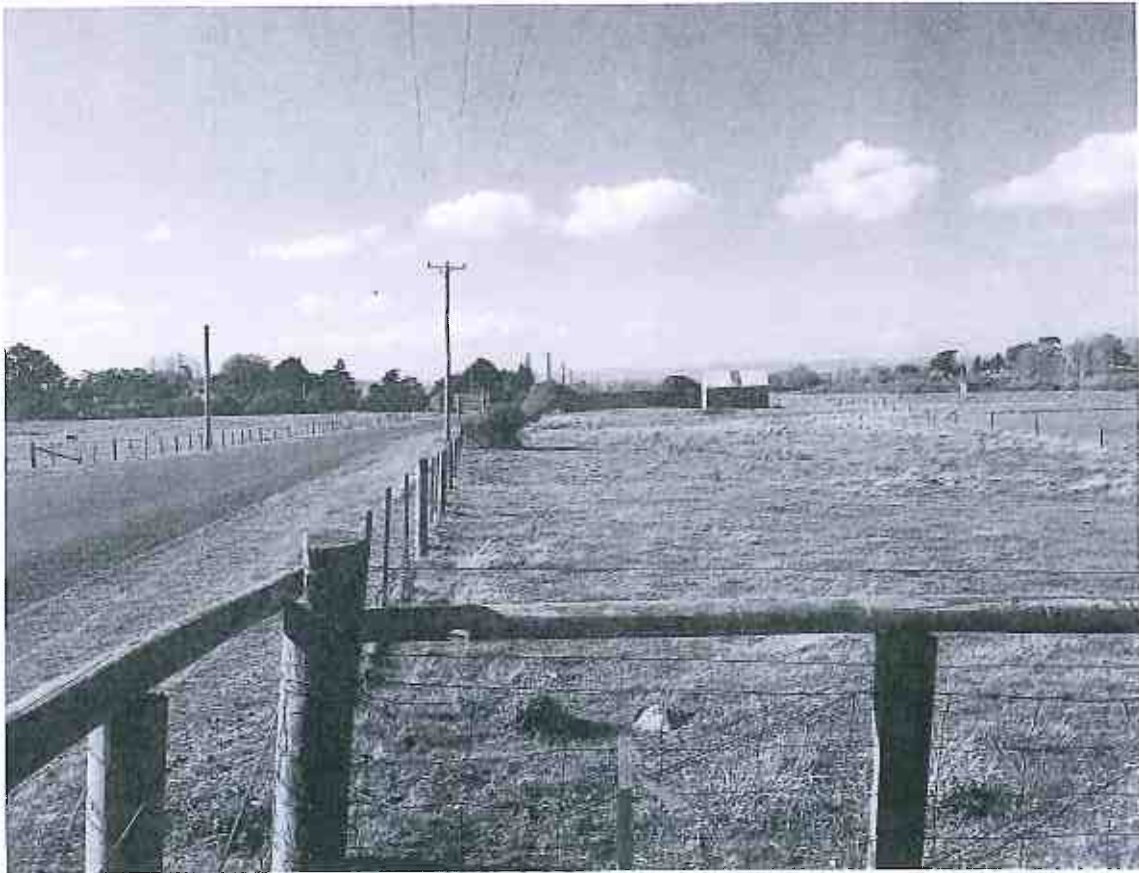
Figure 2.1 – List Identification of Site

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 the 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 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.

The Department of State Growth, crash history unit, was contacted regarding any recorded statistics in the last five years. Email response was received that no crash history was evident at the proposed site.



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 100% of heavy traffic vehicle movements to / from the south (direct from Midland Highway) due to weight restrictions precluding access from the township of Ross. 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. Communication with Local Government/State Growth

Discussions were held with the Department of State Growth regarding the impact of larger traffic on the intersection of Midland Highway and Roseneath Road. Department of State Growth confirmed that the intersection is suitably designed to accommodate the traffic movements. A copy of turning circles is attached as an appendix.

Further to this, discussions were held with Mr Terry Eaton from Northern Midlands Council. It was confirmed that the design was sound as long as the access was suitably designed to accommodate turning movements.

8. Conclusion

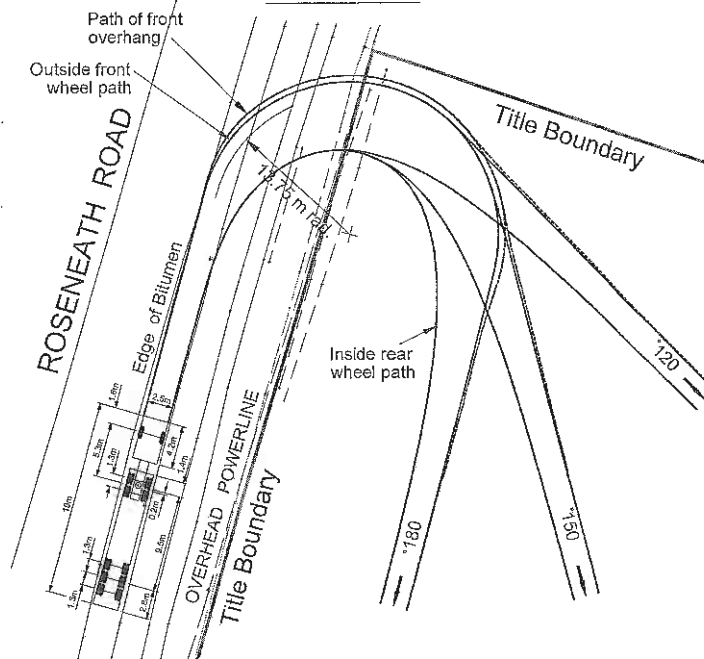
A traffic impact assessment for a grain processing and storage facility at Roseneath Road, Ross including the access upgrade, indicates the proposal complies with section E4.0 of the Interim Planning Scheme. The site development is relatively remote from Roseneath Road such that site activities and parking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



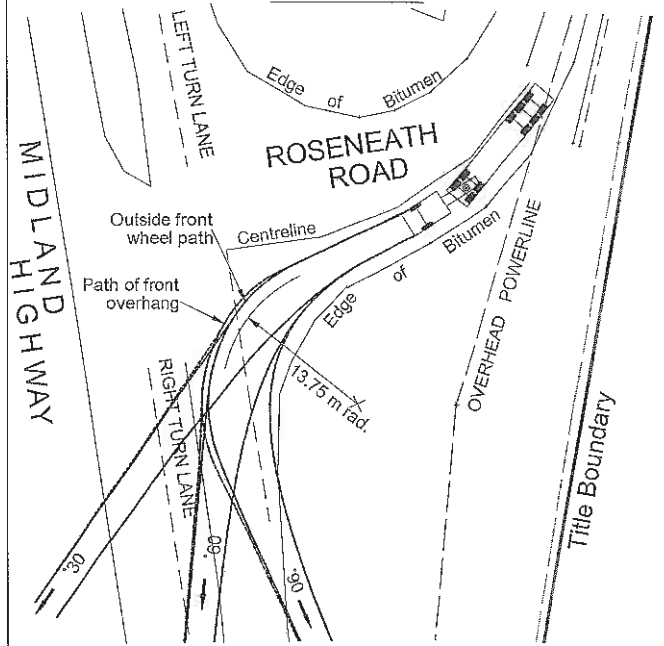
Finalised
February 2015

PLANNING

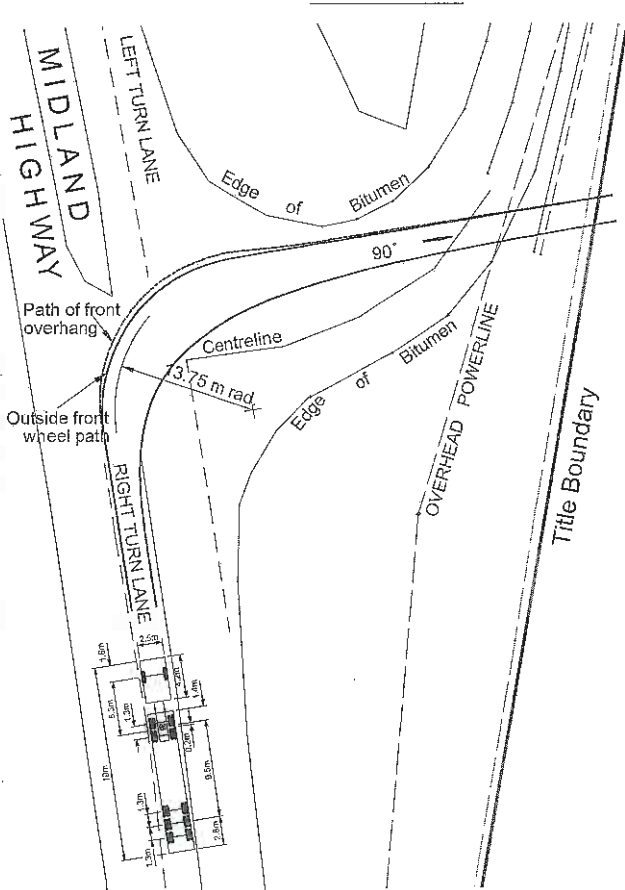
RIGHT HAND TURN ONTO SITE FROM
 ROSENEATH ROAD
 SCALE 1:500



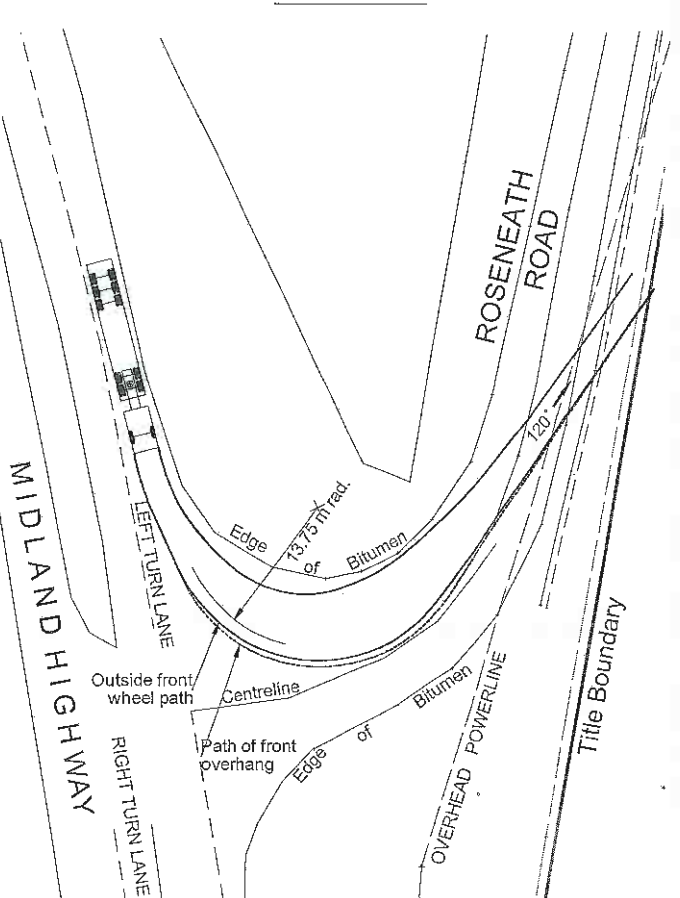
LEFT HAND TURN ONTO THE MIDLAND HIGHWAY
 FROM ROSENEATH ROAD
 SCALE 1:500



RIGHT HAND TURN ONTO ROSENEATH ROAD
 FROM THE MIDLAND HIGHWAY
 SCALE 1:500

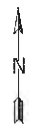


LEFT HAND TURN ONTO THE ROSENEATH ROAD
 FROM THE MIDLAND HIGHWAY
 SCALE 1:500



PROPOSED GRAIN FACILITY SITE
 TRAFFIC IMPACT ASSESSMENT TRUCK TURNING CIRCLES
 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



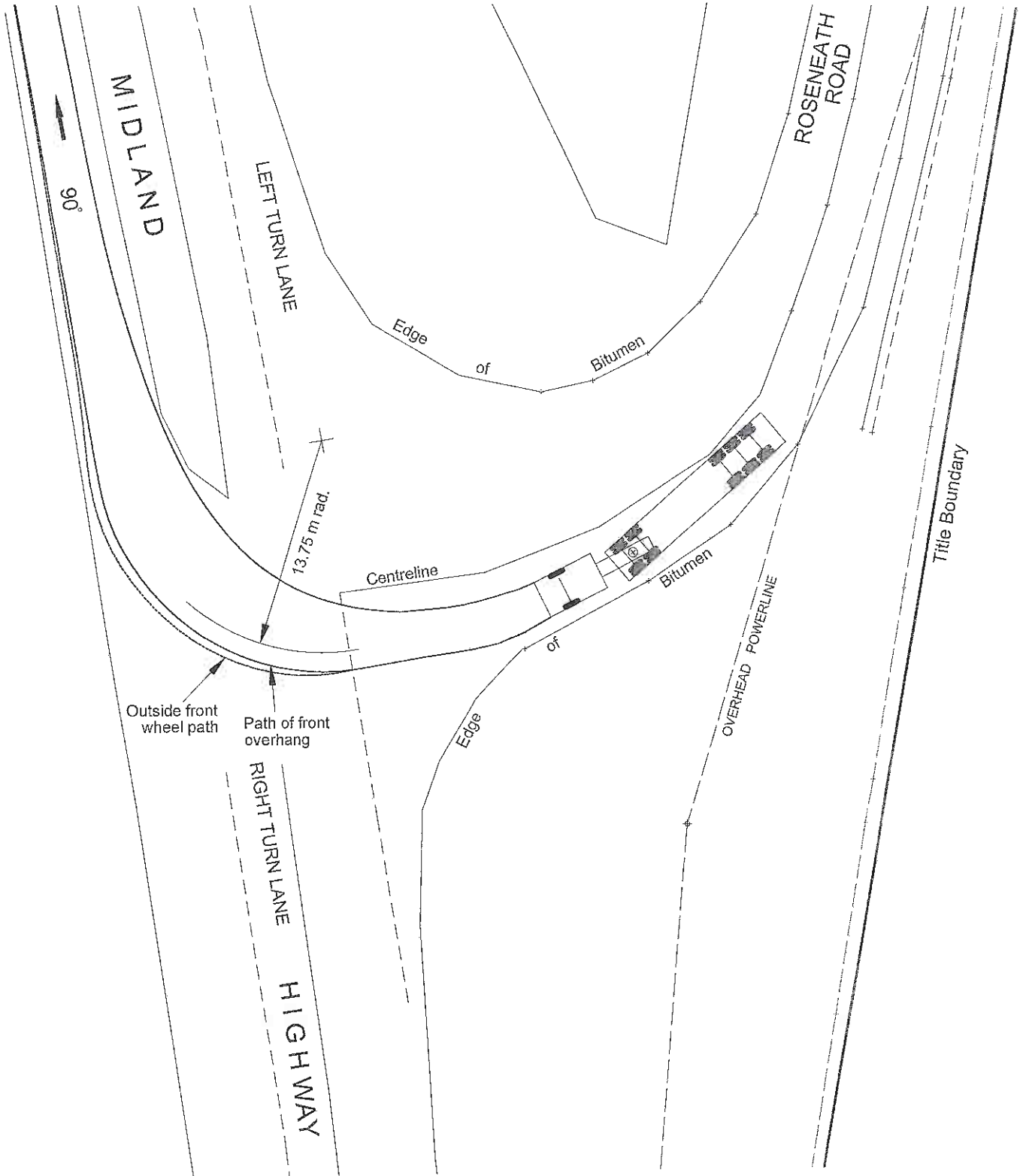
Date	Scale	Edition
8/02/15	AS ABOVE	1

1-234

PLANNING

AUSTROADS
DESIGN PRIME MOVER & SEMI-TRAILER (19 m)
Radius 15 m
Turning speed 5 - 15 km/h

RIGHT HAND TURN ONTO THE MIDLAND HIGHWAY
FROM ROSENEATH ROAD
SCALE 1:250



PROPOSED GRAIN FACILITY SITE
TRAFFIC IMPACT ASSESSMENT TRUCK TURNING CIRCLES
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

A
N
D

Date	Scale	Edition
8/02/15	AS ABOVE	1

XLD Grain Site Management Protocol

Updated January 2015

1 Background

XLD Grain operates a temporary (6 months of the year) grain storage facility at the Carrick grain site. XLD Grain receives grain from Tasmanian farmers during the harvest period and out-turns grain from the site thereafter.

This protocol aims to minimise damage to the silo bags at the XLD Grain Carrick Site, in order to protect the grain stored within them. Appropriate control of bird life and rodents in the area is also an important environmental and safety consideration.

Birds and rodents are capable of perforating the bags and obtaining grain for feed as a result and whilst not the main enemy of the feedmill or the farming community, they are the primary pest for grain storage.

2 Spillage

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 that is contaminated with rock and 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 road gravel, keeping exposed grain on the site to a bare minimum.

3 Monitoring

In accordance with the site management protocols, weekly inspections of the site will be conducted. During these inspections all bags will be inspected for damage, including minor damage that may lead to the leakage of grain from the bag to the ground. Such damage will be immediately repaired and documented in the weekly inspection report. During weekly inspections, a bird and rodent count will also be conducted, documenting the number and types of species on site at that time. This will allow better assessment of behavioural habits and assist in ongoing control.

XLDGRAIN

4 3rd Party Pest Control

XLD Grain will, from time-to-time, seek 3rd party assistance in the execution of the bird and rodent control protocols. This may include; Morris Pest Control (already under contract) and ornithologists.

DATE:

XLD GRAIN SILO BAG WEEKLY INSPECTION FORM

SITE SECURE

RODENT AND BIRDS UNDER CONTROL

NO EVIDENCE OF FLOODING

COMMENTS

FENCES IN TACT

BIRD COUNT

FIRE BREAK IN TACT

SPECIES	COUNT

WEEDS UNDER CONTROL

IF NO, SPRAY APPLIED

BAGS INSPECTED

SILO BAG #	DAMAGE	PERFORATIONS	SEALS	MOISTURE INGRESS
1				
2				
3				
4				
5				
6				
7				
6				
7				
8				
9				
10				

X

NAME: _____

FORM EMAILED TO lachie@xldgrain.com.au

Paul Godier

From: Colin Smith [colin.smith@woolcottsurveys.com.au]
Sent: Friday, 6 March 2015 3:35 PM
To: Paul Godier
Cc: brett@woolcottsurveys.com.au; ian.abernethy@hotmail.com
Subject: (DWS Doc No 765170) Grain Storage Facility, Ross
Attachments: scanner@woolcottsurveys.com.au_20150306_151717.pdf

Hello Paul,

The dimension of the grain silo bags are 75 m long, 3 m wide and 1.8 m high.

The drinkable Water Source for the site will come from the roof of the shed and be contained in an onsite Water Tank. The site operation itself does not need a large water source and any additional water will be sourced from the existing Pump shed.

E9.0 Water Quality Code

P.2.1 New and Existing point source discharges to wetlands or watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge:

- a) Do not give rise to pollution as defined under the Environmental Management and Pollution Control Act 1994; and
- b) Are reduced to the maximum extent that is reasonable and practical having regard to:
 - i) Best practice environmental management; and
 - ii) Accepted modern technology; and
- c) Meet emission limit Guidelines from the Board of Environmental Management and Pollution Control in accordance with the State Policy for Water Quality Management 1997.

Response: I have spoken with the Designer and he will be revising his plan on Tuesday to include an additional four, 4m by 4m Fine Sediment Traps for the site. I have attached a mark-up of the changes in the interim. Minimal Site runoff is expected. Stormwater will first be collected in sediment pits on the western side of the Sediment Control Bund. Overflow will be directed into a 4m by 4m Fine Sediment Trap/Detention Basin. Clean overflow water (If any) will be dispersed across paddock adjacent to the Macquarie River.

The above proposal is in line with current Water Sensitive Design Practices and implements accepted modern technology. There will be no pollution as a result of this proposal.

Regards, Colin.

Colin Sterling Smith
 Director
 Registered Land Surveyor

Mobile 0458 353 946
colin.smith@woolcottsurveys.com.au



WOOLCOTT SURVEYS

- GENERAL NOTES**
- ALL DIMENSIONS & LEVELS ON SITE ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 - 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.
 - ALL FINISHES TO BE SPECIFIED TO THE ARCHITECT.
 - ALL SET OUT OF BUILDINGS & STRUCTURES TO BE CARRIED OUT BY A REGISTERED LAND SURVEYOR AND CHECKED PRIOR TO CONSTRUCTION.
 - BUILDERS TO ENSURE ADEQUATE FALL TO SITE CONNECTION POINTS IN ACCORDANCE WITH A.S. 3500 FOR STORMWATER AND SEWER BEFORE CONSTRUCTION COMMENCES.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE ENGINEER'S STRUCTURAL DRAWINGS.
 - ALL WINDOWS AND GLAZING TO COMPLY WITH A.S. 1289 & A.S. 2047.
 - IF CONSTRUCTION OF THE BUILDING IS DELAYED FOR ANY REASON AFTER COMMENCEMENT, THE ARCHITECT AND OWNER ARE TO NOTIFY DESIGNER IMMEDIATELY.
 - BUILDERS RESPONSIBILITY TO COMPLY WITH ALL PLANNING CONDITIONS PRIOR TO OBTAINING APPROVAL DRAWINGS AND PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - CONSTRUCTION TO COMPLY WITH A.S. 3999, READ IN CONJUNCTION WITH BUSHFIRE 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

PHYSICAL SYSTEMS & SERVICES
 Ph: 6332 3783 Fax: 6332 3785
 info@primedesign.com.au
 11 Goodwin Court, Invermay TAS 7248
 Accredited Building Practitioner
 Frank Gesteira-No C0246A

Project: PROPOSED NEW SHED
 ROSENEATH ROAD,
 ROSS

Client name: XLD GRAIN

Drawn: XLD GRAIN

Checked: XLD GRAIN

Site name: SITE PLAN

Drawn By: B.S.L.

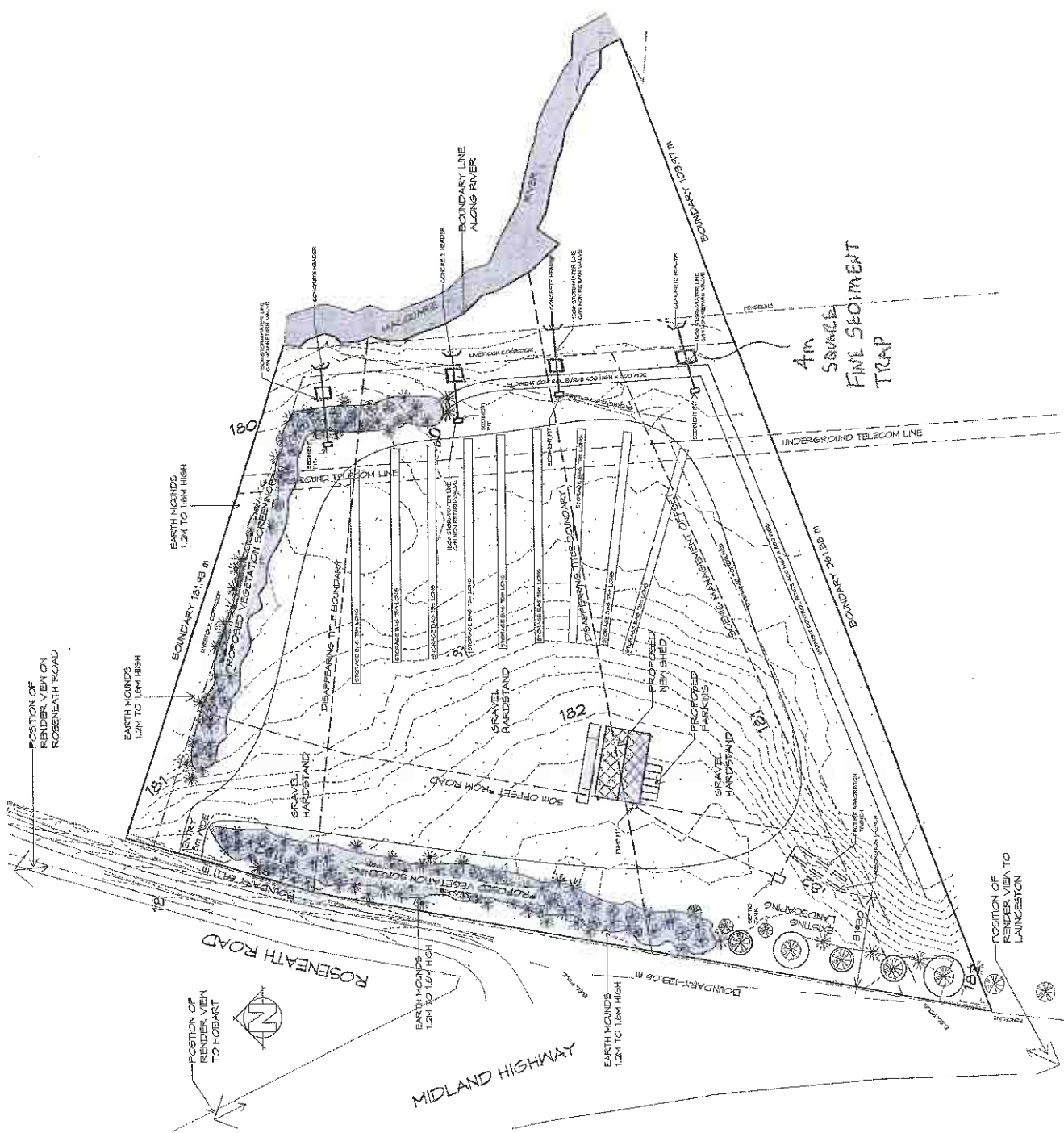
Approved By: F.G.G.

Date: 19/12/2014

Scale: 1 : 1000/A2

Project/Drawn No: PD14284-01

Revision: 03



SITE PLAN
 1 : 1000

PLAN 2

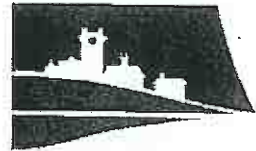
**PLANNING APPLICATION P14-351
22 MALCOMBE STREET, LONGFORD**

ATTACHMENTS

- A** Application & plans
- B** Response from referral agency
- C** Representation

PLANNING APPLICATION

Proposal



NORTHERN
MIDLANDS
COUNCIL

Description of proposal:	Replacement carport and demolition of timber outbuilding (illegal works) - heritage area
Site address:	22 Malcombe Street, LONGFORD
CT:	149282/1-2
Estimated cost of project (include cost of landscaping, car parks etc for commercial / industrial uses)	\$ 5,000 \$ 4,800
Are there any existing buildings on this property?	Yes
If yes - use of main building:	
If variation to Planning Scheme provisions requested, justification to be provided:	
Is any signage required? (if yes, provide details)	No

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 application.

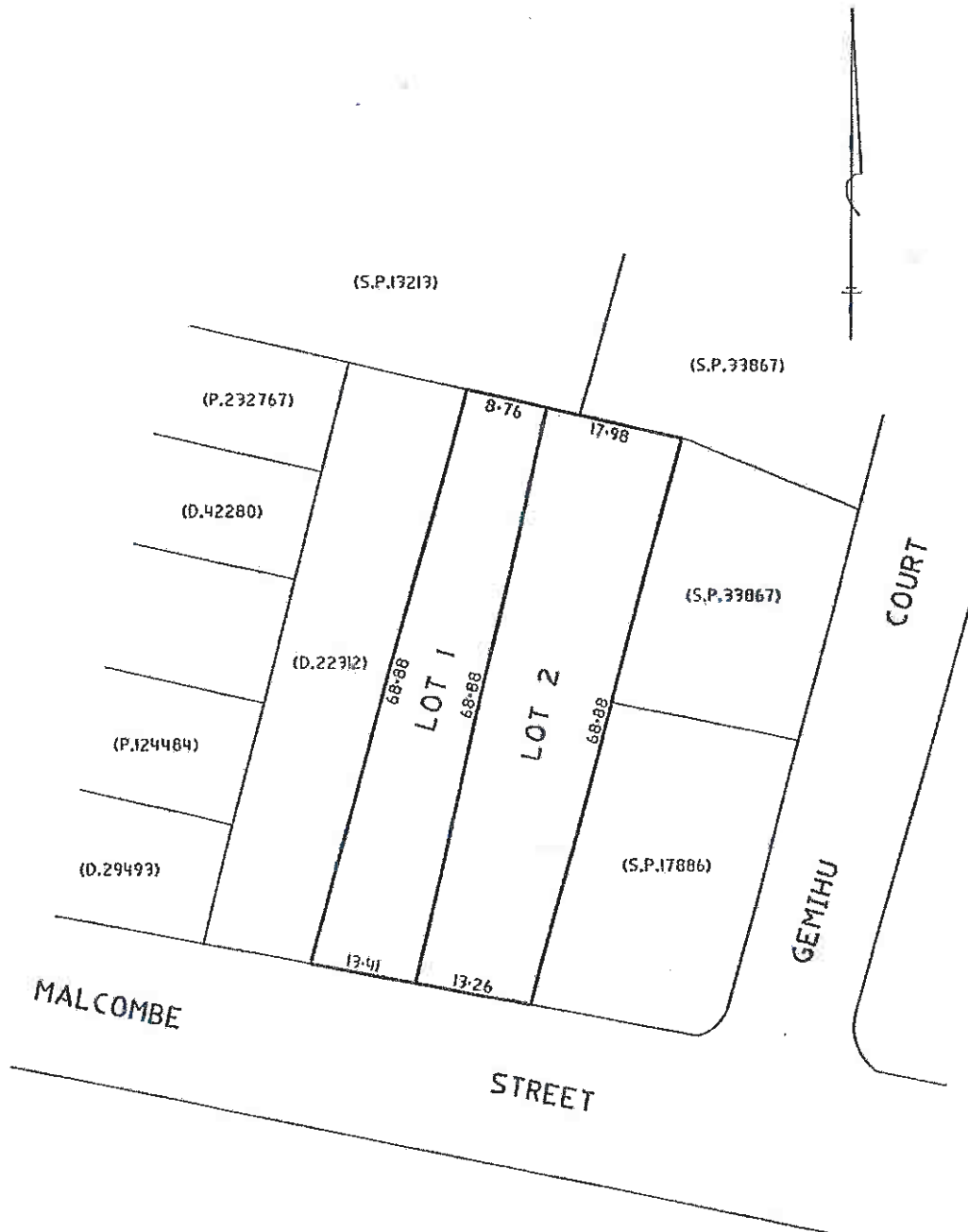
Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2000*. This information will not be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

Exhibited

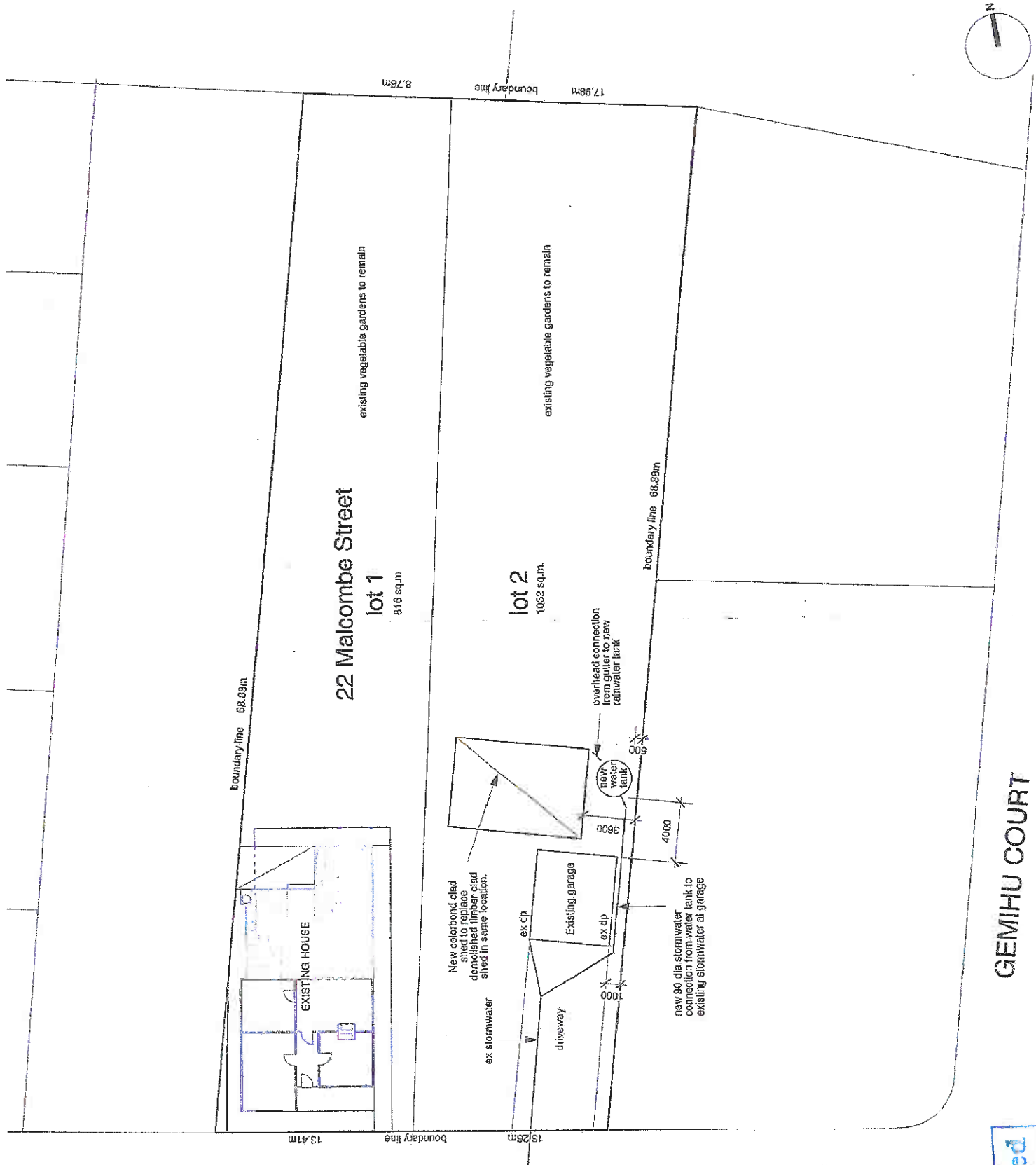
FILE NUMBER A.23037 GRANTEE PART OF LOT 3 (IA-OR-39P) GTD TO JOHN REDMAN MATENAN PART OF LOT 10 (IA-OR-5P) GTD TO THOMAS TUCKER		CONVERSION PLAN LOCATION TOWN OF LONGFORD (SEC. A.G.) CONVERTED FROM 31/8447 NOT TO SCALE LENGTHS IN METRES		Registered Number P.149282 APPROVED 27 JULY 2009 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 123 (5039-33)	LAST UPI No. 5601723, 5601722	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	DRAWN N.C	

SKETCH BY WAY OF ILLUSTRATION ONLY
 EXCEPTED LANDS



Exhibited

MALCOMBE STREET



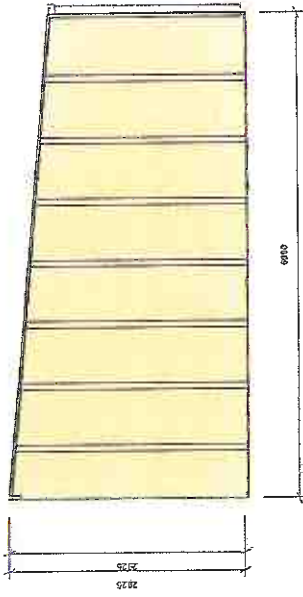
1-244

Note:
 1. All dimensions are in meters unless otherwise stated.
 2. All dimensions are to the centerline of the road unless otherwise stated.
 3. All dimensions are to the centerline of the road unless otherwise stated.
 4. All dimensions are to the centerline of the road unless otherwise stated.

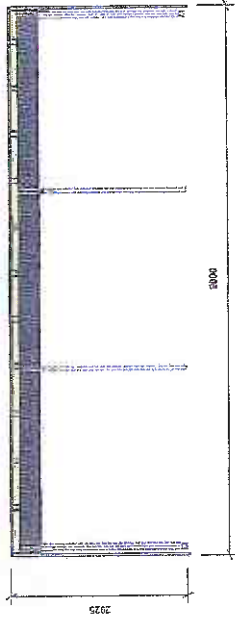
22 Malcombe Street Longford
 Proposed new shed
 ARCHITECTURAL
 Site Plan
 Date: December 2014
 Project: P01

GEMIHU COURT

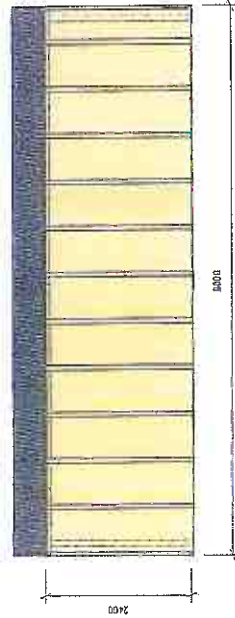
Exhibited



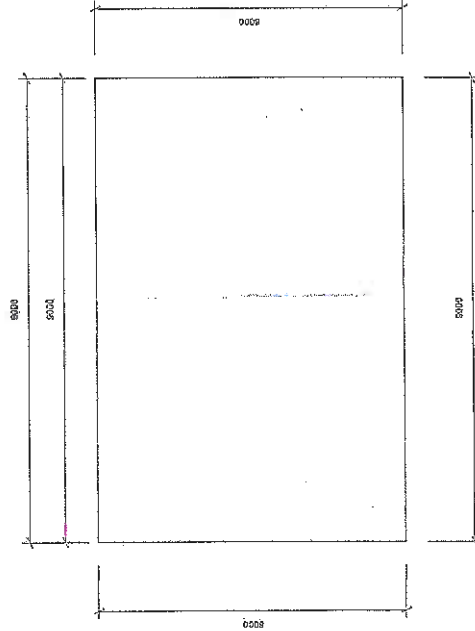
LEFT VIEW



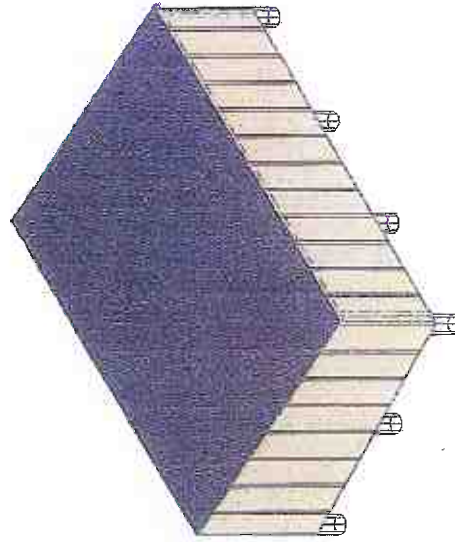
BACK VIEW



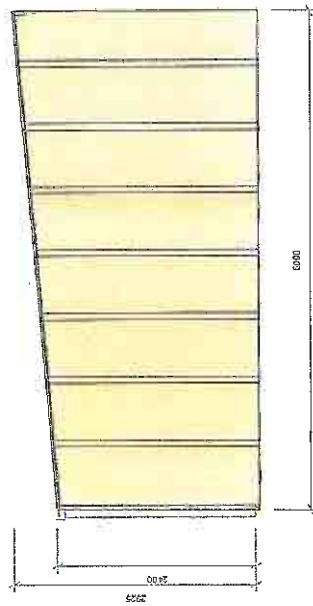
FRONT VIEW





PLAN VIEW



ISO FRONT LEFT VIEW



RIGHT VIEW

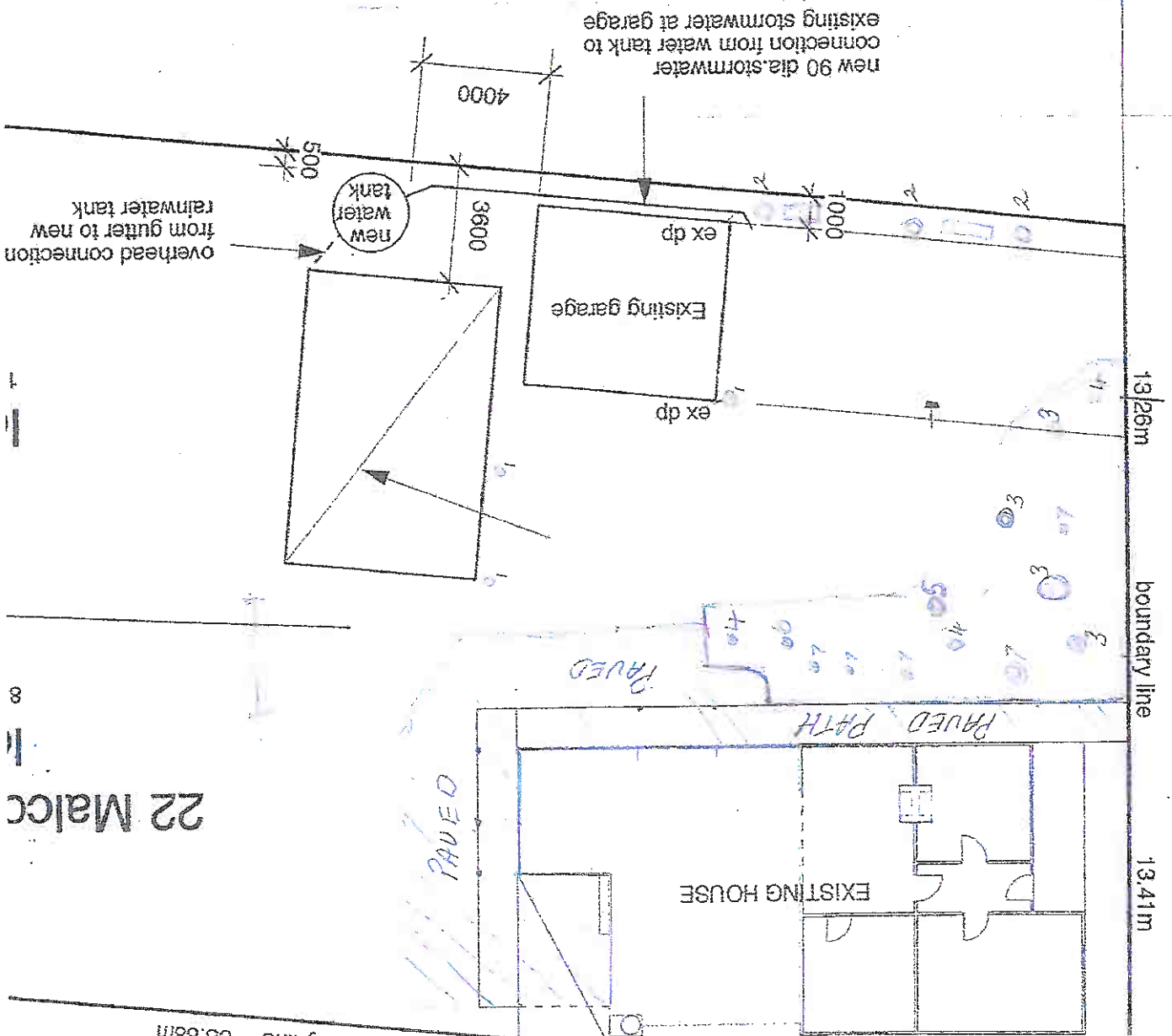
 prompt certification PROFESSIONAL ENGINEERING	Signed  Michael Young BE MIE (Aust) NPER CP-Eng (Aust) 7301, TAS	Dwg No 6 of 14 Elevation Multiview	Project No. WTAS03_21363 Peter & Wendy Atlis
		22 Macquarie Street LONGFORD 7301, TAS	19/02/2013 Scale NA Erection Drawing



Exhibited

GEMIHU COURT

REGISTERED
SCANNED



22 Maicc
8

LANDSCAPE 17247 SCHEDULE

- 1 JUNIPUS VIRGINIANA. H 3-4^m W 0.5
IN 1^m TUBES.
- 2 CORDYLINAE RED STAR H 2^m W 1-1.5
IN 1^m TUBES.
- 3 CAMELLIA JAPONICA H 3-4^m W 2-3^m.
- 4 RHODODENDRON. H 3-4^m W 2-3^m.
- 5 MAGOLIA FIGO x YONNANENSIS. H 3-4^m W 2^m.
- 6 CARPET ROSE H 2 W 2^m.
- 7 ROSES VARIOUS TYPES FROM H 1^m to 2.5^m W 500 = 1.5^m.

Peter & Wendy ARTIS.

22 MALCOMBE ST. L'FORD.

REGISTERED
SCANNED

Exhibited

B

NORTHERN MIDLANDS REGIONAL COUNCIL	
1-248	
File No.	
Property	
Attachments	
REC'D	10 NOV 2015
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General Manager
Northern Midlands Council
Reference No; P14-351
Property; 22 Malcombe St Longford

Paul Green ..
73 Marlborough St
Longford 7301.

Dear Sir,

In regards to the above mentioned property.

I constructed an extension on the existing home in September 2011

Permit number P11-200. I would like to note there was no carport at 22 Malcombe street Longford. The then existing buildings were very old I suspect mid 1800's. They were constructed from split weatherboards and original roofing iron. The roof pitch was between 27 and 30 degrees.

I felt the buildings were old enough to be heritage listed.

Rumours have it that it was the original Longford Primary School Classroom.

The size of the building was 5 metres long and 3.5 metres wide, which is half the size of the flat roofed carport which has been illegally erected on the site of the old building. The original roof line can be viewed on Google earth. I enclose a copy of the photo for your viewing. I think the council probably have a better system of Google and would view the original if needed.

I am not saying the new garage must go. I call it a garage because three out of the four walls are clad and only the fitting of a few doors stop it being a garage. I'm saying the application wording is deceitful and misleading to the public.

The roof structure should be in keeping with the original which as been destroyed.

Thank You

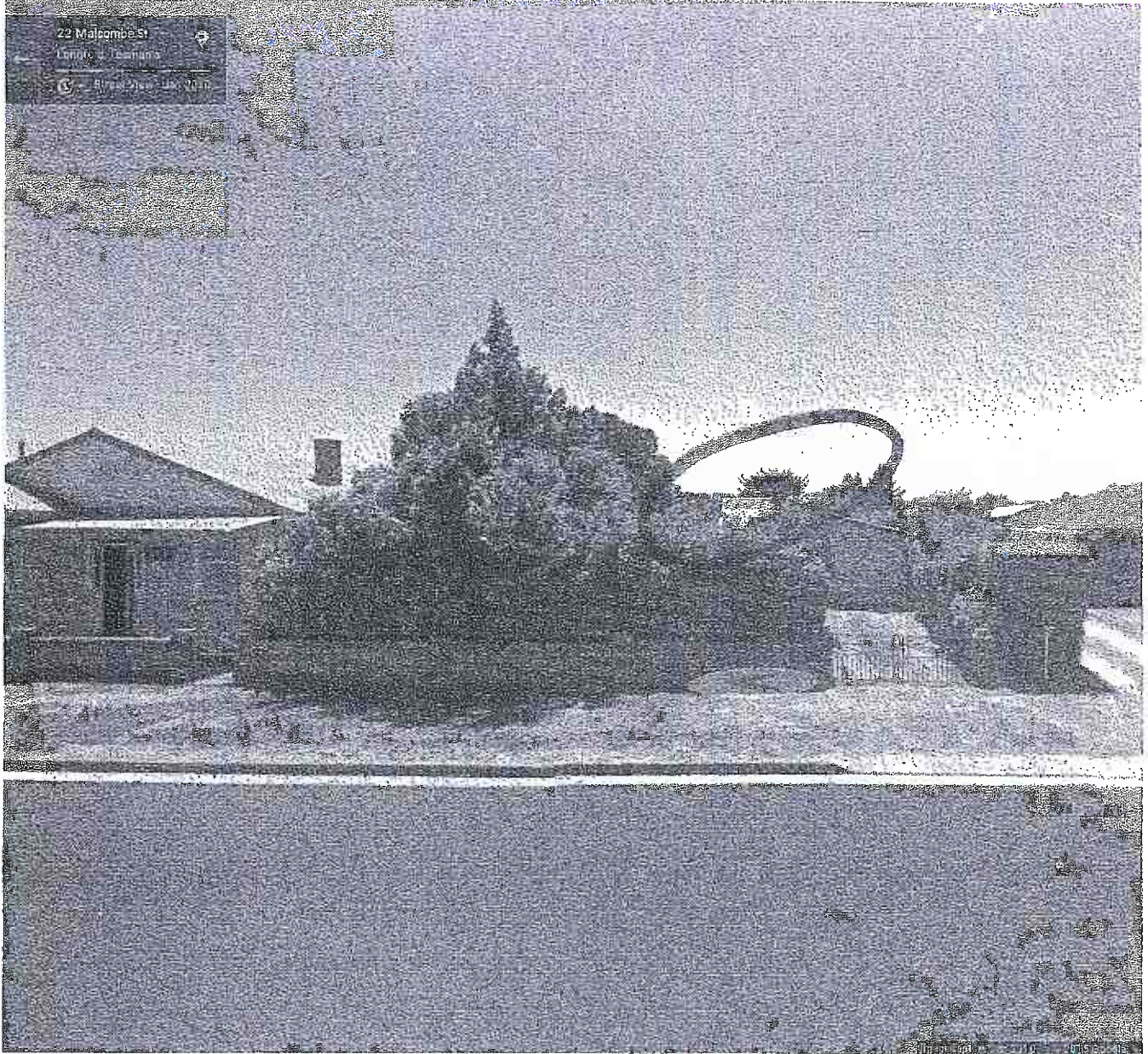


Paul Green 06/03/2015

Please feel free to contact me on 0439 911908 or 63911193 A/H

2/26/2015

22 March 2015 Google Maps



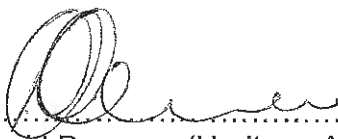
NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 24-Feb-2015
REF NO: P14-351; 109200.16
SITE: 22 Malcombe Street, Longford
PROPOSAL: Replacement carport and demolition of
outbuilding (retrospective) - heritage area
APPLICANT: W Artis
REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Do you have any objections to the proposal: Yes/No

Do you have any other comments on this application?

I recommend that the planting adjoining the shed be planted with a row of fast-growing evergreen shrubs, such as Pittosporum Screenmaster.


..... Date 10/4...../2015
David Denman (Heritage Adviser)

PLAN 3

**PLANNING SCHEME AMENDMENT 01/15
RURAL LIVING ZONE SUBDIVISION PROVISIONS,
NORTHERN MIDLANDS INTERIM PLANNING SCHEME 2013**

ATTACHMENTS

- A** Minutes from December 2014 meeting.

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- 6) ~~The proposal is unable to connect to the reticulated stormwater system, contrary to clause 10.4.15.2 A1.~~
- 7) ~~The proposal in its current form, is unable to connect to a legal discharge point, contrary to clause 10.4.15.2 P1.~~

Carried unanimously

326/14

RURAL LIVING ZONE SUBDIVISION PROVISIONS

File: 13/026/007

Responsible Officer: Duncan Payton, Planning & Development Manager

Report prepared by: Paul Godier, Senior Planner

1 INTRODUCTION

This matter was considered at the November Council meeting. Council resolved that a revised report considering the impact of a prescribed minimum lot size on Blackwood Creek, Deddington, Norwich Drive, Pateena Road, Caledonia Drive and Kalangadoo be tabled at the 8 December meeting.

2 BACKGROUND

Throughout the preparation of the Interim Scheme, Council had sought to place these areas in the Low Density Residential zone as it was closer to the provisions of the previous Northern Midlands Planning Scheme 1995.

These areas were placed in the Rural Living zone by direction of the Minister for Planning, on the recommendation of the Tasmanian Planning Commission's Advisory Committee, in February 2013.

The areas to which the Rural Living provisions relate are:

Area	Previous 1995 Scheme		Current Interim Scheme 2013
	Zone	Minimum lot size	Rural Living zone - Minimum lot size
Blackwood Creek	Residential Low Density B	10ha*	10ha**
Deddington	Residential Low Density B	10ha*	10ha**
Norwich Drive	Residential Low Density B	10ha*	10ha**
Pateena Road	Residential Low Density B	10ha*	10ha**
Caledonia Drive	Residential Low Density C	2ha (could not vary)	2ha**
Kalangadoo	Residential Low Density C	2ha (could not vary)	2ha**

* 1995 Scheme - Where effluent disposal allowed and the siting of buildings could be met the minimum lot could be reduced to 5 ha provided the overall density of 1 lot per 10ha was maintained over the lots being subdivided.

** 2013 Interim Scheme - Able to reduce down to 1ha.

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3 STRATEGIC PLAN 2007/2017

The Strategic Plan 2007/2017 (2012/2013 Revision) provides the guidelines within which Council operates. The following "Volume 1 – Mapping Our Direction" goals have relevance to this issue:

- 4.4 Planning Practice
- 4.6 Strategic Planning

4 POLICY IMPLICATIONS

The Settlement Strategy at Part 3.6 of the Interim Scheme states that outside established centres of population, Council has previously made provision for limited low-density residential development in selected areas.

Areas for such development are zoned Low Density Residential and Rural Living.

5 STATUTORY REQUIREMENTS

5.1 Northern Midlands Interim Planning Scheme 2013 - Rural Living Zone

13.4.2 Subdivision

<p><i>Objective</i> To ensure that subdivision:</p> <ul style="list-style-type: none"> a) Provides for appropriate wastewater disposal, and stormwater management in consideration of the characteristics or constraints of the land; and b) Provides area and dimensions of lots that are appropriate for the zone; and c) Provides frontage to a road at a standard appropriate for the use; and d) Furthers the local area objectives and desired future character statements for the area, if any. 					
Acceptable Solutions	Performance Criteria				
<p>A1.1 Each lot must:</p> <ul style="list-style-type: none"> a) have a minimum area in accordance with Table 13.5.1.1 below; or Table 13.5.1.1 – Lot Size <table border="1" style="margin-left: 20px;"> <tr> <td>Blackwood Creek, Deddington, Norwich Drive, Pateena Road</td> <td>10 ha</td> </tr> <tr> <td>Caledonia Drive, Kalangadoo</td> <td>2 ha</td> </tr> </table> <ul style="list-style-type: none"> b) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or c) be for the provision of utilities; or d) be for the consolidation of a lot with another lot with no additional titles created; or e) be to align existing titles with zone 	Blackwood Creek, Deddington, Norwich Drive, Pateena Road	10 ha	Caledonia Drive, Kalangadoo	2 ha	<p>P1 Each lot must:</p> <ul style="list-style-type: none"> a) be to facilitate protection of a place of Aboriginal, natural or cultural heritage; or b) provide for each lot, sufficient useable area and dimensions to allow for: <ul style="list-style-type: none"> i) a dwelling to be erected in a convenient, appropriate and hazard free location; and ii) appropriate disposal of wastewater and stormwater; and iii) on-site parking and manoeuvrability; and iv) adequate private open space; and v) vehicular access from the carriageway of the road to a building area on the lot, if any; or c) be consistent with the local area having regard to: <ul style="list-style-type: none"> i) the topographical or natural features of the site; and ii) the ability of vegetation to provide buffering; and
Blackwood Creek, Deddington, Norwich Drive, Pateena Road	10 ha				
Caledonia Drive, Kalangadoo	2 ha				

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<p><i>boundaries and no additional lots are created.</i></p> <p>A1.2 <i>Each lot must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.</i></p>	<p><i>iii) any features of natural or cultural significance; and</i></p> <p><i>iv) the presence of any natural hazards; and</i></p> <p><i>v) local area objectives, if any; and</i></p> <p><i>d) not create lots less than 1.0ha.</i></p>
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6 FINANCIAL IMPLICATIONS

Amendments to the scheme are provided for within the existing budget allocation.

7 RISK ISSUES

If the Rural Living zone provisions are not amended, there is the possibility of numerous lots with a minimum size of 1ha being created on Rural Living zoned land.

8 CONSULTATION WITH STATE GOVERNMENT

The matter was raised with the Tasmanian Planning Commission. The following advice from the Commission's Director of Assessments was received after preparation of the November Council agenda item:

I have taken advice from TPC senior planners on this matter and it is agreed that the scheme needs to be amended to take it back to the 1995 planning scheme.

I don't think this could be treated as a s30IA urgent amendment because there are a number of land owners who would be effected by such an amendment. It would potentially prejudice the public interest to amend the Northern Midlands Interim Scheme 2013 as proposed, and not be in the spirit of the principles of natural justice.

There are other options for council to consider.

Perhaps the quickest and most simple option would be for Council to make an application to amend the planning scheme once the Land Use Planning and Approvals Amendment (Streamlining of Process) Bill 2014 36 of 2014 has been passed and proclaimed. The Bill is currently in the House of Assembly and the Government is expecting it to be passed by both houses before the end of this parliamentary sitting.

9 COMMUNITY CONSULTATION

There is no opportunity for public notification in the process of an urgent amendment to the Interim Scheme.

Public notification would occur as part of the amendment process once the Land Use Planning and Approvals Amendment (Streamlining of Process) Bill 2014 36 of 2014 has been passed and proclaimed.

10 OPTIONS FOR COUNCIL TO CONSIDER

- a) Take no action. Leave the Rural Living zone provisions as they are.

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- b) Seek an urgent amendment to the Interim Scheme. There is no opportunity for representations in the process of an urgent amendment. Planning Commission staff have advised that because there are a number of land owners who would be affected by such an amendment, it would potentially prejudice the public interest to amend the Interim Scheme as proposed, and not be in the spirit of the principles of natural justice.
- c) Make an application to amend the planning scheme once the Land Use Planning and Approvals Amendment (Streamlining of Process) Bill 2014 36 of 2014 has been passed and proclaimed.

11 OFFICER'S COMMENTS/CONCLUSION

Clause 13.4.2 of the Interim Scheme could be amended to be consistent with the provisions of the previous Northern Midlands Planning Scheme 1995, by adding the highlighted sections and deleting the strikethroughs as follows:

P1 Each lot must:

- a) *be to facilitate protection of a place of Aboriginal, natural or cultural heritage;*
or
- b) *provide for each lot, sufficient useable area and dimensions to allow for:*
 - i) *a dwelling to be erected in a convenient, appropriate and hazard free location; and*
 - ii) *appropriate disposal of wastewater and stormwater; and*
 - iii) *on-site parking and manoeuvrability; and*
 - iv) *adequate private open space; and*
 - v) *vehicular access from the carriageway of the road to a building area on the lot, if any; ~~or~~ and*
- c) *be consistent with the local area having regard to:*
 - i) *the topographical or natural features of the site; and*
 - ii) *the ability of vegetation to provide buffering; and*
 - iii) *any features of natural or cultural significance; and*
 - iv) *the presence of any natural hazards; and*
 - v) *local area objectives, if any; and*
- d) *for Caledonia Drive and Kalangadoo, not create lots less than 1.0ha 2ha; and*
- e) *for Blackwood Creek, Deddington, Norwich Drive, and Pateena Road, not create lots less than 5ha; and*
- f) *for Blackwood Creek, Deddington, Norwich Drive, and Pateena Road, maintain an overall density of 1 lot per 10 ha over the lots(s) being subdivided.*

RECOMMENDATION 1

That the matter be discussed.

RECOMMENDATION 2

That, in relation to clause 13.4.2 P1 of the Northern Midlands Interim Planning Scheme 2013, Council make an application to amend the planning scheme once the Land Use Planning and

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Approvals Amendment (Streamlining of Process) Bill 2014 36 of 2014 has been passed and proclaimed as follows:

- (1) Amend clause 13.4.2 P1 of the planning scheme, by the addition of the highlighted sections and the deletion of the strikethroughs:

P1 Each lot must:

- a) be to facilitate protection of a place of Aboriginal, natural or cultural heritage; or
- b) provide for each lot, sufficient useable area and dimensions to allow for:
 - i) a dwelling to be erected in a convenient, appropriate and hazard free location; and
 - ii) appropriate disposal of wastewater and stormwater; and
 - iii) on-site parking and manoeuvrability; and
 - iv) adequate private open space; and a
 - v) vehicular access from the carriageway of the road to a building area on the lot, if any; ~~or and~~
- c) be consistent with the local area having regard to:
 - i) the topographical or natural features of the site; and
 - ii) the ability of vegetation to provide buffering; and
 - iii) any features of natural or cultural significance; and
 - iv) the presence of any natural hazards; and
 - v) local area objectives, if any; and
- d) for Caledonia Drive and Kalangadoo, not create lots less than ~~1.0ha~~ 2ha; and
- e) for Blackwood Creek, Deddington, Norwich Drive, and Pateena Road, not create lots less than 5ha; and
- f) for Blackwood Creek, Deddington, Norwich Drive, and Pateena Road, maintain an overall density of 1 lot per 10 ha over the lots(s) being subdivided.

DECISION

Cr Goninon/Cr Knowles

That the matter be discussed.

Carried unanimously

Cr Knowles/Cr Goss

That, in relation to clause 13.4.2 P1 of the Northern Midlands Interim Planning Scheme 2013, Council make an application to amend the planning scheme once the Land Use Planning and Approvals Amendment (Streamlining of Process) Bill 2014 36 of 2014 has been passed and proclaimed as follows:

- (1) Amend clause 13.4.2 P1 of the planning scheme, by the addition of the highlighted sections and the deletion of the strikethroughs:

P1 Each lot must:

- a) be to facilitate protection of a place of Aboriginal, natural or cultural heritage; or

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- b) provide for each lot, sufficient useable area and dimensions to allow for:
 - i) a dwelling to be erected in a convenient, appropriate and hazard free location; and
 - ii) appropriate disposal of wastewater and stormwater; and
 - iii) on-site parking and manoeuvrability; and
 - iv) adequate private open space; and a
 - v) vehicular access from the carriageway of the road to a building area on the lot, if any; ~~or~~ and
- c) be consistent with the local area having regard to:
 - i) the topographical or natural features of the site; and
 - ii) the ability of vegetation to provide buffering; and
 - iii) any features of natural or cultural significance; and
 - iv) the presence of any natural hazards; and
 - v) local area objectives, if any; and
- d) for Caledonia Drive and Kalangadoo, not create lots less than ~~1.0ha~~ 2ha; and
- e) for Blackwood Creek, Deddington, Norwich Drive, and Pateena Road, not create lots less than 5ha; and
- f) for Blackwood Creek, Deddington, Norwich Drive, and Pateena Road, maintain an overall density of 1 lot per 10 ha over the lots(s) being subdivided.

Carried unanimously

Crs Lambert and Goninon declared an interest in item PLAN 4, signed the register and left the meeting at 7.12pm.

327/14

PERCA - DEVON HILLS SUBDIVISION

Responsible Officer: Duncan Payton, Planning and Development Manager
 Report prepared by: Duncan Payton, Planning and Development Manager

1 PURPOSE OF REPORT

This report brings to Council's attention a request by Mrs Thompson, on behalf of the Perth and Evandale Region Community Association (PERCA), that Council reconsider its position in regard to the possible removal of the subdivision prohibition at Devon Hills.

2 INTRODUCTION/BACKGROUND

Devon Hills is an existing Low Density Residential settlement located between Breadalbane and Perth. It contains around one hundred and sixty lots of varying size, with very few below two hectares.