



**WOOLCOTT SURVEYS**



*c) Rural Communities*

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

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

The development is contrary to Clause 26.1.2 b)

*b) Tourism*

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

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

*Impact on Heritage of Ross*

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

*Impact on Heritage Highway*

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

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**EAST COAST SURVEYING**

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Avery House Level 1  
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**The Scenic Management – Tourist Road Corridor is defined in the Planning Scheme as - 200m from each frontage for Midland Highway. As the site is over 200m from the Midland Highway this Code and the impact on the Scenic Management – Tourist Road Corridor has no application in this instance.**

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

**The relevant section states:**

*P4 It must demonstrated that:*

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

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

*Contrary to P5 visual impact*

**The relevant section states:**

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

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

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

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**WOOLCOTT SURVEYS**



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

Yours Faithfully,

Colin Smith

Registered Land Surveyor

Planning Officer

Woolcott Surveys

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8-7-15

1-604



Paul Godier  
 Northern Midlands Council  
 July 8 2015

**Re: P15-157 Williamwood Grain processing**

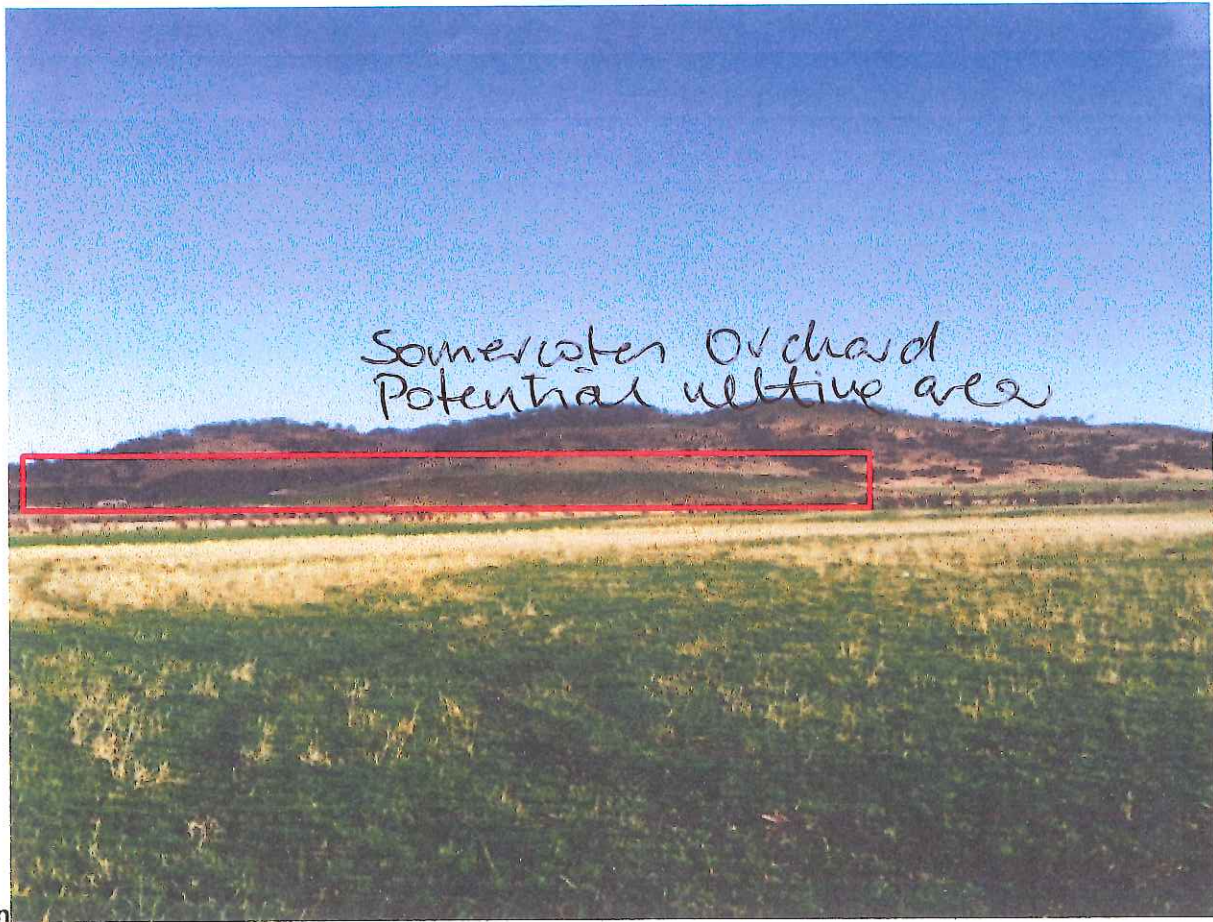
**Bird Pressure** - refers to number and the density of birds to a site, the pattern in which they behave and the resulting approach to pest control outcomes.

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

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



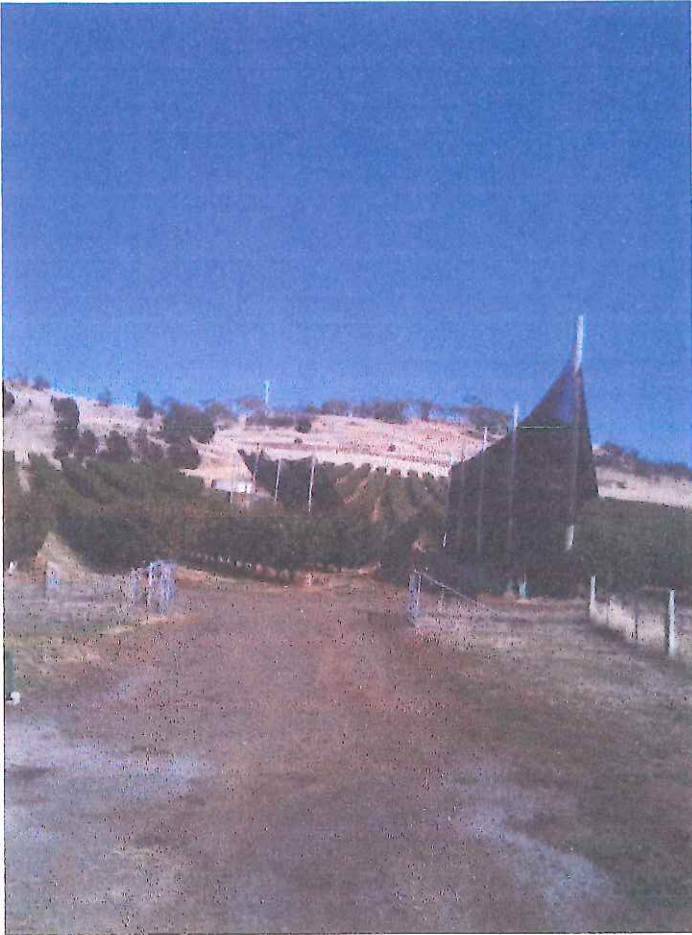
Complete Orchard netting examples



↓  
Examples of commercial  
netting.  
↑

Somercotes Wind Curtains

- IS NOT NETTING



1-607

Autburn Rd

Proposed site

2.2km

Orchard

Midland Hwy

Ridge Rd

Joorns Lake Rd

- Legend**
-  Path Measure
  -  Polygon Measure
  -  Ross

2 km



Google earth

© 2015 Google

Image © 2015 DigitalGlobe

## ATTACHMENT F

## Planning Scheme Assessment

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



|               |   |
|---------------|---|
|               | <p><i>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.</i></p> <p><i>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.</i></p> |
|               | <p>The proposal does not impact on this objective.</p>  |
| c)            | <p><i>Rural Communities</i></p> <p><i>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.</i></p>  |
|               | <p>Not applicable to this application.</p>  |
| <b>26.1.6</b> | <b>Desired Future Character Statements</b>  |
| 26.1.4        | <p><i>The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.</i></p>   |
|               | <p>It is recommended that the development be screened with dense vegetation to at least 3m high.</p>  |

| <b>USE STANDARDS</b> |  |
|----------------------|--|
| <b>26.3.1</b>        | <b>DISCRETIONARY USES IF NOT A SINGLE DWELLING</b>   |
| a)                   | <i>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.</i> |
| b)                   | <i>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.</i>   |
| c)                   | <i>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.</i>   |
| d)                   | <i>Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.</i>   |
| e)                   | <i>Uses are suitable within the context of the locality and do not</i>   |

|      |  |
|------|--|
|      | <p><i>create an unreasonable adverse impact on existing sensitive uses or local infrastructure.</i></p> <p>f) <i>The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.</i></p>  |
| A1   | <p><i>If for permitted or no permit required uses.</i></p> <p>Does not comply, must address P1.1.</p>  |
| P1.1 | <p><i>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</i></p> <p>The relevant local area objectives are Tourism and Rural Communities. The proposal is consistent with these.</p>   |
| P1.2 | <p><i>Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m<sup>2</sup> over the site.</i></p> <p>NA</p>  |
| A2   | <p><i>If for permitted or no permit required uses.</i></p> <p>Does not comply, must address P2.1 and P2.2.</p>   |
| P2.1 | <p><i>Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:</i></p> <p>i) <i>amount of land alienated/converted is minimised; and</i></p> <p>ii) <i>location is reasonably required for operational efficiency; and</i></p> <p>NA</p>  |
| P2.2 | <p><i>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.</i></p> <p>NA – not prime agricultural land.</p>   |
| A3   | <p><i>If for permitted or no permit required uses.</i></p> <p>Does not comply, must address P3.</p>  |
| P3   | <p><i>The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</i></p> <p>a) <i>the amount of land converted is minimised having regard to:</i></p> <p>i) <i>existing use and development on the land; and</i></p> <p>ii) <i>surrounding use and development; and</i></p> <p>iii) <i>topographical constraints; or</i></p> <p>b) <i>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></p> <p>i) <i>limitations created by any existing use and/or development surrounding the site; and</i></p> <p>ii) <i>topographical features; and</i></p> <p>iii) <i>poor capability of the land for primary industry; or</i></p> |

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

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

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

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

|    |   |
|----|---|
|    | <p>c) resource processing where compatible with the zone; and facilitate use and development for allowable uses by enabling subdivision subsequent to appropriate development.</p>  |
| A1 | <p>Lots must be:</p> <p>a) for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or</p> <p>b) for the consolidation of a lot with another lot with no additional titles created; or</p> <p>c) to align existing titles with zone boundaries and no additional lots are created.</p> |
|    | NA.   |
| P1 | <p>The subdivision</p> <p>a) must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or</p> <p>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.</p>         |
|    | NA  |

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

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

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

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

**E4.6 Use Standards**

**E4.6.1 Use and road or rail infrastructure**

| <p>Objective</p> <p>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>   |   |
|--|---|
| Acceptable Solutions   | Performance Criteria  |
| <p>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</p> | <p>P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</p> |
| <p>NA</p>  | <p>NA</p>   |
| <p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</p>  | <p>P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>                                     |
| <p>NA</p>  | <p>NA</p>   |

|   |  |
|---|--|
| <p>A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</p> | <p>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> <li>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.</li> </ul> |
| <p>Complies</p>   | <p>NA</p>  |

## E4.7 Development Standards

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

|  |   |
|--|---|
| <p><b>Objective</b></p> <p>To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</p> <ul style="list-style-type: none"> <li>a) ensure the safe and efficient operation of roads and railways; and</li> <li>b) allow for future road and rail widening, realignment and upgrading; and</li> <li>c) avoid undesirable interaction between roads and railways and other use or development.</li> </ul> |   |
| <p><b>Acceptable Solutions</b></p>   | <p><b>Performance Criteria</b></p>  |
| <p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in</p>   | <p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area</p> |



|   |   |
|---|---|
| <p>an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> <li>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</li> <li>b) building envelopes on new lots; and</li> <li>c) outdoor sitting, entertainment and children's play areas</li> </ul> | <p>subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</li> <li>c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</li> <li>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.</li> </ul> |
| <p>NA</p>   | <p>NA</p>   |

**E4.7.2 Management of Road Accesses and Junctions**

|  |   |
|--|---|
| <p><b>Objective</b></p> <p>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p> |   |
| <p><b>Acceptable Solutions</b></p>   | <p><b>Performance Criteria</b></p>  |
| <p>A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</p>            | <p>P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p> |
| <p>NA</p>  | <p>NA</p>   |
| <p>A2 For roads with a speed limit of more</p>   | <p>P2 For limited access roads and roads</p>  |

|   |   |
|---|---|
| <p>than 60km/h the development must not include a new access or junction.</p> | <p>with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> <li>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</li> <li>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</li> <li>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.</li> </ul> |
| <p>Complies</p>   | <p>NA</p>   |

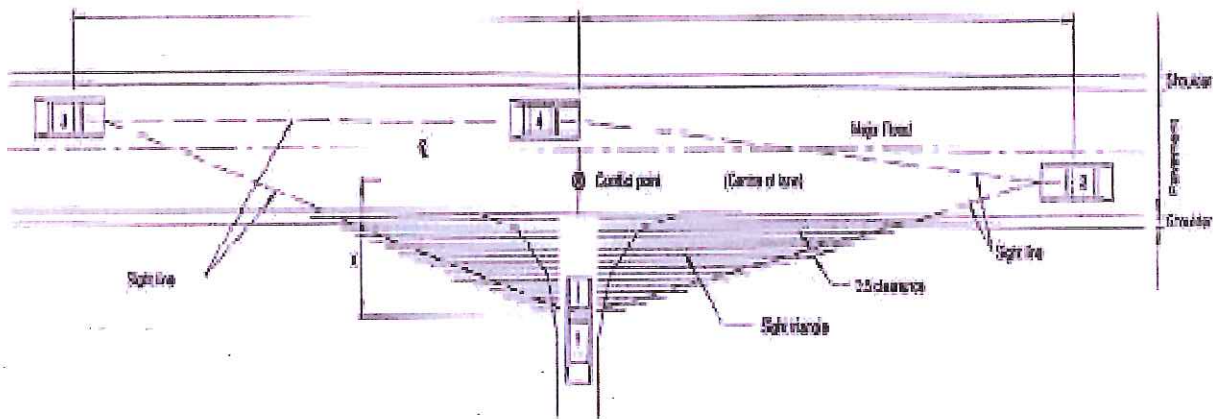
**E4.7.3 Management of Rail Level Crossings**

NA

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

|   |
|---|
| <p>Objective</p> <p>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p> |
|---|

| Acceptable Solutions  | Performance Criteria   |
|---|--|
| <p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p> | <p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p> |
| Complies  | NA   |



**Figure E4.7.4 Sight Lines for Accesses and Junctions**

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

Table E4.7.4 Safe Intersection Sight Distance (SISD)

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

**Notes:**

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

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

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

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

**E6.7 Development Standards**

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

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

**E6.7.2 Design and Layout of Car Parking**

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

| <b>SPECIFIC AREA PLANS</b>                 |     |
|--|-----|
| F1.0 TRANSLINK SPECIFIC AREA PLAN          | N/A |
| F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN | N/A |

| <b>SPECIAL PROVISIONS</b>                       |     |
|---|-----|
| 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 |

| <b>STATE POLICIES</b>                               |
|---|
| The proposal is consistent with all State Policies. |

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

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

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14 July 2015

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

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

Dear Paul

Upon review of the development application for the above mentioned application, I am of the opinion that the storage of grain bags up to 1.8 meters in height as illustrated on the drawing file name 2014-133\_PROP\_PLAN\_REV4\_50615, dated 05/06/2015, will be visible from both Auburn Road and the Midlands Highway.

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

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

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

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

Yours sincerely

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

Leon Lange  
Director / Landscape Architect

**Paul Godier**

---

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

Our Ref: 2015/92160 & A0087-57

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

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

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

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

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

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

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

Please let me know if there are any queries.

Thanks,

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



**Paul Godier**

---

**From:** Colin Smith [colin.smith@woolcottsurveys.com.au]  
**Sent:** Tuesday, 13 October 2015 12:08 PM  
**To:** Jan Cunningham  
**Cc:** Paul Godier; brett@woolcottsurveys.com.au  
**Subject:** FW: XLD Grain Application, Auburn Road, Ross

**Importance:** High

Hello Jan,

Please see my email below to Paul on September 15<sup>th</sup> requesting this item go to the October Council meeting. This is well within the Agenda Notification time. It was always intended this item would go to the Council meeting in October regardless of whether we supplied additional information or not. Paul has already completed his report for this application which was in the agenda for the July Council Meeting.

Regards, Colin.

Colin Sterling Smith  
Director  
Registered Land Surveyor

Mobile 0458 353 946  
[colin.smith@woolcottsurveys.com.au](mailto:colin.smith@woolcottsurveys.com.au)



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Email: [admin@3dmappingsolutions.com.au](mailto:admin@3dmappingsolutions.com.au)

**From:** Colin Smith [<mailto:colin.smith@woolcottsurveys.com.au>]  
**Sent:** Tuesday, 15 September 2015 5:15 PM  
**To:** [paul.godier@nmc.tas.gov.au](mailto:paul.godier@nmc.tas.gov.au)  
**Cc:** Jan Cunningham ([Jan.Cunningham@nmc.tas.gov.au](mailto:Jan.Cunningham@nmc.tas.gov.au)) <[Jan.Cunningham@nmc.tas.gov.au](mailto:Jan.Cunningham@nmc.tas.gov.au)>;  
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[ian.abernethy@hotmail.com](mailto:ian.abernethy@hotmail.com)  
**Subject:** XLD Grain Application, Auburn Road, Ross  
**Importance:** High

Hello Paul,

Unfortunately, we will not make the deadline in supplying our additional report. Can we please extend this to the October Council meeting.

Regards, Colin.

Colin Sterling Smith  
Director  
Registered Land Surveyor

Mobile 0458 353 946  
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