

Consider investing in a number of small silos as the first step when upgrading silos for the business. Small silos, for example around 70 to 100 tonnes, will always be valuable for segregation and blending or insect control in small parcels of grain. Fumigating a small amount of grain in a large silo can be expensive because treatment is based on silo volume, not grain volume.

Determining out-loading throughput rates

A standard out-loading rate is around 3-4 tonnes per minute and anything exceeding that will enable the driver to get back on the road to their delivery port quicker.

Weighbridges

With fines for overloading increasing in severity and occurrence in most States, using a weighbridge could pay for itself quickly.

Weighbridges can be incorporated into the silo load-and-unload loop with effective installations providing readouts for the driver when approaching from both sides.

A weighbridge, fully installed will add a cost of about \$130,000 to the facility.

Blending abilities

The ability to blend grains and optimise specifications is one of the primary benefits of an on-farm storage facility.

The ease of out-loading for blending is greatly improved by adding a belt or drag-chain grain conveyor and elevator system to the facility. Grain can be simultaneously out-loaded from multiple silos and loaded into another.

The alternative is to blend into a truck and then auger back, which can be fiddly but effective if small batches are blended occasionally.

Sampling abilities

Keeping a record and sample of grain stored on-farm can be useful for subsequent testing and quality assurance.

Owners of larger on-farm, grain-storage facilities commonly add a sampling shed where grain-quality specifications are collected and stored.

Taking the sample from silos can be easier if sealed silo ports for sample collection can be easily accessed to obtain a cross section of the stored product.

Truck sampling options include push spears and vacuum spears, which are designed to take a profile section of the load. They are used by many growers and are easier to operate from an elevated platform.

If adding an elevated platform to the facility, remember to add handrails to minimise the risk of falling.

Cleaning and facility maintenance

Maintaining good site hygiene is easier with a quality hard surface.

Concrete pads are essential for silos to sit on but extended aprons can also assist cleaning spilt grain from loading and unloading.



Sample first: Sampling spears are designed to take a representative sample of the load and are best mounted on an elevated platform.

Common grain trap points include dump-pits, drainage or aeration channels and around silo bases.

Clean all grain off the site on a regular basis to avoid harbouring insects, which may infest stored grain.

Ensure a water point is accessible for washing out silos after they are emptied.

Grain vacuums are popular with owners of flat-bottomed silos to remove residual grain where sweep augers have not been able to reach.

Facility earthworks

When determining the requirement for earthworks, always allow a buffer around the pad for construction-vehicle movement.

Raised pads are most common as they minimise the potential for water damage to the facility and stored grain.

The height of the pad will typically vary according to the overall topography of the site relative to the landscape but 500mm above average topographic level is not uncommon.

Soil type impacts

Soil type can have a huge bearing on silo foundation thickness and requirements for facility earthworks.

Foundations are normally engineered with depth of footing and reinforcing is determined according to the physical properties of the soil.

Highly-reactive soils shrink and swell according to their level of moisture and typically require additional foundation engineering and reinforcing, which comes at a greater cost.

As a rule of thumb, experienced silo-pad concreters assume soil type according to region for quoting purposes with slight variations dependent upon on-site requirements.



Drainage

In addition to maintaining a raised, firm pad for the storage facility, plan for drainage to handle and direct run-off away from the pad.

In some cases the natural topography of the site may assist free drainage while on flat sites, drainage channels may have to be formed to carry water away from the site.

A well-designed pad for transportable cone-bottom silos will ensure water does not pool near the base structure, which can quickly rust out.

Lighting

Loading and out-loading is often carried out at night during harvest and effective lighting not only makes the job easier for drivers but also improves safety at the site.

Efficient and robust forms of lighting, including LED, are suitable choices for short-throw requirements.

If laying electrical cables underground, for aeration or auger drives, consider laying electrical cables for lighting at the same time.

Communications

With numerous market opportunities and volumes of information and data detailing specifications of stored grain increasing, facilities for data transfer and communication add value to any site plan, particularly if the site is to be equipped with a sampling and testing shed.

Planning to expand

It is rare any grower would set out to build a complete on-farm grain storage system from scratch.

The capital requirement would be enormous and in most cases grain storage facilities grow with increasing farm productivity.

The careful planning of a facility to be built in stages can ensure design aspects of the larger site are not overlooked when constructing these stages. It can also lead to savings through coordinated placement of pipes, electricals and concrete pads.

Expansion is most commonly, and simplistically, an extension of a single line of silos, although variations include circles with a central receive and out-loading point.

Single lines of silos offer the ability to run a single out-loading belt, which can feed grain into an elevator for out-loading or transfer to other silos.

When planning to expand, consider drying options including the ability to undertake batch drying or dedicated drying silos with ample airflow rates.

Also plan for aeration controller placement and associated electricals.

Staking out the facility

Everything can look good on plans, but it is important to physically stake out the site of grain facilities to ensure proportions have not been underestimated or overlooked.

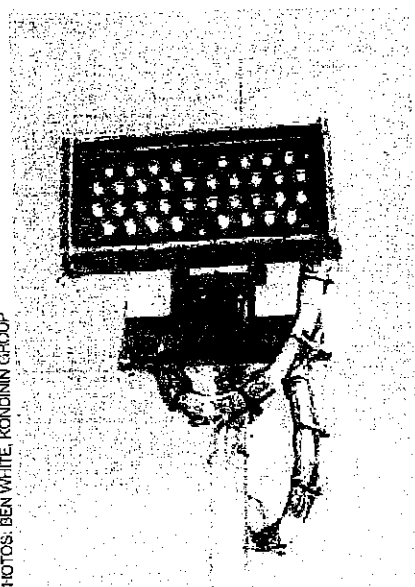
Driving pegs onto the site to indicate silo placement, pad borders and the positioning of roads and weighbridges can help visualise the suitability of the plan for the site.

Adapting existing facilities

In many cases, existing facilities are worked into the design to use existing infrastructure. Upgrading, including retro-sealing silos and sheds, can be an option to reduce the overall cost of storage per tonne, but remember to include ongoing maintenance costs for retro-sealed facilities.

Offset placement of silos in lines parallel to lines of existing silos can be an option and can offer out-loading efficiencies.

Apart from fitting in around older storages, the first modification to older silos should be the installation of an appropriately sized aeration fan and ducting.

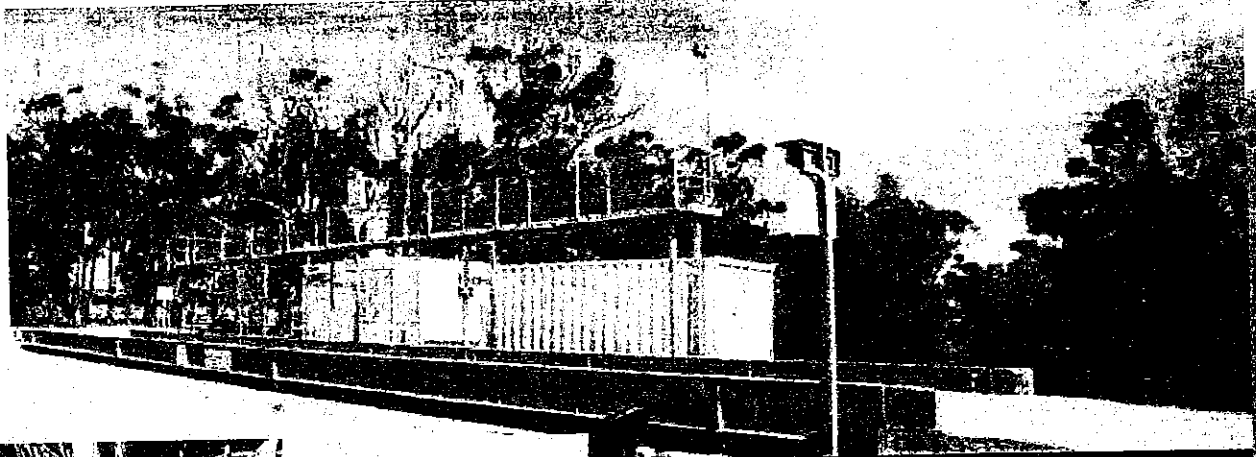


Night vision: Site lighting can improve the useability and safety of the facility for night operation.

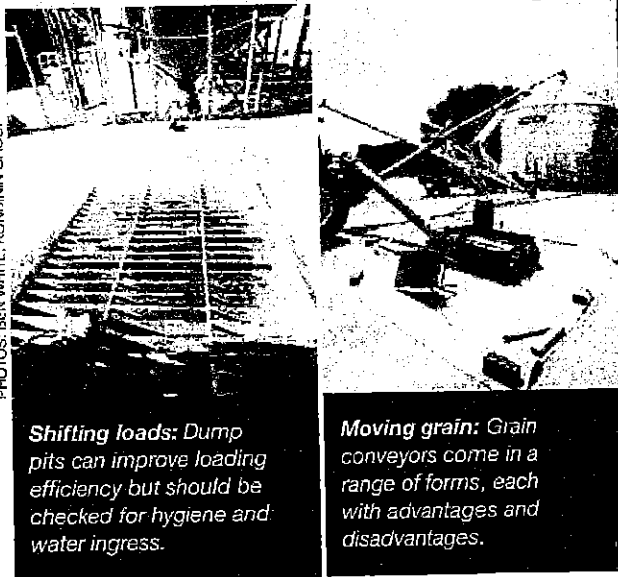


Clear communications: With increasing requirements for communications and data off site, consider communication requirements, including data transfer.

PHOTOS: BEN WHITE, KONDIN GROUP



GRAIN STORAGE FACILITIES: A Grain Industry Guide



PHOTOS: BEN WHITE, KONDININ GROUP

On-site office: An on-site sample shed can provide a home for sensitive test equipment, grain samples and records. Air conditioning is recommended.

Shifting loads: Dump pits can improve loading efficiency but should be checked for hygiene and water ingress.

Moving grain: Grain conveyors come in a range of forms, each with advantages and disadvantages.

On-site office and sampling sheds

An on-site office is ideal for keeping records and samples of stored grain. It can house expensive, sensitive testing equipment and be used as a crib-room for drivers and employees.

Portable site offices are a common choice as they can be fitted with air-conditioning and are often pre-wired for electrical outlets.

Used site offices regularly come up for sale on mining sites and can be bought at a fraction of the new price.

As a minimal alternative, an on-site cabinet for load documentation and records will ensure hard copies of silo contents and load specification details are kept on site.

Dump pits

Dump pits can be installed in combination with paddle or drag conveyors to quickly and easily take and elevate grain to load silos.

Carefully cover dump pits when not in use to keep water out and keep pits and surrounding areas clean to minimise contamination and spoilt grain.

Conveyor types

Numerous options for shifting grain around the site are available and each has benefits and disadvantages.

Maximum angles of elevation vary between conveyors according to grain but figures are usually quoted for wheat.

Augers are most common due to their portability and are one of the cheapest methods of elevating grain into a number of silos.

Elevation angle and flight turn speed have a bearing on flow rates with higher elevation angles reducing throughput and impacting on hygiene. Hygiene can be compromised with lower throughput, as grain tends to sit between the auger flights. It is best removed by reversing the auger until all grain has been cleared.

Augers can occasionally damage split-prone grain — particularly old augers with worn flighting.

Belted conveyors are the second most-commonly-used grain transfer method and are preferred by operators transferring damage-prone grain.

Being a transportable unit, elevation angle is limited to the angle of repose of the grain.

The angle of repose is a physical stacking property of a grain and varies between grain types. The repose angle is a measure of the angle of the sides of a conical grain pile from horizontal. For example, the angle of repose for wheat is 27 degrees while canola is 22 degrees. Flow rates reduce as the angle of elevation increases to approach the repose angle. Belts are often cupped along the conveyor length to accommodate grain and hygiene is excellent with the design of a belted conveyor being self-cleaning.

Bucket elevators are predominantly used to elevate grain vertically and are commonly used together with belted conveyors transferring grain horizontally, or splitters diverting grain down chutes through a gated manifold.

Bucket elevators are self-cleaning by design and are typically fixed position equipment

Drag-chain conveyors or paddle conveyors use a series of paddles fixed to a loop of chain moving inside a conduit. Drag chains can elevate at any angle, including horizontal, and are largely self-cleaning, although corners of the chain-loop will normally require attention.

Drag-chain conveyors are a permanent installation but are extendable for facility expansion.

SLICK STORAGE SET-UPS

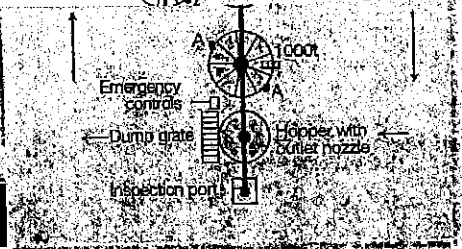
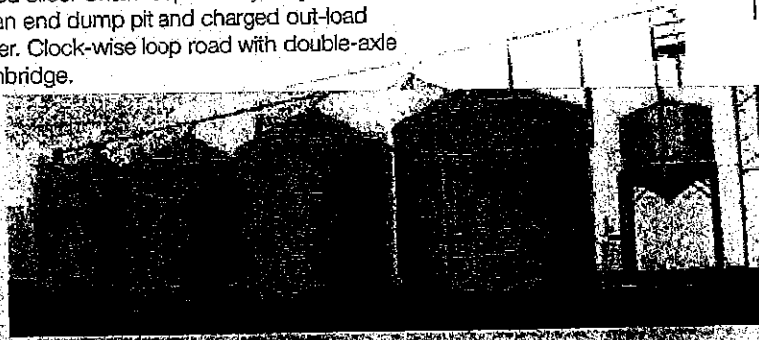
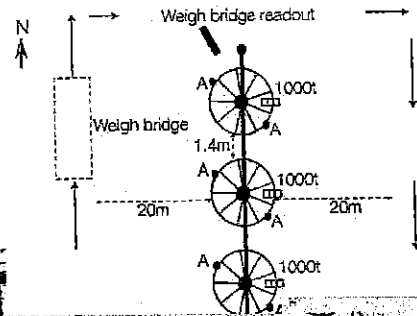
ELLIOT HARRIS

Location

Cunderdin, Western Australia

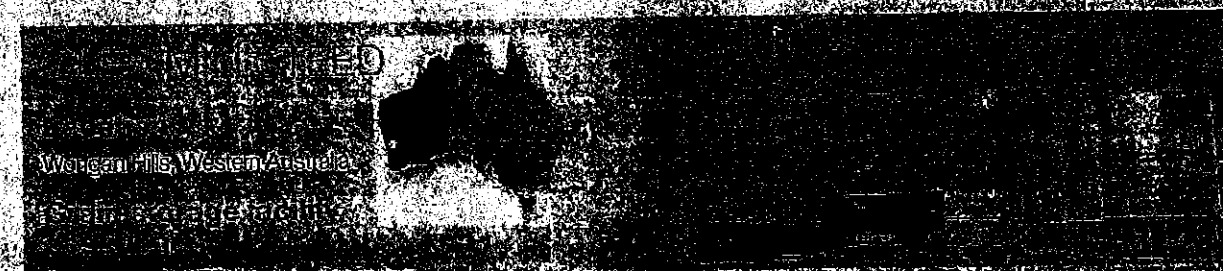
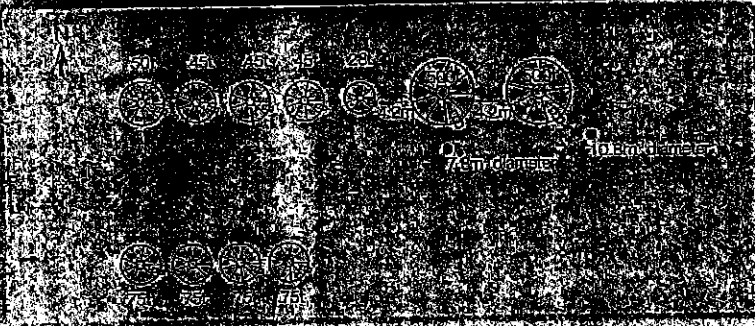
Grain storage facility description

4000 tonnes comprising four 1000 tonne aerated silos. Chain-loop conveyor system with an end dump pit and charged out-load hopper. Clock-wise loop road with double-axle weighbridge.



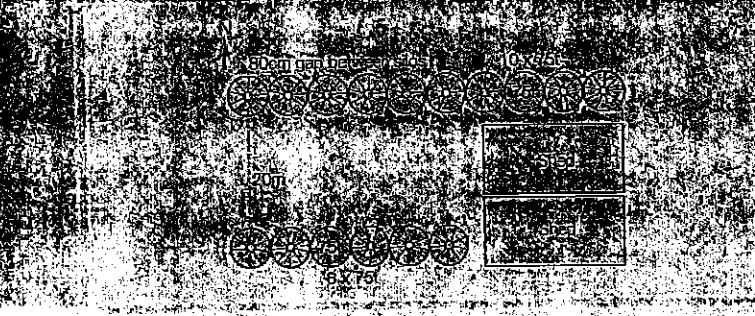
Dalwallino, Western Australia

A combination of old and new five 500t Western Australian controlled top-downeration storage silos, with five smaller aerated transportable silos ranging from 20t to 50t providing a total additional 110t storage. Plans and drawings for an additional 150t silos will bring the total storage capacity to more than 1500t.



Wangan Hills, Western Australia

Storage silos of 7.5m diameter silos in two parallel lines separated by a gap of around 20m for loading and unloading with silos in line with a steel ramp for work and trailer storage. Total storage capacity is around 2000t.



GRAIN STORAGE FACILITIES - A Grain Industry Guide

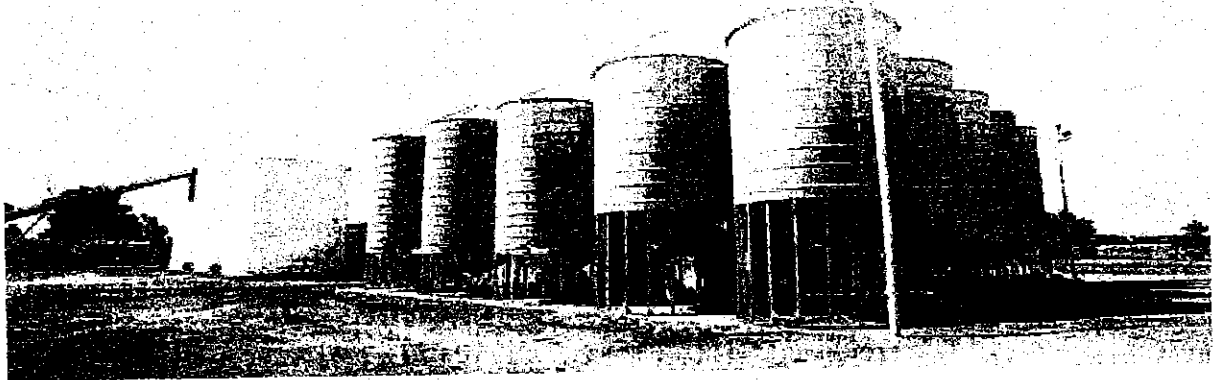
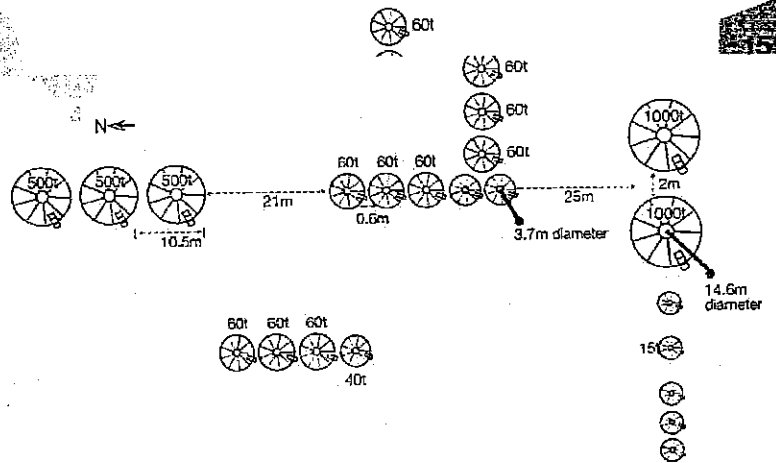
MARK HYDE

Location

Winnan Hills, 100km N.W. of Perth,
Western Australia

Grain storage facility description

More than 4500t in storage capacity comprising 2500t in retro-sealed, aerated flat-bottom silos. The balance is made up of sealed 75t Moylan sealed silos and older Jetstream and Sherwell transportable silos. Silos are built around existing shed facilities and a fuel bunker permitting ample loop and turning space.



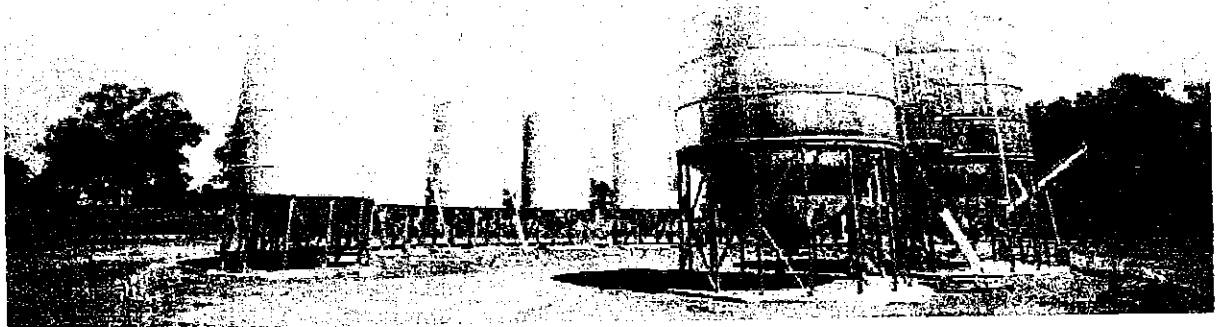
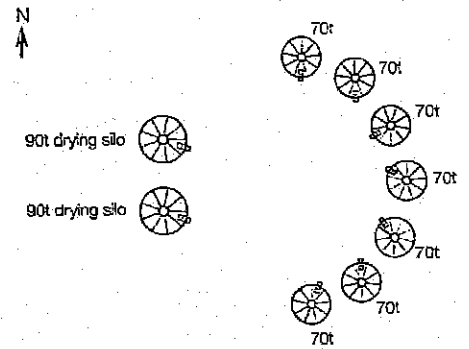
ANDREW SIMPSON

Location

Oaklands, New South Wales

Grain storage facility description

Two large 90t Kotzur sealed drying silos facing a semi-circle of seven 70t, sealed, aerated silos to give a total storage capacity of 670t. Secondary stages of investment include connection to mains power (currently running on a hired generator) and pivot-auger for in-loading are planned.

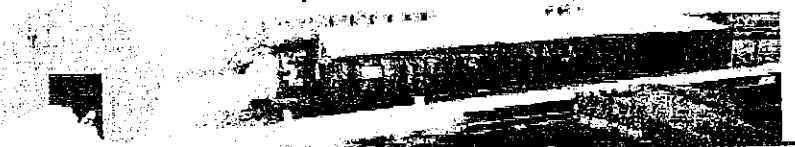
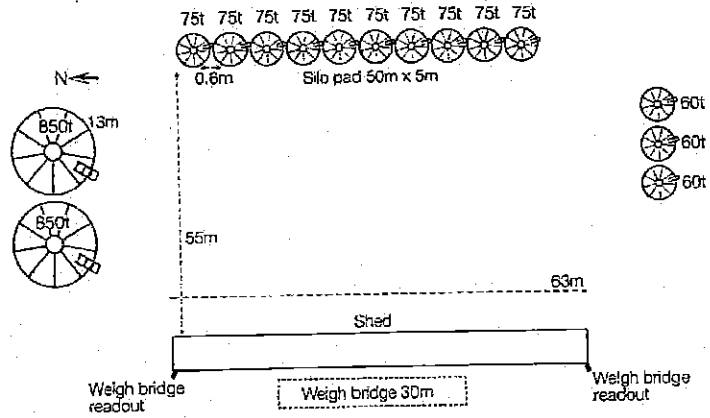


LYNDON PRICE

Location
Narriby, South Australia

Grain storage facility description

A large well-prepared square pad is outlined by a line of 10, sealed aerated transportable silos in a line on the eastern side, two 75t fertiliser silos on the southern side and two large 850t flat-bottom sealed MFS sealed silos on the northern side. Layout is impressive with a two-way readout weighbridge allowing drivers to approach from both directions around a loop to load or out-load from any of the silos with minimal backing. All aeration fans are controlled with an Agridry controller.

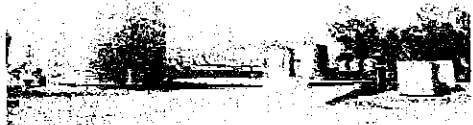
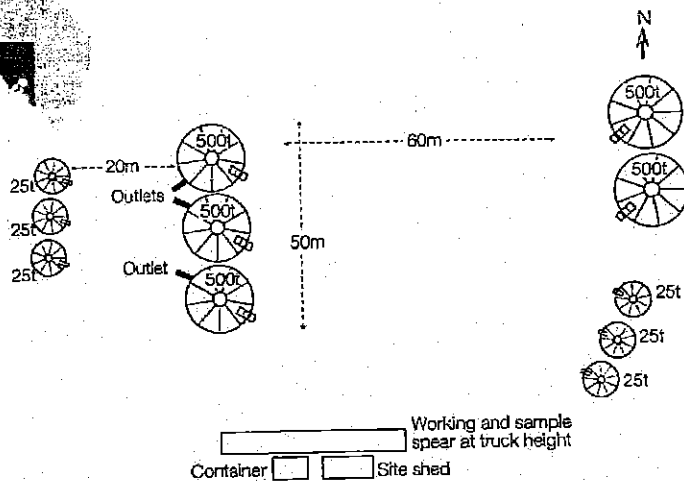


DAVID MAITLAND

Location
Hart, South Australia

Grain storage facility description

A large pad flanked by three 1000t flat-bottomed, aerated retro-sealed silos on the western side, with another two on the eastern side. A first-class sample shed, storage container sits below a raised vacuum spear sample stand and walkway beside a weighbridge. All out-load augers are electric drive and all aeration fans are auto-controlled.

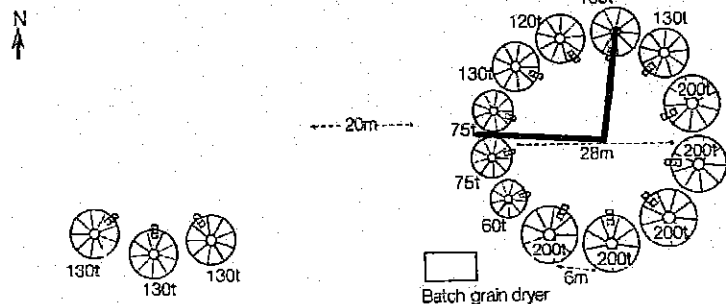
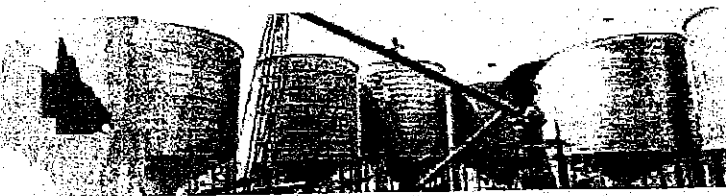


ROD PETERSEN

Location
Killarney, Queensland

Grain storage facility description

Constantly expanding, and currently at one and a half circles of silos, with a central loading point is conveyed to a central in-loading auger. All of the initial circle of dryers can be transferred to a batch dryer on one side of the circle. Total storage capacity of close to 2500t.



GRAIN STORAGE FACILITIES - Grains Industry Choices

COLIN BELL

Location

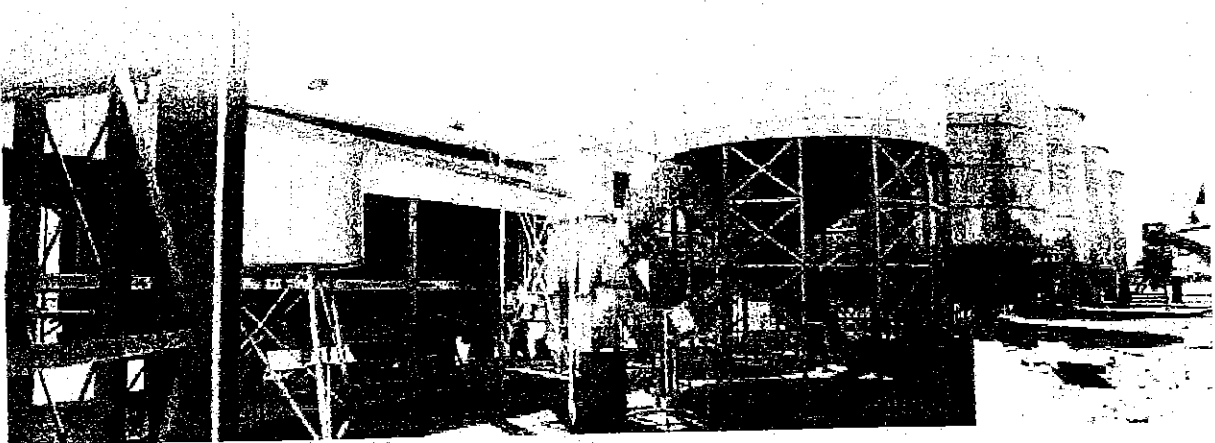
Allora, Queensland

Grain storage facility description

Using a slope to reduce auger in-load height, a primary line of 75t sealed, aerated silos sitting on top of an out-load auger belt.

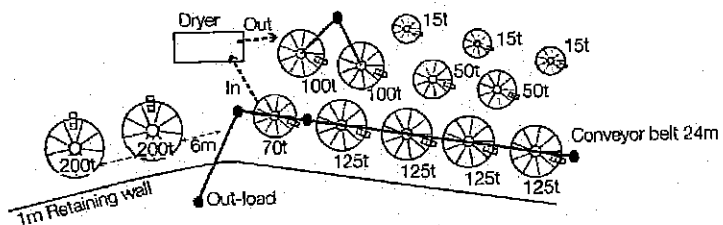
The primary line is flanked by a set of smaller silos, offset to allow transfer of grain onto the out-load belt using a shiftable under-silo cross belt.

The out-load belt feeds a raised conveyor for loading trucks or a bucket elevator which can be diverted to a batch dryer before reloading to the complex or out to a truck. Two larger 200t Denny silos sit at the end of the facility.



GRAIN STORAGE FACILITIES A Guide to Design and Construction

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FURTHER READING	GRAIN STORAGE SPECIALISTS	USEFUL RESOURCES
<p>Aeration cooling for pest control (GRDC Fact Sheet) Print 1800 11 00 44 ground-cover-direct@canprint.com.au www.storedgrain.com.au www.grdc.com.au/GRDC-FS-Aeration-cooling-for-pest-control</p> <p>Keeping aeration under control (Kondinin Group Research Report) Aeration in on-farm storage – what's possible (GRDC Update) How aeration works (GRDC Update) www.storedgrain.com.au</p>	<p>QLD and northern NSW, Philip Burrill 0427 696 500 Email philip.burrill@daff.qld.gov.au</p> <p>Southern NSW, VIC, SA and TAS, Peter Botta 0417 501 890 Email pbotta@bigpond.com</p> <p>WA, Ben White 08 6189 2457 Email ben@storedgrain.com.au</p>	<p>GRDC Grain storage extension project www.storedgrain.com.au</p> <p>Grain Trade Australia 02 9235 2155 www.graintrade.org.au</p> <p>GRAIN BIOSECURITY CONTACTS</p> <p>Plant Health Australia 02 6215 7700 Email biosecurity@phau.com.au www.planthealthaustralia.com.au</p>

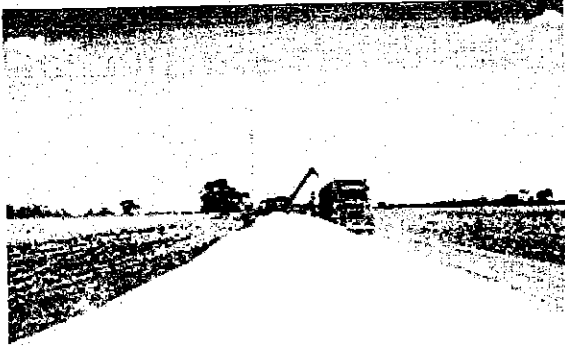
www.storedgrain.com.au

GRDC

Grains Research
& Development
Corporation
www.grdc.com.au

Date: 17.10.2011

Silo bags handy, but limit to short-term use



- By Nicole Baxter GRDC

An authority on grain storage is encouraging growers to recognise the limitations of silo bags and only use them as a short-term option for stockpiling grain.

Victorian grain storage specialist Peter Botta, of PCB Consulting, says storing grain in silo bags for more than three months after harvest will increase the risk of losing grain quality and value.

He says although silo bags offer a useful means of managing harvest pressure, using them to store grain for longer than three months increases the chance of damage to the polymer membrane.

For those who plan to use silo bags this harvest, Mr Botta also encourages weekly monitoring to ensure the membrane is free of holes that would allow water to infiltrate and cause spoilage.

Queensland grain storage specialist Philip Burrill of the Queensland Department of Employment, Economic Development and Innovation (DEEDI) agrees, adding that holes are usually caused by rodents and birds trying to get at the grain, and by foxes and other animals walking on top of the bags.

"Birds in the local area where silo bags are used can quickly learn to puncture the bags to gain access to grain," Mr Burrill says.

"In some areas in central Queensland growers have stopped using silo bags because the bird damage has become too serious. Of course, cleaning up grain spills promptly and sealing damaged bags reduces the time birds spend around bags and developing a habit for feeding on the grain."

Mr Burrill and Mr Botta also encourage the use of secure fencing and synthetic bird netting to help minimise damage. If the membrane is pierced, silicone-based sealants can be used for repairs.

Another important consideration for growers planning to use silo bags is where they will be positioned. Mr Botta says they are best placed on a hard, smooth, elevated and graded site with a gentle slope that allows water drainage.

He says the heavy rain that fell during late 2010 and early 2011 created a headache for many eastern Australian growers who could not get to their silo bags because of boggy conditions.

"Putting silo bags, for example, on a stubble paddock without grading the site can be a recipe for disaster. Sharp stubble, sticks and rocks can perforate the bag and allow water ingress," he says.

Another recommendation is to locate silo bags well away from trees (to reduce the risk posed by falling branches) and surrounding bush or grass verges that might harbour rodents and other wildlife.

One of the weak points of the membrane-based storage system is the ability to achieve an effective seal at the end of the bag. Mr Burrill suggests folding the plastic back onto itself and then burying the folded section with soil.

A GRDC-supported CSIRO report on silo bags notes another reason for limiting the use of silo bags to a three-month period only. Researchers James Darby and Len Caddick say condensation on the inside of the membrane can cause localised moulding and spoilage, especially during cooler times of the year and in cool

1-510

locations. The researchers suggest orienting the silo bags in a north-south direction.

Mr Botta cautions against using silo bags for handling over-moisture grain because self-heating will quickly occur, increasing the development of mould and the likelihood of quality losses.

After grain out-turn, Mr Botta and Mr Burrill encourage the immediate removal of any grain spills and correct disposal of the used membrane to prevent the site from becoming a future breeding ground for stored grain insect pests.

GRDC Research Code DAQ00158

More information:

Peter Botta, 03 5762 4649, 0417 501 890, pbotta@bigpond.com;
Philip Burrill, 07 4660 3620, 0427 696 500, philip.burrill@deedi.qld.gov.au;
www.grdc.com.au/DAQ00158

GRDC Project Code DAQ00158

Region National

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PLAN 1

**PLANNING APPLICATION P12-199
59 RAEBURN ROAD, BREADALBANE**

ATTACHMENTS

- A** Application & plans

- B** Responses from referral agencies
 - Launceston Airport

- C** Clause 2.12 of the Scheme

1-512

-255-

EXNAC
ATTACHMENT B

Paul Godier

From: Stephen Douglas [Stephen.Douglas@lst.com.au]
Sent: Wednesday, 28 November 2012 10:23 AM
To: Paul Godier
Subject: (DWS Doc No 572133) FW: Planning Application P12-199 - referral to Launceston Airport
Attachments: Grain Storage issues

Hi Paul,

As discussed, I requested comment from our wildlife consultant on the proposal from XLD Grain. Please find his response below.


He has been monitoring the site during his regular visits Launceston Airport as has concerns around their capacity to follow their proposed protocols and the lack of durability of the storage system.

I believe given his concerns Launceston Airport cannot support the proposal.

Please give me a call if you would like to discuss further.

Regards,

Stephen Douglas
Manager Planning & Environment
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f: +61 3 6391 8580
m: +61 0404 850 135
w: www.launcestonairport.com.au
PO Box 1220, Launceston, Tasmania 7250

 **LAUNCESTON
AIRPORT**

Growing Responsibly



*Launceston Airport is committed to the implementation and improvement of environmental management initiatives
Please consider the environment before printing this email*

From: William Jamieson [mailto:WJamieson@avisure.com.au]
Sent: Wednesday, 28 November 2012 9:59 AM
To: Stephen Douglas
Cc: Andrew Tuma; William Jamieson
Subject: RE: Planning Application P12-199 - referral to Launceston Airport

Hi Stephen,

As discussed on the phone last week I think the storage of grain using the grain bags is not suitable in the close proximity of the airfield. 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.

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 (September) 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. Andrew sent an email (see attached) and I believe the issue was rectified however I'm not sure anything would have happened without prompting.



Figure 1. Spilt grain at XLD grain storage site.

Also the regional cockatoo population seems to be growing, during June this year I recorded a large population (300+) roosting in some trees west of the Midland Highway. These birds are likely to cross the approach to Rwy 14R travelling to the grain storage area from this roost. So while the cockatoos aren't regularly seen on the airport their presence in the region has air safety implications.

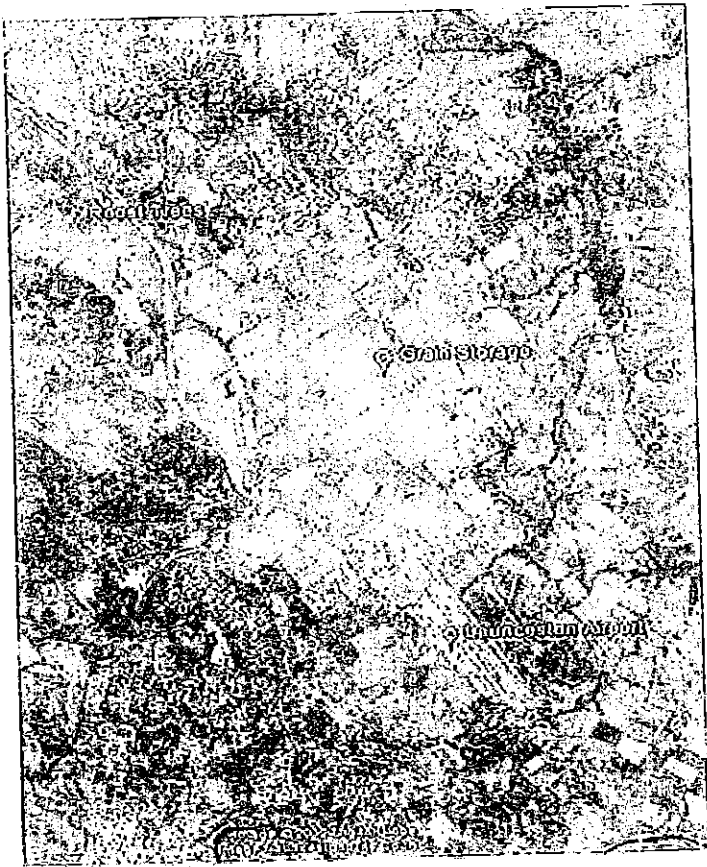


Figure 2. Roost site and XLD grain storage site proximity to Launceston Airport.

Due to these issues I don't think it is a good idea that they are allowed to continue to operate the temporary facility in the current format at this location (or any other location within the vicinity of the airfield).

If it is possible for them to construct a net over the bags or heavy duty tarps to prevent the birds accessing the grain, then it may be possible to come up with an agreeable situation.

Also are they able to provide any copies of their weekly monitoring sheets, it would be interesting to see their results.

Let me know if you have any question or require any additional information.

Regards
Will

William Jamieson
Principal Biologist



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From: Stephen Douglas [<mailto:Stephen.Douglas@lst.com.au>]
Sent: Wednesday, 21 November 2012 11:28 AM
To: William Jamieson
Subject: FW: Planning Application P12-199 - referral to Launceston Airport

Hi Will,
 As discussed Planning referral Attached

Regards,

Stephen Douglas
 Manager Planning & Environment
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 f: +61 3 6391 8580
 m: +61 0404 850 135
 w: www.launcestonairport.com.au
 PO Box 1220, Launceston, Tasmania 7250

 **LAUNCESTON
 AIRPORT**

Growing Responsibly



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From: Jan Cunningham [<mailto:Jan.Cunningham@nmc.tas.gov.au>]
Sent: Friday, 2 November 2012 9:24 AM
To: Stephen Douglas
Subject: Planning Application P12-199 - referral to Launceston Airport

See attached referral

Regards,
 Jan Cunningham, Planning Administration Officer
 Northern Midlands Council
 Ph: (03) 6397 7303 - Fax: (03) 6397 7331

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Paul Godier

From: Andrew Tuma [Andrew.Tuma@lst.com.au]
Sent: Thursday, 20 September 2012 10:02 AM
To: Lachie Stevens
Cc: William Jamieson
Subject: Grain Storage issues

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lachie,

We may have a bit of a problem developing at the grain storage site that we feel we need to make you aware of. Will Jamieson undertook our quarterly wildlife audit/review earlier in the week and found a potential issue at your Breadalbane storage site.


There was a substantial amount of waste grain left on the ground from the recent decanting of the silo bags. This has attracted a large number of birds, specifically white cockatoos, (estimated between 50 to 70). This situation is obviously one of the major issues that we spoke about during our meetings where we are very concerned about activities or environments that increase the number of birds in the immediate area of the airport.

Can I ask that you please look at removing the availability of the spilt grain for these birds as soon as you are able. Please give me a call to discuss if you need additional information.

cheers

Andrew Tuma
Manager Operations and Compliance
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 LAUNCESTON
AIRPORT

Growing Responsibly



*Launceston Airport is committed to the implementation and improvement of environmental management initiatives
Please consider the environment before printing this email*

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1-517

Google earth

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Proposed site

2.2km

Orchard

Midland Hwy

Ridge Rd

Boons Lake Rd

Legend

- Path Measure
- ▭ Polygon Measure
- Ross

2 km





WOOLCOTT SURVEYS



June 25, 2015

Paul Godier,
Senior Planner
Northern Midlands Council
Longford

Dear Paul,

'WILLIAMWOOD' (ACCESSED FROM AUBURN ROAD), 109 AUBURN ROAD, ROSS
Representation received to Planning Application P15-157 – Resource processing (grain processing & distribution facility)

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. *Impact of birds is raised as a concern.*

COMMENT - We enclose a separate document which describes XLD Grains Site Management Protocols which cover these items. 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. The comments made by the Launceston Airport relate to an old site and old practices. Their concern related to POSSIBLE bird strike caused by the grain operation. There is no evidence to suggest that XLD Grain operations did attract birds. Indeed since the closure of the Breadalbane site bird activity in the vicinity of the airport has increased.

In regard to this point XLD will give a commitment to enforce the provisions of its spill policy through employee induction; regular site inspections by management and random inspection by third party persons.

The proposal is contrary to Clause 26.3.1 P1.1

COMMENT - The relevant clause states:

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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, 7215
PO Box 430, St Helens, TAS, 7216
Email: admin@ecosurv.com.au



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P1.1 It must be demonstrated that the use is consistent with local area objectives for the provision of nonprimary industry uses in the zone, if applicable

Local Area Objectives for the provision of non primary industry uses in the zone are:

a) Primary Industries:

Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability. The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context. Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.

COMMENT – the proposal accords well with this part of the Local Area Objectives – the proposal processes primary product and will present a better value product to the end users (again primary producers) by reducing transportation costs.

b) Tourism

Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised. The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.

COMMENT – This clause is about tourism developments within the rural zone. The proposed development is not a tourism development. The matter of tourist corridors and their protection is covered in great detail within the Scenic Protection Code.

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c) Rural Communities

Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.

COMMENT – there is little correlation between this objective and the proposal. No further comments are needed in regard to this matter.

The development is contrary to Clause 26.1.2 b)

b) Tourism

Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised. The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.

COMMENT – This clause is about tourism developments within the rural zone. The proposed development is not a tourism development. The matter of tourist corridors and their protection is covered in great detail within the Scenic Protection Code.

Impact on Heritage of Ross

COMMENT - The site is not contained within the Heritage Precinct of Ross. The Heritage Precinct lies some 1400 metres to the East. The site cannot be assessed against the Local Historic Heritage Code as it is not located in that planning overlay.

Impact on Heritage Highway

COMMENT – At this point the provisions of the Scenic Protection Code requires comment. The purpose of this Code is to protect scenic values within areas defined within the Planning Scheme. This code applies to use or development of land within the scenic management – tourist road corridor and local scenic management areas.

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The Scenic Management – Tourist Road Corridor is defined in the Planning Scheme as - *200m from each frontage for Midland Highway*. As the site is over 200m from the Midland Highway this Code and the impact on the Scenic Management – Tourist Road Corridor has no application in this instance.

Contrary to P4 b will) impede normal operations on agricultural land

The relevant section states:

P4 It must demonstrated that:

- a) emissions are not likely to cause an environmental nuisance; and*
- b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and*
- c) the capacity of the local road network can accommodate the traffic generated by the use.*

COMMENT –The proposed site in this planning application is some 2.7klm from the Somercotes Cherry Farm Operation. With application of policies and procedures in regard there should be no adverse impact on any agricultural activities in the area.

Contrary to P5 visual impact

The relevant section states:

P5 It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:

- a) the impacts on skylines and ridgelines; and*
- b) visibility from public roads; and*
- c) the visual impacts of storage of materials or equipment; and*
- d) the visual impacts of vegetation clearance or retention; and*
- e) the desired future character statements.*

COMMENT – a) the development is not on a skyline or ridge; b) the site will be visible from Auburn Road – however, hay bales (in plastic) or grain in bags is not an unusual visual feature in a rural area; c) is covered by the comment above; d) there is no vegetation to be cleared; e) the proposal does not conflict with the future character statements - as described above. The test is the application of the Scenic Management Code.

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We are happy to meet the representor in mediation at a mutually convenient time to all parties.

Yours Faithfully,

Colin Smith

Registered Land Surveyor

Planning Officer

Woolcott Surveys

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8-7-15

1-523

SOMERCOTES

EST. 1823

Paul Godier
Northern Midlands Council
July 8 2015

Re: P15-157 Williamwood Grain processing

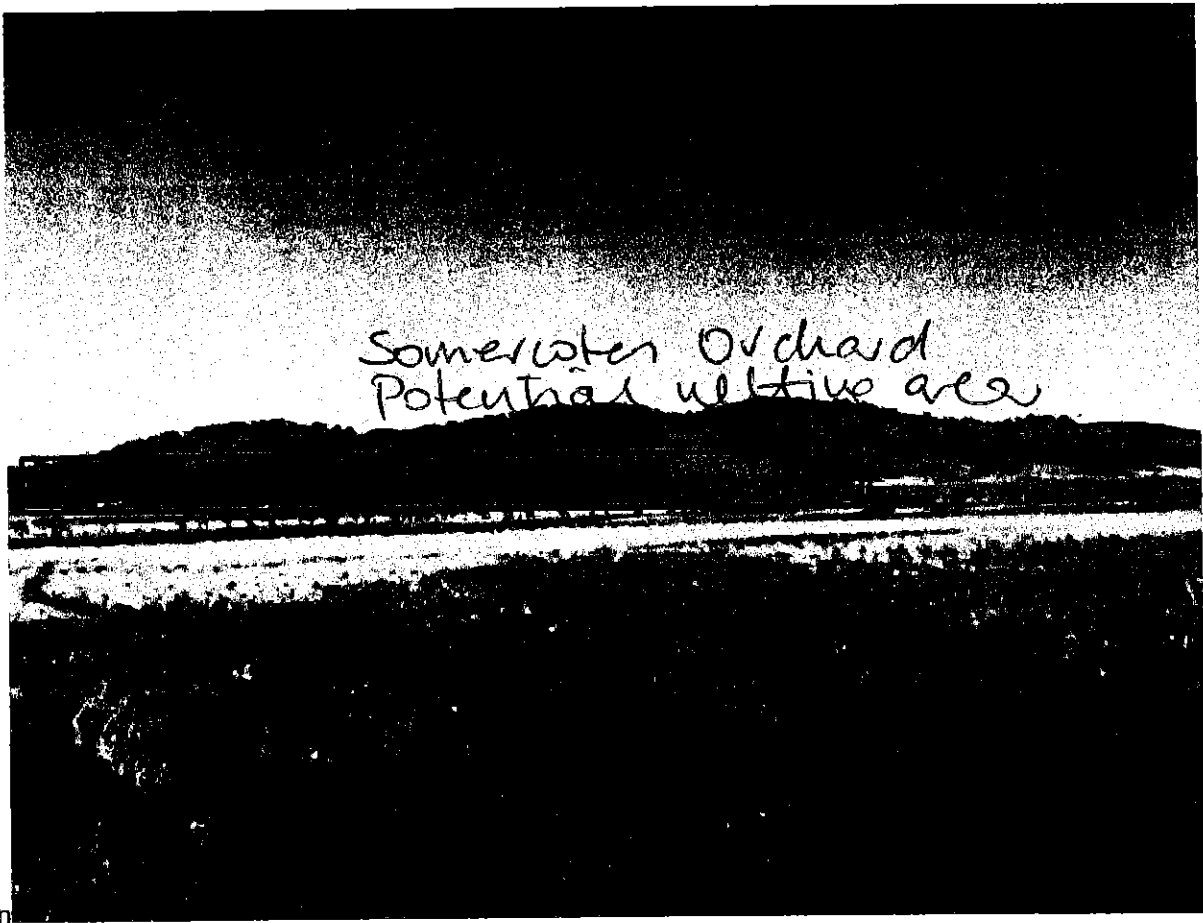
Bird Pressure - refers to number and the density of birds to a site, the pattern in which they behave and the resulting approach to pest control outcomes.

Somercotes – time specific, low bird pressure mitigated through a mix of control measures of sonic waves, extermination, bating and pre-nesting and anti-roosting measures. Stand-alone established orchard not requiring netting .

Grain Facilities – well documented high bird pressure environments with sustained determination of pest birds to remain due to food source. Compounded under the proposed application by the short term use of bags which provide minimal resistance to pest bird attacks.



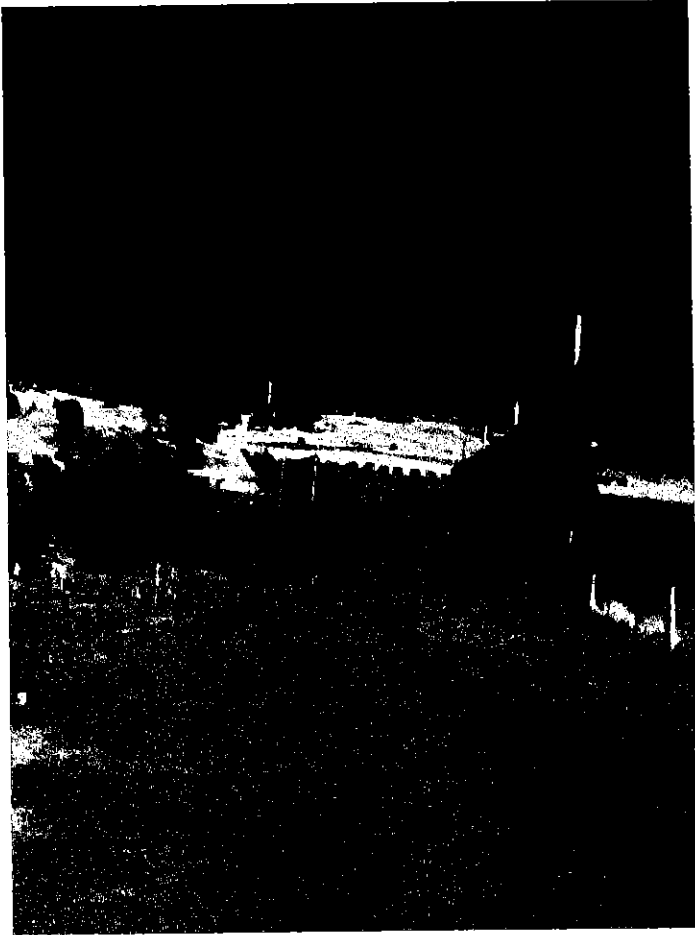
Complete Orchard netting examples



↓
Examples of commercial
netting.
↑

Somercotes Wind Curtains




- IS NOT NETTING



1-526

Proposed site

Legend

-  Path Measure
-  Polygon Measure
-  Cross

Arroyo Rd

2 km

Midland Hwy

Ridge Rd

Thomas Lake Rd

Orchard

2 km



Google earth

© 2015 Google

Image © 2015 DigitalGlobe

ATTACHMENT F

Planning Scheme Assessment

RURAL RESOURCE ZONE	
ZONE PURPOSE	
26.1.1	<p><i>To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.</i></p> <p>The assessment concludes that the proposal has the potential to impact on the sustainable use of the Somercotes cherry orchard.</p>
26.1.2	<p><i>To provide for other use or development that does not constrain or conflict with resource development uses.</i></p> <p>The assessment concludes that the proposal has the potential to constrain and conflict with the Somercotes cherry orchard.</p>
26.1.3	<p><i>To provide for economic development that is compatible with primary industry, environmental and landscape values.</i></p> <p>The assessment concludes that the proposal is not compatible with primary industry, being the Somercotes cherry orchard.</p>
26.1.4	<p><i>To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.</i></p> <p>Not applicable to this application.</p>
26.1.5	Local Area Objectives
a)	<p><i>Primary Industries:</i></p> <p><i>Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.</i></p> <p><i>The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.</i></p> <p><i>Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.</i></p> <p>The assessment concludes that the proposed rural processing has the potential to unduly compromise primary industry use, being the Somercotes cherry orchard</p>
b)	<p><i>Tourism</i></p> <p><i>Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary</i></p>

	<p>industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised.</p> <p>The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.</p>
	<p>The proposal does not impact on this objective.</p>
c)	<p><i>Rural Communities</i></p> <p>Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.</p>
	<p>Not applicable to this application.</p>
26.1.6	Desired Future Character Statements
26.1.4	<p>The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.</p> <p>It is recommended that the development be screened with dense vegetation to at least 3m high.</p>

USE STANDARDS	
26.3.1	DISCRETIONARY USES IF NOT A SINGLE DWELLING
a)	To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.
b)	To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.
c)	To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.
d)	Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.
e)	Uses are suitable within the context of the locality and do not

	<p>create an unreasonable adverse impact on existing sensitive uses or local infrastructure.</p> <p>f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.</p>
A1	<p>If for permitted or no permit required uses.</p> <p>Does not comply, must address P1.1.</p>
P1.1	<p><u>It must be demonstrated that the use is consistent with local area objectives for the provision of non-primary industry uses in the zone, if applicable, and</u></p> <p>The relevant local area objectives are Tourism and Rural Communities. The proposal is consistent with these.</p>
P1.2	<p>Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m² over the site.</p> <p>NA</p>
A2	<p>If for permitted or no permit required uses.</p> <p>Does not comply, must address P2.1 and P2.2.</p>
P2.1	<p>Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:</p> <p>i) amount of land alienated/converted is minimised; and</p> <p>ii) location is reasonably required for operational efficiency; and</p> <p>NA</p>
P2.2	<p>Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.</p> <p>NA – not prime agricultural land.</p>
A3	<p>If for permitted or no permit required uses.</p> <p>Does not comply, must address P3.</p>
P3	<p><u>The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</u></p> <p>a) <u>the amount of land converted is minimised having regard to:</u></p> <p>i) existing use and development on the land; and</p> <p>ii) surrounding use and development; and</p> <p>iii) topographical constraints; or</p> <p>b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as:</p> <p>i) limitations created by any existing use and/or development surrounding the site; and</p> <p>ii) topographical features; and</p> <p>iii) poor capability of the land for primary industry; or</p>

	<p>c) <i>the location of the use on the site is reasonably required for operational efficiency.</i></p> <p>Complies – The applicant advises that the site is an area of land between two pivot irrigators – the shape of the land means that joining the two irrigation circles to maximize the use of the land is not possible.</p>
A4	<p><i>If for permitted or no permit required uses.</i></p> <p>Does not comply, must address P4.</p>
P4	<p><i>It must demonstrated that:</i></p> <p>a) <i>emissions are not likely to cause an environmental nuisance; and</i> b) <i>primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</i> c) <i>the capacity of the local road network can accommodate the traffic generated by the use.</i></p> <p>Complies with a) and c). Does not comply with b). The representation provided by Somercotes in relation to the impact on their cherry orchard is discussed in detail in the body of the report. It is found that the proposal will unreasonably confine and restrain Somercotes from conducting its normal primary industry operations.</p>
A5	<p><i>The use must:</i></p> <p>a) <i>be permitted or no permit required; or</i> b) <i>be located in an existing building.</i></p> <p>Does not comply, must address P5.</p>
P5	<p><i>It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:</i></p> <p>a) <i>the impacts on skylines and ridgelines; and</i> b) <i>visibility from public roads; and</i> c) <i>the visual impacts of storage of materials or equipment; and</i> d) <i>the visual impacts of vegetation clearance or retention; and</i> e) <i>the desired future character statements.</i></p> <p>It is considered that plantings with a minimum height of 3m are required to satisfy this performance criteria.</p>
26.3.2	<p>DWELLINGS</p> <p><i>To ensure that dwellings are:</i></p> <p>a) <i>incidental to resource development; or</i> b) <i>located on land with limited rural potential where they do not constrain surrounding agricultural operations.</i></p>
A1.1	<p><i>Development must be for the alteration, extension or replacement of existing dwellings; or.</i></p> <p>NA</p>
A1.2	<p><i>Ancillary dwellings must be located within the curtilage of the existing dwelling on the property; or</i></p> <p>NA</p>

A1.3	<i>New dwellings must be within the resource development use class and on land that has a minimum current capital value of \$1 million as demonstrated by a valuation report or sale price less than two years old.</i>
	NA
P1.1	<p><i>A dwelling may be constructed where it is demonstrated that:</i></p> <p><i>a) it is integral and subservient to resource development, as demonstrated in a report prepared by a suitably qualified person, having regard to:</i></p> <ul style="list-style-type: none"> <i>i) scale; and</i> <i>ii) complexity of operation; and</i> <i>iii) requirement for personal attendance by the occupier; and</i> <i>iv) proximity to the activity; and</i> <i>v) any other matters as relevant to the particular activity; or</i> <p><i>b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, having regard to:</i></p> <ul style="list-style-type: none"> <i>i) limitations created by any existing use and/or development surrounding the site; and</i> <i>ii) topographical features; and</i> <i>iii) poor capability of the land for primary industry operations (including a lack of capability or other impediments); and</i>
P1.2	<p><i>A dwelling may be constructed where it is demonstrated that wastewater treatment for the proposed dwelling can be achieved within the lot boundaries, having regard to the rural operation of the property and provision of reasonable curtilage to the proposed dwelling; and</i></p>
P1.3	<p><i>A dwelling may be constructed where it is demonstrated that the lot has frontage to a road or a Right of Carriageway registered over all relevant titles.</i></p>
26.3.3	<p>IRRIGATION DISTRICTS</p> <p><i>To ensure that land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 is not converted to uses that will compromise the utilisation of water resources.</i></p>
A1	<p><i>Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.</i></p>
P1	<p><i>Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the location and amount of land to be used; and</i>

	<ul style="list-style-type: none"> b) the operational practicalities of irrigation systems as they relate to the land; and c) any management or conservation plans for the land.
	NA

DEVELOPMENT STANDARDS	
26.4.1	<p>BUILDING LOCATION AND APPEARANCE</p> <p>To ensure that the:</p> <ul style="list-style-type: none"> a) ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and b) development of buildings is unobtrusive and complements the character of the landscape.
A1	<p>Building height must not exceed:</p> <ul style="list-style-type: none"> a) 8m for dwellings; or b) 12m for other purposes. <p>Complies.</p>
P1	<p>Building height must:</p> <ul style="list-style-type: none"> a) be unobtrusive and complement the character of the surrounding landscape; and b) protect the amenity of adjoining uses from adverse impacts as a result of the proposal. <p>NA</p>
A2	<p>Buildings must be set back a minimum of:</p> <ul style="list-style-type: none"> a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or b) 200m where a sensitive use is proposed; or c) the same as existing for replacement of an existing dwelling. <p>Complies.</p>
P2	<p>Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</p> <ul style="list-style-type: none"> a) the topography of the land; and b) buffers created by natural or other features; and c) the location of development on adjoining lots; and d) the nature of existing and potential adjoining uses; and e) the ability to accommodate a lesser setback to the road having regard to: <ul style="list-style-type: none"> i) the design of the development and landscaping; and ii) the potential for future upgrading of the road; and iii) potential traffic safety hazards; and iv) appropriate noise attenuation. <p>NA</p>
26.4.2	<p>SUBDIVISION</p> <p>To ensure that subdivision is only to:</p> <ul style="list-style-type: none"> a) improve the productive capacity of land for resource development and extractive industries; and b) enable subdivision for environmental and cultural protection or

	<p>c) <i>resource processing where compatible with the zone; and facilitate use and development for allowable uses by enabling subdivision subsequent to appropriate development.</i></p>
A1	<p><i>Lots must be:</i></p> <p>a) <i>for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or</i></p> <p>b) <i>for the consolidation of a lot with another lot with no additional titles created; or</i></p> <p>c) <i>to align existing titles with zone boundaries and no additional lots are created.</i></p>
	NA.
P1	<p><i>The subdivision</i></p> <p>a) <i>must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or</i></p> <p>b) <i>is for the purpose of creating a lot for an approved non-agricultural use, other than a residential use, and the productivity of the land will not be materially diminished.</i></p>
	NA

26.4.3	STRATA DIVISION
26.4.3.1	<i>In this scheme, division of land by stratum title is prohibited in the Rural Resource Zone.</i>

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	Exemption provided by accredited Bushfire Hazard Practitioner
E2.0 POTENTIALLY CONTAMINATED LAND	N/A
E3.0 LANDSLIP CODE	N/A
E4.0 ROAD AND RAILWAY ASSETS CODE	See attached code assessment
E.5.0 FLOOD PRONE AREAS CODE	N/A
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See attached code assessment
E7.0 SCENIC MANAGEMENT CODE	N/A
E8.0 BIODIVERSITY CODE	N/A
E9.0 WATER QUALITY CODE	N/A
E10.0 RECREATION AND OPEN SPACE CODE	N/A
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/A
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/A

E13.0 LOCAL HISTORIC HERITAGE CODE	N/A
E14.0 COASTAL CODE	N/A
E15.0 SIGNS CODE	N/A

ASSESSMENT AGAINST E4.0 (ROAD AND RAILWAY ASSETS CODE)

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

<p>Objective</p> <p>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>	
Acceptable Solutions	Performance Criteria
<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>P1 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 demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</p>
NA	NA
<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>P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
NA	NA

<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>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
Complies	NA

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

<p>Objective</p> <p>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:</p> <ul style="list-style-type: none"> 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>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in</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</p>

<p>an area subject to a speed limit of more than 60km/h:</p> <p>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</p> <p>b) building envelopes on new lots; and</p> <p>c) outdoor sitting, entertainment and children's play areas</p>	<p>subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <p>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</p> <p>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</p> <p>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</p> <p>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.</p>
NA	NA

E4.7.2 Management of Road Accesses and Junctions

<p>Objective</p> <p>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.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>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.</p>	<p>P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>
NA	NA
A2 For roads with a speed limit of more	P2 For limited access roads and roads

<p>than 60km/h the development must not include a new access or junction.</p>	<p>with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
<p>Complies</p>	<p>NA</p>

E4.7.3 Management of Rail Level Crossings

NA

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

<p>Objective</p> <p>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.</p>

Acceptable Solutions	Performance Criteria
<p>A1 Sight distances at</p> <ul style="list-style-type: none"> 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 <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained. 	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>
Complies	NA

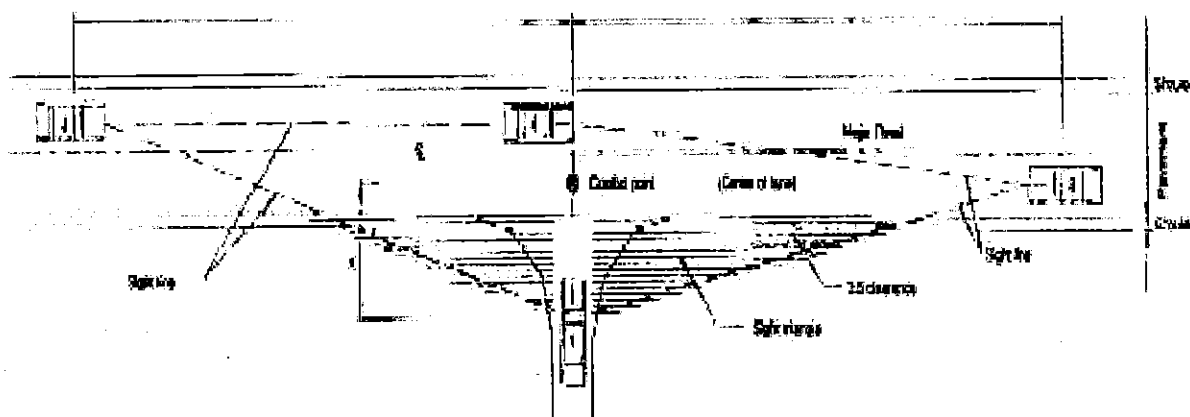


Figure E4.7.4 Sight Lines for Accesses and Junctions

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.

Table E4.7.4 Safe Intersection Sight Distance (SISD)

Vehicle Speed	Safe Intersection Sight Distance (SISD) metres, for speed limit of:	
	km/h	60 km/h or less
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Notes:

- (a) Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.
- (b) For safe intersection sight distance (SISD):
- (i) All sight lines (driver to object vehicle) are to be between points 1.2 metres above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5 metres to the side and below, and 2.0 metres above all sight lines;
 - (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
 - (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
 - (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
 - (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

ASSESSMENT AGAINST E6.0 (CAR PARKING & SUSTAINABLE TRANSPORT CODE)**E6.6 Use Standards****E6.6.1 Car Parking Numbers**

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions	Comment
A1: <i>The number of car parking spaces must not be less than the requirements of Table E6.1.</i>	Complies with the requirements of Table E6.1 – 4 car parking spaces to be provided.

E6.7 Development Standards**E6.7.1 Construction of Car Parking Spaces and Access Strips**

<i>Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i>	
Acceptable Solutions	Comment
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <p>a) formed to an adequate level and drained; and</p> <p>b) except for a single dwelling, provided with an impervious all weather seal; and</p> <p>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</p>	<p>a) Complies.</p> <p>b) & c) Satisfies performance criteria for access and parking to be readily identifiable and useable in all weather conditions.</p>

E6.7.2 Design and Layout of Car Parking

<i>Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</i>	
Acceptable Solutions	Comment
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>A1.1 – Complies.</p> <p>A1.2 – NA.</p>
<p>A2.1 Car parking and manoeuvring space must:</p> <p>a) have a gradient of 10% or less; and</p> <p>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</p> <p>c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</p> <p>A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.</p>	<p>A2.1</p> <p>A) Complies</p> <p>B) Complies</p> <p>C) Complies.</p> <p>A2.2 – Condition required</p>

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/A
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/A

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/A
9.2 Development for Existing Discretionary Uses	N/A
9.3 Adjustment of a Boundary	N/A
9.4 Demolition	N/A
9.5 Subdivision	N/A

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is inconsistent with the objective of the Land Use Planning & Approvals Act 1993 to provide for the fair, orderly and sustainable use and development of air, land and water.

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
<p><i>Strategic Plan 2007-2017</i></p> <ul style="list-style-type: none"> • <i>4.3 Development Control</i>

Suite 8
46-48 George Street
Launceston Tas 7250

abn: 97 468 721 622

m: 0412 336 381
e: leon@langedesign.com.au



14 July 2015

Attention: Mr Paul Godier
Senior Planner
Northern Midlands Council
13 Smith Street
Longford, Tasmania 7301

**VISUAL ASSESSMENT OF A PROPOSED DEVELOPMENT
109 Auburn Road, Ross Tasmania**

Dear Paul

Upon review of the development application for the above mentioned application, I am of the opinion that the storage of grain bags up to 1.8 meters in height as illustrated on the drawing file name 2014-133_PROP_PLAN_REV4_50615, dated 05/06/2015, will be visible from both Auburn Road and the Midlands Highway.

The proposed 25m long x 16m wide x 5.5m high shed will also be visible, however the proposed colour of the shed 'Eucalypt Green' (refer to above mentioned drawing), will blend in with the advanced hedgerow of Cypress Pines to the western side of the proposed development when viewed from the Midlands Highway, and some sections of Auburn Road.

With reference to the Northern Midlands Council interim planning scheme 2013, Clause 26.3.1 P5; the visual impact of the storage bags will lessen the characteristics of the immediate and distance views of the rural landscape, and will lessen the quality of the Scenic Tourist Corridor along the Midlands Highway.

It is my opinion that the characteristics of the rural landscape quality of the Scenic Tourist Route be maintained by creating a vegetation screening buffer between the proposed storage facilities and the Midlands Highway and Auburn Road. It is recommended that a vegetation screening buffer be included along all property boundaries of the proposed development, and be a minimum of three (3) meters in width. Plant species shall consist of Australian and Tasmanian native tussocks, groundcovers and shrubs that provide 90% visual screening after a five (5) year period. Species shall provide a combined screening from ground level up to a minimum height of three (3) meters.

If you have any questions or require clarification on any aspect of this recommendation, please do not hesitate to contact me on 0412 336 381

Yours sincerely

A handwritten signature in black ink, appearing to be "L Lange", written over a horizontal line.

Leon Lange
Director / Landscape Architect

Paul Godier

From: Hills, Garry (StateGrowth) [Garry.Hills@stategrowth.tas.gov.au]
Sent: Tuesday, 14 July 2015 2:48 PM
To: Paul Godier
Cc: McIntyre, Denise (StateGrowth); Burk, Richard (StateGrowth)
Subject: RE: 109 Auburn Road 'Williamwood' - Ross - Referral of Planning Application P15-157 - XLD Grain

Our Ref: 2015/92160 & A0087-57

Hi Paul, in reference to the above planning application I can advise that State Growth do not object to the proposal.

It is noted that following our earlier discussions between State Growth, Council and the Developers representative there are some operational concerns with the current right turn facility at the Midland Highway / Auburn Road junction.

State Growth are aiming to construct a turning bay on Bridge Road further south that will provide for future highway upgrades through this section and facilitate safer access via the U-turn bay and then left in at Auburn Road.

Once this is constructed we will likely restrict the right turn at Auburn Road for heavy vehicles and they will need to utilise the turn bay.

However in the interim period of operation of the proposed development, suitable mitigation in the form of 'Trucks Entering' warning signage will need to be provided on the Midland Highway on each approach to Auburn Road junction.

The developer will need to provide a plan for this signage along with a Works Permit application form found at the below link at least 3 months prior to the commencement of operation of the facility.

<http://www.transport.tas.gov.au/road/permits/general-works>

Please let me know if there are any queries.

Thanks,

Garry Hills | Senior Traffic Engineering Officer
State Roads 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

PLAN 2

**PLANNING APPLICATION P15-130
6 COUNTRY FIELD COURT, LONGFORD**

ATTACHMENTS

- A** Application & plans
- B** Responses from referral agencies
- Taswater Submission to Planning Authority Notice
 - Council's Works & Infrastructure Department Referral
- C** Representations

1-545
PLANNING APPLICATION ATTACHMENT A
Proposal

Description of proposal: 2 URTS

.....
.....
.....
.....
.....
.....
.....
.....
.....

(attach additional sheets if necessary)

Site address: G. Country Field Ct.
..... Longford

ID no: and/or Council's property no:
and/or

Area of land: ha/m² and/or CT no:

Estimated cost of project \$ 350,000 (include cost of landscaping,
car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No


If yes – main building is used as

.....

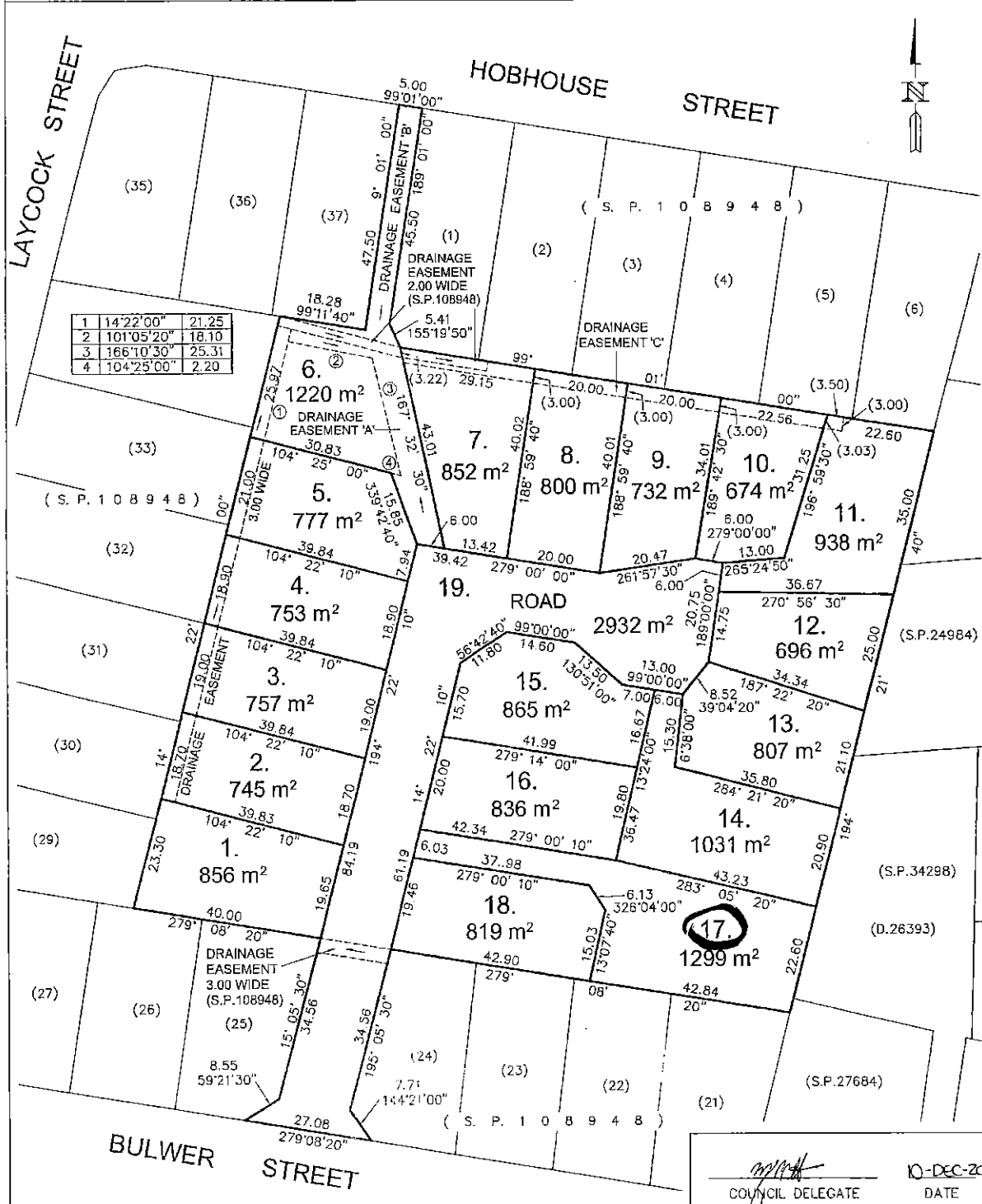
Is any signage required?

.....
(if yes, provide details)



OWNER DR SKIPPER PTY. LTD. DAVID JOHN STEWART.,	PLAN OF SURVEY	REGISTERED NUMBER SP152938
FOLIO REFERENCE *C.T.108948-103	BY SURVEYOR T.V.TAIT G. J. WALKEM & CO.	 G. J. WALKEM & CO.
GRANTEE PART OF 14*1*5". EDWARD ARCHER PURCHASER.	LOCATION TOWN OF LONGFORD SECTION B11	
SCALE 1:750 LENGTHS IN METRES		APPROVED EFFECTIVE FROM 23 JAN 2008 <i>Alice Kavan</i> Recorder of Titles

MAPSHEET MUNICIPAL CODE No 123 (5039-43)	LAST UPI No 5604366	LAST PLAN No. S.P.108948	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
--	---------------------	--------------------------	---

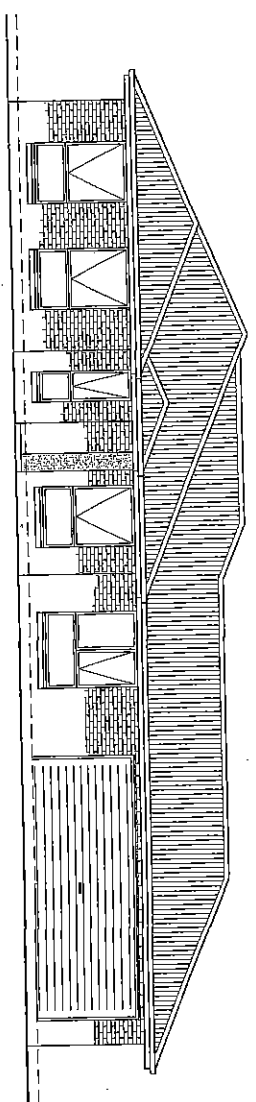


1	14°22'00"	21.25
2	101°05'20"	18.10
3	166°10'30"	25.31
4	104°25'00"	2.20

M. M. M. 10-DEC-2007
COUNCIL DELEGATE DATE

Exhibited

THIS PLAN HAS BEEN PREPARED BY THE DESIGNER TO COMPLY WITH THE BUILDING CODE OF ALBERTA AND ALL REQUIREMENTS OF LOCAL AUTHORITIES. THE DESIGNER HAS CONDUCTED VISUAL CHECKS TO VERIFY THAT THE PLAN IS IN ACCORDANCE WITH THE BUILDING CODE OF ALBERTA AND ALL REQUIREMENTS OF LOCAL AUTHORITIES. THE DESIGNER HAS CONDUCTED VISUAL CHECKS TO VERIFY THAT THE PLAN IS IN ACCORDANCE WITH THE BUILDING CODE OF ALBERTA AND ALL REQUIREMENTS OF LOCAL AUTHORITIES. THE DESIGNER HAS CONDUCTED VISUAL CHECKS TO VERIFY THAT THE PLAN IS IN ACCORDANCE WITH THE BUILDING CODE OF ALBERTA AND ALL REQUIREMENTS OF LOCAL AUTHORITIES.



DRAWING SCHEDULE

- P01 - COVER PAGE
- P02 - SITE PLAN
- P03 - FLOOR PLAN- UNIT 1
- P04 - FLOOR PLAN- UNIT 2
- P05 - LANDSCAPING PLAN
- P06 - PRIVATE OPEN SPACE
- P07 - ELEVATIONS - UNIT 1
- P08 - ELEVATIONS - UNIT 2
- P09 - DRAINAGE PLAN
- P10 - SHADOW DIAGRAMS 1
- P11 - SHADOW DIAGRAMS 2

Site Information

Land Title Reference:	152938/17	Certificate folio and volume
PID No:	2839125	
Wind Classification:	N3	Attached Site Classification to AS 4055-2006
Soil Classification:	TBA	Attached Site Classification to AS 2879-2011
Climate Zone:	7	www.dccb.gov.au map
BAL Level:	N/A	Proposed dwelling constructed in an existing built up residential area. The surrounding 100m is a combination of existing residences, non-vegetated areas including roads, footpaths and buildings and low threat vegetation including managed grassland and maintained lawns.
Alpine Area:	N/A	BCA Fig. 3.7.5.2
Corrosion Environment:	N/A	For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4-2. Cladding and fixings to manufacturer's specifications.
Other Hazards:	N/A	High wind, earthquake, flooding, landslides, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
Floor Areas:		
Total Enclosed Area-Unit 1	145 sq. m	
Total Enclosed Area-Unit 2	183 sq. m	

1-547

D. STEWART
PROPOSED TWO UNIT DEVELOPMENT
6 COUNTRY FIELDS COURT
LONGFORD 7301

Job Number: 15STE1
 Issue : P1 - For Planning Approval Only
 Northern Midlands Council

Mark Evans
 Building Designs & Drafting
 58 Mountain Court
 Longford 7301
 Tel: (08) 9342998
 Fax: (08) 9371492
 Mobile: 0800 734 192
 www.bddesigns.com.au
 Email: info@bddesigns.com.au
 MBE Accredited No. C517828 D
 ANZ 62969272924

ISSUE:	DATE:	DESCRIPTION:
P1	MAY, 2015	FOR PLANNING APPROVAL ONLY

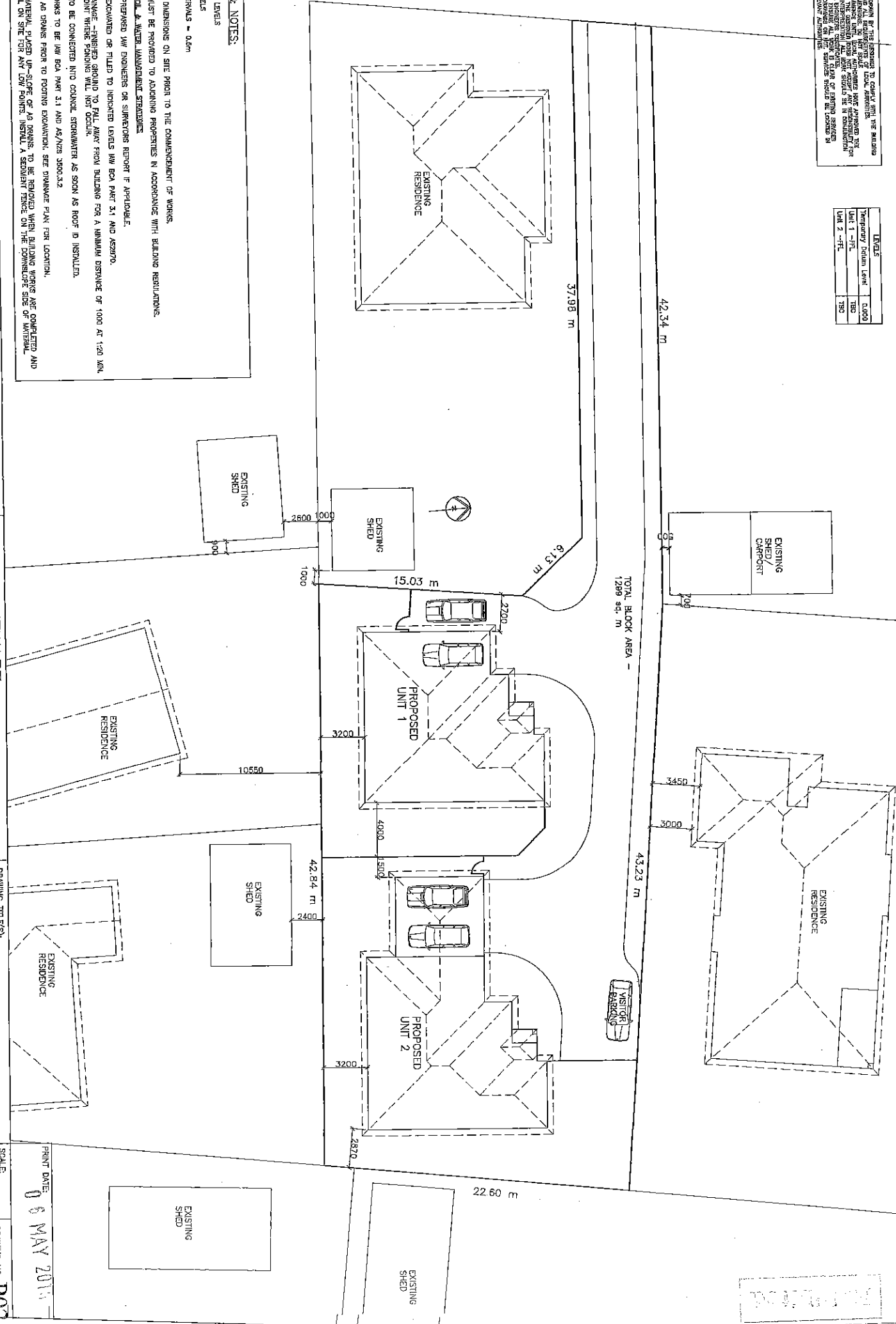
SCALE: 1:200
 DRAWING NO: P01
 DRAWN BY: ME
 SHEET NO: 1 of 11
 PRINT DATE: 6 MAY 2015

THIS PLAN HAS BEEN REVIEWED BY THE COUNTY ENGINEER AND THE COUNTY HEALTH DEPARTMENT. THE ENGINEER HAS REVIEWED THE PLAN FOR CONFORMANCE WITH THE SUBDIVISION MAP ACT AND THE HEALTH DEPARTMENT HAS REVIEWED THE PLAN FOR CONFORMANCE WITH THE SUBDIVISION MAP ACT. THE ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

LEVELS	
Temporary Datum Level	1000
Unit 1 - FFL	780
Unit 2 - FFL	790

COUNTRY FIELDS COURT

1-548



TOTAL BLOCK AREA - 1289 sq. m

LEGEND & NOTES:

- ☒ EXISTING LEVELS
 - NEW LEVELS
 - CONTOUR INTERVALS = 0.5m
- CONFORM ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS. PROTECTION MUST BE PROVIDED TO ADJOINING PROPERTIES IN ACCORDANCE WITH BUILDING REGULATIONS. SITEWORKS, SOIL & WATER MANAGEMENT STRATEGIES. SITE TO BE PREPARED BY ENGINEERS OR SUPERVISORS REPORT IF APPLICABLE. SITE TO BE EXCAVATED OR FILLED TO INDICATED LEVELS IN ACCORDANCE WITH LAW BOOK PART 3.1 AND AS/NS 2900.2. SURFACE DRAINAGE - FINISHED GROUND TO FALL AWAY FROM BUILDING FOR A MINIMUM DISTANCE OF 1000 AT 1:20 MIN. AND TO A POINT WHERE PONING WILL NOT OCCUR. DOWNPIPES TO BE CONNECTED INTO COULICAL STORMWATER AS SOON AS ROOF IS INSTALLED. DRAINAGE WORKS TO BE IN ACCORDANCE WITH LAW BOOK PART 3.1 AND AS/NS 2900.2.2. INSTALL ANY AG DRAINS PRIOR TO FOOTING EXCAVATION. SEE DRAINAGE PLAN FOR LOCATION. EXCAVATED MATERIAL PLACED UP-SLOPE OF 1:30 PANS TO BE RECOVERED WHEN BUILDING WORKS ARE COMPLETED AND USED AS FILL ON THE FOR AND FOR PANS. INSTALL A SEDIMENT FENCE ON THE DOWN-SLOPE SIDE OF MATERIAL.

Evans
Building Designs & Drafting
 2/8 Sturdee Court
 Luton, NSW 2170
 Tel: (02) 9333099
 Mob: 0407071492
 info@buildingdesigns.com.au
 Accred No: OC11829 D

ISSUE:	DATE:	DESCRIPTION:
P1	MAY, 2015	FOR PLANNING APPROVAL ONLY

CLIENT: **D. STEWART**
 PROJECT: **PROPOSED TWO UNIT DEVELOPMENT**
6 COUNTRY FIELDS COURT
LONGFORD

DRAWING TITLE(S):
SITE PLAN

SCALE: 1:250 (A3)
 CHECKED: [Signature]
 DRAWN BY: ME
 SHEET NO.: 2 of 2

PRINT DATE: **06 MAY 2015**

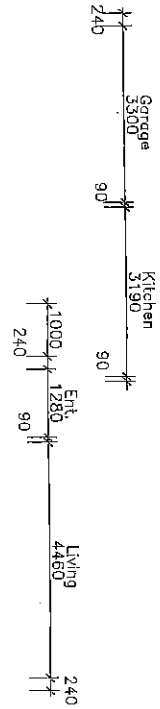
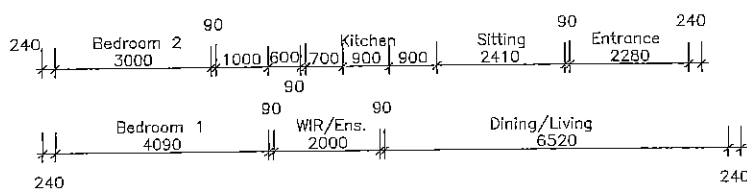
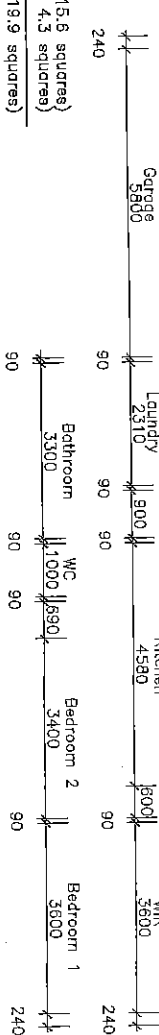
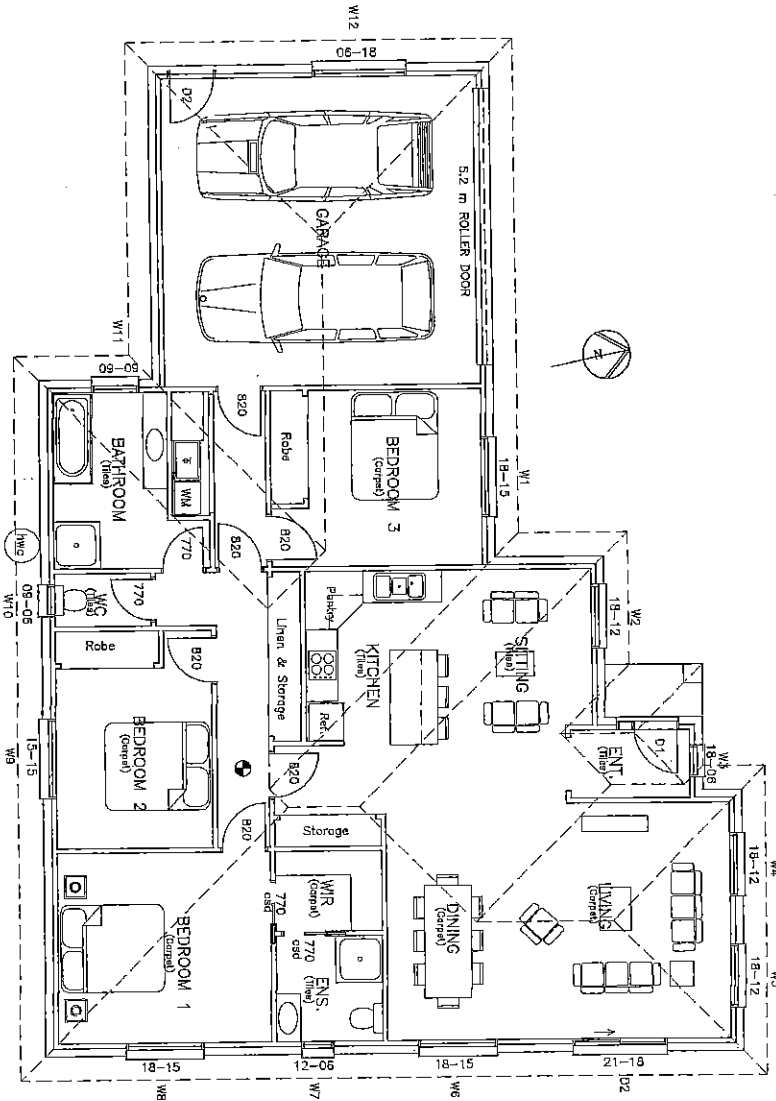
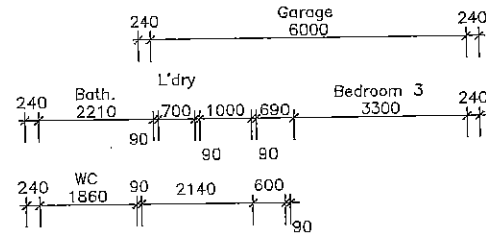
06 MAY 2015

1-550

240V HARD-WIRED SMOKE DETECTORS ALL INTER-CONNECTED

ENCLOSED LIVING AREA = 143.7 sq. m (15.6 squares)
 GARAGE = 39.7 sq. m (4.3 squares)
 TOTAL ENCLOSED AREA = 183.4 sq. m (19.9 squares)

UNIT 2



NOTES:
 - KITCHEN LAYOUT IS INDICATIVE ONLY AND SHOULD BE CONFIRMED WITH OWNERS AND RELEVANT CONTRACTORS.
 - ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ACCOUNT FOR WALL LININGS.

1:100

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 22 Aberdeen Court
 Larnston 7219
 Tel: (01) 843495
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 m.e.v@buildingdesigns.co.uk
 Accord No. C01 B28 D
 AEN 520502324

ISSUE	DATE	DESCRIPTION
P1	MAY 2015	FOR PLANNING APPROVAL ONLY

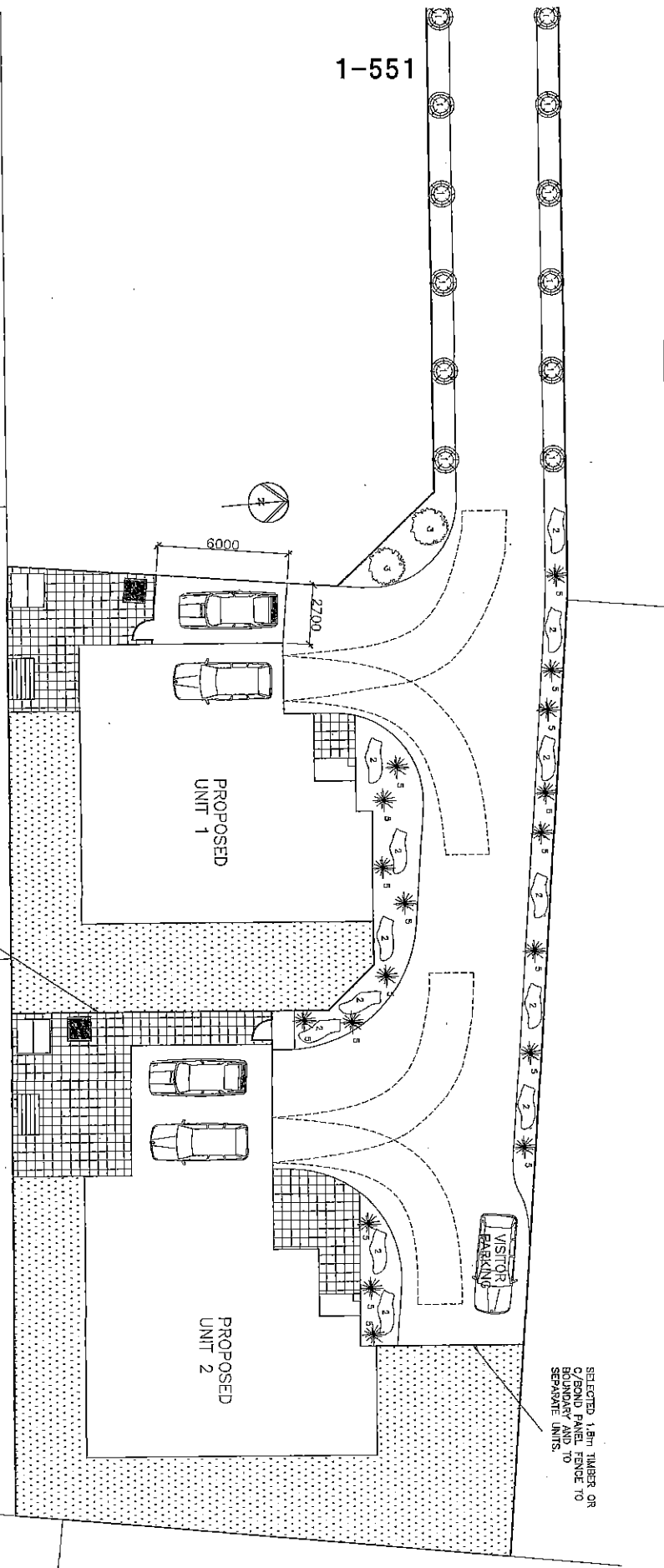
CLIENT: **D. STEWART**
 PROJECT: **PROPOSED TWO UNIT DEVELOPMENT**
6 COUNTRY FIELDS COURT
LONGFORD

DRAWING TITLES:
FLOOR PLAN-UNIT 2

SCALE: 1:100 (A3)
 Check dimensions, Dimensions take scale, Plotter set on scale
 DRAWING NO: **P04**
 DRAWN BY: **ME**
 SHEET NO. 4 of 11

PRINT DATE: **MAY 2015**

LANDSCAPING SCHEDULE	
(Plants as prescribed by registered horticulturist and indicative of surrounding species.) (Prescribed plants or similar)	
	Various Containers to 2 m
	Selection of Gardenia and Gravelled ground covers to 1m high x 2m wide
	Major trees--eg <i>Maunohia grandifoliosa</i> (Littlegemma) grow to 6 metres at maturity
	Phormium-- (or similar) to 1m
	Indicative species selected shrubs to 1 metre high
	PAVED AREA
	GRASSED AREA
	SCREENED WASTE STORAGE AREA
	CLOTHES LINE
	TURNING CIRCLES BBS-AS/NZ 2890.1-2004
	1.52m x 1.52m PRE-FAB STEEL STORAGE SHED



The client has been advised by the designers to comply with the Building Code of Australia and all requirements of local authorities. The client is advised that the designers have prepared the drawings for the building application and the client is responsible for obtaining the necessary approvals from the local authorities. The client is advised that the designers have prepared the drawings for the building application and the client is responsible for obtaining the necessary approvals from the local authorities. The client is advised that the designers have prepared the drawings for the building application and the client is responsible for obtaining the necessary approvals from the local authorities.

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ISSUE:	DATE:	DESCRIPTION:
P1	MAY 2015	FOR PLANNING APPROVAL ONLY

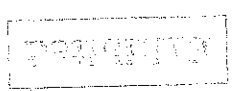
CLIENT: **D. STEWART**
 PROJECT: **PROPOSED TWO UNIT DEVELOPMENT**
6 COUNTRY FIELDS COURT
LONGFORD

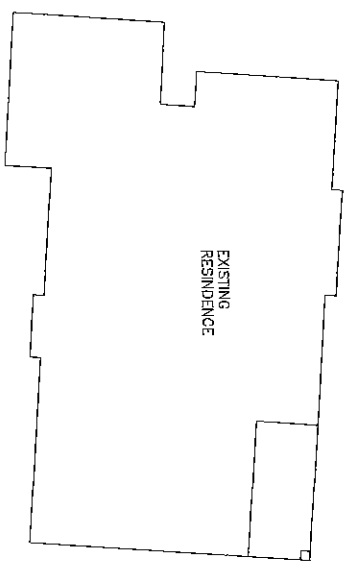
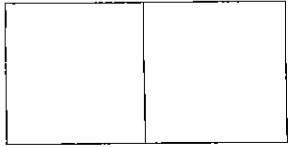
DRAWING TITLE(S):
LANDSCAPE PLAN

SCALE: 1:200
 Check dimensions.
 Dimensions take precedence over text

DRAWING No: **P05**
 DRAWN BY: M/E
 SHEET NO.: 5 of 11

PRINT DATE:
06 MAY 2015



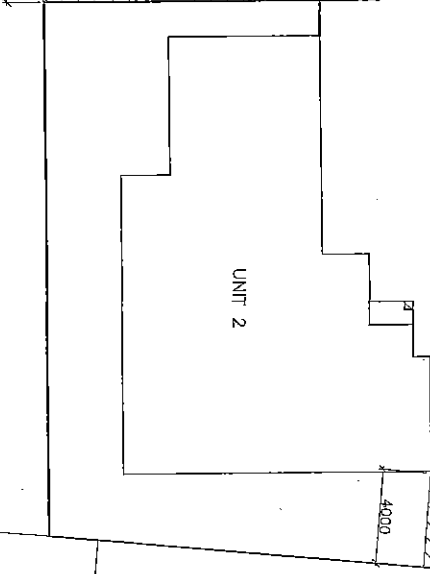
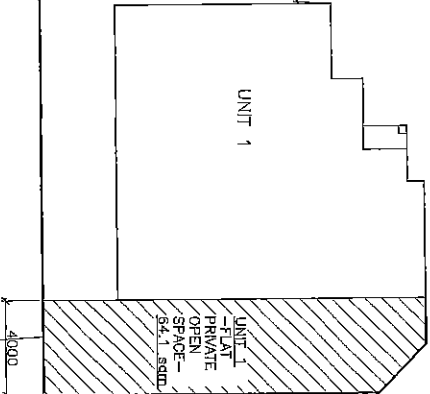
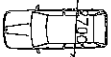


TOTAL BLOCK AREA -
1299 sq. m

6.13 m



1-552



- AREA DEEMED TO BE PRIVATE OPEN SPACE
1. AT LEAST 45 sq. m
 2. ACCESSIBLE FROM LIVING AREA
 3. LOCATED IN THE NORTHERN SECTOR
 4. MINIMUM DIMENSION OF 4 METRES.
 5. RELATIVELY FLAT

THIS PLAN HAS BEEN REVIEWED BY THE DESIGNER TO CONFIRM THAT THE BUILDING IS IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THAT THE DESIGNER HAS APPROVED THE BUILDING APPLICATION. THE DESIGNER DOES NOT ACCEPT ANY RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN OR FOR THE CONSTRUCTION OF THE BUILDING. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER SERVICES PROVIDED BY THE DESIGNER OR TO ANY OTHER PARTY. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER PARTY.

Mark Evans
Building Designs & Drafting
 26 Aberdeen Court
 Lutetia 7248
 Tel: (03) 8343995
 Mob: 040771482
 info@buildingdesigns.com.au
 Accred No: CC1629 D
 ARL 02500273624

ISSUE:	DATE:	DESCRIPTION:
P1	MAY 2015	FOR PLANNING APPROVAL ONLY

CLIENT: **D. STEWART**
 PROJECT: **PROPOSED TWO UNIT DEVELOPMENT
 6 COUNTRY FIELDS COURT
 LONGFORD**

DRAWING TITLE(S):
PRIVATE OPEN SPACE

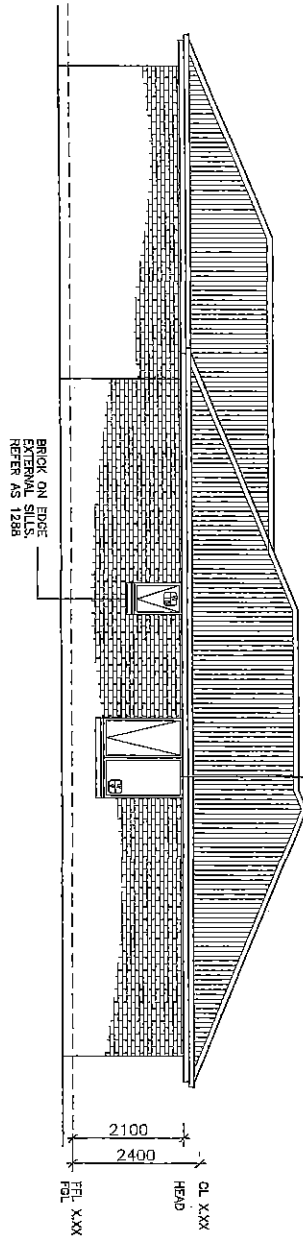
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DRAWING NO: **P06**
 DRAWN BY: ME
 SHEET NO: 6 of 11

PRINT DATE:
11 MAY 2015

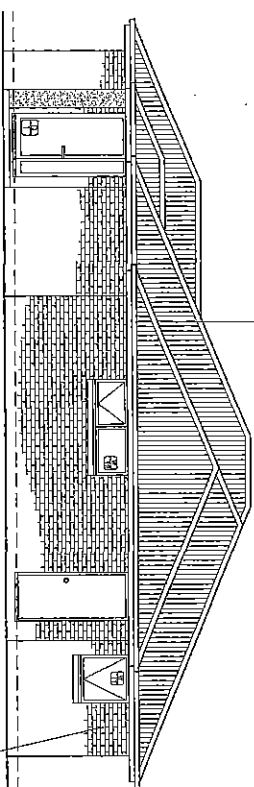


WINDOWS & DOORS
PRIMER COATED ALUMINIUM FRAMED DOORS
AND FINING WINDOW FRAMES
7/5 OAK OR MDF REVEALS AND TRIMS
ALL FLASHING TO MANUFACTURERS
SPECIFICATIONS. BCA PART 3.6 & AS1288



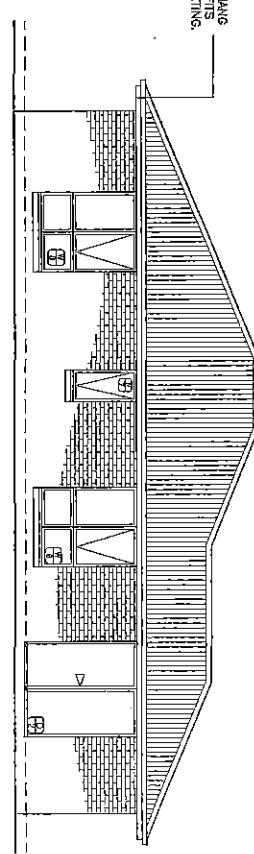
SOUTHERN ELEVATION

ROOFING
COLORBOND CUSTOM GRE ROOF CLADDING,
GUTTER AND FASSEA ALL ROUND,
COLOR TO CLIENTS SPECIFICATION,
INSTALLED IAW MANUFACTURERS INSTRUCTIONS.



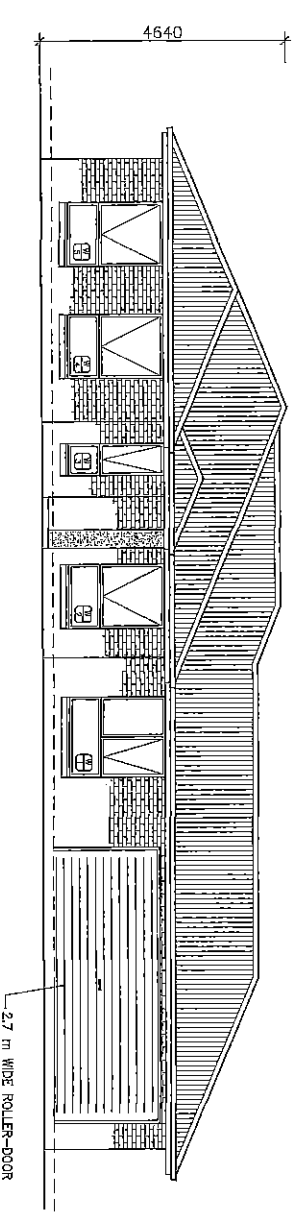
WESTERN ELEVATION

WALL CLADDING
SELECTED FACE BRICK
REFER TO ENGINEER SPECIFICATIONS
ALL MASONRY TO COMPLY WITH PART
3.5 OF BCA AND AS1225.



EASTERN ELEVATION

ADJUST EAVES OVERHANG
LIST EAVES AND SOFFITS
WITH HARDI-FLEX SHEETING.



NORTHERN ELEVATION

THIS PLAN HAS BEEN ISSUED BY THIS PROVIDER TO COMPLY WITH THE BUILDING
CODE OF AUSTRALIA AND ALL REQUIREMENTS OF LOCAL AUTHORITIES.
NO WORK SHOULD BE COMMENCED UNTIL LOCAL AUTHORITIES HAVE APPROVED THE
DRAWING. THE DRAWING IS THE PROPERTY OF THE PROVIDER AND IS NOT TO BE
REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR
MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION
STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE
PROVIDER. SPECIAL OR ADVANCED WORK SERVICES SHOULD BE IDENTIFIED IN
THE DRAWING.

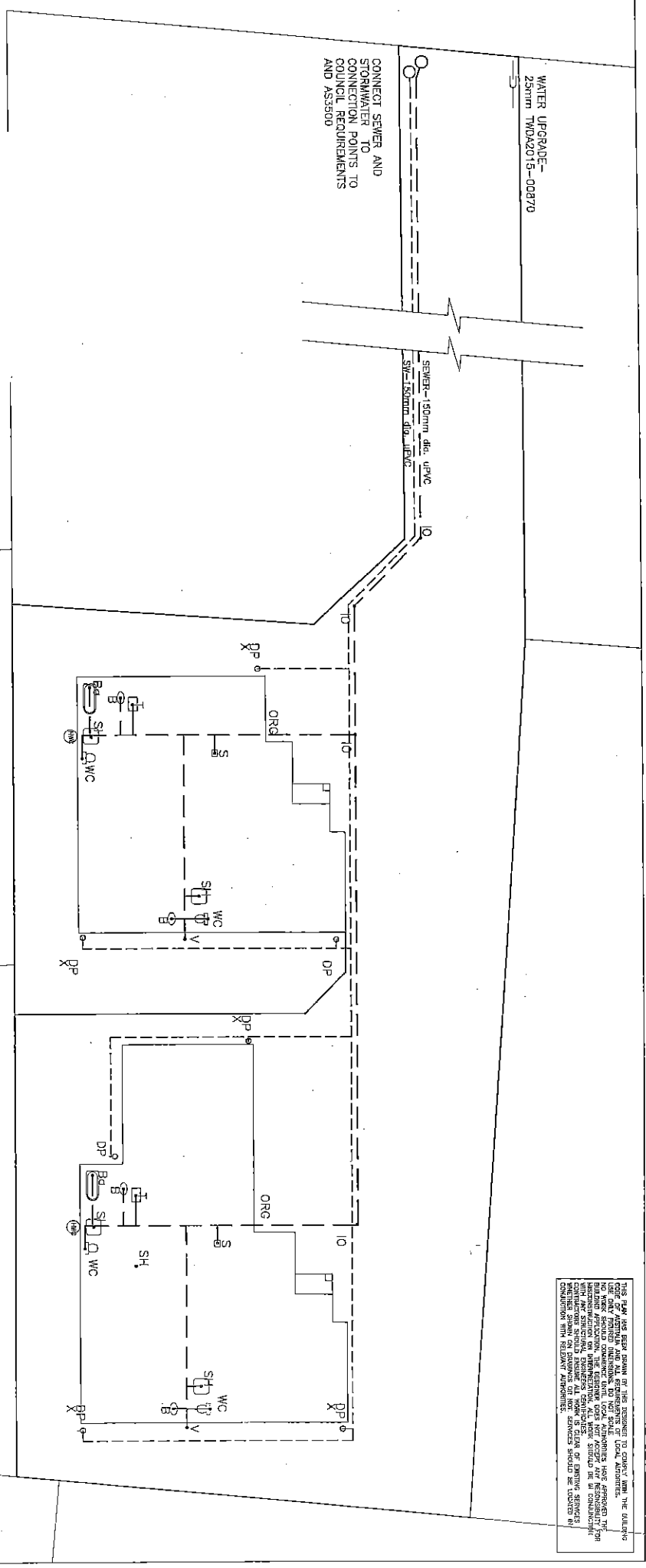
Mark Evans
Building Designs & Drafting
78 Aberdeen Court
Subiaco WA 6008
Tel: 08 9442 0299
Mobile: 08 9442 0299
m.evans@buildingdesigns.com.au
www.bldgdesigns.com.au

ISSUE	DATE	DESCRIPTION
P1	MAY 2015	FOR PLANNING APPROVAL ONLY

CLIENT: **D. STEWART**
PROJECT: **PROPOSED TWO UNIT DEVELOPMENT
6 COUNTRY FIELDS COURT
LONGFORD**

DRAWING TITLE(S):
ELEVATIONS - UNIT 2

SCALE: **1:100**
(A3)
Check dimensions.
Dimensions in m.
DRAWING NO: **P08**
DRAWN BY: **M/E**
DATE: **06 MAY 2015**



THIS PLAN HAS BEEN DRAWN FOR THE PURPOSE OF CONFORMING WITH THE DRAINAGE ACT 1998 AND THE DRAINAGE REGULATIONS 2005. THE ENGINEER HAS NOT CONDUCTED A VISUAL INSPECTION OF THE SITE AND THEREFORE THE EXISTING CONDITIONS SHOULD BE VERIFIED BY THE CLIENT PRIOR TO CONSTRUCTION. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CALCULATIONS SHOWN ON THIS PLAN AND DOES NOT EXTEND TO THE CONSTRUCTION OF THE WORKS OR THE PERFORMANCE OF THE WORKS.

NOTES:

- 1. Internal piping
 - a) All flow and return, internal piping that is -
 - i) within an unventilated well space
 - ii) between ceiling insulation and a ceiling
 Must have a minimum R-Value of 0.2 (ie 5mm of closed cell polyurethane insulation)
 - 2. Piping located within a ventilated well space, an enclosed building sub-floor or a roof space.
 - a) All flow and return piping
 - b) Cold water supply piping and relieve valve piping - within 500mm of the connection to central water heating system
 - c) All hot water supply piping - must have a minimum R-Value of 0.45 (ie 15mm of closed cell polyurethane insulation)
 - 3. Piping located outside the building or in an unenclosed building sub-floor or roof space
 - a) All flow and return piping
 - b) Cold water supply piping and relieve valve piping - within 500mm of the connection to central water heating system
 - c) All hot water supply piping - must have a minimum R-Value of 0.6 (ie 25mm of closed cell polyurethane insulation)
- Piping within an insulated timber framed wall such as that passing through a well stud, is considered to comply with the above insulation requirements.

NOTES:

ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH LOCAL AUTHORITY AND COUNCIL PLUMBING CODE AND SHOULD BE CARRIED OUT BY A LICENSED PLUMBER.

DOWNPIPES - 100x75 or 90 dia PVC AT 1:100 GRADIENT MIN. STORMWATER - 100 dia PVC AT 1:80 GRADIENT MIN.

NOTES:

THIS PLAN IS INDICATIVE ONLY AND MAY BE USED FOR REFERENCE ONLY. THE ENGINEER'S LIABILITY SHOULD PROVIDE NEW DETAILS.

LOCATE ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF SITE WORKS

CONFIRM CONNECTION DEPTHS PRIOR TO COMMENCEMENT OF SITE WORKS.

DEPTHS MAY VARY SLAB HEIGHT.

LEGEND OF DIAMETERS

ROUGH = 300mm
 SINK = 50mm
 BATH = 40mm
 BASIN = 40mm
 SHOWER = 50mm
 WC = 100mm

- LEGEND**
- B - BASIN
 - Ba - BATH
 - S - SINK
 - T - LAUNDRY TUB
 - SH - SHOWER
 - WC - WATER CLOSET
 - FW - FLOOR WASTE
 - DP - DOWN PIPE
 - V - VENT
 - ORG - OVERFLOW RELIEF GULLEY
 - IO - INSPECTION OPENING
 - HC - HOODING CUP
 - HW - HOT WATER CYLINDER
 - X - EXTERNAL TAP

NOTES:

COLD WATER

FRONT HEATER USE 15mm CLASS 'B' WITH 15mm COPPER BRANCH LINES TO FIXTURES. INSTALL 'RMC' OR EQUAL TEMPERING VALVE SET TO 50 deg. C

HOT WATER SUPPLY SYSTEM DESIGNED AND INSTALLED IN ACCORDANCE WITH AS/NZS 3500.

Building Designs & Drafting
 20 Aberfeldie Court
 Construction 7249
 Tel: (08) 83429298
 Mob: 0427071482
 info@buildingdesigns.com.au

ISSUE: DATE: DESCRIPTION: P1 MAX. 2015 FOR PLUMBING APPROVAL ONLY

CLIENT: D. STEWART
PROJECT: PROPOSED TWO UNIT DEVELOPMENT
 6 COUNTRY FIELDS COURT

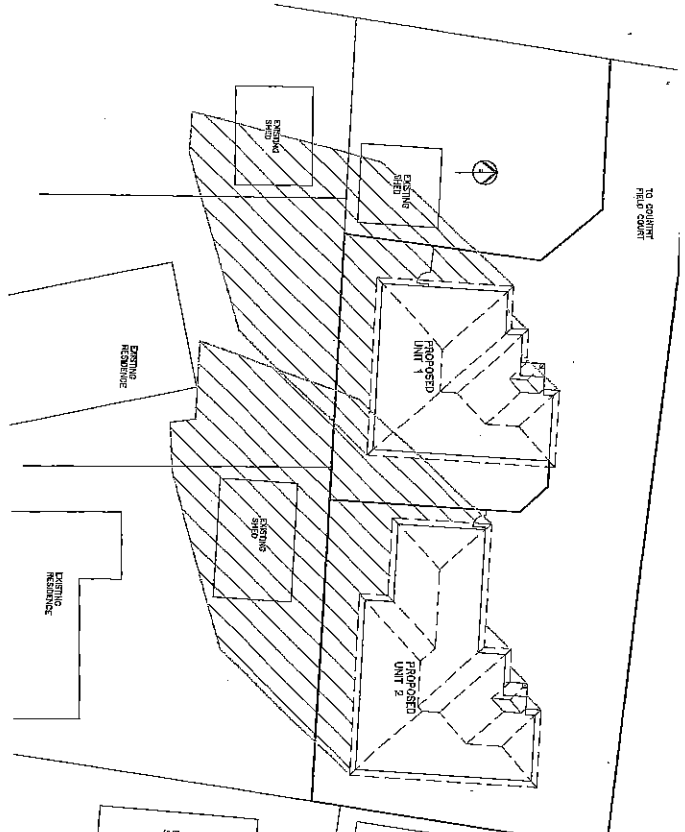
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SCALE: 1:200 (A3)
DRAWING NO: P09

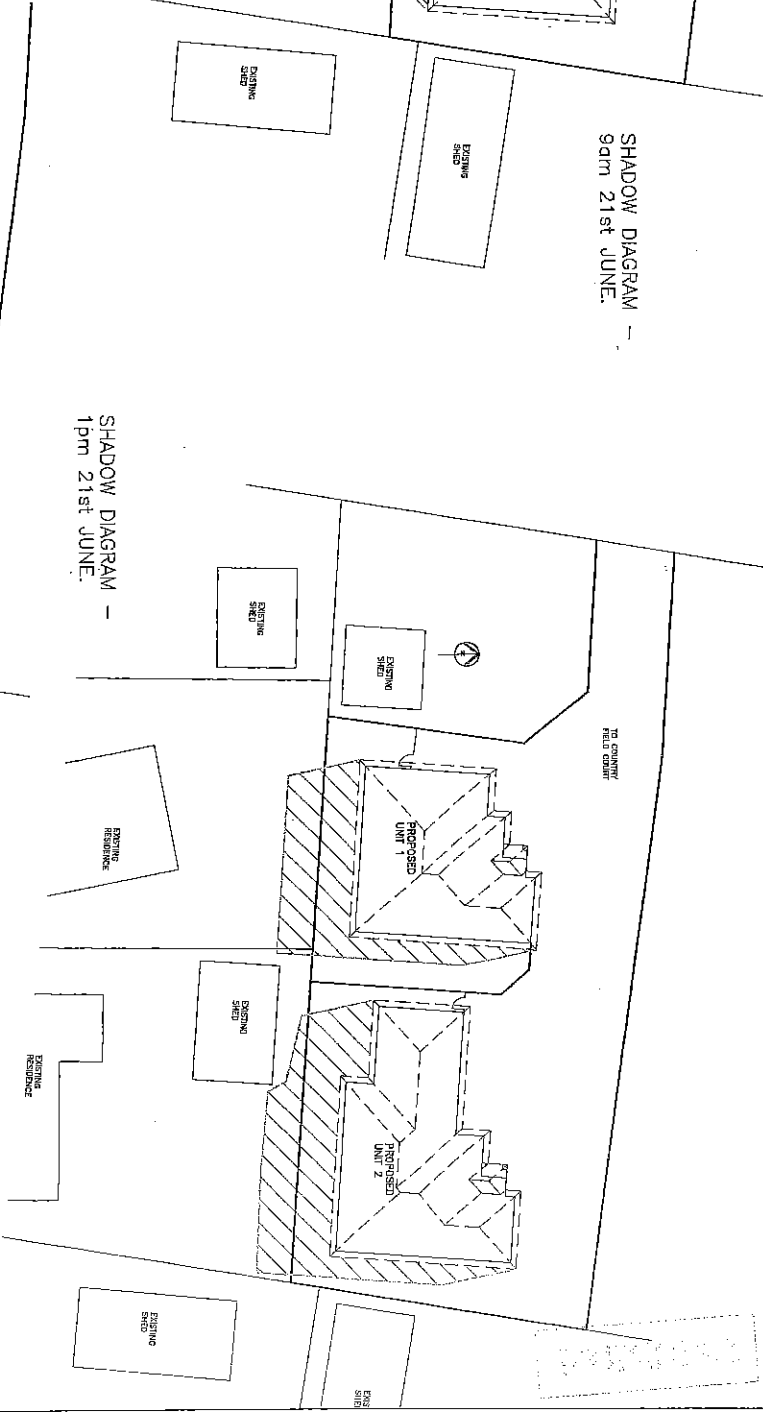
PRINT DATE:
CHECK APPROVALS:
DRAWN BY: ME



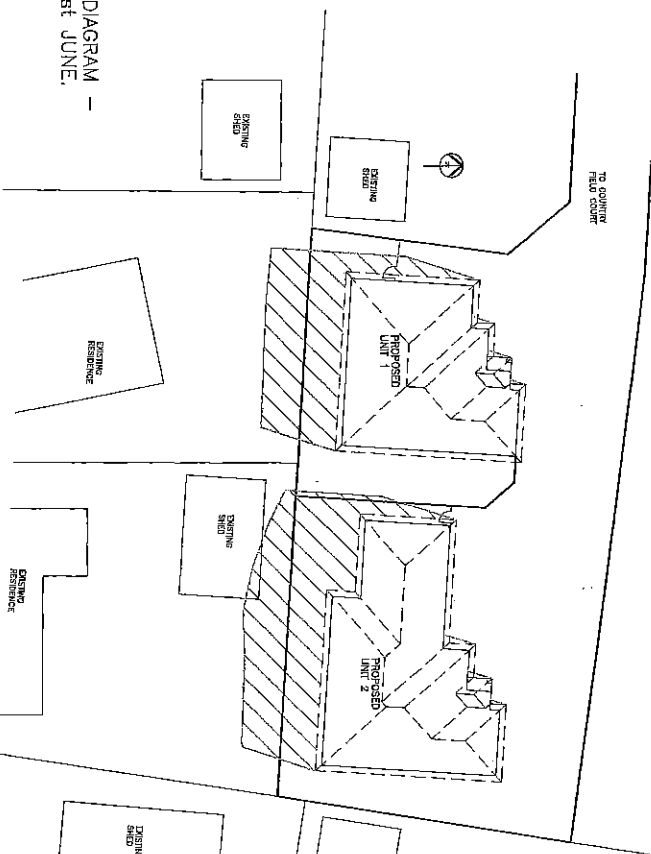
1-556



SHADOW DIAGRAM -
11am 21st JUNE.



SHADOW DIAGRAM -
1pm 21st JUNE.



SHADOW DIAGRAM -
9am 21st JUNE.

Mark Evans

Building Designs & Drafting

28 Aberlemno Court
Lawrie Road 7248

Mobile: 0800 771 142
Tel: (03) 434 2925
www.builtanddrafted.co.nz

MOE Building Design
Licenced No. 031 923 9

ASBL 0828232924

ISSUE	DATE	DESCRIPTION
P1	MAY 2015	FOR PLANNING APPROVAL ONLY

CLIENT: D. STEWART

PROJECT: PROPOSED TWO UNIT DEVELOPMENT
6 COUNTRY FIELDS COURT
LONGFORD

DRAWING TITLE(S):
SHADOW DIAGRAMS 1

P10

SCALE: 1:400
(A3)
Check dimensions.
Dimension from take
precedence over text.

PRINT DATE: 6 MAY 2015

DRAWING NO: P10

DRAWN BY: ME

SHEET NO. 10 of 11

SHADOW DIAGRAM -
4pm 21st JUNE.



SHADOW DIAGRAM -
3pm 21st JUNE.

Mark Evans
Building Designs & Drafting
7/6 Aberdeen Court
Longwood 7448
Tel: (03) 4342998
Mob: 0407071442
m.evans@buildingdesigns.com.au
Access No: 001829 D
ARL 52593027824

ISSUE:	DATE:	DESCRIPTION:
P1	MAY 2015	FOR PLANNING APPROVAL ONLY

CLIENT: D. STEWART
PROJECT: PROPOSED TWO UNIT DEVELOPMENT
6 COUNTRY FIELDS COURT
LONGFORD

DRAWING TITLE(S):
SHADOW DIAGRAMS 2
P11

PRINT DATE: 0 MAY 2015
SCALE: 1:400 (A3)
Checklist:
Drawing title block
m.evans@buildingdesigns.com.au

DRAWING NO.: P11
DRAWN BY: ME
SHEET NO. 11 OF 11

Submission to Planning Authority Notice

Council Planning Permit No.	P15-130	Council notice date	2/06/2015
-----------------------------	---------	---------------------	-----------

TasWater details

TasWater Reference No.	TWDA 2015/00870-NMC	Date of response	15/06/2015
TasWater Contact	Amanda Coleman	Phone No.	6237 8229

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	planning@northmidlands.tas.gov.au

Development details

Address	6 COUNTRY FIELD COURT, LONGFORD	Property ID (PID)	2839125
Description of development	2 units (vary front & rear setbacks)		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Mark Evans Building Design & Drafting	Drainage Plan	P1	May 2015
Mark Evans Building Design & Drafting	Site Plan	P1	May 2015

Conditions

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections / sewerage system and connections to each unit of the development must be designed and constructed to TasWater's satisfaction and be in accordance with TasWater's metering policies any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

HEADWORKS

3. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge totalling \$322.40 to TasWater for water infrastructure for 0.2 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
4. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge totalling \$1,305.39 to TasWater for sewer infrastructure for 0.5 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
5. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the headworks charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice: If the Certificate for Certifiable Work is applied for in the period 1 April 2014 to 31 March

TasWater

2016, then the above headworks amount(s) will be waived in line with the prevailing State Government Policy. Please visit www.development.tas.gov.au for further information.

DEVELOPMENT ASSESSMENT FEES

- The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of \$233.90 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of the Submission to Planning Authority Notice for the development assessment fee, until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

Advice

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For information regarding headworks, further assessment fees and other miscellaneous fees, please visit <http://www.taswater.com.au/Development/Fees---Charges>

Changes to the water connection size and/or increased sewer discharges may result in changes to the fixed service charges for the property. Please visit <http://www.taswater.com.au/Your-Account/Water-and-Sewerage-Charges> for more information.

For detailed information on how headworks have been calculated for this development please contact the TasWater contact as listed above.

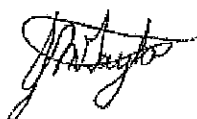
For application forms please visit <http://www.taswater.com.au/Development/Forms>

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

If you need any clarification in relation to this document, please contact TasWater. Please quote the TasWater reference number. Email: development@taswater.com.au

Authorised by



Jason Taylor

Development Assessment Manager

**REFERRAL OF DEVELOPMENT APPLICATION P15-130
to Works & Infrastructure Department**

Property no: 103150.02
Date: 02-Jun-2015
Applicant: D Stewart
Proposal: 2 units (vary front & rear setbacks)
Location: 6 Country Field Court, Longford

Planning admin: Engineering fees paid.

Please inspect the property and advise regarding stormwater/drainage, traffic/access, and any other engineering concerns.

Is there is a house on one of the lots?	No
Is it connected to all Council services?	N/A
Are any changes / works required to the house lot?	N/A
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	Yes

Stormwater:

Is the property connected to Council's stormwater services?	Yes
If so, where is the current connection/s?	Connection in Countryfields Court
Can all lots access stormwater services?	Yes
If so, are any works required?	No
Stormwater works required:	
<i>Units: Works to be in accordance with Standards – a 150mm stormwater connection</i>	
Is there kerb and gutter at the front of the property?	Yes
Are any kerb-and-gutter works required?	No

Road Access:

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	Yes
If so, are any works required?	No
Is off-street parking available/provided?	Yes
Road / access works required:	
<i>Existing driveway in place</i>	
Is a sealed internal driveway required?	Planning issue
Is a vehicular crossing application form required?	No
Is a footpath required?	No
Extra information required regarding driveway approach and departure angles	No
Are any road works required:	No
Are Street Trees required?	No
Additional Comments:	An Engineer's design is not required.

Engineer's comment:

Council services can be addressed by standard conditions.

Works & Infrastructure Department conditions – access & stormwater:W.1 Municipal standards & approvals

Unless otherwise specified within a condition, all works shall comply with the Municipal Standards including specifications and standard drawings. All works shall be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

W.2 Works in road reserve

No works shall be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager. Twenty-four hours (24) notice shall to be given to the Works & Infrastructure Manager for works within the public road reserve before placement of concrete to enable formwork to be inspected. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.4 Stormwater

- a) Each dwelling shall be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the application for a building permit for any units, the applicant shall design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system shall connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector.
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

W.4 Silt

- a) The developer/property owner shall be responsible for ensuring pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. No material or debris is to be transported onto the road reserve (including the naturestrip footpath and road pavement). Any material that is deposited on the road reserve shall be removed by the applicant. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.5 Works & Infrastructure damage bond

Prior to the application for a building permit, a \$500 bond shall be provided to Council, which shall be refunded if Council's infrastructure is not damaged.

- a) This bond is not taken in place of the Building Department's construction compliance bond.
- b) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure shall be reinstated to Council's standards if damaged.
- c) The bond shall be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

W.9 Naturestrips

Any new naturestrips, or areas of naturestrip that are disturbed during construction, shall be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

Jonathon Galbraith (Works & Infrastructure Officer)

Date: 3/6/15

Glenn Rainsford
4 Country Field Court
Longford Tas 7301
Ph: 0437 749 432

The General Manager
Northern Midlands Council
13 Smith Street
Longford Tas 7301

Ref No: P15-130
Site: 6 Country Field Court, Longford

Proposal 2 units (multiple dwellings)

We are the owner/occupiers of 4 Country Field Court Longford. Any development of 6 Country Field Court impacts us because the property borders ours on two boundaries.

While we welcome a residential development on the vacant block, we have some concerns about a multiple dwelling.

Objections

- Higher vehicular traffic travelling the internal driveway than a single dwelling resulting in more noise, less privacy and a greater hazard to pedestrians and children
- Potential for increased noise from two dwellings at the rear of our property
- Close proximity of the proposed western building to our eastern boundary at 2700mm

We would welcome a residential, single dwelling property, but are concerned of a multiple dwelling development.



Glenn Rainsford

General Manager
Nth. Midlands Council

16 Bulwer Street
LONGFORD - 7301

Contact No: 0409 196983.

RE: Proposed Units - 6 Country Field Court
Longford.

Ref. No. P15 - 130

24/6/15

We do not object, as such, to the building of 2 Units at the above address. We do request, however, that some sort of "screening" be placed on the boundary fence. This would benefit both parties - give privacy, as Units are only 3.5 metres from fence - fence is only 1.4 metres high.

We suggest this would be beneficial to both parties to have this in place.
Forwarded for your serious consideration.

Thankyou,

Sue & Les Hayes.

Susan & Les Hayes.

Hayes.

NORTH MIDLANDS COUNCIL	
Location	
File No.	
Property	
Area	
REC'D	27 JUN 2015
LONGFORD	

PLAN 3

**PLANNING APPLICATION P15-171
LOGAN ROAD (ADJACENT TO FALLS PARK), EVANDALE**

ATTACHMENTS

- A** Application & plans
- B** Responses from referral agencies
- C** Representations and applicant's response
- D** Planning Scheme Assessment

1-565
PLANNING APPLICATION
Proposal

A.

Description of proposal: CONSTRUCT PEDESTRIAN ISLAND

.....

.....

.....

.....

.....

.....

.....

.....

.....

(attach additional sheets if necessary)

Site address: 2-14 LOGAN RD EVANDALE

.....

.....

ID no: and/or Council's property no: ROAD

and/or

Area of land: ha/m² and/or CT no:

Estimated cost of project \$12,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No

If yes – main building is used as

.....

.....

Is any signage required?

.....
(if yes, provide details)

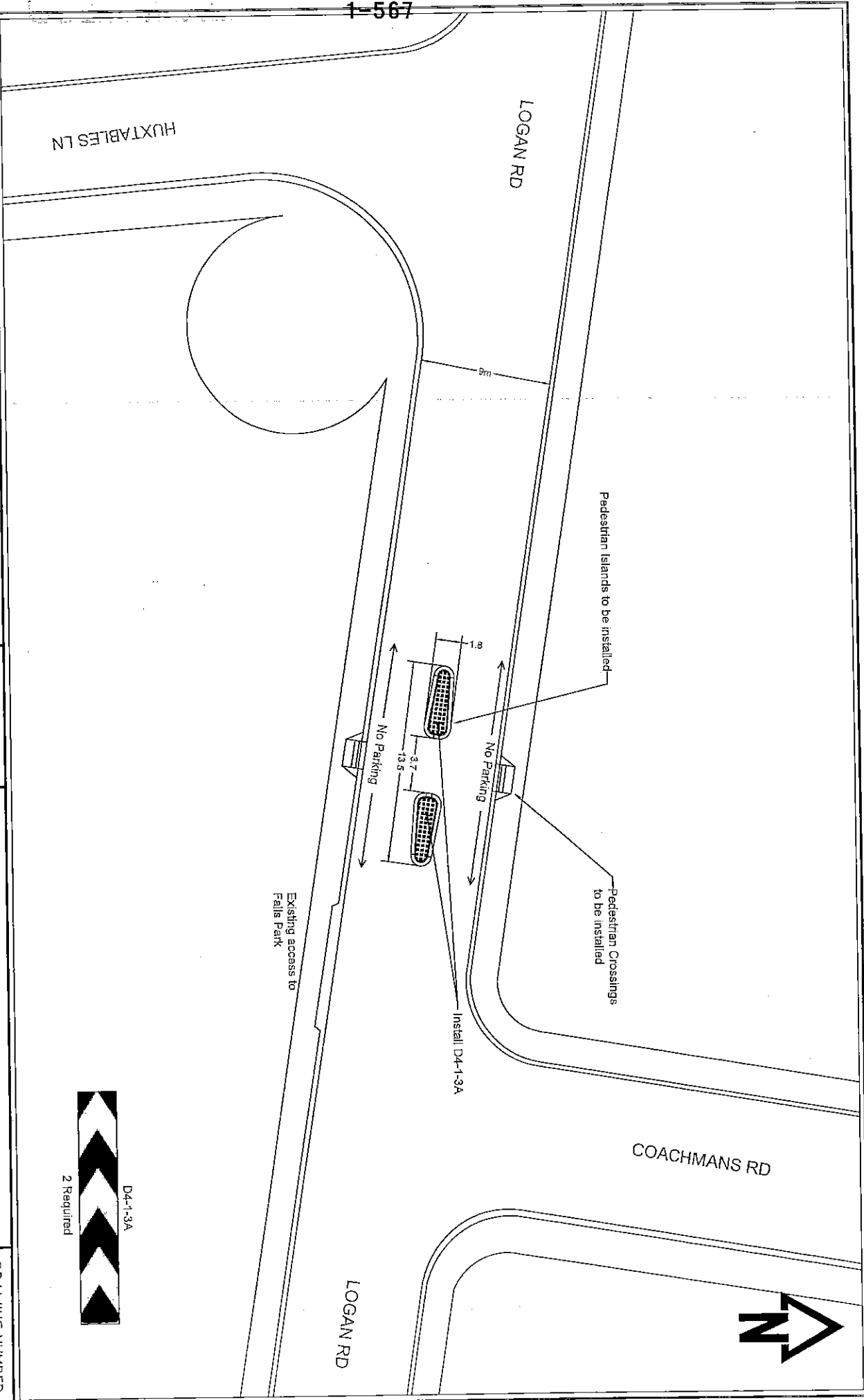
LOGAN RD TRAFFIC ISLAND - REPORT FOR PLANNING APPLICATION

The Evandale Market is held every Sunday at Falls Park in Logan Rd Evandale. It is a very popular market and large numbers vehicles park in Logan Rd, Russell St, Coachmans Rd and surrounding roads to visit the market. There are also approximately 8 disabled parking spaces in Coachman's Lane. Pedestrians walk to the market from these streets and many of the cross Logan Rd near the intersection of Coachmans Lane. The existing crossing point is not clearly defined and is less than ideal for disabled people and prams.

Following concerns raised by Cr. Matthew Brooks regarding pedestrian safety at the entrance to Falls Park funding was allocated in the 2014-15 budget to construct a pedestrian crossing point.

A design was prepared by Council's traffic engineer Mr. Terry Eaton. Islands have been installed at the location from temporary materials to allow Council to review the effectiveness of the design.

1-567



Rev	Revision note	Date	Clnd



**NORTHERN
MIDLANDS
COUNCIL**

PO Box 186
13 Smith Street
Longford 7301
Ph: (03) 6397 7303
Fax:(03) 6397 7331

Scale:

Drawn: Mark Bennett

Checked:

Date: 25/10/2013

Approved:

Logan Road

Pedestrian Access Installations

DRAWING NUMBER

01251013

Rev

A

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
 DATE: 15-Jun-2015
 REF NO: P15-171; R20270
 SITE: Logan Road (adjacent to Falls Park), Evandale
 PROPOSAL: Pedestrian island (heritage precinct)
 APPLICANT: Northern Midlands Council
 REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Do you have any objections to the proposal: **No**

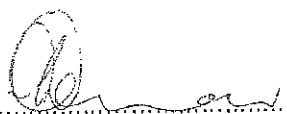
Do you have any other comments on this application?

The proposal will have an acceptable impact on this part of the streetscape

It is recommended that the paving surfaces be finished in natural tones to the approval of council's heritage adviser.

.....

..... Date10/7/2015



David Denman (Heritage Adviser)

Date: 10TH July 2015

C.

From: Treve Williams treview@me.com
 Subject: Pedestrian Island Logan Road Evandale (Adjacent to Falls Park)
 Date: 25 June 2015 4:03 pm
 To: planning@nmc.tas.gov.au
 Bcc: Treve Williams treview@me.com

To :- General Manager 25.06.15
 NMC

Dear Sir,

Following consultation with my local member -Eric Hutchinson , the Mayor -Cr. David Downey and the Traffic Engineer of NMC I take this opportunity to raise an objection to the proposed traffic Island proposed for Logan Road on the following grounds noting that I have already been instructed by the Engineer that any objection will only be considered on Heritage grounds. Naturally this I cannot accept.

(a) The plan submitted for General viewing is unacceptable since it fails to show "Entrance" and "Exit" points to the properties adjacent to the proposed Island nor Bus Stops or parking which impact on it. Making it almost impossible for anyone to make an informed opinion.

(b) Council before committing funds and implementing a preliminary Island have not sought any consultation before the event not withstanding that in my case I own all the property adjacent to it with two (2) longstanding rights of way to it and more importantly that I own on my Title deeds a section of the footpath . This property I might add has been developed at major expense to uphold the Heritage Precinct of Evandale.

Similarly Peter Woolf who runs Fall Park was also excluded.

(c) Cr. Mathew Brooks- (A gentleman who I understand is no longer on Council)- has recognised the importance of "Falls Park" both for the weekly Markets, its use as a Caravan Park and the site of the Glover prize but has failed to recognise the other dangers for pedestrians by allowing the Present Sunday Bus Stop that necessitates the passengers as they alight crossing the road blindly in front of it much less the hazard to anyone exiting or entering my driveway.

- May I note in passing that this stop was during my initial tenure of "Fallgrove " also used by School buses and it is on record that I volunteered to build them a shelter if the Stop could be moved. Something which could not be done in its present position because the footpath is too narrow. School buses no longer utilise this stop since it is more convenient for the children to alight further down the road.

(d) The Present Traffic Island has, on monitoring of traffic, done nothing to slow vehicles in this portion of the road thus certainly not aiding pedestrian crossing .

(e) Since its inception it has been damaged twice indicating its total unsuitability in its present form . The more so since I would remind Councillors that Evandale, besides visitors, services a Rural Community and the present placement provides inadequate space for large Trucks , Combine Harvesters and Harrows to proceed without either damaging the Island or mounting the footpath.- THIS ROAD presently has an 18 Ton limit.

The position of the Island also makes it impossible for large Caravans and Food trucks exit and enter Falls Park.

(f) I would also remind Councillors that most people attending the Park arrive by Car and they are very well catered for with a Car Park that would not necessitate them crossing the road at all. A Car park that already allocates spaces for wheel chair access in close proximity to the Park.

How much simpler it might be to remove the Island and put in a "Pedestrian Crossing"; police parking in the area and move the present Bus Stop into Huxtable Lane.

Yours Faithfully

Dr Treve Williams
 "Fall Grove"
 ! Logan Road
 Evandale
 Tas. 7212

PO Box 54,
EVANDALE Tas. 7212

June 24th, 2015.

The General Manager,
Northern Midlands Council,
PO Box 156,
LONGFORD Tas. 7310.

File No.					
Property					
Attachments					
REC'D 26 JUN 2015					
GM	<input checked="" type="checkbox"/>	A	MYR	I	A
PRDM	<input type="checkbox"/>		CHS		
CSM	<input type="checkbox"/>		PLAN		
EXDM	<input type="checkbox"/>		BLD		
WAM	<input checked="" type="checkbox"/>		BLT		
BR	<input checked="" type="checkbox"/>				

TE ✓

Dear Mr. Jennings,

Having run the Evandale Market for the past 30 years, I would have assumed that any pedestrian access facilities to the Market would have been done in consultation with me.

I believe the cross over is not compliant with Australian wheelchair access standards.

It will funnel pedestrians to the two thinnest sections of the footpath.

The cross over has created a trip hazard, and will be highly dangerous for someone in a wheelchair.

I already provide handicapped parking facilities in the Market car park, which is much closer than spots in Coachmans Road.

Council has designated the market grounds as a designated RV overnight stay area. Vehicles turning left on leaving will not be able to negotiate the tight turn into the left hand lane of Logan Road.

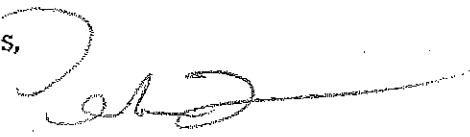
As there are no ring roads past this area, the only alternative for vehicles towing a trailer or camper would be to do a three point turn into Coachmans Road.

In my opinion, more no parking signs should be placed, so there is not a pedestrian problem. The bus parking zone should be in Huxtables Lane, so that buses can exit the area without needing to turn, and passengers can disembark without having to cross the road.

Also, I would remove the handicapped parking in Coachmans Road, and I will extend the handicapped parking area in the car park to accommodate this loss.

I am sure this will be a far cheaper alternative, and cause less local dissent.

Regards,


Peter Woof.

Christopher and Christine Hurford
 3 Murray Street, Evandale Tas 7212
 30th June 2015

NORTHERN MIDLANDS COUNCIL	
Location	
File No.	
Property	
Attachments	
REC'D 30 JUN 2015	
GM	
P&DM	
CSM	
E&DM	
WM	
HR	

Planning Department,
 Northern Midlands Council

JS ✓
 TE ✓

RE: Planning Reference P15-171
 Logan Road, Evandale. Pedestrian Island.

I have observed the construction of the temporary Pedestrian Island and on 2 Sunday Mornings the reaction of attendees to the local market.

For the time I observed the Sunday mornings use I saw 3 people use the crossing. One of which was me who was then followed by another person.

People either do not recognise this as a pedestrian crossing or choose to cross closer to the entrance to the market.

I have some observations that I would like the planning department to consider.

1. The use of raised island type traffic control is unsafe for local traffic especially motor cycles.
2. With direction signage at each end of the physical islands, use of the road is now denied to local farmers moving large farming equipment some of which travel with pilot vehicle guidance.
3. Exit from the Falls Park is restricted by the islands for large trucks, motor homes & long articulated vehicles.

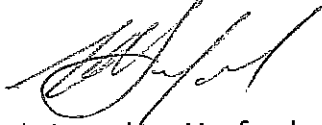
A simpler and less expensive solution would be to use a painted pedestrian crossing as done for School Crossings. Control of this by flashing lights may be

cost prohibitive; so flags could be displayed during market hours, placed by the market gate keepers. Or appropriate roadside signage may suffice.

Evandale is an RV approved destination for tourists and the overnight facility at Falls Park is very popular. Larger motor homes and articulated (5th Wheeler) motor homes are increasingly using this area and we should not be restricting their use of this facility.

Evandale is a rural village and we must be aware of the impact on our farming communities when restricting their ability to move expensive and large equipment between properties.

Yours sincerely



Christopher Hurford



Christine Hurford

3 Murray Street

Evandale Tas 7212

E-MAIL

Doc Number 805604

To: Godier, Paul; Cunningham, Jan
CC:
From: Galbraith, Jonathan

Subject: RE: Objection to pedestrian island Logan Road - P15-171

Created: 1/07/2015 9:58:01 AM by Galbraith, Jonathan

Some comments on this objection:

The objections suggest putting in a school crossing style of crossing. These crossings are usually only used at schools. A zebra crossing would usually be used at a location where there is no school but much higher vehicle and pedestrian numbers are required for a zebra crossing. Several years ago DIER advised that there were not enough vehicles or pedestrians in the main street of Longford to justify a zebra crossing.

The purpose of installing the crossing away from the access to the park is so that people do not need to cross the road and walk directly into an access which is used by vehicles.

Planning Scheme Assessment

GENERAL RESIDENTIAL ZONE
ZONE PURPOSE
<p><i>To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.</i></p> <p><i>To provide for compatible non-residential uses that primarily serve the local community.</i></p> <p><i>Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.</i></p> <p><i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i></p>
<p>Assessment: The proposal complies with the zone purpose.</p>

LOCAL AREA OBJECTIVES
<p><i>To consolidate growth within the existing urban land use framework of the towns and villages.</i></p> <p><i>To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.</i></p> <p><i>To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.</i></p>
<p>Assessment: The proposal complies with the local area objectives.</p>

10.3 Use Standards

10.3.1 Amenity

<p>Objective</p> <p>To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 If for permitted or no permit required uses.</p>	<p>P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.</p>
<p>A2 Commercial vehicles for discretionary uses must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday</p>	<p>P2 Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings.</p>

	and Sunday.	
A3	If for permitted or no permit required uses.	P3 External lighting must demonstrate that: a) floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and b) all direct light will be contained within the boundaries of the site.
<i>Does not comply.</i>		<i>The proposal satisfies the Performance Criteria.</i>

10.3.2 Residential Character – Discretionary Uses

Objective To ensure that discretionary uses support: a) the visual character of the area; and b) the local area objectives, if any.		
Acceptable Solutions		Performance Criteria
A1	Commercial vehicles for discretionary uses must be parked within the boundary of the property.	P1 No performance criteria.
A2	Goods or material storage for discretionary uses must not be stored outside in locations visible from adjacent properties, the road or public land.	P2 No performance criteria.
A3	Waste material storage for discretionary uses must: a) not be visible from the road to which the lot has frontage ; and b) use self-contained receptacles designed to ensure waste does not escape to the environment.	P3 No performance criteria.
<i>The proposal satisfies the Acceptable Solutions.</i>		NA
CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/A
E2.0	POTENTIALLY CONTAMINATED LAND	N/A
E3.0	LANDSLIP CODE	N/A
E4.0	ROAD AND RAILWAY ASSETS CODE	N/A
E.5.0	FLOOD PRONE AREAS CODE	N/A
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – no change to car parking numbers.
E7.0	SCENIC MANAGEMENT CODE	N/A
E8.0	BIODIVERSITY CODE	N/A
E9.0	WATER QUALITY CODE	N/A

E10.0	RECREATION AND OPEN SPACE CODE	N/A
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/A
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/A
E13.0	LOCAL HISTORIC HERITAGE CODE	Complies. See Heritage Adviser's advice.
E14.0	COASTAL CODE	N/A
E15.0	SIGNS CODE	N/A

SPECIFIC AREA PLANS

F1.0	TRANSLINK SPECIFIC AREA PLAN	N/A
F2.0	HERITAGE PRECINCTS SPECIFIC AREA PLAN	Complies. See Heritage Adviser's advice.

SPECIAL PROVISIONS

9.1	Changes to an Existing Non-conforming Use	N/A
9.2	Development for Existing Discretionary Uses	N/A
9.3	Adjustment of a Boundary	N/A
9.4	Demolition	N/A
9.5	Subdivision	N/A

STATE POLICIES

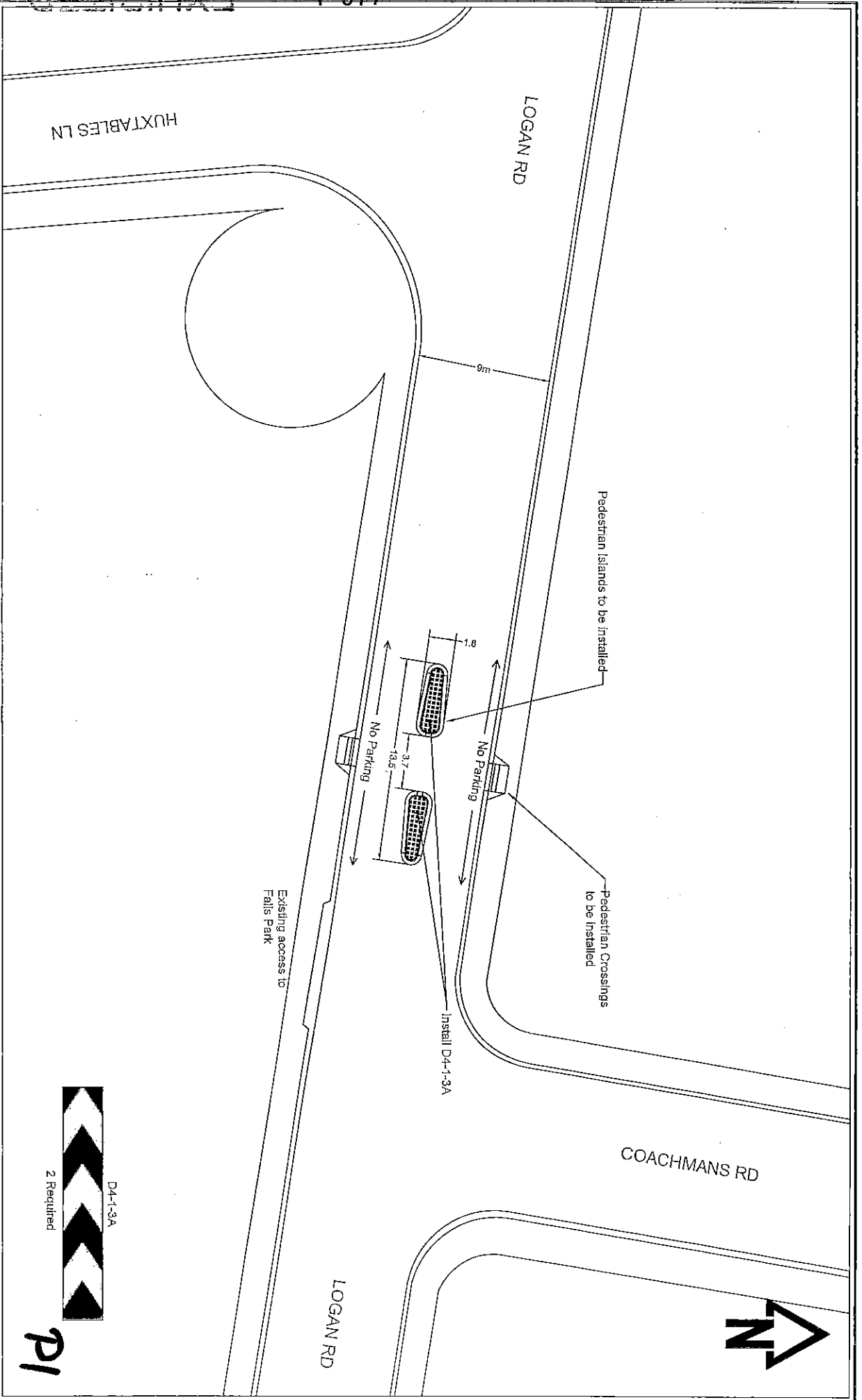
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993*.

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

The proposal complies with the Strategic Plan 2007-2017



Rev	Revision note	Date	Chgd



PO Box 156
 13 Smith Street
 Longford 7301
 Ph: (03) 6397 7303
 Fax: (03) 6397 7331

Scale:	
Drawn:	Mark Bennet
Checked:	
Date:	25/10/2013
Approved:	

Logan Road Pedestrian Access Installations

DRAWING NUMBER	
01251013	Rev
	A
1 of 1	

