	Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.9 Outbuildings and Structures

Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	***Performance Criteria***
A1 Outbuildings and structures must be: *a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and* *b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.*	*P1 New outbuildings and structures must be designed and located ;* *a) to be subservient to the primary buildings on the site; and* *b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.*

Comment: Satisfies the performance criteria.

E13.6.10 Access Strips and Parking

Comment: N/a

E13.6.11 Places of Archaeological Significance

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Comment: N/a

E13.6.13 Signage

Comment: N/a

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

Heritage Precincts –
1. Evandale Heritage Precinct *2. Ross Heritage Precinct* *3. Perth Heritage Precinct* *4. Longford Heritage Precinct* *5. Campbell Town Heritage Precinct*
Existing Character Statement - Description and Significance
4 LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT *The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and*

links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.
Management Objectives
To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct. *To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.*

Comment: The proposal is consistent with the Heritage Precinct Character Statement and satisfies the Management Objectives.

Assessment against F2.0 (Heritage Precincts Specific Area Plan)

F2.1 Purpose of Specific Area Plan

F2.1.1 In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a positive contribution to the streetscape within the Heritage Precincts.

F2.2 Application of Specific Area Plan

F2.2.1 This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.

F2.3 Definitions

F2.3.1 Streetscape

For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).

F2.3.2 Heritage-Listed Building

For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.

F2.4 Requirements for Design Statement

F2.4.1 In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.

F2.4.2 The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.

F2.4.3 The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.

Comment: The subject site is within the Heritage Precincts Specific Area Plan and a design statement was provided.

F2.5 Standards for Development

F2.5.1 Setbacks

Objective: To ensure that the predominant front setback of the existing buildings in the streetscape is maintained, and to ensure that the impact of garages and carports on the streetscape is minimised.
Acceptable Solutions (no performance criteria)
A1 The predominant front setback as identified in the design statement must be maintained for all new buildings, extensions, alterations or additions (refer Figure F2.4 & F2.8).
A2 New carports and garages, whether attached or detached, must be set back a minimum of 3 metres behind the line of the front wall of the house which it adjoins (refer Figure F2.3, & F2.7).
A3 Side setback reductions must be to one boundary only, in order to maintain the appearance of the original streetscape spacing.

Comment: Meets the Acceptable Solutions.

F2.5.2 Orientation

Objective: To ensure that new buildings, extensions, alterations and additions respect the established predominant orientation within the streetscape.
Acceptable Solutions (no performance criteria)
A1 All new buildings, extensions, alterations or additions must be orientated: *a) perpendicular to the street frontage (refer Figure F2.5, F2.6, & F2.8); or* *b) Where the design statement identifies that the predominant orientation of buildings within the street is other than perpendicular to the street, to conform to the established pattern in the street; and* *c) A new building must not be on an angle to an adjoining heritage-listed building (refer Figure F2.5).*

Comment: Meets the Acceptable Solutions.

F2.5.3 Scale

Objective: To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an existing original main building form to dominate when viewed from public spaces.
Acceptable Solutions (no performance criteria)
A1 Single storey developments must have a maximum height from floor level to eaves of 3 metres (refer Figure F2.14).

A2	*Where a second storey is proposed it must be incorporated into the roof space using dormer windows, or roof windows, or gable end windows, so as not to detract from original two storey heritage-listed buildings (refer Figure F2.13 & F2.15).*
A3	*Ground floor additions located in the area between the rear and front walls of the existing house must not exceed 50% of the floor area of the original main house.*

Comment: Meets the Acceptable Solutions.

F2.5.4 Roof Forms

Comment: N/a, retractable awning.

F2.5.5 Plan Form

Objective: To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form, shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.

Acceptable Solutions	***Performance Criteria***
A1.1 Alterations and additions to pre-1940 buildings must retain the original plan form of the existing main building; and *A1.2 The plan form of additions must be rectilinear and consistent with the existing house design and dimensions.*	*P1 Original main buildings must remain visually dominant over any additions when viewed from public spaces.*
A2 The plan form of new buildings must be rectilinear (refer Figure F2.9).	*P2 No performance criteria*

Comment: Meets the Acceptable Solutions

F2.5.6 External Walls

Comment: N/a

F2.5.7 Entrances and Doors

Comment: N/a

F2.5.8 Windows

Comment: N/a

F2.5.9 Roof Covering

Objective: To ensure that roof materials are compatible with the streetscape.
Acceptable Solutions (no performance criteria)
A1.1 Roofing of additions, alterations and extensions must match that of the existing building; and *A1.2 Roof coverings must be:* *a) corrugated iron sheeting in* • *Woodland Grey; or* • *Windspray; or* • *Shale Grey; or* • *Manor Red; or* • *Plantation; or* • *Jasper;* *or* *b) slate or modern equivalents, shingle and low profile tiles, where compatible with the style and period of the main building on the site and the setting. Tile colours must be:* • *dark gray; or* • *light grey; or* • *brown tones; or* • *dark red;* *or* *c) traditional metal tray tiles where compatible with the style and period of the main building on the site.*
A2 Must not be klip-lock steel deck and similar high rib tray sheeting.

Comment: N/a, retractable awning.

F2.5.10 Roof Plumbing

Objective: To ensure that roof plumbing and fittings are compatible with the streetscape.
Acceptable Solutions (no performance criteria)
A1.1 Gutters must be OG, D mould, or Half Round profiles (refer Figure F2.26); and *A1.2 Downpipes must be zinculaume natural, colorbond round, or PVC round painted.*
A2 Downpipes must not be square-line gutter profile or rectangular downpipes (refer Figure F2.27).

Comment: N/a, retractable awning.

F2.5.11 Verandahs

Objective: To ensure that traditional forms of sun and weather protection are used,

consistent with the streetscape.
Acceptable Solutions (no performance criteria)
Original Verandahs
A1 Original verandahs must be retained.
Replacement of Missing Verandahs
A2.1 The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or *A2.2 If details of the original verandah are not available:* *a) The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and* *b) Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period.*
New Verandahs
A3 A new verandah, where one has not previously existed, must be consistent with the design and period of construction of the dominant existing building on the site or, for vacant sites, those of the dominant design and period within the precinct.

Comment: N/a, retractable awning.

F2.5.12 Architectural Details

Comment: N/a

F2.5.13 Outbuildings

Comment: N/a

F2.5.14 Conservatories

Comment: N/a

F2.5.15 Fences and Gates

Comment: N/a

F2.5.16 Paint Colours

Objective: To ensure that new colour schemes maintain a sense of harmony with the street

or area in which they are located.
Acceptable Solutions (no performance criteria)
A1.1 Colour schemes must be drawn from heritage-listed buildings within the precinct; or *A1.2 Colour schemes must be drawn from the following:* *a) Walls – Off white, creams, beige, tans, fawn and ochre.* *b) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green.* *c) Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green* *d) Roof & Gutters – deep Indian red, light and dark grey, (black, green and blue are not acceptable).*
A2 There must be a contrast between the wall colour and trim colours.
A3 Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.

Comment: N/a

F2.5.17 Lighting

Objective: To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape
Acceptable Solutions (no performance criteria)
A1 New lighting such as flood lights, spotlights or entry lights must be carried out such that wiring, fixings and fittings are concealed.

Comment: N/a

PLAN 3

PLANNING APPLICATION P15-246
PATEENA ROAD, LONGFORD

ATTACHMENTS

A Application, plans & TIA

B Representations and applicants response

C Assessment against Scheme provisions.

PLANNING APPLICATION
Proposal

Description of proposal: Use + develop cool store associated with berry farm plus new access point from Arndale Rd

(attach additional sheets if necessary)

Site address: Pateena Rd, Longford

ID no: ..... *and /or Council's property no:* 7332403

AND/OR

Area of land: 26.56 ha *ha/m² and/or CT no:* 34989/2

Estimated cost of project $220,000 *(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 Farm building

If variation to Planning Scheme provisions requested, justification to be provided:

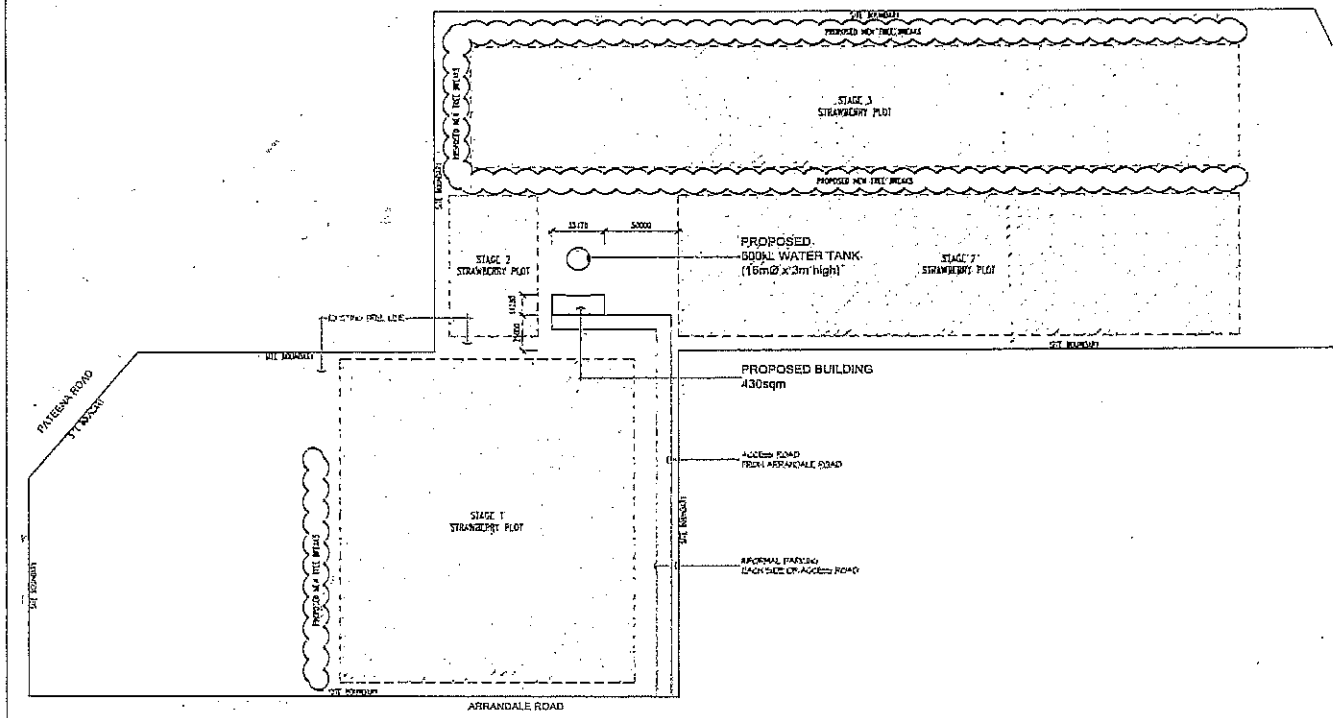
Refer to attached letter + supporting reports

(attach additional sheets if necessary)

If outbuilding has a floor area of over 56m², or there will be over 56m² of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

External colours: .....
(attach additional sheets if necessary)

Is any signage required? No
(if yes, provide details)



SITE PLAN
SCALE 1:100

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 999 999

Turner Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3330

57 Best Street
Devonport Tasmania
P (03) 6424 7161

ISO 9001 Approved Company

ACTUAL NORTH

PROJECT NORTH

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	DESCRIPTION	DRV
01	30.07.15	INFORMATION	A
02	18.08.15	CLIENT REVISIONS	A

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE, CHECK AND VERIFY ALL DIMENSIONS ON SITE. REPORT DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS

PROJECT PROPOSED COOLROOMS, PLANT & STORAGE ROOMS
AT ARRANDALE ROAD, LONGFORD
FOR MICHAEL HUGHES

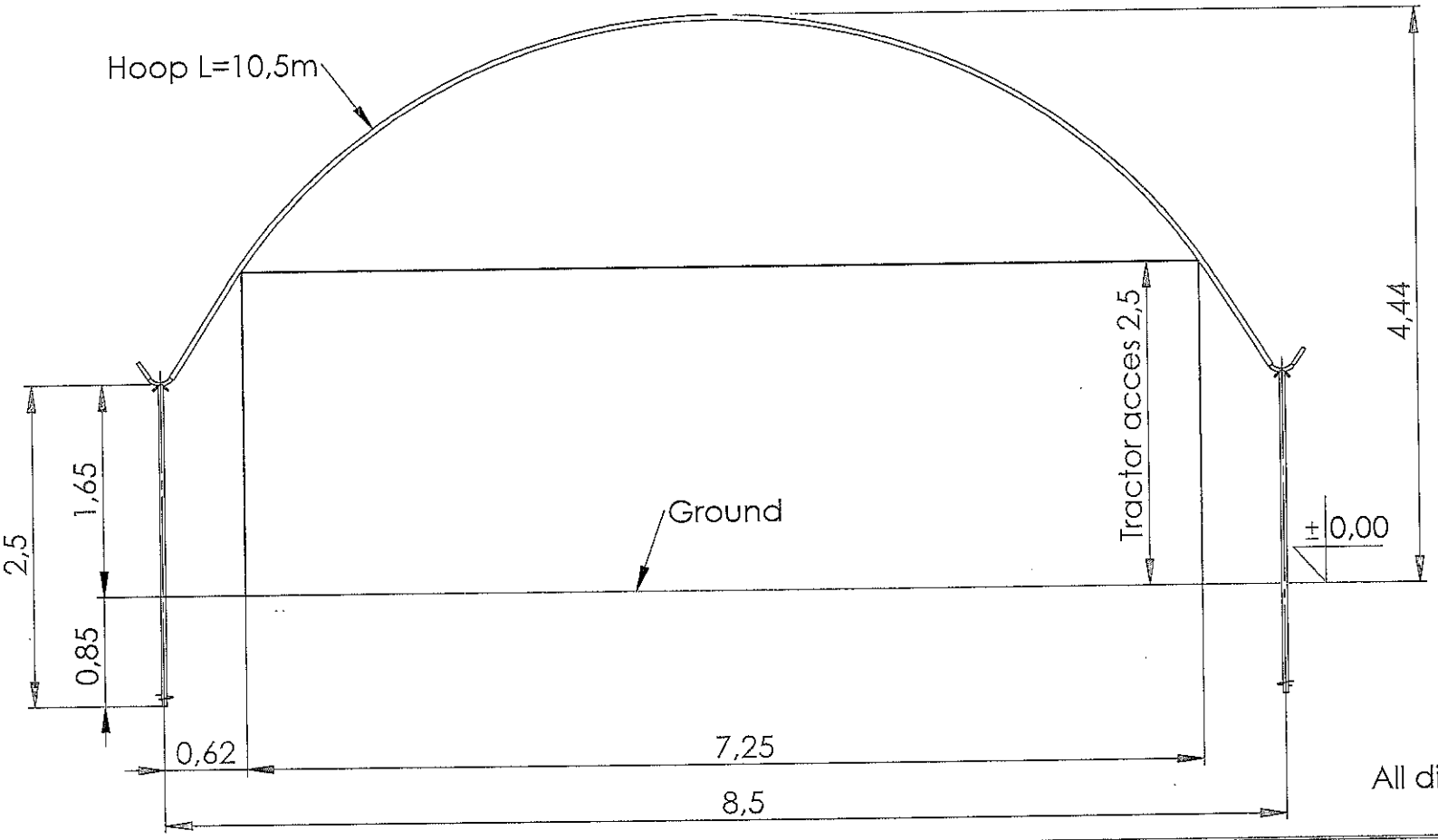
DRAWING SITE PLAN

DESIGNED C.G.B. DRAWN S.T.L. CHECKED

SCALE 1:2000 AT A1 SIZE DRAWING SHEET

PROJECT P1564 DRAWING A01 REV A

All dimensions ± 5%



All dimensions in meters

1-312

Substituted

IF IN DOUBT ASK	DEBUR AND BREAK SHARP EDGES / WSZYSTKIE OSTRE KRAWĘDZIE STĘPIĆ					
Masz wątpliwości pytaj	ALL DIMENSIONS IN MM UNLESS STATED DO NOT SCALE DRAWING Wszystkie wymiary w milimetrach jeśli nie zaznaczono inaczej	Material/Materiał:				
		Weight/Ciężar:				
		Drawn/Rys.	Date/Data	Checked/Spr.	Date/Data	Approved/Zatw. Date/Data
		ajanczura	2011-11-08			

Haygrove tunnels
Haygrove Ltd
Redbank, Ledbury
Herefordshire U.K.
Tel: 44 (0)1531 635041
Info@haygrove.co.uk

TITLE:
OPIS: 4s-2,5m leg-8,5m bay-10,5m hoop

DWG NO:
NR RYS.:

HG No:

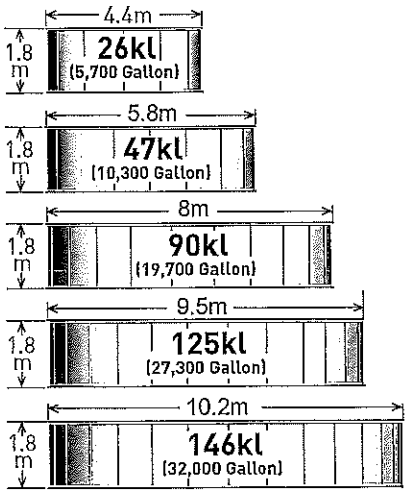
SCALE: 1:50
SKALA:

SHEET: 1 of 1
ARKUSZ:

REVISION:
REWIZJA:

A4

"HOMESTEAD" RANGE



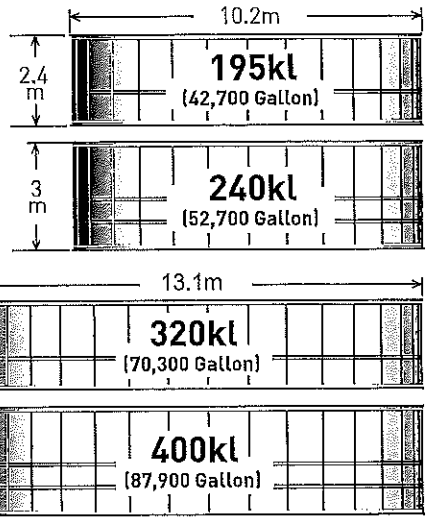
MATERIALS SUPPLIED

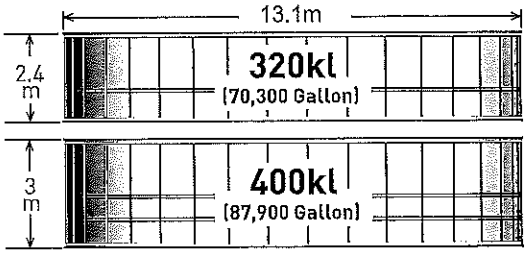
- Heavy duty liner and retaining strips.
- Galvanised angle steel top and bottom rings with fishplate joiners.
- 1mm galvanised steel side sheets.
- Pre-cut holes for 50NB outlet and overflow.
- Bolt cover strips.
- Galvanised bolts, nuts and washers.

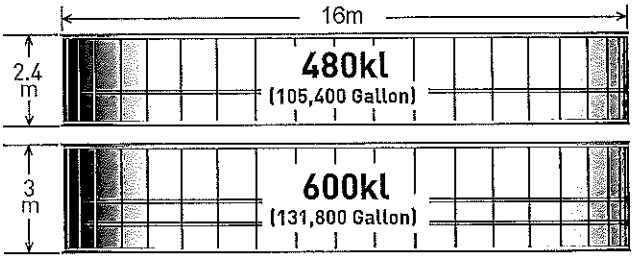
"JUMBO" RANGE

MATERIALS SUPPLIED

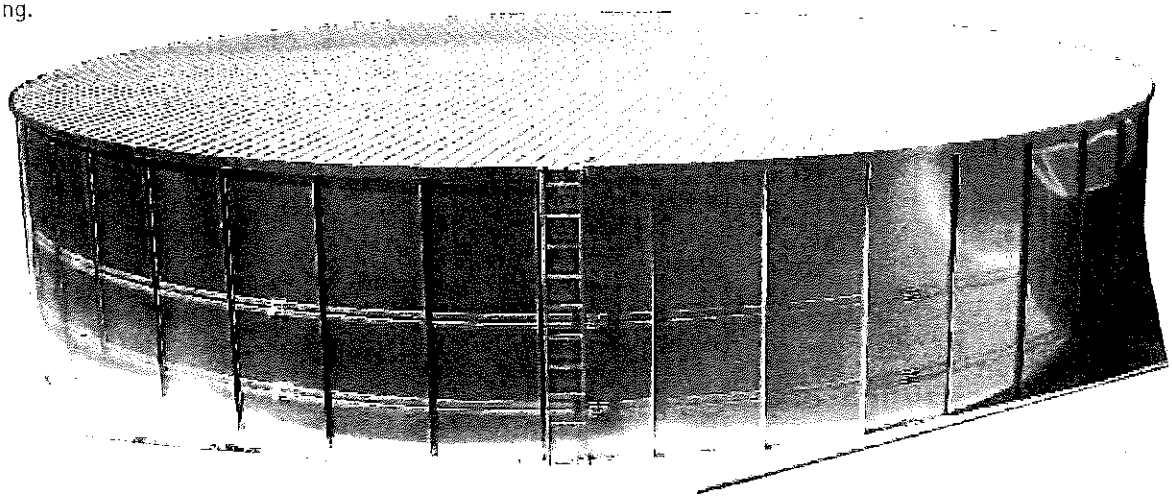
- Heavy duty liner and retaining strips.
- Galvanised angle steel top and bottom rings with fishplate joiners.
- Galvanised steel vertical outside battens and bands.
- 1.6mm galvanised steel side sheets.
- Pre-cut holes for 100NB outlet and overflow.
- Bolt cover strips.
- Galvanised bolts, nuts and washers.
- Inside ladder.







A Southern Cross Liner Tank with flat roof, external ladder and concrete footing.



PENTAIR

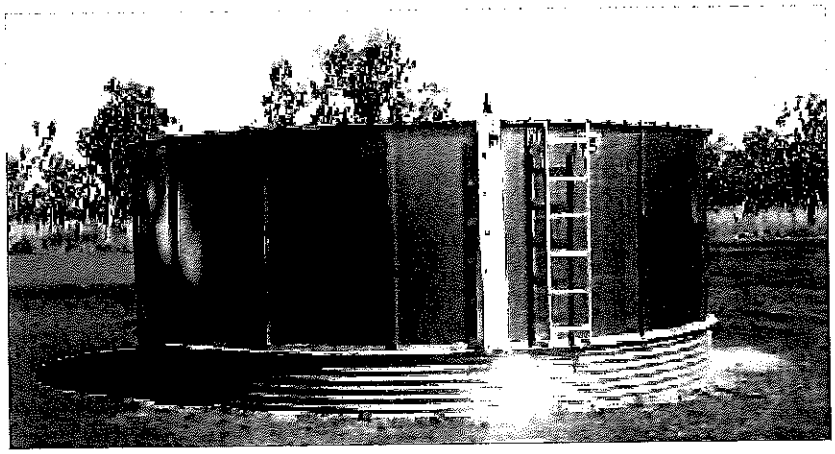
PENTAIR SOUTHERN CROSS
8618 Warrego Highway, Withcott, QLD 4352, Australia. www.southerncross.pentair.com

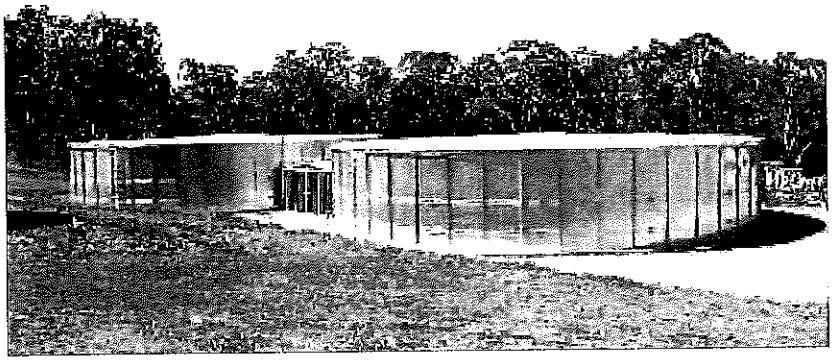
PENTAIR

SOUTHERN CROSS LINER TANKS

PRE-FABRICATED, GALVANISED STEEL, POLYETHYLENE LINED WATER STORAGE TANKS

SAFE, ECONOMICAL WATER STORAGE





FEATURES

Designed and made in Australia to comply with all relevant codes under Australian and international standards.

Completely pre-fabricated for easy transportation to site and simple on-site assembly.

Storage capacity from 26 to 600 kilolitres in a range of heights and diameters.

Rugged 1mm - 1.6mm galvanised steel sheets.

Available with open top, flat roof or conical roof.

Heavy duty one piece food grade polyethylene liner, resistant to acidic/alkaline water and other liquids.

Designed to comply with local requirements associated with seismic activity, wind loads, specific gravity and design life.

Full concrete, compacted gravel, mound ring or ring beam foundations.

APPLICATIONS

Potable supplies
Industrial
Mining
Effluent Storage
Stock Watering

DESIGN STANDARDS

AS 4100	Steel Structures Code
AS1170 Pt. 2	Wind Loading Code
AS1170 Pt. 4	Earthquake Code
AS/NZS 4600	Cold Formed Steel Structures Code
AS 3600	Concrete Structures
AS/NZS 4680	Hot Dip Galvanising Code
AS 1657	Ladders and Platform Code

OPTIONAL ACCESSORIES

Ladders (Internal & External)
Water Level Indicators
Hold Down Clamps
Manhole Covers
Roof Vents (Fixed or Rotating)
Anti-Vortex Outlets
Piping and Connections
Steel or Concrete Tank Bottom

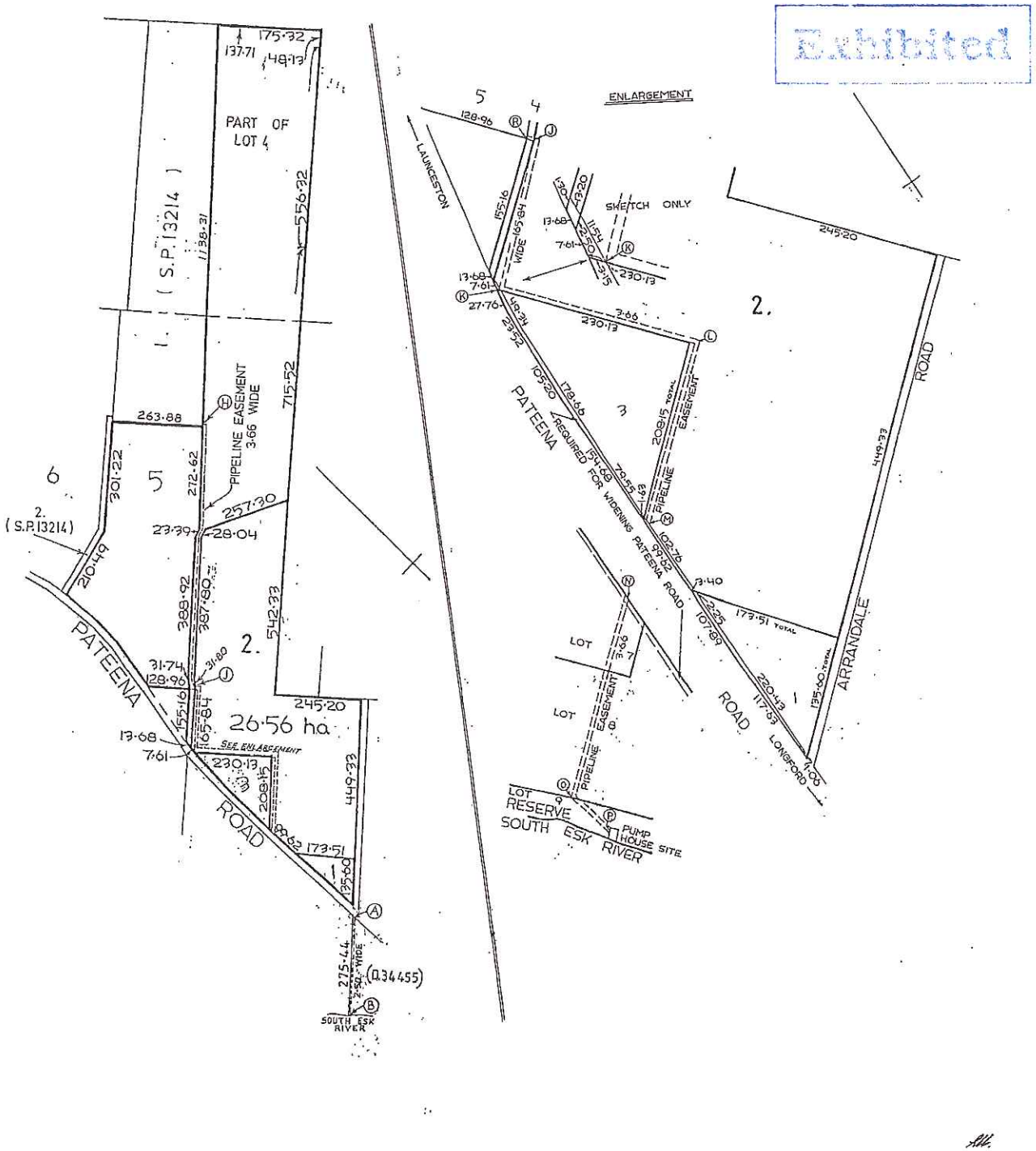
FOLIO PLAN 1-315

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Owner:	PLAN OF TITLE	Registered Number:
Title Reference: C.T. 330-8 - 48	of land situated in the CORNWALL PERTH	P.34989
Grantee:	COMPILED FROM S.P.4396	Approved Effective from: Titles
	SCALE 1: 10,000 & 1: 4000 MEASUREMENTS IN METRES	



18 August 2015

Northern Midlands Council
Duncan Payton
13 Smith St
Longford 7301

Dear Duncan

Pateena Rd Berry Farm
Development Application

1 Development Application

Application is made to use and develop the land for the purposes of a cool store associated with a berry farm.

1.1 Subject Site

The subject site is a 26.56 ha lot located on land at Pateena Rd, Longford (PID 7332403). The site has an irregular shape and slopes down towards Pateena Rd.

The subject site is currently utilised for grazing activities and does not contain any Prime Agricultural Land.

Access to the site is currently provided in three locations, with two accesses directly from Pateena Road and via a crossover from the gravel formed Arrandale Road.

The site contains two small agricultural buildings and is not connected to reticulated services.

The site is contained within CT 34989/2.

1.2 Proposal

It is proposed to convert the current grazing operation into a berry growing operation as follows:

- Stage 1:
  - Planting of approximately 4ha of Strawberries under poly tunnels in the south-western corner of the property. The berries will be planted on tables under the tunnels.
  - The tunnels have a height of 4.4m with bay widths of 8.5m.
  - The tunnels will be constructed in two blocks of 24 ,100m long tunnels.
  - construction of a 14.2m x 35.4m colorbond cool room and storage shed
  - Construction of a new access driveway from Arrandale Rd
  - Construction of a gravel hardstand area around the cool room shed

  - Installation of a 600kL water tank north of the cool room
  - Planting of substantial tree wind breaks around the property.
- Stage 2:
  - Planting of 4ha of berries under poly tunnels
- Stage 3:
  - Planting of 2ha of berries under poly tunnels once planted wind breaks have reached sufficient height

It is noted that the berry areas referred to on the plans show the whole area, whereas the actual area under tunnel is referred to in the above description. It is therefore clear that there will be areas between the tunnels with permeable land.

Stormwater from the shed will be piped away from the shed and all drainage will be dealt with within the property. There is sufficient permeable land around the tunnels to accommodate runoff from the tunnels.

Portable toilets will be placed on the property and moved to the current berry picking location to service pickers during harvesting season.

The berries are typically harvested during the summer months (November-May) with a peak during the middle months (January - February– depending on varieties).

The proposed development is likely to generate traffic during the seasonal peak period as follows:

- 10 vehicle movements (entries) per hour before 6:00 am,
- 5 vehicle movements (exits) per hour between 1:00 pm and 3:00 pm, and
- 2 truck movements per day (1 entry and 1 exit) at various times.

1.3 Zone and Overlay

The subject site is within the Rural Resource Zone and partially subject to a Scenic Management Tourist Road Corridor. It is noted that all proposed development is located outside of the Scenic Corridor.

1.3.1 Permit Status

The proposal falls within the Resource Development Use Class (controlled environment agriculture) which is a 'no permit required' use class within the Rural Resource Zone.

Given no use or development is within 100m of the Pateena Rd reserve, the provisions of the scenic management code are not applicable.

The application triggers one discretion with respect to the Road and Railway Assets Code and the creation of a new access point from Arrandale Road (E4.6.1 Use and road or rail infrastructure, P3 and clause E4.7.2 P2 Management of Road Accesses and Junctions).

1.4 Bushfire

The attached Bushfire report has determined that the poly tunnels and cool room are exempt from the Bushfire Prone Areas Code.

2 Planning Scheme Assessment

2.1 Rural Resource Zone

Rural Resource Zone Provisions

2.1.1 Rural Resource Zone 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 create an unreasonable adverse impact on existing sensitive uses or local infrastructure.* *f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.*
A1	*If for permitted or no permit required uses.*
	Complies
A2	*If for permitted or no permit required uses.*
	Complies
A3	*If for permitted or no permit required uses.*
	Complies
A4	*If for permitted or no permit required uses.*
	Complies
A5	*The use must:* *a) be permitted or no permit required; or*

	b) be located in an existing building.
	Complies

2.1.2 Rural Resource Zone Development Standards

26.4.1	BUILDING LOCATION AND APPEARANCE *To ensure that the:* *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	*Building height must not exceed:* *a) 8m for dwellings; or* *b) 12m for other purposes.*
	Comment: Complies The cool room has a maximum height of 5.28 metres.
A2	*Buildings must be set back a minimum of:* *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.*
	Comment: Complies The minimum setback of the cool room to a title boundary is 50 metres

2.2 Applicable Codes

The application will be required to be assessed against:

- *Road and Railway Assets Code; and*
- *Car Parking and Sustainable Transport Code*

E4 Road and Railway Assets Code

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

Objective

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.	
Acceptable Solutions	**Performance Criteria**
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%.	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.
Comment: Not Applicable The development is not a sensitive use.	
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	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.
Comment: Not Applicable The speed limit of the road is more than 60km/h.	
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%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: 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.

Comment: The proposed access point is new therefore there will be a greater than 10% increase in traffic movements at the access point. Assessment against the PC is required.

The Traffic Impact Assessment attached has determined that the proposal will meet the requirements under P3.

The additional traffic generated on Annandale Road is likely to be in the order of 10 vehicles per hour in the early morning and up to 5 vehicles per hour during the early afternoon. The proposed development will increase total daily traffic on Arrandale Road by around 22 vehicle movements per day during the seasonal peak period.

An assessment of Arrandale Road is provided as follows:

- Existing traffic volumes on Arrandale Road and Pateena Road near the site are very low;
- Arrandale Road is straight, with very good forward sight distance and, due to the nature of the road being narrow and unsealed, vehicle speeds are relatively low;
- There is sufficient room on Arrandale Road in the rare event that two vehicles will have to pass by making use of the grassed verge on either side of the road; and
- The probability that a vehicle would encounter another vehicle travelling in the opposite direction is less than 1.0% for the majority of the day (including the typical morning and evening commuter peak periods).

Therefore, it is considered that the proposed development would comply with the performance criteria specified in Clause E4.6.1 –P1 and would not cause detriment to either road safety or traffic efficiency of Arrandale Road.

Further it is noted that the farmer could grow a broccoli crop without the need for a planning permit and such a crop requires a large number of pickers travelling to the site similar to the berry operation.

2.2.1 E4.7 Development Standards

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

Objective

To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

a) ensure the safe and efficient operation of roads and railways; and

b) allow for future road and rail widening, realignment and upgrading; and

c) avoid undesirable interaction between roads and railways and other use or development.

Acceptable Solutions	Performance Criteria
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building envelopes on new lots; and c) outdoor sitting, entertainment and children's play areas	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.
A1 Comment: Complies	

E4.7.2 Management of Road Accesses and Junctions

Objective To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	**Performance Criteria**
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.	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.
Comment: Not Applicable	
A2 For roads with a speed limit of more than	P2 For limited access roads and roads with a

60km/h the development must not include a new access or junction.	speed limit of more than 60km/h: 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.
The proposed access point is new therefore assessment against the PC is required. The traffic impact assessment has clearly demonstrated that the location of the proposed new access point has adequate sight distance and it wont impact on the efficiency and safety of the road for road users. Compliance is achieved.	

E4.7.3 Management of Rail Level Crossings

Objective To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.	
Acceptable Solutions	**Performance Criteria**

A1 Where land has access across a railway: a) development does not include a level crossing; or b) development does not result in a material change onto an existing level crossing.	P1 Where land has access across a railway: a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and d) an alternative access or junction is not practicable.
Comment: Not applicable	

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

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

Comment: Complies with A1

The following table (sourced from the TIA) demonstrates the sight distances available.

Location	Direction	Speed Limit	Vehicle Speed	Required	Available	Compl
Site access on Arrandale Road	Westbound	80 km/h	60 km/h[1]	115 m	> 200 m[2]	✓
	Eastbound	80 km/h	60 km/h[1]	115 m	> 200 m	✓
Arrandale Road / Pateena Road junction	Northbound	80 km/h	80 km/h	175 m	~180 m	✓
	Southbound	80 km/h	80 km/h	175 m	> 200 m	✓

2.3 E6 Car Parking and Sustainable Transport Code

2.3.1 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	Performance Criteria
A1 The number of car parking spaces must not be less than the requirements of: a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).	P1 The number of car parking spaces provided must have regard to: a) the provisions of any relevant location specific car parking plan; and b) the availability of public car parking spaces within reasonable walking distance; and c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) the availability and frequency of public transport within reasonable walking distance of

[1] Reduced speed estimated due to narrow, unsealed nature of road

[2] Requires trimming of existing vegetation

	the site; and e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) an empirical assessment of the car parking demand; and h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land.
Comment: Complies – there is no requirement for parking for Resource Development. Informal parking will be provided along the accessway. It is expected that during peak harvest season up to 30 pickers may be used and typically they travel in groups of 4-5 in a car to the site. If an average occupancy of 3 workers per car is assumed the proposal might generate demand for 10 parking spaces in peak periods. There is more than ample room for 10 parking spaces along the driveway.	

E6.6.2 Bicycle Parking Numbers

Objective To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.	
Acceptable Solutions	**Performance Criteria**

A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the: a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Comment: Not Applicable	

E6.6.3 Taxi Drop-off and Pickup

Objective To ensure that taxis can adequately access developments.	
Acceptable Solutions	**Performance Criteria**
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1 No performance criteria.
Comment: Not Applicable	

E6.6.4 Motorbike Parking Provisions

Objective To ensure that motorbikes are adequately provided for in parking considerations.	
Acceptable Solutions	**Performance Criteria**
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.
Comment: Not Applicable	

2.3.2 E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective	
To ensure that car parking spaces and access strips are constructed to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
A1 All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.
Comment: The parking area along the gravel access road is considered appropriate for the number and types of users utilising it.	

E6.7.2 Design and Layout of Car Parking

Objective	
To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
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 A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to: a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and

	e) the level of landscaping proposed for the car parking.
Comment: Not Applicable – there is no requirement for provision of car parking. If viewed from Pateena Road, the car parking is located behind the building line. If viewed from Arrandale Road it isn't. Whilst there is no requirement for the provision of car parking for resource development, it is considered that the proposal meets P1 in any case. Again it is reiterated that there are a number of agricultural crops that don't require planning permits to grow that do require seasonal pickers to visit the site and there is no formal car parking provided.	
A2.1 Car parking and manoeuvring space must: a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and 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.*	P2 Car parking and manoeuvring space must: a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
Comment: Complies The parking area is located on a relatively flat portion of the site. There is ample room to allow cars to enter and exit the site in a forward direction. Council can condition the permit to require the access to meet minimum requirements in accordance with the recommendations in the TIA: • Driveway width: – 3.6 metre typical – 4.5 metres for initial 7 metres from Arrandale Road • Shoulders (for parking) – 2.3 metres either side	

E6.7.3 Car Parking Access, Safety and Security

Objective	
To ensure adequate access, safety and security for car parking and for deliveries.	
Acceptable Solutions	**Performance Criteria**
A1 Car parking areas with greater than 20 parking spaces must be: a) secured and lit so that unauthorised persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs.	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the: a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.
Comment: Not applicable - there is no requirement for provision of car parking nor will there generate the requirement for more than 20 spaces	

E6.7.4 Parking for Persons with a Disability

Objective	
To ensure adequate parking for persons with a disability.	
Acceptable Solutions	**Performance Criteria**
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 No performance criteria.
A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with *Australian Standards AS/NZ 2890.6 2009*.	P2 No performance criteria.
Comment: Not Applicable	

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective
To ensure adequate access for people and goods delivery and collection and to prevent loss of

amenity and adverse impacts on traffic flows.	
Acceptable Solutions	**Performance Criteria**
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: a) at least one loading bay must be provided in accordance with Table E6.4; and b) loading and bus bays and access strips must be designed in accordance with *Australian Standard AS/NZS 2890.3 2002* for the type of vehicles that will use the site.	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.
Comment: Not Applicable	

2.4 E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective To ensure that parking and storage facilities for bicycles are safe, secure and convenient.	
Acceptable Solutions	**Performance Criteria**
A1.1 Bicycle parking spaces for customers and visitors must: a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets *Australian Standard AS 2890.3 1993*; and c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and d) be available and adequately lit in accordance *with Australian Standard AS/NZS 1158 2005 Lighting Category C2* during the times they will be used; and	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.

A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.	
Comment: Not applicable – in accordance with table E6.1 there is no requirement for bicycle parking for resource development However, it is submitted that there is no demand for bike parking as a result of the development. The location of the site means it is unlikely pickers will ride to work and in the event they do, the remote location coupled with a large land area means there is ample area for safe, secure and convenient bicycle parking.	
A2 Bicycle parking spaces must have: a) minimum dimensions of: i) 1.7m in length; and ii) 1.2m in height; and iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
Comment: Not applicable – in accordance with table E6.1 there is no requirement for bicycle parking for resource development	

E6.8.5 Pedestrian Walkways

Objective To ensure pedestrian safety is considered in development	
Acceptable Solution	**Performance Criteria**
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.
Comment: Not Applicable – there is no requirement for provision of car parking spaces therefore no requirement for provision of pedestrian walkways	

3 Conclusion

The proposed use and development of the site at Pateena Road for a berry farm (Resource Development – controlled environment agriculture) meets relevant standards of the *Interim Scheme* as is submitted to Council for approval under Section 57 of the *Land Use Planning and Approvals Act 1993.*

The only discretions triggered are in relation to the new accessway and the supporting TIA demonstrates that safe and efficient use of the new accessway can be achieved and that the overall impact to Arrandale Road will be limited.

Sincerely

Chloe Lyne
0408397393

Attachments:

- Proposal Plans
- Details of water tank
- Elevations of poly tunnels
- Bushfire Report
- Traffic Impact Assessment

It is noted that we can supply all the above documentation electronically

Bushfire Report

Report for: Michael Hughes
9 Forest Rd, Trevallyn

Property Location: Arrandale Road,
Longford, TAS 7301

Prepared by: Scott Livingston
AK Consultants,
40 Tamar Street,
LAUNCESTON, TAS. 7250

Date: 19th August 2015

AK Consultants

INTRODUCTION

The proponent intends to develop a berry growing enterprise on land with frontage to Pateena and Arrandale Roads, Longford. The development will include poly tunnels for berry production and a cool room for storage of fruit. (CT 34989/2).

The land is zoned Rural Resource and is predominately pasture with some shelterbelts and managed land around dwellings.

RISK ASSESSMENT

The lot is considered to be within a Bushfire Prone Area due to bushfire prone vegetation (grassland) greater than 1 ha, within 100m.

The proposed cool room is considered an agricultural building, integral to the use of the land and will not be occupied and therefore is considered exempt under clause E1.4g of the Bushfire Prone Areas Code. Note this exemption is not dependant on the location of the building on the property, alterations to siting or other amendments to the Site Plan will not affect this exemption.

FIREFIGHTING WATER SUPPLY & ACCESS

No water supply is required as the development is exempt.

There are no access requirements as the development is exempt.

CONCLUSIONS

The area is bushfire prone, being less than 100m from vegetation greater than 1 ha in size. However, the proposed cool room and poly tunnels are considered exempt from the Bushfire Prone Areas Code.

1-336

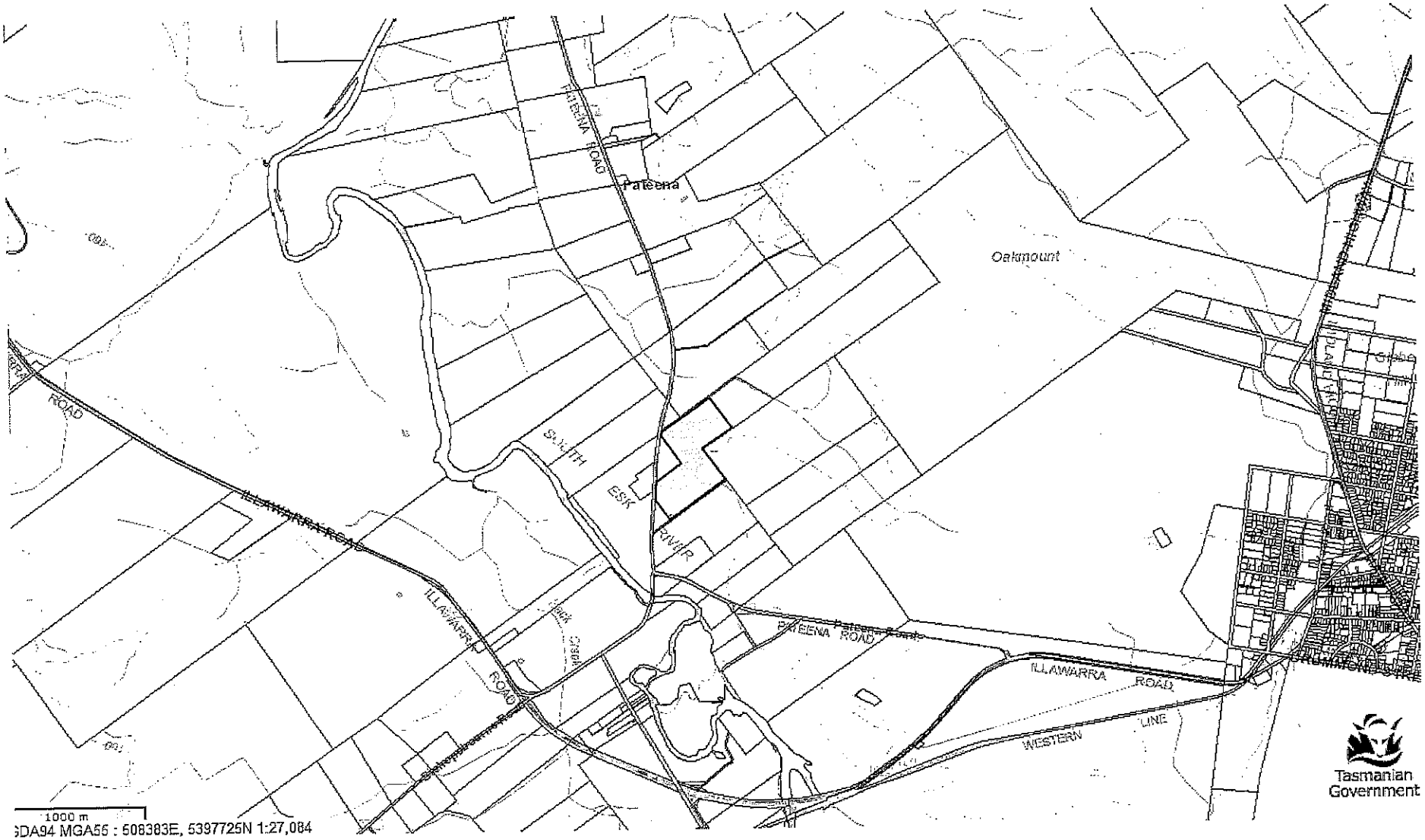


Figure 1: Location

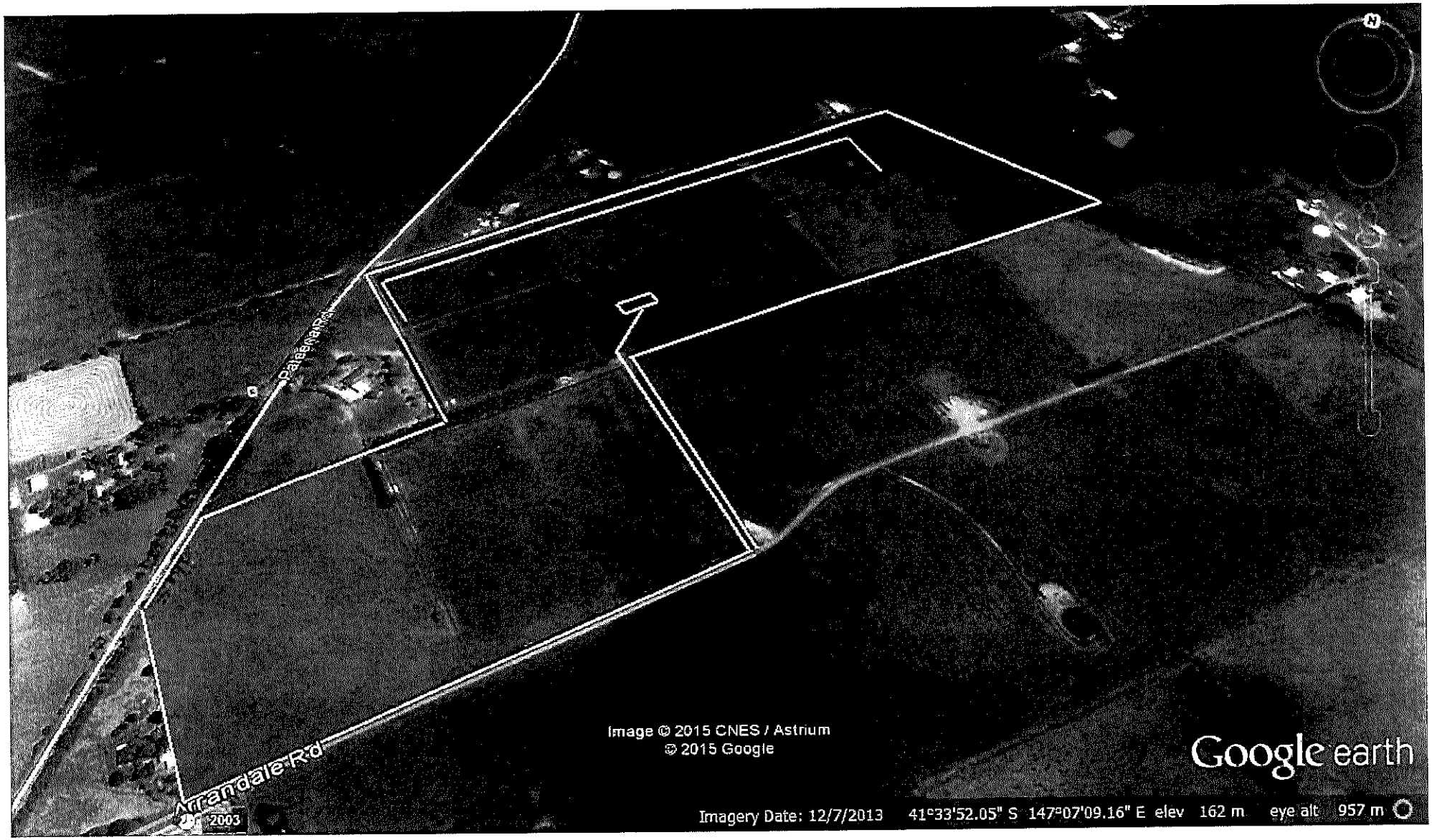


Figure 2: Google Earth Image subject title (white) and proposed berry production areas.

1-338

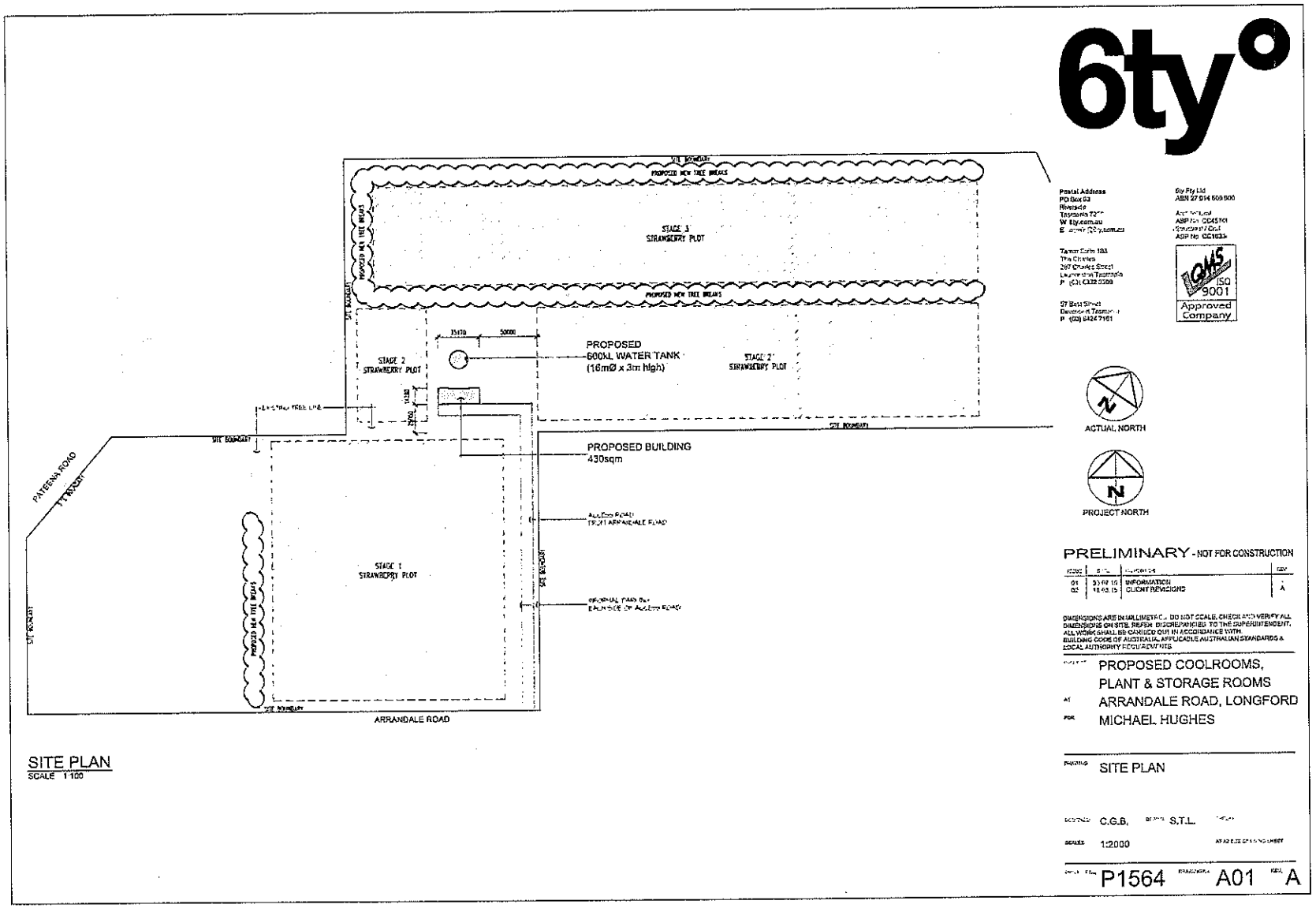


Figure 3: Site Plan

Code E1 – Bushfire-prone Areas Code Clause 1.4

Certificate of Exemption

Office Use

Date Received

Reference No

1. Land to which certificate applies

Name of planning scheme or instrument: Northern Midlands Interim Planning Scheme 2013. (The Scheme)

Use or Development Site	**Certificate of Title / PID**
Street Address Pateena Road, Longford	CT 34989/2 PID 7332403

2. Proposed Use or Development *(provide a description in the space below)*

New agricultural building- cool room and poly tunnels.

3. Documents relied upon

Title: Bushfire Hughes Pateena Road
Author: Scott Livingston
Date: 18/8/15

Title: Northern Midlands Interim Planning Scheme 2013
Author: Launceston Council
Date: 2013

1. Bushfire Hazard Practitioner – Accredited Person

Name	Scott Livingston	Phone No:	03 6334 1033
Address :	40 Tamar St. Launceston, 7250	Fax No:	03 6334 1117
		Email address:	scott@akconsultants.com.au
Fire Service Act 1979 Accreditation No:	BFP-105	Scope:	1, 2, 3A, 3B, 3C

2. Certification

I, Scott Livingston certify that in accordance with the authority given under the Part 4g of the Fire Service Act 1979 –

The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4(g) because the building is integral to the agricultural use of the land and not normally occupied.	✓

Signed

Date 19/8/15

1-340

Mr Michael Hughes

Proposed Berry Farm, Pateena Road

Traffic Impact Assessment

August 2015

This report has been prepared by GHD for Mr Michael Hughes and *may only be used and relied on by Mr Michael Hughes for the purpose agreed between GHD and the Mr Michael Hughes as set out in this report.*

GHD otherwise disclaims responsibility to any person other than Mr Michael Hughes arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Mr Michael Hughes and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Table of contents

1. Introduction 3
1.1 Background 3
1.2 Subject Site 3
1.3 Planning Scheme 3
2. Existing Conditions 4
2.1 Transport Network 4
2.2 Road Safety Performance 5
3. Proposed Development 6
3.1 General Characteristics 6
3.2 Traffic Generation and Distribution 7
4. Traffic Impacts 7
4.1 Access Assessment 7
4.2 Surrounding Road Network Impacts 9
4.3 Pedestrians and Cyclists 9
4.4 Car Parking Assessment 9
5. Conclusions 10

Table index

Table 1 Crash History (2010 – 2015) 6
Table 2 Probability of Encountering Another Vehicle 8
Table 3 Sight Distance Assessment 8

Figure index

Figure 1 Subject Site and Surrounds 3
Figure 2 Pateena Road 4
Figure 3 Arrandale Road 5
Figure 4 Remove Vegetation 9

Appendices

Appendix A – Proposed Development Site Plan

1. Introduction

1.1 Background

GHD was engaged by Mr Michael Hughes to prepare a Traffic Impact Assessment report for a proposed berry farm at Pateena Road, Longford, with access via Arrandale Road.

1.2 Subject Site

The subject site is located at Pateena Road, Title Ref. No. 34989/2. The subject site and surrounding land uses are presented in Figure 1.

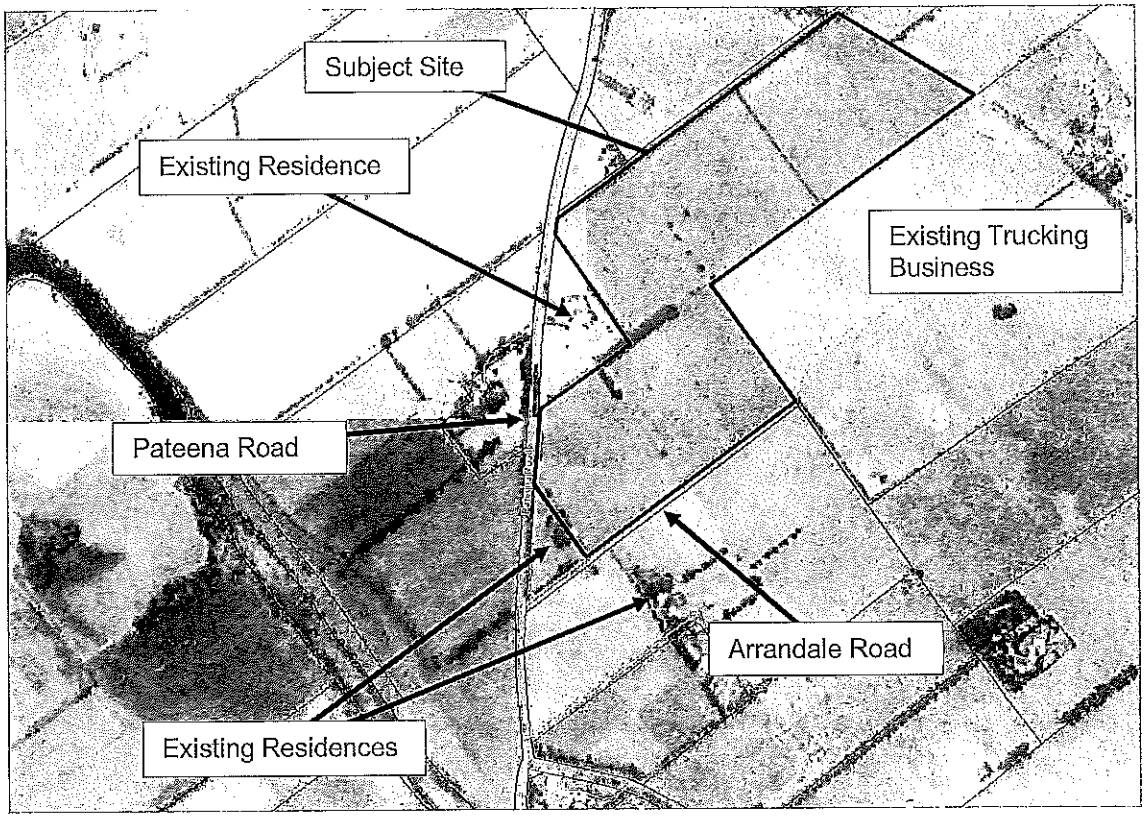


Figure 1 Subject Site and Surrounds

Base image source: LISTMap, DPIPWE

1.3 Planning Scheme

The project will be assessed under the *Northern Midlands Interim Planning Scheme 2013* which will be referred to as the Planning Scheme in this report. The proposed development is discretionary with respect to Clause E4.6.1 and Clause E4.7.2 of the Planning Scheme. This traffic impact assessment addresses the following performance criteria:

> *"For limited access roads and roads with a speed limit of more than 60 km/h ... 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."*

2. Existing Conditions

2.1 Transport Network

For the purpose of this assessment, the transport network consists of Pateena Road and Arrandale Road. These are examined in detail in the following sections.

2.1.1 Pateena Road

Pateena Road is a rural road connecting between Illawarra Road, at Longford, and Meander Valley Road, at Travellers Rest. It provides a key link between the towns of Longford/Perth and Hadspen and also provides access to a number of rural residential and farming properties.

Pateena Road is a two-lane, two-way road for the majority of its length. It is sealed, with gravel shoulders and open drains, and marked with a centre line. The speed limit on Pateena Road was recently reduced from the default rural speed limit (100 km/h) to 80 km/h. A typical section of Pateena Road near the site is presented in Figure 2.

Figure 2 Pateena Road

While detailed traffic data for Pateena Road near the subject site was not available, it is likely that daily traffic volumes are no more than around 2,500 to 3,000 vehicles per day, with peak volumes in the order of 250 to 300 vehicles per hour (two-way).

2.1.2 Arrandale Road

Arrandale Road is an unsealed, local road connecting to Pateena Road approximately 250 metres north of Newry Corner. It has a total length of around 580 metres and a pavement width of 4 metres with a grassed verge on either side. The total road reserve width is around 9 metres and fenced on both sides. The view of Arrandale Road from the proposed access is presented in Figure 3.

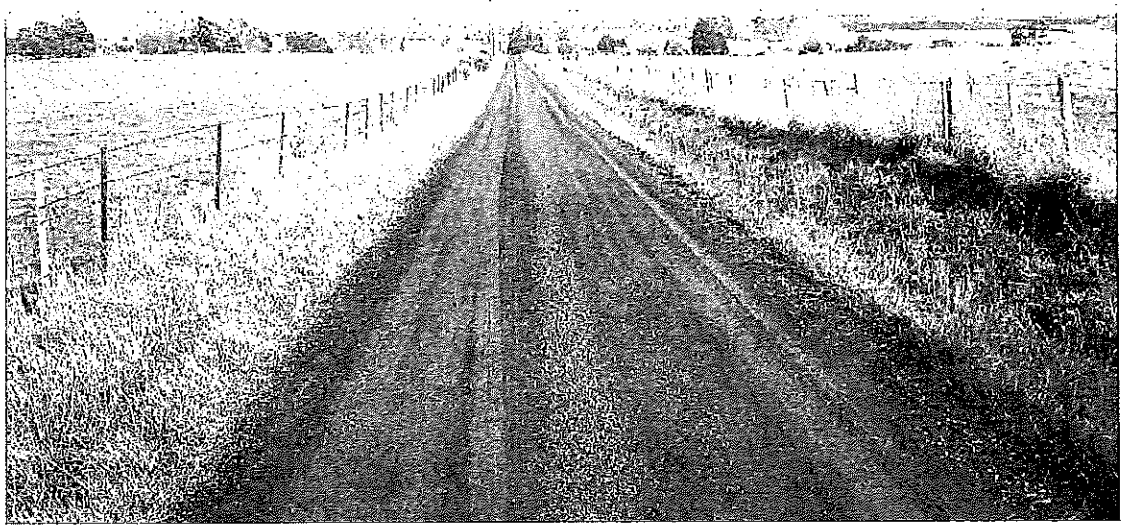


Figure 3 Arrandale Road

Traffic volumes on Arrandale Road have been estimated by considering the existing uses accessing via this road which include:

- Existing trucking business which operates around 3 to 4 trucks, typically entering and exiting Arrandale Road once per day. A peak volume of 2 truck movements per hour and 2 car movements per hour has been assumed;
- Two existing residences with access onto Arrandale Road and generating a typical peak volume of 2 car movements per hour.

Therefore, the existing volumes on Arrandale Road are expected to be in the order of around 6 vehicles per hour during the peaks. There is no posted speed limit on Arrandale Road and the default speed limit, which is 80 km/h, applies.

2.2 Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5 year time period (July 2010 to June 2015) for Arrandale Road and Pateena Road. The crash history is summarised in Table 1.

Table 1 Crash History (2010 - 2015)

Location	Number of Crashes		Dominant Crash Type(s)
	Total	Casualty	
Intersection Crashes			
Pateena Road / Meander Valley Road	2	1	Loss of control (2)
Pateena Road / Illawarra Road	3	1	Right far (1), Loss of control (1), On path (1)
Non-Intersection Crashes			
Arrandale Road	0	0	NA
Pateena Road	14	8	Loss of control (10)
Total	***19***	***10***	

The crash history summarised in Table 1 covers the full length of Pateena Road which is approximately 11 km. The crash profile is typical of a rural road such as Pateena Road, with the majority of crashes being single vehicle 'run-off-road' type crashes, and there are no specific factors represented in the data which would suggest an existing road safety deficiency in the vicinity of the site.

It is noted that the crash frequency has decreased in recent years since the introduction of an 80 km/h speed limit on Pateena Road. It is further noted that no crashes were recorded on Arrandale Road or on Pateena Road within 1 km on either side of the Arrandale Road junction during the five year time period.

3. Proposed Development

3.1 General Characteristics

The proposed development is for a new berry farm to be accessed via a new access at the far north-east end of Arrandale Road. The farm will be developed in three stages as follows:

- Stage 1 Approx. 4.5 ha
- Stage 2 Approx. 4.4 ha
- Stage 3 Approx. 4.0 ha

A site plan of the proposed development is attached in Appendix A to this report.

The farm is anticipated to employ up to 30 workers during the seasonal peak (October to April) with significantly fewer workers (primarily planters and maintenance) throughout the remainder of the year.

Employment characteristics are as follows:

- May to September 3 to 4 workers (planters and maintenance)
- November to December 8 to 10 workers (mainly pickers)

- January to February 30 workers (mainly pickers)
- March to April 8 to 10 workers (mainly pickers)

In addition to worker vehicles, the development will attract up to 2 truck movements per day during the seasonal peak (1 entry and 1 exit) as berries are transported out of the site.

3.2 Traffic Generation and Distribution

From experience with similar operations, pickers tend to car pool in groups of 4 or 5 to the site. If an average car occupancy of 3 workers per car is assumed, the proposal might generate 10 car movements in the morning (entries) and 10 movements in the afternoon (exits) during the seasonal peak.

Picking typically commences at 6:00 am, therefore the peak entry movements would occur prior to this time (between 5:00 and 6:00 am). Departure times would be dependent on various factors, however exits would typically be between 1:00 pm and 3:00 pm.

There would also be 1 truck per day (entry and exit) during the picking season. The timing of truck movements could vary throughout the day. Therefore, based on the above, the proposed development is likely to generate traffic during the seasonal peak period as follows:

- 10 vehicle movements (entries) per hour before 6:00 am,
- 5 vehicle movements (exits) per hour between 1:00 pm and 3:00 pm, and
- 2 truck movements per day (1 entry and 1 exit) at various times.

Traffic activity during the construction stage would be similar to the seasonal peak during operation with around 10 to 15 workers and infrequent deliveries throughout the day.

4. Traffic Impacts

4.1 Access Assessment

The proposed development will be accessed via Arrandale Road. Since the access will be a new access, and Arrandale Road has a speed limit greater than 60 km/h, the proposal must demonstrate compliance with the Performance Criteria in Clause E4.7.2-P2 which states that:

> *"For limited access roads and roads with a speed limit of more than 60 km/h ... 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."*

As discussed in Section 3.2, traffic volumes using Arrandale Road are likely to increase as a result of the proposed development by up to 10 vehicles per hour in the early morning and up to 5 vehicles per hour during the early afternoon. There would also be up to 1 additional truck movement per hour at various times throughout the day.

Arrandale Road is very narrow, having a pavement width of around 4 metres, such that it is difficult for two vehicles to pass. Existing traffic volumes on Arrandale Road are very low and it is extremely rare for two vehicles to have to pass. It is noted that it is possible to pass at low speed by making use of the grassed verge on either side of the road.

The proposed development will increase total daily traffic on Arrandale Road by around 22 vehicle movements per day during the seasonal peak period. Therefore, there will be a slightly increased chance that two vehicles will have to pass. If an average speed of 60 km/h is assumed, the probability that a vehicle on Arrandale Road will encounter another vehicle travelling in the other direction can be estimated as summarised in Table 3.

Table 2 Probability of Encountering Another Vehicle

Location along Arrandale Road	Early AM (5:00 – 6:00)	Early PM (13:00 – 15:00)	Rest of Day
Additional Traffic	*10 veh/hr*	*5 veh/hr*	*1 veh/hr*
Near Pateena Road (175 m)	2.9%	1.5%	0.3%
Rest of Arrandale Road (410 m)	6.8%	3.4%	0.7%

Based on Table 2, the probability of encountering another vehicle while travelling on Arrandale Road would be around 6.8% during the 5:00 am to 6:00 am period. In the early afternoon, this decreases to around 3.4% due to the staggered exits during the 2 hour finishing period. Throughout the rest of the day (including the normal morning and evening peak periods), the probability of encountering another vehicle on Arrandale Road remains less than 1%.

An assessment of Arrandale Road is provided as follows:

- Existing traffic volumes on Arrandale Road and Pateena Road near the site are very low;
- Arrandale Road is straight, with very good forward sight distance and, due to the nature of the road being narrow and unsealed, vehicle speeds are relatively low;
- There is sufficient room on Arrandale Road in the rare event that two vehicles will have to pass by making use of the grassed verge on either side of the road; and
- The probability that a vehicle would encounter another vehicle travelling in the opposite direction is less than 1.0% for the majority of the day (including the typical morning and evening commuter peak periods).

Therefore, it is considered that the proposed development would comply with the performance criteria specified in Clause E4.7.2-P2 and would not cause detriment to either road safety or traffic efficiency of Arrandale Road.

4.1.1 Sight Distance Assessment

A sight distance assessment was undertaken against Clause 4.7.4 of the Planning Scheme and is summarised in Table 3.

Table 3 Sight Distance Assessment

Location	Direction	Speed Limit	Vehicle Speed	Required	Available	Complies
Site access on Arrandale Road	Westbound	80 km/h	60 km/h[1]	115 m	> 200 m[2]	✓
	Eastbound	80 km/h	60 km/h[1]	115 m	> 200 m	✓
Arrandale Road / Pateena Road junction	Northbound	80 km/h	80 km/h	175 m	~180 m	✓
	Southbound	80 km/h	80 km/h	175 m	> 200 m	✓

[1] Reduced speed estimated due to narrow, unsealed nature of road
[2] Requires trimming of existing vegetation

The available sight distance at key junctions complies with the minimum requirements of the Planning Scheme. Note that some vegetation will have to be removed and/or managed directly adjacent to the access location on Arrandale Road in order to provide sufficient sight distance for westbound traffic as shown in Figure 4.

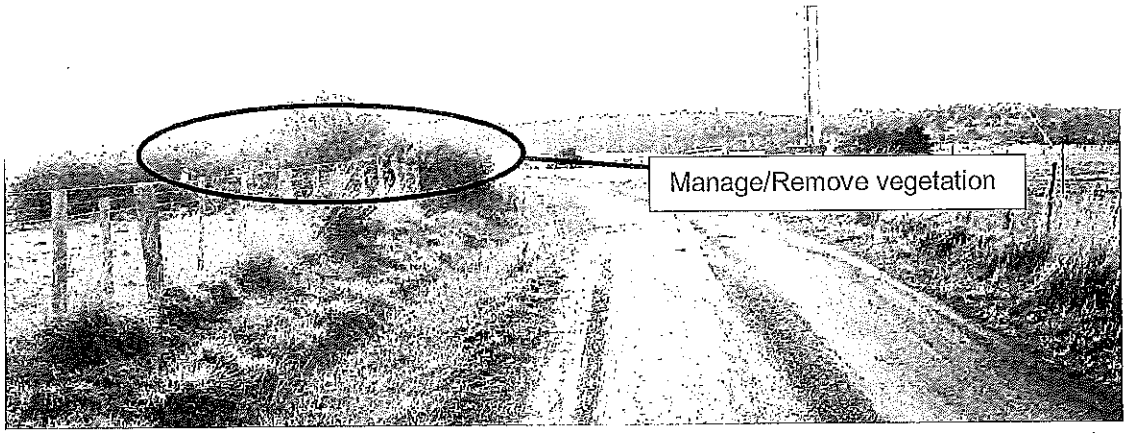


Figure 4 Remove Vegetation

4.2 Surrounding Road Network Impacts

4.2.1 Traffic Efficiency

The proposed berry farm is likely to generate up to an additional 22 vehicles per day onto Pateena Road. This represents an increase of less than 1% compared to existing traffic volumes on this road. Furthermore, this additional traffic would typically be in the early morning (before 6:00 am) and in the early afternoon (1:00 to 3:00 pm) when hourly volumes on Pateena Road are much lower than in the peak.

4.2.2 Road Safety

No adverse road safety impacts are foreseen for the project. This is based on the following:

- There is sufficient width on Arrandale Road, making use of the grassed verge on either side of the road, in the rare event that two vehicles will have to pass;
- There is sufficient sight distance at key junctions in accordance with Planning Scheme requirements with the removal of some vegetation;
- The proposed development will increase the daily traffic on Pateena Road by less than 1% compared to existing volumes, with the majority of this being outside of typical peak traffic times; and
- The crash history does not suggest any existing road safety deficiencies near the site.

4.3 Pedestrians and Cyclists

Due to the remote nature of the site, the proposal is unlikely to generate significant pedestrian or bicycle movements.

4.4 Car Parking Assessment

Table E6.1 of the Planning Scheme sets out parking requirements for land uses. There is no specific minimum parking requirement for agriculture. The proposed development will provide informal parking along the driveway access sufficient to suit its needs. There is no requirement under the Planning Scheme for bicycle, taxi or motorbike parking for this development.

The Planning Scheme requires that: *"one of every 20 parking spaces be constructed and designated for use by persons with disabilities..."* The proposed development will not provide any formalised parking; rather informal parking will be available along the access driveway. Therefore, there is considered to be no need to provide disability parking. In the rare event accessible parking is required, there is a gravel hardstand area near the storage building which can be used temporarily for this purpose.

Table E6.2 and E6.3 of the Planning Scheme provide standards for the design of access ways and parking spaces. Based on these tables, the following design criteria are recommended for the internal access driveway:

- Driveway width:
  - 3.6 metres typical
  - 4.5 metres for initial 7 metres from Arrandale Road
- Shoulders (for parking):
  - 2.3 metres either side

The above dimensions will allow for vehicle manoeuvring and parking on either side of the driveway as well as access by trucks up to the 8.8 metre design vehicle. If access by larger trucks (12.5 metre rigid or articulated vehicles) is required then additional driveway widening at the interface with Arrandale Road would also be required.

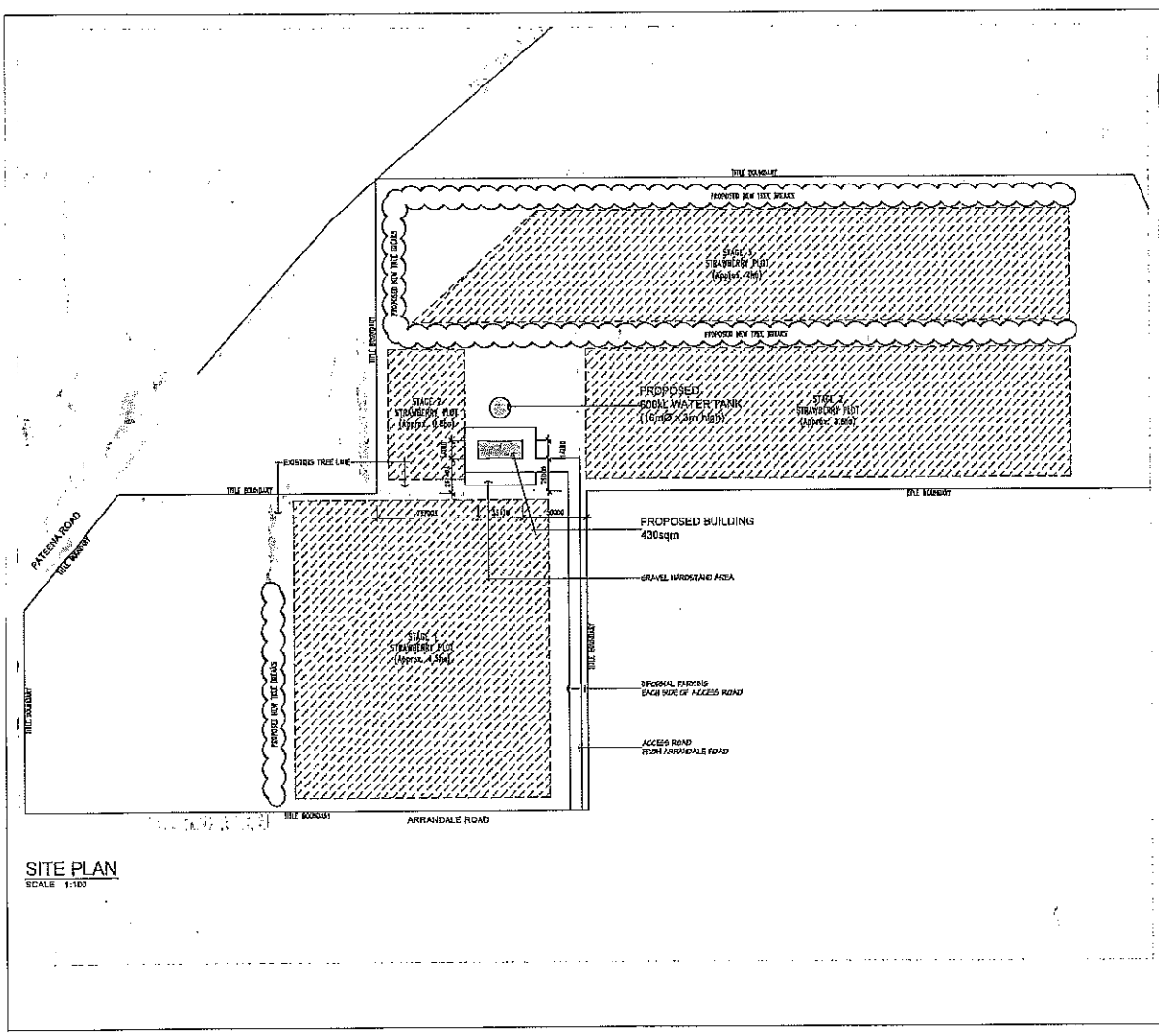
5. Conclusions

This report has investigated the traffic impacts of a proposed berry farm at Pateena Road, Longford. The site will be accessed via a new driveway on Arrandale Road. Based on the findings of this report, the proposal is supported on traffic grounds. In particular, the proposal is considered to comply with the performance criteria in Clause E4.6.1 and Clause E4.7.2 of the Planning Scheme, which states that:

> *"For limited access roads and roads with a speed limit of more than 60 km/h ... 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."*

Appendices

Appendix A – Proposed Development Site Plan



SITE PLAN
SCALE 1:100

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874E
Structural / Civil
ABP No. CC1639

Tenancy Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7101

ISO 9001 Approved Company

ACTUAL NORTH

PROJECT NORTH

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE	DATE	DESCRIPTION	REV
01	30.07.15	INFORMATION	A
02	18.09.15	CLIENT REVISIONS	B
03	19.09.15	CLIENT REVISIONS	B

DRAWINGS ARE IN MILLIMETRES. DO NOT SCALE, CHECK AND VERIFY ALL DIMENSIONS ON SITE. REPORT DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED COOLROOMS, PLANT & STORAGE ROOMS
AT: ARRANDALE ROAD, LONGFORD
FOR: MICHAEL HUGHES

DRAWING: SITE PLAN

DRAWN: C.G.B. CHKD: S.T.L. CHECKED:
SCALE: 1:2000 AT A1 SIZE DRAWING SHEET

PROJECT No. P1564 DRAWING No. A01 REV. B

GHD

Level 2, 102 Cameron Street Launceston
Tasmania 7250
T: (03) 6332 5500 F: (03) 6332 5555 E: lstmail@ghd.com

G:\32\17745\WP\22073.docx

Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	E. Jackson		T. Bickerstaff		21/8/15

www.ghd.com

ATTACHMENT B

14 September 2015

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

Dear Mr Jennings

RE: P15-246 PROPOSED BERRY FARM

LETTER OF CONCERN REGARDING THE TRAFFIC IMPACT ON ARRANDALE RD AS A RESULT OF PLANNING APPLICATION P15-246

Please note that this submission is only addressing issues associated with the proposed access off Arrandale Rd not the full proposed berry farm development. We would like to wish Mr Michael Hughes well with the development however we believe that the proposed access from Arrandale Rd will come with road efficiency and safety issues.

I refer to the accompanying Traffic Impact Report to the submission prepared by GHD Consulting and would like to make it known that we were not consulted by GHD in the preparation of this report and therefore it contains many inconsistencies regarding our operation.

Jason and Danielle Aitken are the owners of 'Arrandale" 60 Arrandale Rd which only has access from Arrandale Rd. The size of the property is 121 acres and it is operated as a primary production enterprise. As well as the operation of the farm, JS Aitken Pty Ltd are contracted to Tasmanian Alkaloids and this contract requires the use of prime movers and trailers, a spreader truck and agricultural tractors and spreaders. JS Aitken Pty Ltd are not a trucking business as incorrectly stated in point 2.1.2 of the GHD Report (Report). The number of trucks stated that we operate is incorrect as is the assumption that these vehicles enter and exit Arrandale Rd once per day.

The Report also fails to mention that agricultural machinery used for farming Arrandale also utilises Arrandale Rd as the only point of access to the property, this includes spraying contractors, harvesting equipment and livestock trucks. Much of this activity will also be done during the predicted "peak" harvesting time of the berries. The report also fails to mention that Mr Guy Peltzer also uses Arrandale Rd to access part of his property both for vehicular and livestock movements.

As stated in point 4.4 of the Report, Arrandale Rd is very narrow with a pavement width of 4 metres such that it is difficult for two vehicles to pass. While it is noted in the report that two vehicles can pass making use of the grassed verge either side I fail to see how this is possible as deep table drains run up either side of Arrandale Rd and can speak from experience that while two cars may be able to squeeze past each other when the table drains are dry, there is no way that a car and a heavy vehicle

can pass on Arrandale road at any time. I fail to see the relevance of any of the percentage statistics stated in Table 2 of the report as they are purely based on assumptions not researched figures and therefore are purely factual.

At no time, given the current width of the road, can a light vehicle pass a heavy vehicle or an agricultural piece of machinery. A light vehicle towing a horse float cannot pass another vehicle and there are no areas to pull over due to the table drains.

I would also like to comment on Table three of the report in relation to Traffic Sight Distances. As users of Arrandale Rd we can confirm that the Arrandale Rd/Pateena Rd junction northbound does not have good sight and in fact we do not allow our heavy vehicles to turn up Arrandale Rd from the north due to exceptionally poor vision and tight turning. We believe that even with the removal of said vegetation that this is still a dangerous vehicle movement. We note that the required and available sight distances stated in the Report are very close and that this will require closer investigation.

Contact has been made with the Department of State Development regarding the speed zone of Arrandale Rd defaulting to 80km/hr as this speed is unrealistic on such a sort and narrow stretch of road. The Department of State Development have advised the following:

"it is noted that as the first section of the road (approx. 500m) up to your property boundary (Arrandale) appears to be the limit of the 'public' road. It could be argued that it falls under the definition of 'built-up area' in the road rules in terms of road length and therefore the maximum default speed limit for a built-up area applies which is 50km/h".

Given this interpretation, it should be considered that if the development generates more than 40 vehicle entry and exit movements per day, it will be in breach of the Planning Scheme. We note that the application states that approximately 22 additional vehicle movements will be generated. However it is also stated that the business will require 30 pickers in the peak period plus truck movements. Again an assumption is made that pickers will car pool which is unsubstantiated, meaning that it is also possible that pickers alone could generate 60 vehicle movements per day if they were to travel independently to work.

In summary we would like Northern Midlands Council to consider the practicality, legal and safety issues associated with accessing the proposed development from Arrandale Rd given that the applicant has clearly stated that the site has two access points directly from Pateena Rd which were not considered in the application as an alternative.

Yours faithfully

Jason Aitken

Danielle Aitken

7 September 2015

Mr Des Jennings
General Manager
Northern Midlands Council
PO Box 156
Longford TAS 7301

Dear Mr Jennings

Re: Proposed Berry Farm, Pateena Road P15-246

We are writing in regard to the Traffic Impact Assessment report as it relates to the proposed berry farm by Mr Michael Hughes on Pateena Road.

We are referred to in the report as existing residents living at 24 Arrandale Road. The proposed berry farm will impact on us greatly, in particular increased use of Arrandale Road as access for vehicles to the farm. There are some statements in the report that relate to the suitability and safety of using Arrandale Road that are incorrect or have not been addressed.

The report has greatly underestimated the amount of existing vehicle movements on Arrandale Road.
Under item 2 Existing Conditions in the report they refer to Jason Aitken's farm business at the end of Arrandale Road as an existing trucking business and have based the vehicle movements on this assumption. Mr Aitken has a number of large trucks that use Arrandale Road but there are other vehicles that relate to his farming business that make up far more movements each day than are documented in this report. Our own movements to and from work and school with two vehicles makes up more car movements than is stated under 2.1.2 of the report.

The report has also made no mention of another existing user of Arrandale Road for farm business. Mr Guy Peltzer uses Arrandale Road to access his Newry Farm paddocks. He often uses the road to drive tractors to feed cattle in these paddocks. More importantly he uses Arrandale Road to move his cattle from *Newry Farm* across Pateena Road to *Ravensworth*.

The report has stated that the speed limit on Arrandale is 80km/h.
Under item 4 Traffic Impacts we would like to question the speed limit on Arrandale Road, which is a single lane, dirt road, used by local traffic only. Any speed over 60km/h would seem too fast for this road. The report states that as there is no speed limited posted that the default speed limit is 80km/h. If increased traffic were able to travel along Arrandale Road at up to 80km/h this would be a serious safety concern for all uses of the road.

The report has assumed that vehicles can safely pass using the grass verge.
Also under item 4, Arrandale Road is described as being 'narrow and difficult for two vehicles to pass'. They state that it is 'extremely rare for two vehicles to have to pass'. As we are daily users of the road we can tell you that this statement is not correct. We often meet other vehicles on the road, which requires us to pull over where it is safe to do so, or to reverse down the road to a place where we can pull over. The report states that 'it is possible to pass at low speed by using the grassed verge on either side of the road'. This is not correct. There are deep ditches running either side of the road, which was carried out by council some years ago to cope with water run off from paddocks washing out Arrandale Road in a number of places. To prevent this water damage occurring, deep ditches and culverts were put in place along the grass verges either side of Arrandale Road from our driveway down to Pateena Road. On this section of the road it is not possible for a truck or small car to pull off to the side of the road without going down into the ditch, culvert or getting bogged in the soft earth.

The report has not addressed the increased safety risk of vehicles pulling out onto Pateena Road.
The sight distance is extremely poor for cars and trucks pulling out of Arrandale Road onto Pateena Road. In particular cars travelling north along Pateena Road are hard to see if you are pulling out. Line of sight is also poor if you are turning onto Arrandale Road from Pateena Road travelling south. It is extremely difficult to see if there is a vehicle coming down Arrandale Road. This poses an increased safety risk with more vehicles using Arrandale Road and it has not been addressed in this report. We have had a number of incidents of turning into Arrandale Road and the car behind thinking it is a signal to overtake, as they are not aware that Arrandale Road is there. Existing users of Arrandale can cite a number of instances when this has occurred.

The report has made assumptions about existing residents and how we use Arrandale Road.
Item 4.3 Pedestrians and cyclists, the report has stated that the road does not 'generate significant pedestrian or bicycle movements'. We often use the road to exercise, walking up to Mr Aitken's farm or use it as a safe option to ride our bikes with our children. We also walk to our letterbox or collect our newspaper from the bottom of Arrandale Road. This will no longer be a safe option for us with the proposed berry farm using the road.

The development is not planning on providing parking for their workers vehicles.
The report states that only informal parking will be provided for their workers along their driveway. We are concerned that if workers do not car pool as has been suggested, there may be more cars than can be accommodated along the driveway. This could force workers to park their cars along Arrandale Road. This would pose a extreme safety risk with vehicles not being able to safely pass, interruption of traffic flow with

vehicles trying to turn around and the increased risk of vehicles becoming bogged in the soft verge.

We support a berry farm to be developed on Michael Hughes' farm and think it will be a successful and appropriate enterprise for the district. However we do not feel that the use of Arrandale Road as the access road to the farm should be approved for the reasons outlined in this letter. Looking at their plan, there are a number of other options that do not pose the same safety concerns as using Arrandale Road. We feel that this proposal to use Arrandale Road is more about economics, a cheaper option for Mr Hughes, than it is considering the impact on existing residents and users and safety issues.

Yours sincerely

Philip and Catherine Wolfhagen
24 Arrandale Road
Longford TAS 7301
0417 398 142

Mr Des Jenning

General Manager

Northern Midland Council

PO Box 156

Longford Tas 7301

Dear Mr Jennings,

I am writing in regards of the proposed berry farm by Mr Michael Hughes on Pateena Road. I have no objection to the development itself, but my concern is the access via Arrandale Road.

Arrandale Road is not really a public road, merely an access to the property of "Arrandale" ' which has no boundary to Pateena Road, and is a very narrow road tract, double fenced. It is used by the local residents, but has a lot of traffic due to the farming business run by Mr Aitken of "Arrandale", we also use it for access to "Newry Farm" and to move cattle backwards and forwards to Ravensworth, and to feed the stock. It is too narrow to pass an other vehicle without both vehicles having to drive into the ditch and on the grass, possible in a dry summer but not during the winter. To be safe it would be necessary for the Council to widen the road to a double lane and also to ban any parking.

I realise it might be more expensive for Mr Hughes,but consideration should be given to access via a new entrance at the northern end of his property, directly from Pateena Road and a private internal road to the Berry Farm itself. I think the Traffic Impact Assessment is underestimating Arrandale road amount of traffic and the cost to the Council to remediate.

Please keep me informed of any public meeting in relation to the above.

Yours Faithfully

Guy Peltzer

Ravensworth 812 Pateena Road Longford

From: Chloe Lyne [Chloe.Lyne@ghd.com]
Sent: Tuesday, 22 September 2015 5:24:46 PM
To: Melissa Cunningham
CC: hughes.tot@bigpond.com
Subject: P15-246

Melissa
Please see the table below for a response to the issues raised in the objections for P15-246

Issue	Response
TIA has underestimated existing amount of traffic on Arrandale Road	Regardless of the underlying assumptions in the TIA, the existing traffic using Arrandale Road is very low. Furthermore, the existing traffic using Arrandale Road either before 6:00 am or between 1:00 pm and 3:00 pm, which is when the pickers would arrive/leave, is low.
The report doesn't mention Mr Guy Peltzers use of Arrandale Rd for access to his property and the fact he uses the road to access and move cattle between two properties	The fact that Mr Peltzer chooses to use the public road to transport vehicles and cattle between his two properties should not preclude the owner of the subject site pursuing a lawful agricultural use. It is noted that if Mr Hughes were to plant a potato, onion or broccoli crop on the land (which would not need planning approval), there would be a significant number of increased traffic movements along Arrandale Road, particularly during harvest.
Issues with speed limit on Arrandale Road	The TIA's statement over default speed limit is correct. Changes to the speed limit on the road is an issue for Council to consider
Concern with the difficulties for two vehicles to pass	If Council considers this to be an issue, a requirement for passing bays to be installed could be placed as a condition on the permit with costs to be shared by major users.
Concern with the sight distance at the Arrandale /Pateena Rd junction	The traffic engineer does not believe sight distance at Pateena Road/Arrandale Road is an issue as the representations have stated. The crash history certainly does not support this. Signage on Pateena Road (junction sign) would alleviate the issue too
The report has made incorrect assumptions about the pedestrian and cyclist usage of Arrandale Road. The objectors use the road to walk along to collect their mail and are concerned that this will no longer be safe	A couple of people walking/biking on the road every now and then would not constitute 'significant pedestrian or bicycle movements'.
Concern that parking will occur on Arrandale Road	Given the area of land available on the subject site, it is submitted that there is more than sufficient area for overflow parking if required. We would be quite comfortable with a condition on permit specifically prohibiting the use of the Arrandale Road verge for

	parking.
States that the TIA incorrectly refers to the Aitken operation as a trucking business	The application is for vehicular access to our site. Concerns from neighbours with regards the application due to their own operating activities on a public road are the business of the applicant but the traffic engineer needed to take into account the traffic movements of a large number of trucks from the site into his assessment.
Concern that the TIA has underestimated the traffic movements based on agricultural use of the properties along Arrandale Road	It is submitted that it is not reasonable that the existing farming operations along Arrandale expect they have exclusive right to utilise the road to service their agricultural operations and that the owners of the subject site are not afforded such use of the road. The application is for agricultural use of the land and again it is noted that if a crop such as broccoli were planted on the site, no planning approval would be required and there would be high levels of staff on the site during harvest of that crop.
Objector states that if more than 40 vpd are generated it is in breach of the planning scheme.	This is an incorrect interpretation of the Planning Scheme. Even if the speed limit were 50km/hr, the maximum of 40 vehicle movements per day at the access is the permitted standard and there is discretion to vary this.
States that Arrandale Road is not a public road and simply provides access to the property of Arrandale	This is an incorrect statement.

Regards

Chloe Lyne
Senior Planner
Working Tuesday and Thursday

Please note: From Monday 21 September we will be located at 23 Paterson Street Launceston.

GHD
T: 61 3 6332 5525 | V: 325525 | M: 0408 397 393 | E: chloe.lyne@ghd.com
Level 2, 102 Cameron St, Launceston, TAS, 7210 Australia | www.ghd.com
WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

ATTACHMENT C

RURAL RESOURCE ZONE	
ZONE PURPOSE	
26.1.1	*To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*
	The proposal does not conflict with this purpose.
26.1.2	*To provide for other use or development that does not constrain or conflict with resource development uses.*
	The proposal complies with this purpose.
26.1.3	*To provide for economic development that is compatible with primary industry, environmental and landscape values.*
	The proposal complies with this purpose.
26.1.4	*To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.*
	Not applicable to this proposal.
26.1.5	**Local Area Objectives**
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.*
	The proposal is consistent with this objective as it seeks to establish a modern berry farm in response to growing market demand..
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.
	The proposed development is wholly outside the scenic tourist corridor and does not conflict with this objective.
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.*
	Not applicable to this application.
26.1.6	**Desired Future Character Statements**
26.1.4	*The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.*
	The proposal complies with this statement as the development is outside the scenic tourist corridor. Further, it is noted that poly tunnels are becoming an increasingly familiar component of the agricultural landscape.

	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 create an unreasonable adverse impact on existing sensitive uses or local infrastructure.*

	f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.
A1	*If for permitted or no permit required uses.*
	Complies.
P1.1	*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*
	Not applicable
P1.2	*Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m^2 over the site.*
	Not applicable.
A2	*If for permitted or no permit required uses.*
	Complies.
P2.1	*Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:* *i) amount of land alienated/converted is minimised; and* *ii) location is reasonably required for operational efficiency; and*
	Not applicable.
P2.2	*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.*
	Not applicable.
A3	*If for permitted or no permit required uses.*
	Complies.
P3	*The conversion of non-prime agricultural to non-agricultural use must demonstrate that:* *a) the amount of land converted is minimised having regard to:* *i) existing use and development on the land; and* *ii) surrounding use and development; and* *iii) topographical constraints; or* *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:* *i) limitations created by any existing use and/or development surrounding the site; and* *ii) topographical features; and* *iii) poor capability of the land for primary industry; or* *c) the location of the use on the site is reasonably required for operational efficiency.*

	Not applicable.
A4	*If for permitted or no permit required uses.*
	Complies.
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.*
	Not applicable.
A5	*The use must:* *a) be permitted or no permit required; or* *b) be located in an existing building.*
	Complies.
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.*
	Not applicable.
26.3.2	**DWELLINGS** *To ensure that dwellings are:* *a) incidental to resource development; or* *b) located on land with limited rural potential where they do not constrain surrounding agricultural operations.*
A1.1	*Development must be for the alteration, extension or replacement of existing dwellings; or.*
	Not applicable.
A1.2	*Ancillary dwellings must be located within the curtilage of the existing dwelling on the property; or*
	Not applicable.
A1.3	*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.*
	Not applicable.
P1.1	*A dwelling may be constructed where it is demonstrated that:* *a) it is integral and subservient to resource development, as demonstrated in a report prepared by a suitably qualified person, having regard to:*

	i) scale; and *ii) complexity of operation; and* *iii) requirement for personal attendance by the occupier; and* *iv) proximity to the activity; and* *v) any other matters as relevant to the particular activity; or* *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) limitations created by any existing use and/or development surrounding the site; and* *ii) topographical features; and* *iii) poor capability of the land for primary industry operations (including a lack of capability or other impediments); and*
	Not applicable.
P1.2	*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*
	Not applicable.
P1.3	*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.*
	Not applicable.
26.3.3	**IRRIGATION DISTRICTS** *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.*
A1	*Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.*
	Not applicable.
P1	*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:* *a) the location and amount of land to be used; and* *b) the operational practicalities of irrigation systems as they relate to the land; and* *c) any management or conservation plans for the land.*
	Not applicable.

DEVELOPMENT STANDARDS	
26.4.1	**BUILDING LOCATION AND APPEARANCE** *To ensure that the:* *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	*Building height must not exceed:* *a) 8m for dwellings; or* *b) 12m for other purposes.*
	Complies. The cool room is to be 5.28m high.
P1	*Building height must:* *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.*
	Not applicable.
A2	*Buildings must be set back a minimum of:* *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.*
	Does not comply. The area for the poly tunnels includes setbacks as low as 5m.
P2	*Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:* *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:* *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.*
	Complies. The location of the proposed poly tunnels will have no impact on adjoining primary industry and dwellings as there are vegetation buffers between stages 1 and 2 and the dwelling to their north. Further tree belts are proposed to be planted as part of stage 1 and stage 3 will not be commenced until they create a sufficient buffer to the existing dwellings north of this area. The proposed 10m setback to Arrandale Road is acceptable as this is not a tourist road, usage of the road will not require upgrade works beyond the existing reserve, the poly tunnels will not create any traffic hazard and will not require any noise attenuation.
26.4.2	**SUBDIVISION** *To ensure that subdivision is only to:* *a) improve the productive capacity of land for resource development and extractive industries; and* *b) enable subdivision for environmental and cultural protection or*

	resource processing where compatible with the zone; and *c) facilitate use and development for allowable uses by enabling subdivision subsequent to appropriate development.*
A1	*Lots must be:* *a) for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or* *b) for the consolidation of a lot with another lot with no additional titles created; or* *c) to align existing titles with zone boundaries and no additional lots are created.*
	Not applicable.
P1	*The subdivision* *a) must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or* *b) 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.*
	Not applicable.

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

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	Bushfire exemption provided.
E2.0 POTENTIALLY CONTAMINATED LAND	N/A
E3.0 LANDSLIP CODE	N/A
E4.0 ROAD AND RAILWAY ASSETS CODE	See code assessment below
E.5.0 FLOOD PRONE AREAS CODE	N/A
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	See code assessment below
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

E4 Road and Railway Assets Code

E4.6.1 Use and road or rail infrastructure

Objective

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.

Acceptable Solutions	**Performance Criteria**
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%.	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.
NA	NA
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	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.

NA - As a rural road, the default speed zone for Arrandale Road is 80km/h. The representor suggestion that it 'could be argued' to be 50km/h does not change the current speed zone applicable.

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%.	P3	For limited access roads and roads with a speed limit of more than 60km/h: 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.

Comment: As a new access is proposed and the Acceptable Solution does not apply, the proposal satisfies the Performance Criteria:

a) not applicable as Arrandale Road is not a category 1 road;

b) not applicable as Arrandale Road is not a category 1,2 or 3 road;

c) the access is designed and located to maintain an adequate level of safety and efficiency for all road users and is supported by the TIA submitted by the applicant.

Given the small number of existing vehicle movements on Arrandale Road and the similarly small volume of additional movements proposed, combined with the short length between the proposed access and Pateena Road, the applicants submission that there will be relatively few times when vehicles travelling in opposite directions will meet, is supported. Vision along the road, from the crest to the proposed access is good. Traffic will generally be travelling slowly and on the few times when another vehicle is met there will be only minor inconvenience as vehicles can pass carefully with both off side wheels on the grass, there are driveways available for refuge and opportunity to simply wait until the road is clear.

Arrandale Road is a short (some 580m), gravel, rural road servicing a small number of rural properties. It is unreasonable to suggest that the proponents 449.33m frontage should be denied direct access.

E4.7 Development Standards

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

Objective

To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

a) ensure the safe and efficient operation of roads and railways; and

b) allow for future road and rail widening, realignment and upgrading; and

c) avoid undesirable interaction between roads and railways and other use or development.

Acceptable Solutions	Performance Criteria
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building envelopes on new lots; and c) outdoor sitting, entertainment and children's play areas	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.

Complies.	NA

E4.7.2 Management of Road Accesses and Junctions

Objective To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	**Performance Criteria**
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.	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.
NA	NA
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	P2 For limited access roads and roads with a speed limit of more than 60km/h: 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.
The proposal satisfies the Performance Criteria -(see comment above at E4.6.1 P3)	

E4.7.3 Management of Rail Level Crossings

Objective To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.	
Acceptable Solutions	**Performance Criteria**
A1 Where land has access across a railway: a) development does not include a level crossing; or b) development does not result in a material change onto an existing level crossing.	P1 Where land has access across a railway: a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and d) an alternative access or junction is not practicable.
NA	NA

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

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

E6 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 The number of car parking spaces must not be less than the requirements of: *a) Table E6.1.*	Complies. For this Resource Development proposal Table E6.1 specifies that there is no requirement for a specific number of parking spaces. The proposal includes a driveway with 2.3m gravel verges to provide ample parking area for vehicles. A condition will be included on the permit to require all vehicles associated with the operation to

	be parked on site.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.	
Acceptable Solutions	**Comment**
A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1.	Complies. There is no specific requirement for bicycle parking or storage, however there is ample land available on site if needed.

E6.6.3 Taxi Drop-off and Pickup

Not applicable

E6.6.4 Motorbike Parking Provisions

Not applicable

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.	
Acceptable Solutions	**Comment.**
A1 All car parking, access strips manoeuvring and circulation spaces must be: *a) formed to an adequate level and drained; and* *b) except for a single dwelling, provided with an impervious all weather seal; and* *c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.*	Does not comply with the acceptable solutions. Satisfies the performance criteria that all car parking, access strips, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions. This will be reinforced by a permit condition requiring not less than 15 identifiable parking spaces.

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.	
Acceptable Solutions	**Comment**
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	A1.1 - Complies as the parking will be provided behind the poly tunnel building line. Notwithstanding that poly tunnels do not require building approval, they are still buildings as defined by the scheme.
A1.2 Within the General residential zone, provision for turning must not be	A1.2 - Not applicable

located within the front setback for residential buildings or multiple dwellings.	
A2.1 Car parking and manoeuvring space must: *a) have a gradient of 10% or less; and* *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and* *c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and* *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.*	A2.1 a) Complies. b) Complies. c) Complies. A2.2 – Condition required.

E6.7.3 Car Parking Access, Safety and Security
Not applicable

E6.7.4 Parking for Persons with a Disability
One disabled space to be provided. Condition required.

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup
Not applicable.

E6.8 Provisions for Sustainable Transport
E6.8.2 Bicycle Parking Access, Safety and Security
Not applicable.
E6.8.5 Pedestrian Walkways
Not applicable

Table E6.1: Parking Space Requirements

Use	*Parking Requirement*	
	Vehicle	*Bicycle*
Resource Development Other	*No requirement*	*No requirement*

Table E6.2: Access Widths for Vehicles

Number of parking spaces served	*Access width (see note 1)*	*Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)*
6-20	*4.5m for initial 7m from road carriageway and 3.0m thereafter.*	*Every 30m*

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

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
Strategic Plan 2007-2017 • *4.3 Development Control.*

PLAN 4

PLANNING APPLICATION P15-287
437 WOOLMERS LANE, LONGFORD

ATTACHMENTS

A Application & plans

B Responses from referral agencies

C Planning scheme assessment

1-382 ATTACHMENT 'A'

PLANNING APPLICATION

Proposal

Description of proposal: Temporary Tyre chipping facility

(attach additional sheets if necessary)

Site address: 437 Woolmers Lane Longford

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

AND/OR

Area of land: ..... *ha/m²* *and/or CT no:* 105810/1

→ *Estimated cost of project* $10,000 *(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 House

If variation to Planning Scheme provisions requested, justification to be provided:

(attach additional sheets if necessary)

If outbuilding has a floor area of over 56m², or there will be over 56m² of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

External colours: .....

(attach additional sheets if necessary)

Is any signage required? No

(if yes, provide details)

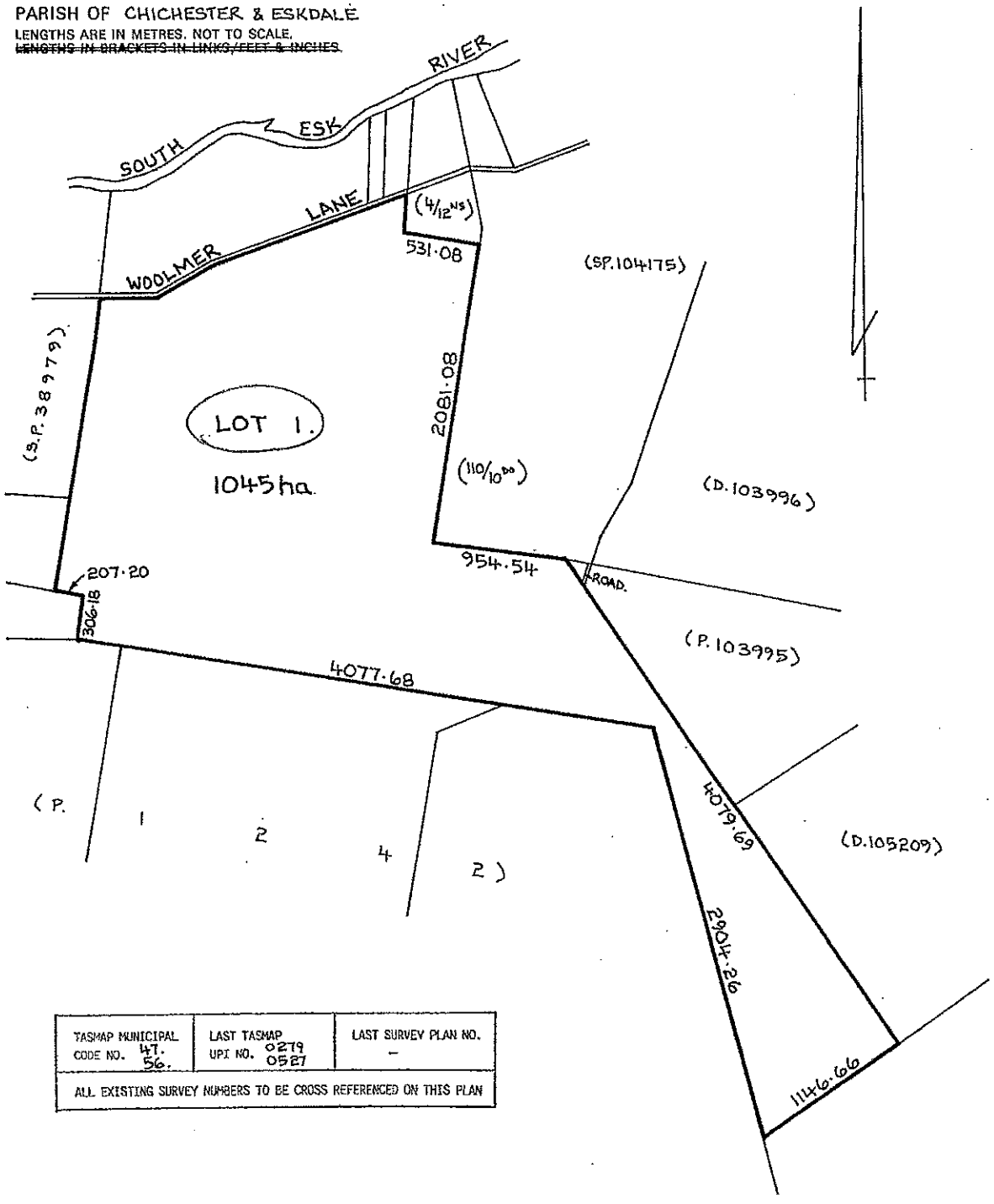
EXHIBITED

APPROVED 25 MAY 1993 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 68/4093	REGISTERED NUMBER D.105810
FILE NUMBER Y.16101	GRANTEE: PART OF 1410-0-0 & 67-0-0 AND WHOLE OF 544-0-0 & 724-0-0 GTD TO THOMAS WALKER. WHOLE OF LOT 6. 329-0-0 GTD TO J.B. TOOSEY & ORS	DRAWN P. PAGE 24-5-93

05-K2002

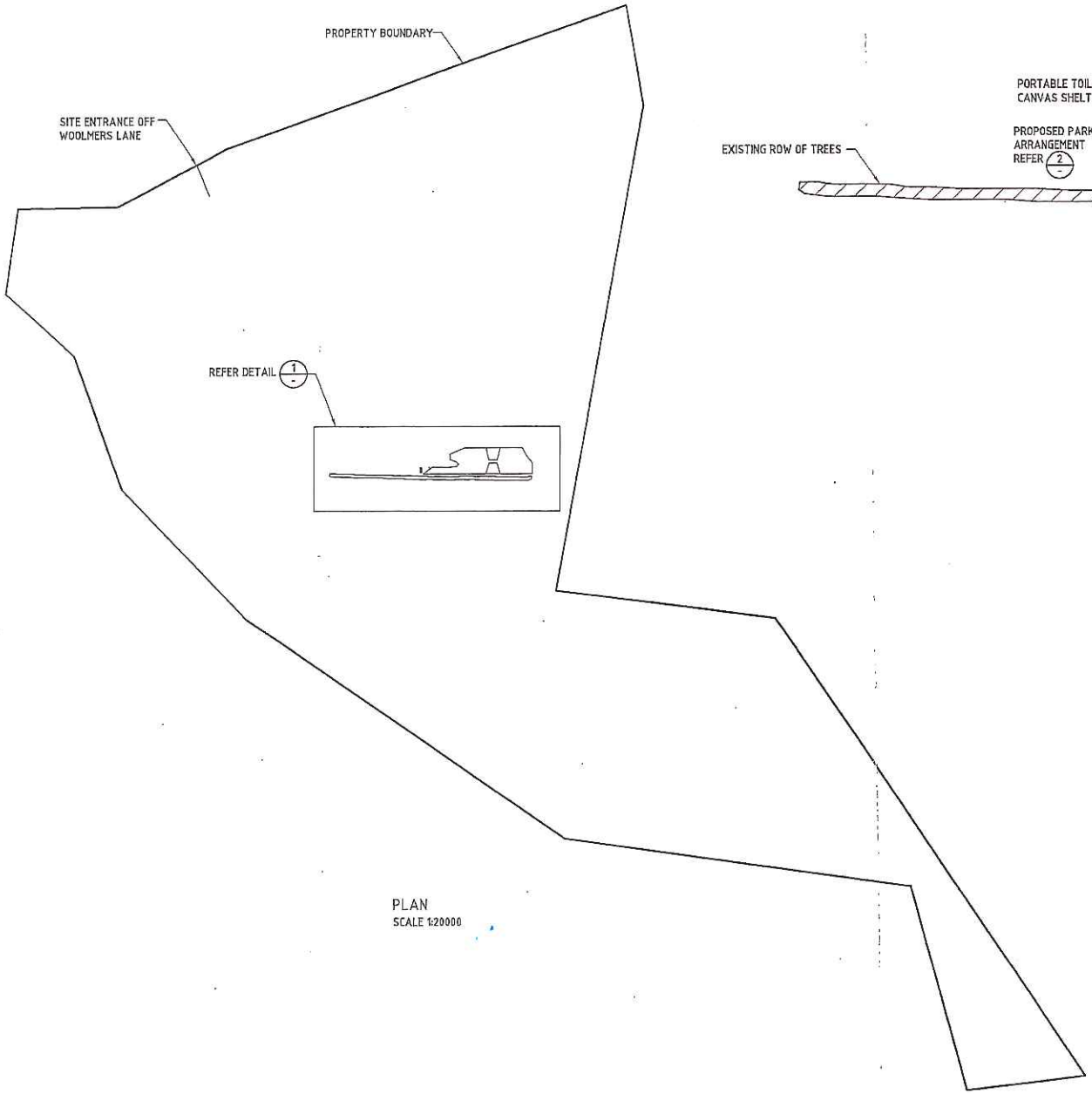
SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY/TOWN OF~~
LAND DISTRICT OF SOMERSET
PARISH OF CHICHESTER & ESKDALE
LENGTHS ARE IN METRES. NOT TO SCALE.
~~LENGTHS IN BRACKETS IN LINKS, FEET & INCHES.~~

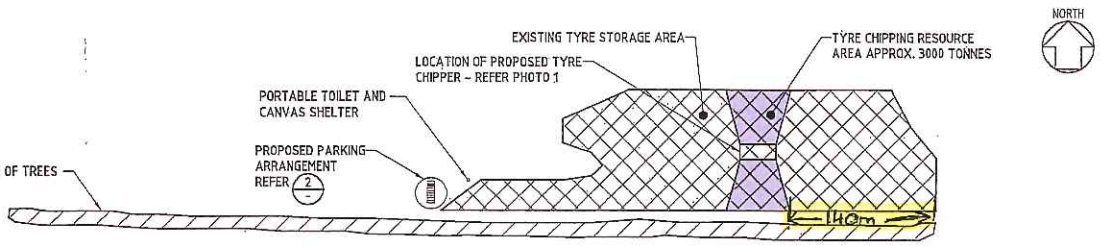


TASMAP MUNICIPAL CODE NO. 47. 56.	LAST TASMAP UPI NO. 0279 0527	LAST SURVEY PLAN NO. –
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

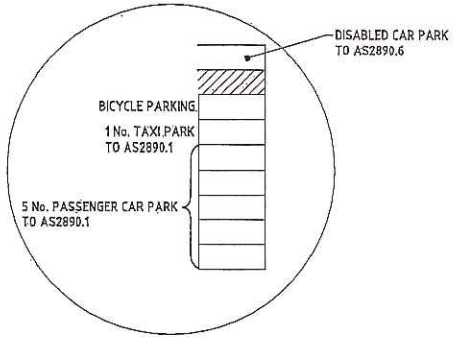
EXHIBITED



PLAN
SCALE 1:20000



DETAIL 1
1:5000



DETAIL 2
1:500

PHOTO 1 - TYRE CHIPPER

1-384

REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
		C.DANIEL	D.TANGNEY	D.TANGNEY	20-07-15

APPROVED
ORIGINAL COPY ON FILE "e" SIGNED BY
SIGNED
DATE

SCALE (PLOTTED FULL SIZE) AS SHOWN (A3)
SHEET SIZE A3

PITT&SHERRY
ABN 77 003 598 003
LAUNCESTON OFFICE
113 Cimitiere Street
Launceston
Tasmania 7250
Ph. (03) 6323 1800
Fax. (03) 6334 651
www.pitsh.com.au
sustainable thinking

CLIENT: TYRECYCLE
PROJECT: PROPOSED SITE LAYOUT LONGFORD, TASMANIA
STATUS: **PRELIMINARY**

DRAWING TITLE: SITE LOCATION PLAN
DATUMS: AHD / MGA PLANE
CLIENT No. -
DRAWING No. HB15344-P1
REVISION -
Sep. 2, 15 - 15:58:14 Name: HB15344-P1.dwg Updated By: Cameron Daniel

EXHIBITED

1-385

Planning Report and Environmental Assessment Tyre Chipping Facility, Longford

transport | community | industrial & mining | carbon & energy

pitt&sherry

Prepared for: Tyrecycle

Client representative: Jim Fairweather

Date: 10 September 2015
Rev 00

sustainable*thinking*®

FINANCIAL REVIEW
CLIENT CHOICE AWARDS 2015
WINNER
independently researched by beaton

Table of Contents

1. Introduction 1
   1.1 Background 1
2. Project Description 2
   2.1 Location 2
   2.2 Applicant 2
   2.3 Project Outline 4
   2.4 Process Description 6
   2.5 Site Layout 8
   2.6 Infrastructure Requirements 8
   2.7 Transport 8
   2.8 Staff and Hours of Operation 9
   2.9 Title Information 9
3. Existing Environment 9
   3.1 Geology and Soils 9
   3.2 Surface Water 10
   3.3 Biodiversity 10
   3.4 Heritage 10
   3.5 Visual Amenity 11
4. Potential Environmental Impacts and Management 11
   4.1 Water Quality 11
   4.2 Noise 11
5. Land Use Planning 12
   5.1 Applicable Zones 12
   5.2 Codes 15
6. Conclusion 18

List of figures

Figure 1 – Location Plan 3
Figure 2 - Preferred Transport Route 5
Figure 3 – Process Flow 7

List of tables

Table 1: Expected Noise Emissions 11
Table 2: Use Standards within Rural Resource Zone 14
Table 3: Development Standards in the Rural Resource Zone 15
Table 4: Use and development Standards for Codes 15
Table 5: Road and Rail Asset Code Provisions 17

Appendix A **EPA Correspondence**
Appendix B **Indicative Site Layout**
Appendix C **Photographs of Chipper**
Appendix D **Certificate of Title**

sustainablethinking®

Prepared by: ..... Date: 10 September 2015
Edith O'Shea, Dion Lester

Reviewed by: ..... Date: 10 September 2015
Doug Tangney

Authorised by: ..... Date: 10 September 2015
Dion Lester

Revision History					
Rev No.	**Description**	**Prepared by**	**Reviewed by**	**Authorised by**	**Date**

1. Introduction

The aim of this report is to support an application for a permit by *Tyrecycle* (TR) under the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme) and the *Land Use Planning and Approvals Act 1993* for a short term mobile tyre chipping facility at 437 Woolmers Lane, Longford (site).

The facility is anticipated to operate for 40 days and chip 3,200 tonnes of waste tyres in year 1, with future campaigns likely to be 10 days long occurring once per year or as required. All chipped tyres will be containerised and transported to Melbourne for secondary processing.

The mobile chipping facility will be established on the same site as the existing tyre storage authorised by Northern Midlands Council. Alternative sites were not considered because the existing site minimises double handling the tyres, is well separated from any sensitive uses and should already have appropriate management procedures for the handling and storage of tyres. The preferred site also provides suitable access and a flat area to establish the chipper and container loading. Minimal site preparation is required.

Future campaigns may occur on an annual basis chipping 1200 tonnes per campaign each year, depending on quantities of stored tyres.

1.1 Background

Tyrecycle (TR) is a nationwide collector of used tyres and rubber waste materials from major retailers and industries. TR receives approximately 1200 tonnes of tyres per annum in Tasmania. All tyres are collected, stored and managed at the site by a third party.

TR is part of the resource recovery business ResourceCO, an Australian and global resource recovery business. ResourceCO employs 400 staff in 20 locations across Australia and around the world. Tyres or belts are shredded and used as tyre derived fuel as an alternative to fossil fuels in cement kilns in Asia, or shredded rubber is processed further into Tyre Derived Aggregates (TDA - crumb or granules) and reused for roads, sports tracks, brake pads, drainage construction and embankment stabilising media.

TR is the largest supplier of TDA in Australia with processing facilities in all major states, and a centralised modern recycling facility in Somerton, Victoria. TR have 5 secure processing facilities, 12 specialised rubber shredders, 5 granulators, and 3 large scale mills in Australia. TR is the only company to operate a mobile rubber chipping plant across Australia. The mobile plant was developed with assistance from Sustainability Victoria.

TR has a national tyre collection services agreement with major retailers and industries including Bob Jane TMARTS, KMART Tyre and Auto Service, Bridgestone and Jax Tyres. TR process over 120,000 tonnes of rubber annually in Australia, diverting this waste from illegal disposal and landfill. TR also recovers over 4000 tonnes of steel from waste rubber and truck tyres.

TR collects approximately 1,200 tonnes per year of tyres in Tasmania, approximately 30% of the market.

TR has a commercial relationship with Tyre Recycle Tasmania (TRT) to collect and store the tyres at the site on their behalf. TRT maintain the storage in accordance with the Northern Midlands Council permit and Tasmania Fire Service storage conditions. TR proposes to chip tyres using a mobile chipper prior to transport back to Melbourne for further processing.

A draft Notice of Intent was prepared in July 2015 to enable the Board of the Environmental Protection Authority (EPA) to determine whether the project requires assessment under the *Environmental Management and Pollution Control Act 1994* (EMPCA). The EPA advised that the project is also of very limited scale and duration and appears unlikely to present any unusual or substantial environmental risks and an assessment as a Level 1 activity under the *Land Use Planning and Approvals Act 1993* would be sufficient. A copy of this correspondence can be found in Appendix A.

2. Project Description

2.1 Location

The mobile tyre chipping facility is proposed to be located at 437 Woolmers Lane, Longford (refer Figure 1). The chipper will be located within the existing tyre storage area managed by TRT. This will enable efficient handling and loading of the tyres into the chipper.

The proposed chipper location is over 1 km from the nearest house on the title (to the west) and also adjacent properties (to the east) and 6 km to the Longford township.

The chipper will be located approximately 1.6 km from Woolmers Lane (straight line distance).

The site is owned by Keith Gatenby, who leases the tyre storage area to TRT. TR has confirmed the mobile facility can be located within the existing area leased by TRT and has been granted permission from the landowner to locate the chipper on site.

2.2 Applicant

The Applicant for this Permit is Tyrecycle, contact:

Applicant	Contact
The Applicant for this Permit is *Tyrecycle:*	The contact details for the purpose of any additional information or clarification for this development application is:
Jim Fairweather	Douglas Tangney
Chief Executive Officer	**pitt&sherry**
30-56 Encore Avenue	Level 4, 113 - 115 Cimitiere Street
Somerton, VIC, 3062	Launceston TAS 7250
03 8339 3555 / 0419 809 871	0458 710 098
Jim.fairweather@tyrecycle.com.au	dtangney@pittsh.com.au
Jim Fairweather	Douglas Tangney

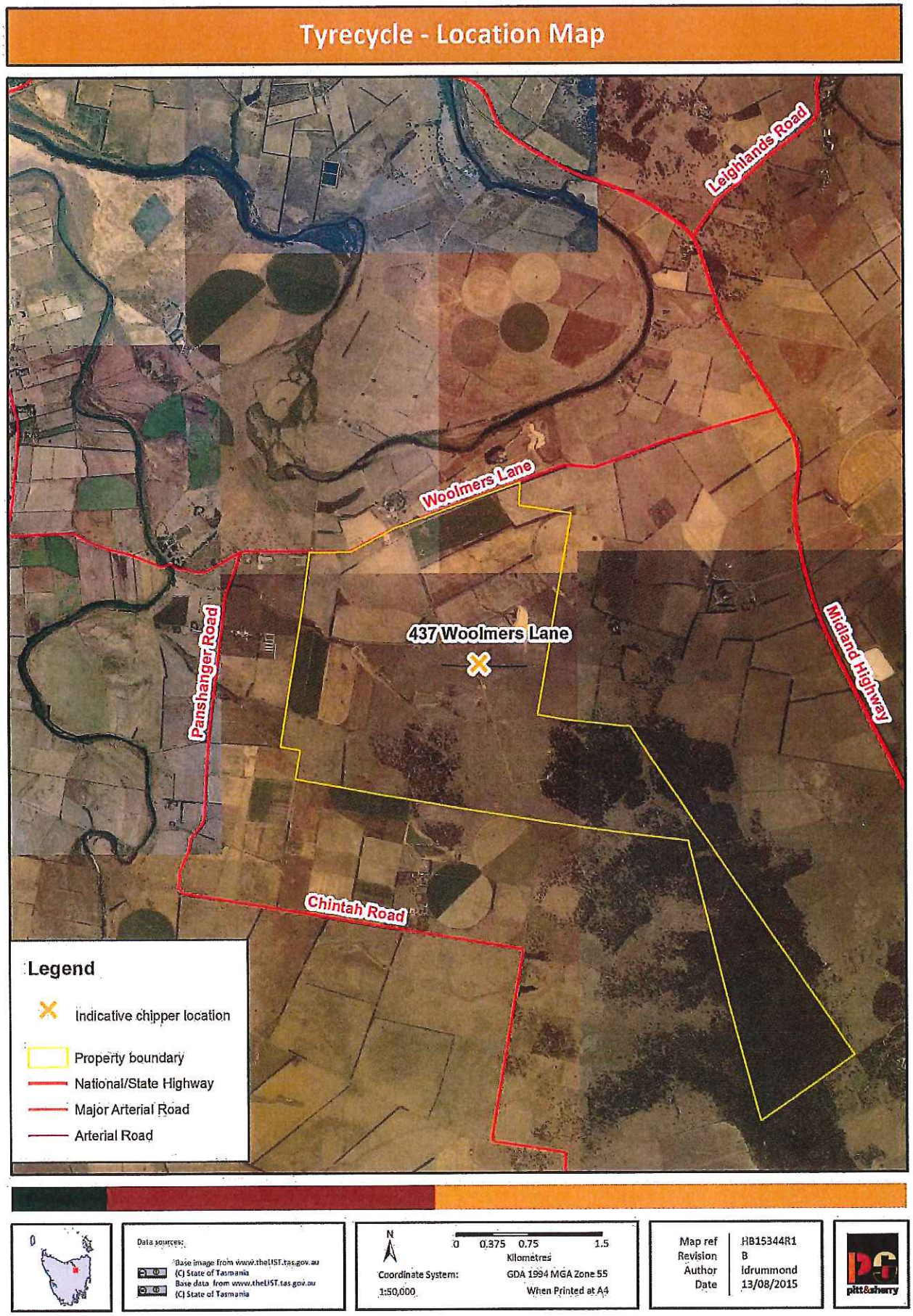


Figure 1 – Location Plan

2.3 Project Outline

The mobile chipping facility will be established on the same site as the tyre storage authorised by Northern Midlands Council. Alternative sites were not considered because the existing site minimises double handling the tyres, is well separated from any sensitive uses and already has appropriate management procedures for the handling and storage of tyres. The preferred site also provides suitable access and a flat area to establish the chipper and container loading. Minimal site preparation is required.

The facility is anticipated to operate for 40 days and initially chip 3,200 tonnes of waste tyres, with future campaigns likely to be 10 days long occurring once per year or as required depending on quantities of stored tyres. All chipped tyres will be containerised and transported to Melbourne for secondary processing.

The chipper comprises of one hopper, one shredder, one generator, six conveyors and a bobcat. The equipment is freighted in one 20 foot container and one 40 foot container.

The chipper is operated by a 620 L diesel tank, providing 24 hours of processing before refuelling is required. Refuelling will be via a mobile tanker and hard piped into the generator. The chipper will operate 5 days per week from 0700-1700 with 80-100 tonnes of chipped tyres produced per 10 hour day.

The chipper will be located within the existing tyre stockpile with the layout arranged for a continuous flow of tyres into the chipper. Chipped tyres will be stockpiled adjacent to the chipper for daily loading into 40 foot containers. Each container will hold approximately 25 tonnes of chipped tyres. Loading of containers will occur in mornings only (generally 0700-1200).

Containers will be transported offsite by SeaRoad to the Devonport ferry terminal. The preferred transport route (Figure 2) will be west along Woolmers Lane to Longford , then along the Bass Highway to the Devonport ferry terminal and vice versa. This route provides sufficient carriageway for semi-trailer vehicles. There will be a total of 3-4 container movements each day, from days 2-38 of the campaign.

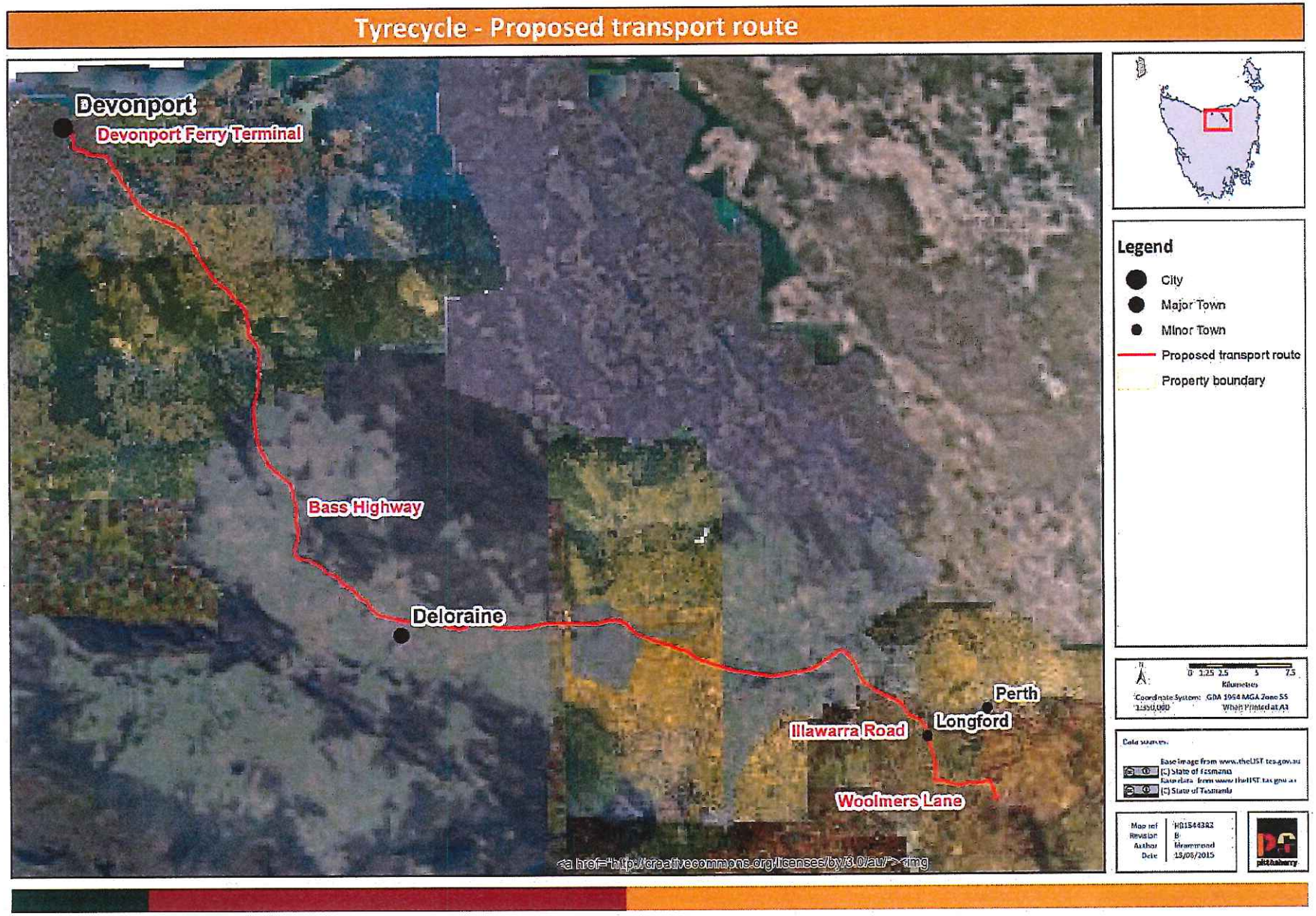


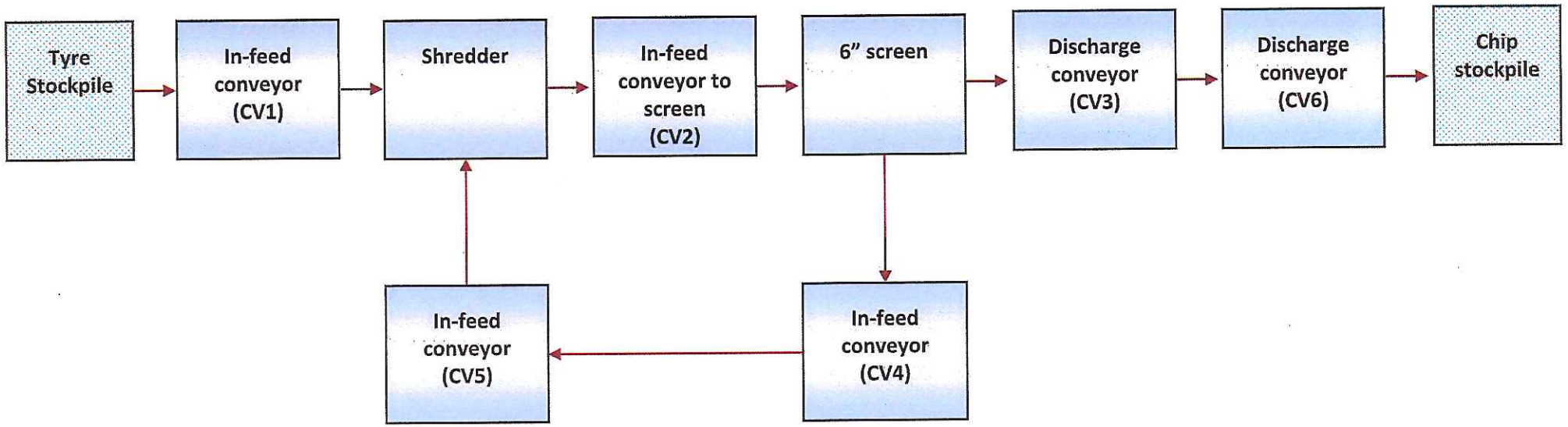
Figure 2 - Preferred Transport Route

2.4 Process Description

A process flow is depicted in Figure 3 below. The process involves loading used tyres into a loading bucket located over the in-feed conveyor, delivery into the shredder, screening (and relay to the shredder for out of specification chips) then conveyed to the stockpile for loading into containers.

The process will shred 80-100 tonnes per 10 hour day, with 75% of chips being 6 inch square and 25% 6 inch 'fingerlings'. Any chips that fall off conveyors or the shredder are retrieved manually and reintroduced into the process or placed on the stockpile at the end of each day.

No further processing, burning or steel separation of waste tyres will occur on site.



1-394

Figure 3 – Process Flow

2.5 Site Layout

An indicative site layout is provided in Appendix B. The layout may be varied slightly depending on the tyre storages; however the general location of tyre removal will be as indicated. This location effectively separates the existing stockpile into two separate stockpiles, providing substantial benefits for Council and the community. The removal of tyres in this location provides a significant fire break between the two piles, with fire risk from the storage by TRT being acknowledged as the main site issue. The chipper location will be approximately 400 m from the eastern boundary and in excess of 1km from all other boundaries. The chipper will be located within the existing tyre storage, effectively providing a visual and sound buffer for the operation.

2.6 Infrastructure Requirements

Site preparation is minimal due to the mobile nature of the facility. Grass will be stripped to minimise the potential for interaction with snakes. Minor site cut works may be required depending on the ground profile to ensure the system is set up in a safe manner. The internal farm road provides a suitable access to the facility for heavy vehicles and no new internal roads are required. No modifications to the Woolmers Lane Junction are required.

A small locally supplied franna crane will be used on day 1 and day 39 to assist moving the conveyors and shredder. No connection to power, water or sewerage, clearing or significant earthworks is required.

The major infrastructure elements are listed below. Photographs of the elements are provided in Appendix C.

- In-feed hopper - The hopper is a large funnel where tyres are put in the top and feed in a controlled manner on to the in-feed conveyor. The hoper avoids manual handling of tyres.
- In-feed conveyor
- Shredder
- Screen
- Diesel generator
- Recirculation conveyor - This takes out of specification chips back through the shredder
- Distribution conveyor - This takes shredded rubber to the stockpile
- Demountable administration room and toilet block
- Bobcat - Assist loading whole tyres into hopper and filling containers with shredded rubber.

2.7 Transport

The mobile chipper will be transported in one 20 foot container and one 40 foot container. Negligible impact on the local road network is expected.

Staff will arrive/depart on site in one vehicle which will not impact traffic conditions.

Chipped tyres will be loaded via bobcat into 40 foot containers for transport to Devonport by SeaRoad Logistics Pty Ltd (SeaRoad). It is expected 3- 4 full containers will be ready for pick up each day between 0700-1200 hours. Containers will generally be collected no later than 1200 to ensure loading for the evening sailing to Melbourne.

SeaRoad has indicated that the empty containers are likely to arrive on site between 0700-1200 hours daily, when a transporter and side loader are organised to be in the Longford area. Once on site, unloading and loading of a full container will take approximately 30 minutes before the transporter can leave for Devonport along the proposed transport route (refer Figure 2). This is unlikely to impact the traffic flow of Woolmers Lane or impact the Longford township which already experiences semi trailer movements servicing JBS Swift, Austral Bricks, farm machinery retailers and cropping farms.

The expected traffic movements are:

- Staff, who will travel to and from the site once per day in a single vehicle (2 vehicle movements per day)
- Diesel refuelling once per day (2 vehicle movements per day)
- Transportation of chipped tyres involving between 3 – 4 containers per day. SeaRoad has indicated that 4 trucks will come per day and unload empty containers (for the next day) and load the full containers (8 vehicle movements per day)
- Miscellaneous vehicle movements (4 vehicle movements per day)

The activity is anticipated to operate for 40 days, giving a total of 640 vehicle movements. This amounts to an Average Annual Daily Traffic (AADT) count of 1.75 vehicles for the proposed use.

2.8 Staff and Hours of Operation

Four staff will temporarily be relocated from Victoria to operate the facility. Staff will be housed locally. The facility will operate from 0700-1700, 5 days per week.

2.9 Title Information

The use is located on the following Certificate of Title (contained in Appendix D):

Certificates of Title	Property Owner	Address
CT 105810/1	Keith Guy Gatenby	437 Woolmers Lane

The landowner has been informed of the intention to lodge this development application, pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*.

3. Existing Environment

3.1 Geology and Soils

The local geology is described in the digital geological atlas 1:25 000 scale series LONGFORD, sheet 5039 as:

> *Poorly consolidated clay, silt and clayey liable sand with some gravels and igneous rocks; some iron oxide – cemented layers and concretions; some leaf fossils*

A land capability report completed in 2013 classified the site as Class 5 due to limited soil depth[1]. The land capability layer on www.thelist.tas.gov.au classifies the site as Class 4.

This site is not within an identified Landslip Hazard area[2].

The location and use of the chipper is unlikely to impact agricultural use of the property by the landowner.

3.2 Surface Water

There are no surface water bodies or drainage lines located in the vicinity of the site. The site is not within a designated Flood Prone Area or Domestic Water Supply area[3]. The site is located at a distance of over 2km from the nearest watercourse.

There is a small dam 150 m north east of the tyre storage area which is used for farm irrigation. Two small catchment dams are being constructed to the north and north east of the site to contain surface drainage from the tyre storage area. The proposed location of the mobile chipper will be within the drainage catchment for the catchment dams.

There are no water discharges from the proposal and no impacts on the irrigation dam or catchment dams are likely.

Temporary ablutions facilities and temporary canvas shelter will be used by site staff and located adjacent to the processing area. Transportable buildings will include storage tanks for wastewater which will be pumped out by a licensed operator for offsite disposal.

No known groundwater bores exist around the site; however groundwater production bores may be used on adjacent grazing properties. No takes or discharges to groundwater are proposed as part of this proposal.

3.3 Biodiversity

The site comprises improved pasture with species including introduced pasture grasses and herbs. No native trees or shrubs are located within the site and no clearing of native vegetation is proposed.

A search of the Natural Values Atlas database has indicated that there is no recorded threatened flora and fauna, weeds or protected vegetation communities within 500 m of the proposed location[4]. The site is not identified as Priority Habitat[5].

3.4 Heritage

The site has been farmed and comprises improved pasture for grazing and there are no buildings or structures present. The site is not listed on the Tasmanian Heritage Register under the *Historic Cultural Heritage Act 1995* or the *Northern Midlands Interim Planning Scheme 2013.*

---

[1] *Land Capability Assessment, 'Rhodes', 437 Woolmers Lane, Longford, Northern Midlands, Tasmania.* Crop Protection Research (Tasmania), 2013.
[2] *Northern Midlands Interim Planning Scheme 2013 – Overlays 1:25000 Series.* 30/01/2013.
[3] *Ibid.*
[4] http://maps.thelist.tas.gov.au/listmap/app/list/map Accessed 13/08/2015.
[5] *Northern Midlands Interim Planning Scheme 2013 – Overlays 1:25000 Series.* 30/01/2013

3.5 Visual Amenity

The site is not identified as a Scenic Management Area[6].

4. Potential Environmental Impacts and Management

The proposal is not expected to result in adverse environmental impacts on the following environmental factors:

- Geology and Soils
- Biodiversity
- Heritage, and
- Visual Amenity.

4.1 Water Quality

Although no liquid waste is generated as part of the operation of the mobile chipper there is a low potential for spills from the diesel generator either during use or during refuelling. Although the generator is self bunded to minimise potential for spills and it is located within the drainage catchment of the tyre storage catchment dams, a spill kit should be provided on site for use during any spill from the generator or during refuelling.

4.2 Noise

No formal noise assessment has been undertaken because the emissions are unlikely to be noticeable beyond the property boundary. The potential noise emissions are summarised in Table 1.

The noise level of all components working at the same time is so low that staff are not required to wear hearing protection while operating the chipper. Use of the chipper to date indicates the noise emission is marginally above the noise level of a typical conversation.

Table 1: Expected Noise Emissions

Source	Emission	Comment
Conveyor x 2	50 dBA each conveyor @ 7 m	Conveyors operate with electric motors
Generator	64.5 dBA @ 7 m	Generator is fully enclosed in noise attenuation box to reduce emissions and make transport safer
Shredder	70 dBA @ 7 m	The noise is generated from the cutting action of the rubber. The shredder system itself generates a negligible audible noise level.
In feed hopper	Nil – no mechanical components or walking floor	

[6] *Ibid.*

Bob cat	76-100 dBA	
Miscellaneous	Conveyor belt flapping on steel conveyor frame	

The location of the mobile chipper (within the tyre storage) will further mitigate noise levels from the operation. No noise impacts are anticipated and therefore no management recommendations are required.

5. Land Use Planning

The following information does not purport to provide an exhaustive assessment of the permit application. Rather, the following information is provided to assist Council in its consideration of the application against what **pitt&sherry** believe to be the relevant provisions of the Planning Scheme.

Use Class

The proposed development can be categories as Recycling and waste disposal under the Scheme, which is a discretionary use class under the Scheme. Recycling and waste disposal is defined as the:

> *use of land to collect, dismantle, store, dispose of, recycle or sell used or scrap material. Examples include a recycling depot, refuse disposal site, scrap yard, vehicle wrecking yard and waste transfer station.*

The site is already approved for Recycling and waste disposal (refer to Northern Midlands Council Planning Permit P13-199). In land use planning terms the proposed mobile tyre chipping facility is of little to no change to the current operation on-site.

Recycling and waste disposal is a discretionary use and development in the Rural Resource Zone.

5.1 Applicable Zones

The site is zoned *Rural Resource* under the *Northern Midlands Interim Planning Scheme 2013*.

The purpose of the zone is as follows:

Zone Purpose

26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.

26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.

26.1.1.3 To provide for economic development that is compatible with primary industry, environmental and landscape values.

26.1.1.4 To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.

Local Area Objectives

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.

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.

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.

Desired Future Character Statement

The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.