

Pedestrian and Cyclist Impacts

Footpaths and cycling lanes are not available linking to the proposed site.

Public Transport Provision

Public transport provision for this site is poor. It is not envisaged that this will be a primary access method.

Parking Assessment

Off street parking is supplied on site.

Access for Larger Vehicles

Access for larger vehicles is not expected.

PLANNING SCHEME REQUIREMENTS

E 4 *Road & Railway Assets Code Assessment in accordance with code indicates:*

NORTHERN MIDLANDS INTERIM PLANNING SCHEME 2013		
Section	Acceptable Solution/ Performance Criteria	Response
E 4.6.1 Use and road or rail infrastructure	A1	As demonstrated the increased daily movements will be less than 10%.
E 4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways	A1	No new roads will be created and the development is not in proximity to a Category 1 Road.
E 4.7.2 Management of Road Access and Junctions	P2 (c)	A new access is required as none currently exists. The new access will be constructed to Council's Municipal Standards.
E 4.7.3 Management of Rail Level Crossings	Not Applicable	
E 4.7.4 Sight Distance at Accesses, Junctions and Level Crossings	A1 (a)	SISD exceeds 250 metres.

CONCLUSION / RECOMMENDATIONS

Assessment of the proposed development indicates:

No significant road safety impacts are foreseen for the proposed development.

This is based on the following:

- The surrounding road transport network is capable of absorbing the relatively small estimated traffic generation of the proposed development.
- Sight distance at the access exceeds Planning Scheme requirements and therefore provides a safe access environment.
- Access crossover to be constructed in accordance with Council's requirements.



August 2016

LOG OF PHOTOGRAPHS



Proposed access location



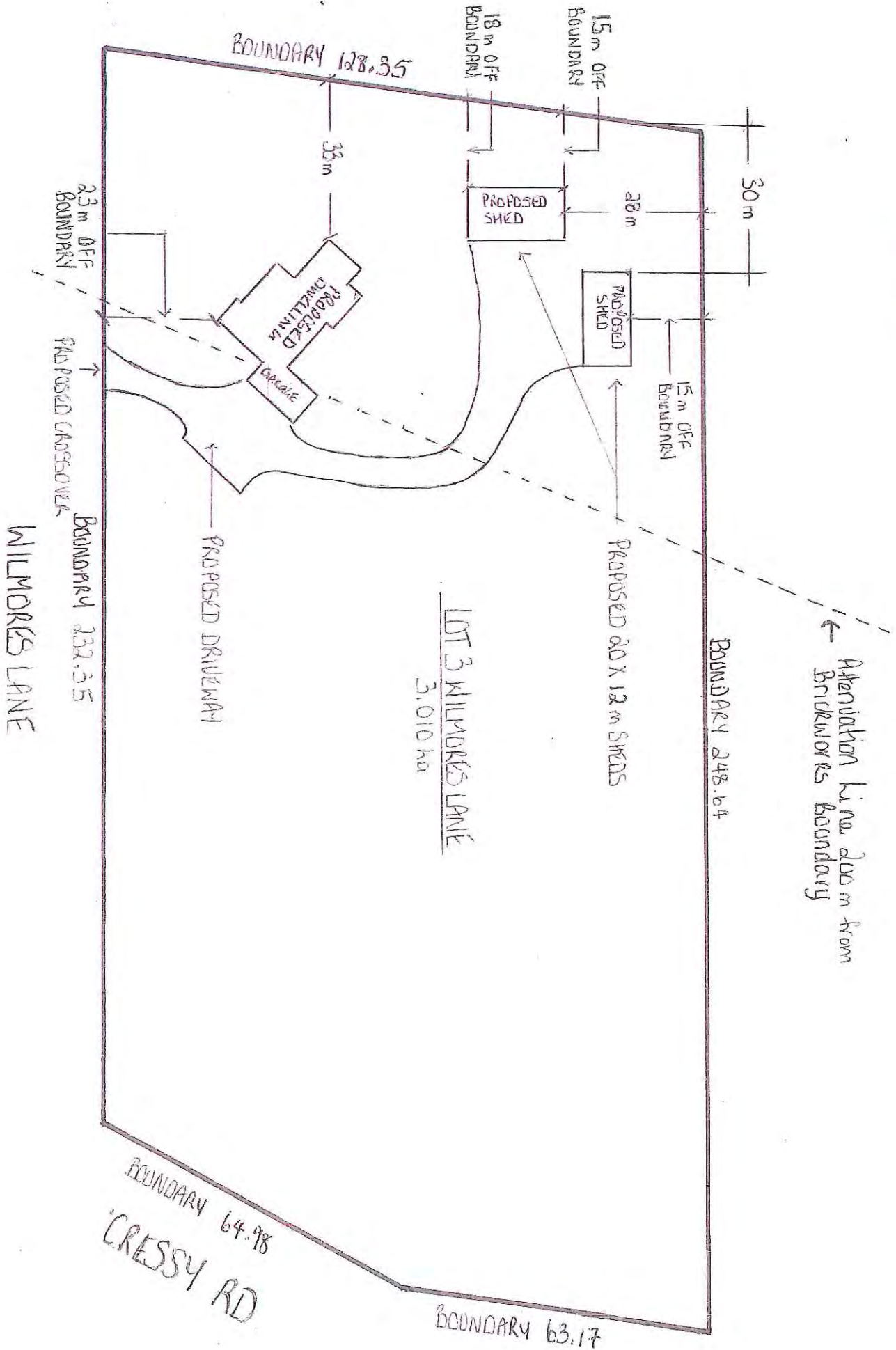
View to left, towards intersection with Cressy Road



View to right

Scale = 1:1000 (Horizontal)

EXHIBITED



Attenuation line 200m from
Brickworks Boundary

LOT 3 WILMORES LANE
3.010 ha

WILMORES LANE

BOUNDARY 64.98
CRESSY RD

BOUNDARY 63.17

BOUNDARY 232.35
PROPOSED CROSSOVER

PROPOSED DRIVEWAY

PROPOSED 30 X 12 m SHEDS

15 m OFC
BOUNDARY

28 m

15 m OFC
BOUNDARY

18 m OFC
BOUNDARY

BOUNDARY 128.35

33 m

2.3 m OFC
BOUNDARY

PROPOSED
DWELLING
GARAGE

BOUNDARY 248.64



Zinfra

PRIVATE & CONFIDENTIAL

Ms Jan Cunningham
 Planning Administration Officer
 Northern Midlands Council
 P.O Box 156
 Longford 7301

Dear Jan

**Re: Development application # P16-154
 Dwelling & Two Sheds With Variation To Setback
 184 Wilmores Lane, Longford**

In reference to your email received on the 22nd of August 2016, I wish to advise that we have completed our evaluation of possible effects on the Tasmanian Gas Pipeline.

I advise that the Tasmanian Gas Pipeline does not pose any objection to the proposed change of property use.

I advise that any activity within the pipeline easement or activity over the pipeline requires contact through **Dial before you Dig 1100**.

A Zinfra field technician will reply within 48 hours from the inquiry on issues relating to site activities.

If you have any further queries please do not hesitate to contact the undersigned on 63452300.

Yours Faithfully,

Greg Donald
 Operations Manager

NORTHERN MIDLANDS COUNCIL			
Location			
File No.			
Property			
Attachments			
REC'D 29 AUG 2016			
GM	LLA	MYE	PLA
P&DM		CFS	
OSM		PLA	
E&DM		BLD	
WM		FLT	
HR			

Greg Donald
 Operations Manager
 gregory.donald@zinfra.com.au

24 August 2016

**REFERRAL OF DEVELOPMENT APPLICATION P16-154
TO WORKS & INFRASTRUCTURE DEPARTMENT**

Property No: 114000.055
Date: 22-Aug-2016
Applicant: Rebecca Green & Associates (obo L&A Barrett)
Proposal: Dwelling & 2 sheds (vary setbacks in rural zone) & new access
Location: 18 Wilmores Lane (cnr Cressy Rd), Longford

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

W.1 Stormwater

- a) Stormwater drainage from all roofs and hardstand areas to be contained within the property.
- b) Concentrated stormwater must not be discharged into neighbouring properties

W.2 Access

- a) A hotmix sealed apron Wilmores Lane to the property boundary in accordance with Council standard drawing TSD R03 and the Traffic Impact Assessment prepared by RJK Consulting.
- b) **Access works must not commence** until an application for vehicular crossing has been approved by Council.
- c) The driveway must be sealed for a minimum of 6m from the edge of the road even if this extends inside the property boundary.

W.3 Municipal standards & approvals

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

W.4 Works in Council road reserve

- a) **Works must not be undertaken within the public road reserve**, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.5 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) **Prior to the commencement of the development works** the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the naturestrip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.6 Works & Infrastructure damage bond

- a) **Prior to the application for a building permit**, a \$500 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.

- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

W.7 Naturestrips

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

Jonathon Galbraith (Works & Infrastructure Officer)

Arend Boog (Works & Infrastructure Manager)

Date: 24/8/16

ATTACHMENT C**26.1 Zone Purpose**26.1.1 *Zone Purpose Statements*

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.*

26.1.2 *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.

26.1.3 *Desired Future Character Statements*

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

26.2 Use Table

26.3 Use Standards

26.3.1 Discretionary Uses if not a single dwelling

<i>Objective</i>	
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 create an unreasonable adverse impact on existing sensitive uses or local infrastructure.</i>
f)	<i>The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.</i>
Acceptable Solutions	Performance Criteria

<p>A1 <i>If for permitted or no permit required uses.</i></p>	<p>P1.1 <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>P1.2 <i>Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m² over the site.</i></p>	
<p>Not applicable.</p>	<p>Not applicable.</p>	
<p>A2 <i>If for permitted or no permit required uses.</i></p>	<p>P2.1 <i>Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the:</i></p> <ul style="list-style-type: none"> <i>i) amount of land alienated/converted is minimised; and</i> <i>ii) location is reasonably required for operational efficiency; and</i> <p>P2.2 <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>Not applicable.</p>	<p>Not applicable.</p>	
<td colspan="2"></td>		

<p>A3 <i>If for permitted or no permit required uses.</i></p>	<p>P3 <i>The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</i></p> <ul style="list-style-type: none"> a) <i>the amount of land converted is minimised having regard to:</i> <ul style="list-style-type: none"> i) <i>existing use and development on the land; and</i> ii) <i>surrounding use and development; and</i> iii) <i>topographical constraints; or</i> 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> <ul style="list-style-type: none"> i) <i>limitations created by any existing use and/or development surrounding the site; and</i> ii) <i>topographical features; and</i> iii) <i>poor capability of the land for primary industry; or</i> c) <i>the location of the use on the site is reasonably required for operational efficiency.</i>
<p>Not applicable.</p>	<p>Not applicable.</p>
<p>A4 <i>If for permitted or no permit required uses.</i></p>	<p>P4 <i>It must demonstrated that:</i></p> <ul style="list-style-type: none"> a) <i>emissions are not likely to cause an environmental nuisance; and</i> b) <i>primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</i> c) <i>the capacity of the local road network can accommodate the traffic generated by the use.</i>
<p>Not applicable.</p>	<p>Not applicable.</p>

<p>A5 The use must:</p> <p>a) be permitted or no permit required; or</p> <p>b) be located in an existing building.</p>	<p>P5 It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:</p> <p>a) the impacts on skylines and ridgelines; and</p> <p>b) visibility from public roads; and</p> <p>c) the visual impacts of storage of materials or equipment; and</p> <p>d) the visual impacts of vegetation clearance or retention; and</p> <p>e) the desired future character statements.</p>
<p>Not applicable.</p>	<p>Not applicable.</p>

26.3.2 Dwellings

<p><i>Objective</i></p> <p>To ensure that dwellings are:</p> <p>a) incidental to resource development; or</p> <p>b) located on land with limited rural potential where they do not constrain surrounding agricultural operations.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1 Development must be for the alteration, extension or replacement of existing dwellings; or</p> <p>A1.2 Ancillary dwellings must be located within the curtilage of the existing dwelling on the property; or</p> <p>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.</p>	<p>P1.1 A dwelling may be constructed where it is demonstrated that:</p> <p>a) it is integral and subservient to resource development, as demonstrated in a report prepared by a suitably qualified person, having regard to:</p> <p>i) scale; and</p> <p>ii) complexity of operation; and</p> <p>iii) requirement for personal attendance by the occupier; and</p> <p>iv) proximity to the activity; and</p> <p>v) any other matters as relevant to the</p>

	<p><i>particular activity; or</i></p> <p><i>b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, having regard to:</i></p> <ul style="list-style-type: none"> <i>i) limitations created by any existing use and/or development surrounding the site; and</i> <i>ii) topographical features; and</i> <i>iii) poor capability of the land for primary industry operations (including a lack of capability or other impediments); and</i> <p><i>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</i></p> <p><i>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.</i></p>
<p>Does not comply.</p>	<p>P1.1 - The applicant states that:</p> <p><i>As detailed in the Land Capability Assessment undertaken by Agronico Pty Ltd for the subject site, the land classification is Class 4 for the entire site, with main limitation of wetness and soil. The land is not prime agricultural land. The site is restricted due to its associated limitations including size (3.01 ha), adjacent land uses (residential, manufacturing and rural lifestyle type allotments) and minimal water resources. The proposed development would be located nearby existing residential dwellings, with at least 9 residential dwellings located within a 500m radius.</i></p> <p><i>The development of the dwelling will not negatively impact the existing nearby residences nor does it have any impact on the nearby current rural and primary industry related</i></p>

enterprises, and vice versa.

The Land Capability Assessment by Agronico Pty Ltd states that *The Land Capability Survey of Tasmania, South Esk, 1:100,000 map by Grose and Morteon (1996), indicates this land as containing both class 4 (ideally suited to intensive grazing) and class 3 (suited to cropping 3-5 years out of 10). The onsite survey confirms the class 4 land classification for the entire site, with the main limitations of wetness and soil.*

Wetness – Surface accumulation of water due to areas of topographic depression and conductivity.

Soils – Conductivity, rockiness, limiting layer, coarse fragments.

*In summary, the soil on the site has medium agricultural value (class 4) and is **not prime agricultural land** as defined by the PAL Policy 2000. And, although it is generally expected that class 4 land can still be cultivated 1 to 2 years out of 10 (Grose, 1999), the land at this site should be managed with the following considerations:*

The ironstone gravels found throughout the soil profile are extremely abrasive on cultivation machinery.

The gravels can also result in lower water holding capacity.

The potential salinity area may increase under irrigation (if cropped).

The lateritic sheet (cemented ironstone) would be extremely limited to root activity.

In conclusion, the land is well suited to the current land use of grazing with any future cultivation being limited to pasture improvement and not cropping in general.

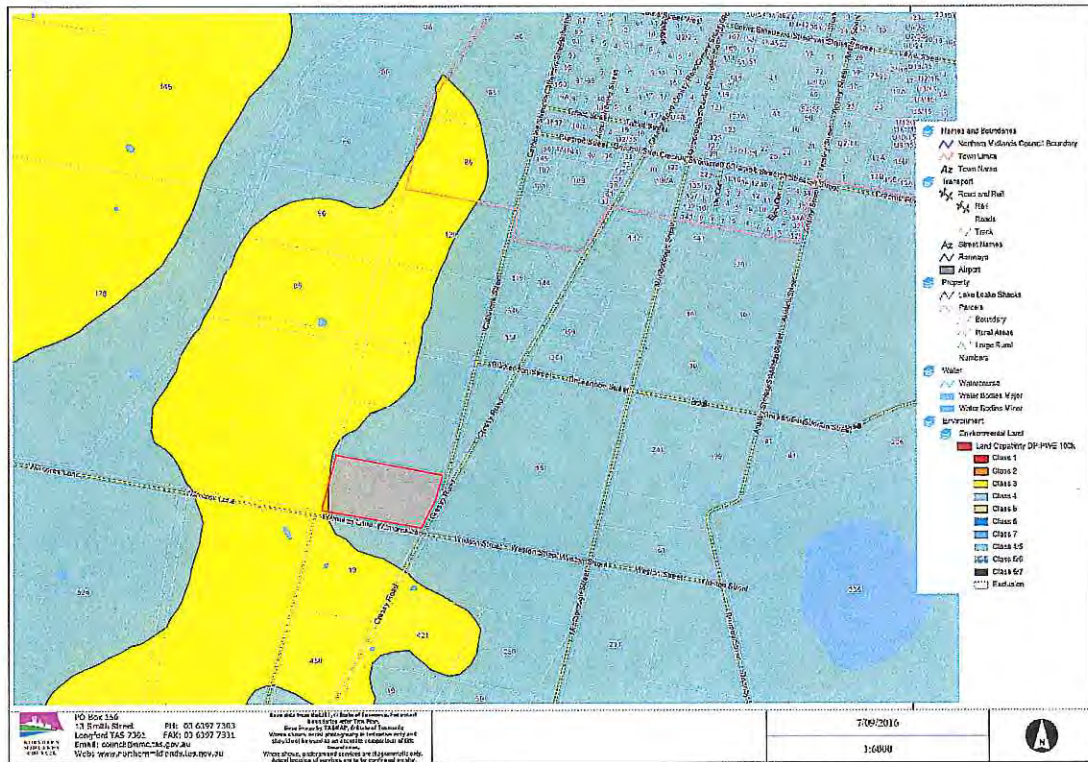
Comment: The Agronico Land Capability Assessment report demonstrates that the land is not practically incapable of supporting an agricultural use and had regard to topography and the capability of the land for primary industry – the report finds that the land is

suitable for grazing.

The existing uses and developments surrounding the site such as the brickworks, residential, and rural residential uses and developments – do not present limitations to a grazing use.

P1.2 – Council’s Environmental Health Officer advises that the site is suitable for on-site waste water disposal.

P1.3 - The site has frontage to Wilmores Lane and Cressy Road. Access is proposed from Wilmores Lane.



26.3.3 Irrigation Districts

Objective

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.

Acceptable Solutions

Performance Criteria

<p>A1 <i>Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.</i></p>	<p>P1 <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"> a) <i>the location and amount of land to be used; and</i> b) <i>the operational practicalities of irrigation systems as they relate to the land; and</i> c) <i>any management or conservation plans for the land.</i>
<p>Comment: The site is outside the Cressy-Longford Irrigation District.</p>	<p>NA.</p>

26.4 Development Standards

26.4.1 Building Location and Appearance

<p><i>Objective</i></p> <p><i>To ensure that the:</i></p> <ul style="list-style-type: none"> a) <i>ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and</i> b) <i>development of buildings is unobtrusive and complements the character of the landscape.</i> 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>Building height must not exceed:</i></p> <ul style="list-style-type: none"> a) <i>8m for dwellings; or</i> b) <i>12m for other purposes.</i> 	<p>P1 <i>Building height must:</i></p> <ul style="list-style-type: none"> a) <i>be unobtrusive and complement the character of the surrounding landscape; and</i> b) <i>protect the amenity of adjoining uses from adverse impacts as a result of the proposal.</i>
<p>Complies. Height is less than 8m.</p>	<p>NA</p>
<p>A2 <i>Buildings must be set back a minimum of:</i></p> <ul style="list-style-type: none"> a) <i>50m where a non-sensitive use or extension to existing sensitive use</i> 	<p>P2 <i>Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</i></p>

<p><i>buildings is proposed; or</i></p> <p>b) <i>200m where a sensitive use is proposed; or</i></p> <p>c) <i>the same as existing for replacement of an existing dwelling.</i></p>	<p>a) <i>the topography of the land; and</i></p> <p>b) <i>buffers created by natural or other features; and</i></p> <p>c) <i>the location of development on adjoining lots; and</i></p> <p>d) <i>the nature of existing and potential adjoining uses; and</i></p> <p>e) <i>the ability to accommodate a lesser setback to the road having regard to:</i></p> <p style="padding-left: 20px;"><i>i) the design of the development and landscaping; and</i></p> <p style="padding-left: 20px;"><i>ii) the potential for future upgrading of the road; and</i></p> <p style="padding-left: 20px;"><i>iii) potential traffic safety hazards; and</i></p> <p style="padding-left: 20px;"><i>iv) appropriate noise attenuation.</i></p>
<p>Does not comply.</p>	<p>Comment: Reduced setbacks are proposed for the dwelling and sheds to the side and rear boundaries. These are considered acceptable as follows:</p> <p>a) <i>the topography of the land; and</i></p> <p>No impact on the reduced setbacks.</p> <p>b) <i>buffers created by natural or other features; and</i></p> <p>Unmade road reserve to west, Cressy Road and Wilmores Lane to south and east, provide buffering to adjacent land.</p> <p>c) <i>the location of development on adjoining lots; and</i></p> <p>Adjoining lots are vacant or road reserves.</p> <p>d) <i>the nature of existing and potential adjoining uses; and</i></p> <p>The adjoining lot to the north is similar to the subject site. Its use for grazing is not expected to be impacted by reduced setbacks for the buildings.</p> <p>e) <i>the ability to accommodate a lesser</i></p>

	<p><i>setback to the road having regard to:</i></p> <ul style="list-style-type: none"> <i>i) the design of the development and landscaping; and</i> <i>ii) the potential for future upgrading of the road; and</i> <i>iii) potential traffic safety hazards; and</i> <i>iv) appropriate noise attenuation.</i> <p>The lesser setback to Willmores Lane is considered acceptable in terms of these matters – sufficient room for landscaping, potential upgrading and noise attenuation. Sufficient distance in terms of traffic safety.</p>
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CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	Complies - see assessment below.
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies - see 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	Complies - see assessment below.
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 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.
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	NA

<p>A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</p>	<p>P3 For limited access roads and roads with a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
<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>Objective</p> <p>To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</p> <ul style="list-style-type: none"> a) ensure the safe and efficient operation of roads and railways; and b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be</p>

<ul style="list-style-type: none"> 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 	<p>sited, designed and landscaped to:</p> <ul style="list-style-type: none"> 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.
<p>Complies</p>	<p>NA</p>

E4.7.2 Management of Road Accesses and Junctions

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

<p>include a new access or junction.</p>	<p>speed limit of more than 60km/h;</p> <p>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</p> <p>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</p> <p>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</p>
<p>Does not comply.</p>	<p>The applicant provided a TIA which found that no significant road safety impacts are foreseen for the proposed development and sight distances at the access exceeds the planning scheme requirements.</p>

E4.7.3 Management of Rail Level Crossings

<p>Objective</p> <p>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</p>
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Acceptable Solutions	Performance Criteria
<p>A1 Where land has access across a railway:</p> <ul style="list-style-type: none"> a) development does not include a level crossing; or b) development does not result in a material change onto an existing level crossing. 	<p>P1 Where land has access across a railway:</p> <ul style="list-style-type: none"> 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.
<p>NA</p>	<p>NA</p>

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>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<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>
<p>Complies. The TIA finds that sight distance exceeds 250m in each direction.</p>	<p>NA</p>

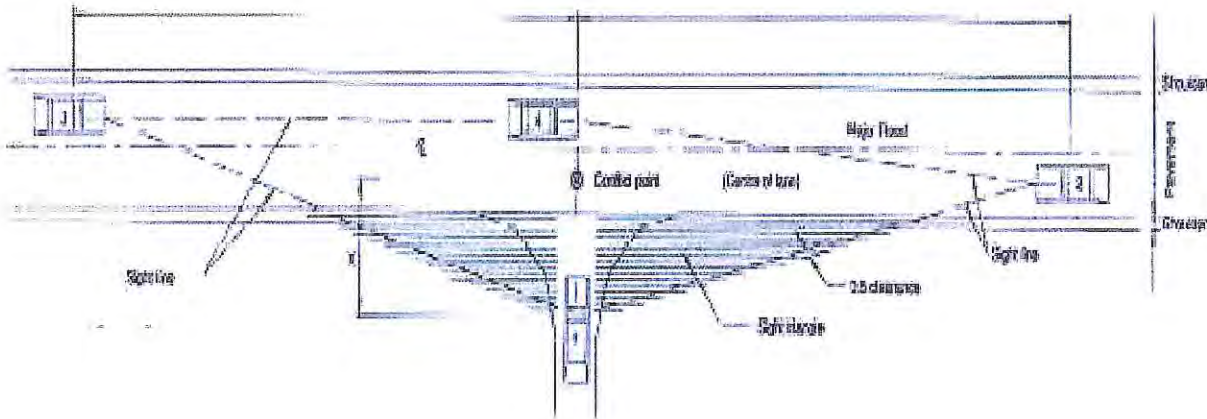


Figure E4.7.4 Sight Lines for Accesses and Junctions

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)

<i>Vehicle Speed</i>	<i>Safe Intersection Sight Distance (SISD) metres, for speed limit of:</i>	
	<i>60 km/h or less</i>	<i>Greater than 60 km/h</i>
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	Performance Criteria
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <p>a) Table E6.1; or</p> <p>b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).</p>	<p>P1 The number of car parking spaces provided must have regard to:</p> <p>a) the provisions of any relevant location specific car parking plan; and</p> <p>b) the availability of public car parking spaces within reasonable walking distance; and</p> <p>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</p> <p>d) the availability and frequency of public transport within reasonable walking distance of the site; and</p> <p>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</p> <p>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</p> <p>g) an empirical assessment of the car parking demand; and</p> <p>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</p> <p>i) the recommendations of a traffic impact assessment prepared for the proposal; and</p> <p>j) any heritage values of the site; and</p> <p>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:</p> <p>i) the size of the dwelling and the number of bedrooms; and</p> <p>ii) the pattern of parking in the locality; and</p> <p>iii) any existing structure on the land.</p>
<p>Comment: Complies. Four bedroom house – four carparking spaces. Sufficient space for bicycle parking in garage.</p>	

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Residential:		1 space per unit or 1 spaces per 5 bedrooms in other forms of accommodation.
Residential use in any other zone or any other residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 dwellings	

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	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.
A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	
Comment: Complies.	

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: NA	

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: Complies.	

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: Complies.	

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
<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>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:</p> <p>a) the layout of the site and the location of existing buildings; and</p> <p>b) views into the site from the road and adjoining public spaces; and</p> <p>c) the ability to access the site and the rear of buildings; and</p> <p>d) the layout of car parking in the vicinity; and</p> <p>e) the level of landscaping proposed for the car parking.</p>
Comment: Complies.	
<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 <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i>.</p>	<p>P2 Car parking and manoeuvring space must:</p> <p>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</p> <p>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.</p>
Comment: Complies.	

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)
1 to 5	3.0m	Every 30m

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
<p>A1 Car parking areas with greater than 20 parking spaces must be:</p> <p>a) secured and lit so that unauthorised persons cannot enter or;</p>	<p>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:</p>

b) visible from buildings on or adjacent to the site during the times when parking occurs.	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: Complies.	

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 <i>Australian Standards AS/NZ 2890.6 2009</i> .	P2 No performance criteria.
Comment: Complies.	

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 <i>Australian Standard AS/NZS 2890.3 2002</i> 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: NA	

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	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.

<p>c) <i>Australian Standard AS 2890.3 1993</i>; and be located within 50m of and visible or signposted from the entrance to the activity they serve; and</p> <p>d) be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and</p> <p>A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p>	
<p>A2 Bicycle parking spaces must have:</p> <p>a) minimum dimensions of:</p> <p>i) 1.7m in length; and</p> <p>ii) 1.2m in height; and</p> <p>iii) 0.7m in width at the handlebars; and</p> <p>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.</p>	<p>P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</p>
<p>Comment: Complies.</p>	

E6.8.5 Pedestrian Walkways

<p>Objective To ensure pedestrian safety is considered in development</p>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1 Pedestrian access must be provided for in accordance with Table E6.5.</p>	<p>P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</p>
<p>Comment: Complies.</p>	

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1-10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
 - i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
 - iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

E11 Environmental Impacts and Attenuation Code

E11.6 Use Standards

E11.6.1 Attenuation Distances

<p>Objective</p> <p>To ensure that potentially incompatible use or development is separated by a distance sufficient to ameliorate any adverse effects.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<p>P1 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:</p> <ul style="list-style-type: none"> a) degree of encroachment; and b) nature of the emitting operation being protected by the attenuation area; and c) degree of hazard or pollution that may emanate from the emitting operation; and d) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use.
<p>Comment: Must address performance criteria.</p>	<p>Comment: The applicant provided a site specific study that notes that emissions from the brickworks are unlikely at the site given that the prevailing wind direction is north-westerly and the brickworks is south-east of the site. The garage/carport attached to the dwelling is the only part of the dwelling within the attenuation distance.</p>

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

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

STATE POLICIES
State Policy on the Protection of Agricultural Land 2009 – The Policy applies to all agricultural land in Tasmania. A decision made in accordance with the provisions of a planning scheme approved under the Land Use Planning & Approvals Act 1993, as being in accordance with this Policy i.e. the Northern Midlands Interim Planning Scheme 2013, is taken to have been made in accordance with the Policy.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
<i>Strategic Plan 2007-2017</i> 4.3 – Development Control

**PLAN 7 DRAFT AMENDMENT 02/15 – AMEND THE
HERITAGE CODE AND THE HERITAGE PRECINCTS
SPECIFIC AREA PLAN**

ATTACHMENTS

A Representation

From: Carlton Dixon [<mailto:cdixon@bmil.com.au>]
Sent: Monday, 20 June 2016 2:37 PM
To: Paul Godier <paul.godier@nmc.tas.gov.au>
Subject: Request for Northern Midlands Council.

Paul, as per our conversation, I request that the Council allow Windows & Doors in Heritage listed buildings and extensions be allowed to be constructed from Aluminium, rather than just timber.

Our family owns various properties throughout the Northern Midlands, we continue to improve them but would like your Council to be more in line with various other Council's that allow this type of improvement.

Cheers
Carlton



Kind regards

Carlton Dixon
Investment & Lending Manager
Butler McIntyre Investments Mortgage Fund
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