

Exhibited

Site Specific Study for P16-206

11 Badajos Street, ROSS

Use dwelling as visitor accommodation, partially within attenuation distance of sewage lagoon (corner of Chiswick Road & The Boulevards).

Response to Planning Scheme provisions of Code E11-
Environmental Impacts and Attenuation Code, Clause E11.6.1 (P1):

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:

a) degree of encroachment:

How close is the emitting operation?

Approximately 220m.

What is between the subject site and the emitting operation?

Dwellings.

b) nature of the emitting operation being protected by the attenuation area:

What emissions does the operation produce? (noise and odours etc).

nil

Are these emissions prevalent at this site?

.....
nil n/a
.....

If so, how do the emissions affect the subject site?

.....
/ n/a
.....

Exhibited

degree of hazard or pollution that may emanate from the emitting operation:

Are the emission produced having negative effects on the site?

..... NO

Is the degree of impact at the site increased, lessened or the same as a result of the application?

..... / N/A

c) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use:

Are there any manmade or natural buffers offered on site, or in the surrounding area, that may reduce the impact of the emitting operation? (ie distance of residential development between the subject site and emitting operation)

..... / N/A

Signed: *Wafers*

Date: 05.10.16

Exhibited

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 13-Oct-2016
REF NO: P16-206; 400300.2
SITE: 11 Badajos Street, Ross
PROPOSAL: Use dwelling as visitor accommodation -
heritage precinct, partially within attenuation
distance of sewage treatment plant
APPLICANT: N Jones
REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Do you have any objections to the proposal: No



David Denman (Heritage Adviser)
Date: 11.10.2016

Assessment against E13.0 (Local Historic Heritage Code)
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E13.1 Purpose

E13.1.1 The purpose of this provision is to:

- a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and
- b) encourage and facilitate the continued use of these items for beneficial purposes; and
- c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and
- d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and
- e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place

E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

- a) within a Heritage Precinct;
- b) a local heritage place;
- c) a place of identified archaeological significance.

E13.3 Use or Development Exempt from this Code

E13.3.1 The following use or development is exempt from this code:

- a) works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;
- b) electricity, optic fibre and telecommunication cables and gas lines to individual buildings which connect above ground or utilise existing service trenches;
- c) internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;

Comment:

The subject site is within a *Heritage Precinct*.

E13.5 Use Standards**E13.5.1 Alternative Use of heritage buildings**

Comment: N/a

E13.6 Development Standards**E13.6.1 Demolition**

Comment: N/a

E13.6.2 Subdivision and development density

Comment: N/a

E13.6.3 Site Cover

Comment: N/a

E13.6.4 Height and Bulk of BuildingsComment: N/a**E13.6.5 Fences**Comment: N/a**E13.6.6 Roof Form and Materials**Comment: N/a**E13.6.7 Wall materials**Comment: N/a**E13.6.8 Siting of Buildings and Structures**Comment: N/a**E13.6.9 Outbuildings and Structures**Comment: N/a**E13.6.10 Access Strips and Parking**

Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria
<p>A1 Car parking areas for non-residential purposes must be:</p> <p>a) located behind the primary buildings on the site; or</p> <p>b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</p>	<p>P1 Car parking areas for non-residential purposes must not:</p> <p>a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</p> <p>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Satisfies the performance criteria.**E13.6.11 Places of Archaeological Significance**Comment: N/a**E13.6.12 Tree and Vegetation Removal**Comment: N/a**E13.6.13 Signage**Comment: N/a**Table E13.1: Local Heritage Precincts**

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

Existing Character Statement - Description and Significance**2 ROSS HERITAGE PRECINCT CHARACTER STATEMENT**

The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

Management Objectives

To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.

To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

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

Assessment against F2.0 (Heritage Precincts Specific Area Plan)**F2.1 Purpose of Specific Area Plan**

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

F2.2 Application of Specific Area Plan

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

F2.3 Definitions**F2.3.1 Streetscape**

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

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the proposal will not have an effect on the streetscape.



2 High Street Ross Tasmanian 7209

Phone: (03) 63815224

Fax: (03) 63815296

Email: enquiries@rossmotel.com.au

Website: www.rossmotel.com.au

General Manager

Northern Midlands Council

PO Box 156

Longford TAS 7301

Dear Mr Jennings,

In reference to Application P16-206

We object to this application being granted.

There are currently the following known Accommodation/Bed & Breakfasts in Ross and other premises which are being prepared;

- Gum Trees
- Christopher's Halls
- The Stables
- Kirsty's Cottage
- Ross Bakery Inn
- Captain Samuels
- Cupids Nest
- Ross Bed & Breakfast
- Elm Trees
- Stone Cottage
- Stone Cottage Annex
- Wisteria B & B
- Somercotes Historic Estate
- Proposed 11 Badajos Street
- Proposed 32 Bond Street
- Cnr of Bridge and Bond Street – Grey B & B – For Sale and marketed as B & B

We personally have invested considerable funds to purchase our business and comply with all the requirements to be an accredited tourist operator. We managed our compliance policies for regulated bodies together with the regulations for property presentation and maintenance.

We feel that these casual accommodations will have an impact especially those owners who are absentees. We have sought advice from Karen Phillips of Tourism Industry Council Tasmania and she advises there are no regulations or standards of operation for Bed & Breakfasts.

It is disappointing to see that there are now more accommodation properties for businesses than retail business attractions to Ross. We feel the town is now flooded with accommodation style businesses.

Given other retail businesses need to seek approval to operate from yourselves why not the Bed & Breakfasts be included in your process?

We feel that it can only be an advantage to impose a standard and request that there be a monitoring set of regulations in place for these businesses to comply with, not only for a standard to be met in keeping with the tourism industry but also personal safety requirements for clients.

To have a standard will also protect those accommodation suppliers who are genuine business people with the care for continuity of the town of Ross.

We would welcome a discussion with you and your councillors.

Please do not hesitate to contact us.

Kind regards,

Peter Fost and Helen McQuade

Ross Motel & Caravan Park

2 High Street

Ross 7209

P : 03 6381 5224

M: 0429341622

E: enquiries@rossmotel.com.au

General Manager
Northern Midlands Council
PO Box 156
Longford TAS 7301

1st November 2016

Dear Mr Jennings,

In reference to Application P16-206

In response to our recent application submitted and paid for on the 16th September and with the inconvenient delay until the 26th September (to us) by the Northern Midlands Council where my application had been misplaced with no progress initiated, I submit the following-

We received a notification of an objection to operate our three bedroom house as a 'self-contained' family style accommodation at 11 Badajos Street, Ross.

The objection letter withheld the name of the complainant, however, the information they provided to you is out of date as to the current operating accommodations and /Bed & Breakfast in Ross at this time.

- Gum Trees has been sold and now is a private residence.
- Tim Johnson operates Captain Samuel, Cupids Nest, the Music Room and Ross Bed & Breakfast as 2 accommodations ie: operate under 2 residences.
- Ross Bakery Inn no longer operates accommodation. The owners use the bakery as a family home.
- 32 Bond Street has been a full time rental recently.
- Cnr of Bridge and Bond Street— Grey B&B has been sold and no longer operates as accommodation.
- Christopher Halls -The Stables is currently on the market for sale also.

This leaves:

Kirsty's Cottage
Elm Trees
Stone Cottage & Annex
Somercotes Historic Farm – not in Ross township
Wisteria B&B

I am advertising our home, 11 Badajos Street, as 'Family Friendly Accommodation' sleeping up to 6-8 people.

There is only one accommodation in Ross that caters for large groups/families and that is Stone Cottage, and it is very realistically priced for family groups.

I have had discussions with the proprietors of Stone Cottage, and they agree with the need of more realistic, family friendly accomodation in Ross.

The cost of accommodation has to be budget-priced for families, and the Ross Motel and boutique B & B's certainly do not cater for realistic family accomodation requirements.

We need to encourage people to stay in our town so all other retail outlets also benefit from an increase to the tourism trade.

As I have been a resident of Ross all my life, I would like to further support my community by providing Family Friendly Accommodation, and hope that my application will be considered favourably, without being discriminated against unfairly, by a larger, commercial business in Ross which caters to a entirely different accommodation sector.

Look forward in hearing from you,

Kind Regards



Nadine Jones

PLAN 3

**PLANNING APPLICATION P16-154
18 WILMORES LANE (CNR CRESSY RD), LONGFORD**

ATTACHMENTS

- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Planning scheme assessment

EXHIBITED

PLANNING APPLICATION
Proposal

ATTACHMENT A.

Description of proposal: Use and Construction of Single Dwelling and two 20m x 12m Sheds.

(attach additional sheets if necessary)

Site address: Lot 3 Wilmores Lane, Longford (Brickendon Street, Longford)

ID no: and for Council's property no:

AND/OR

Area of land: 3.01 ha ha/m² and/or CT no: 11.6434/3

Estimated cost of project \$480,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes = main building is used as

If variation to Planning Scheme provisions requested, justification to be provided:
See attached Planning Submission Report, Rebecca Green + Associates.

(attach additional sheets if necessary)

If outbuilding has a floor area of over 50m², or there will be over 50m² of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

Residential / Rural Lifestyle-Living purposes

External colours: See attached shed plans + elevations (attach additional sheets if necessary)

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

EXHIBITED

EXHIBITED

1-214

ANNEXURE II

PLAN OF TITLE

Registered Number

P.116434

FIELD REFERENCE F.R. 54251/3

LOCATION

WESTHORNAND - LONGFORD

GRANTEE

FIRST SURVEY PLAN No. A7/80

APPROVED 16 FEB 1995

COMPILED BY

Michael O'Leary
Recorder of Titles

SCALE 1:2500

LENGTHS IN METRES

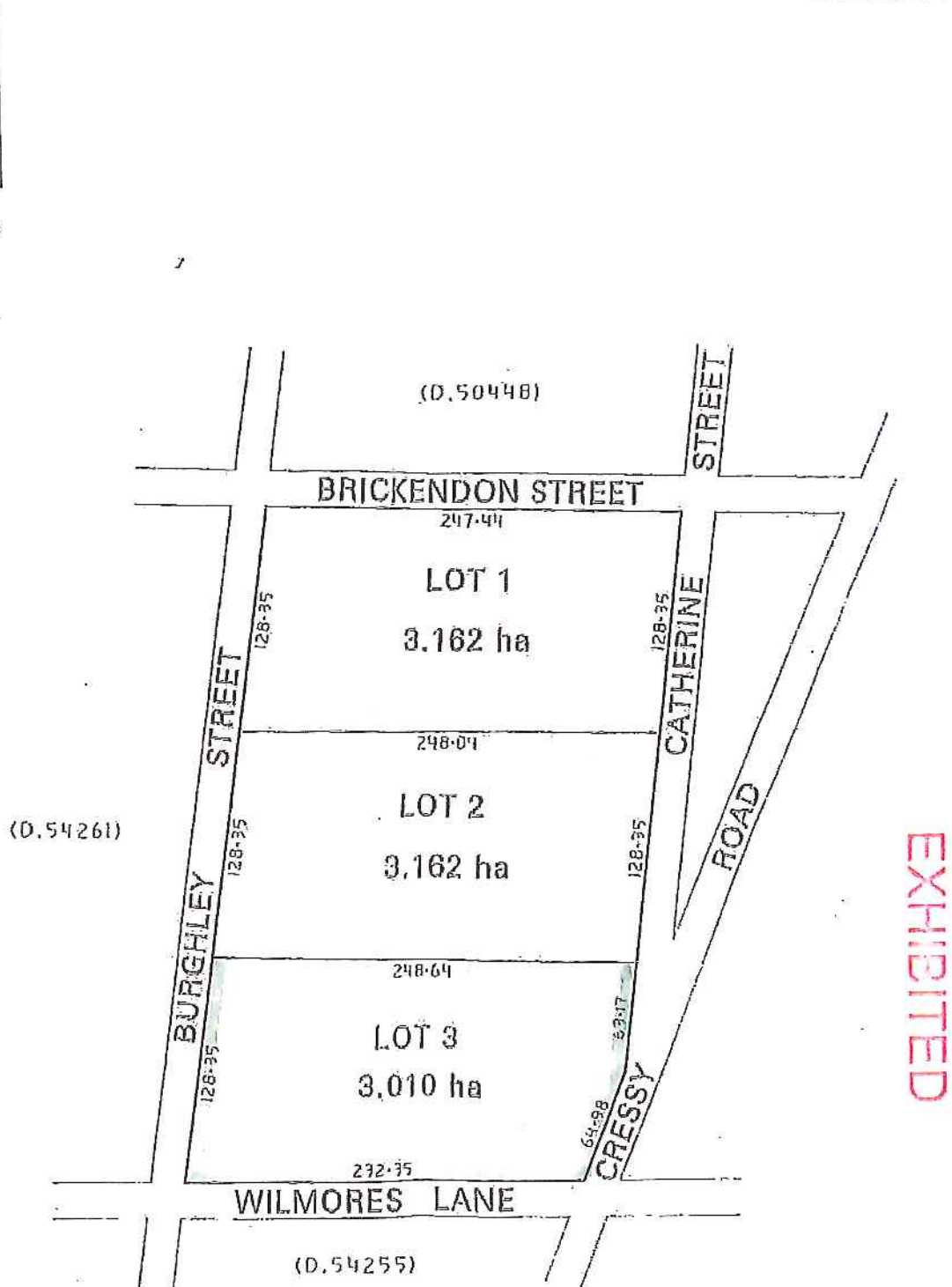
MAPSHEET MUNICIPAL
CODE No. 56 (123)

LAST
UPI No. 0750

LAST PLAN
No. D.54257-3

ALL EXISTING SURVEY NUMBERS TO BE
CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



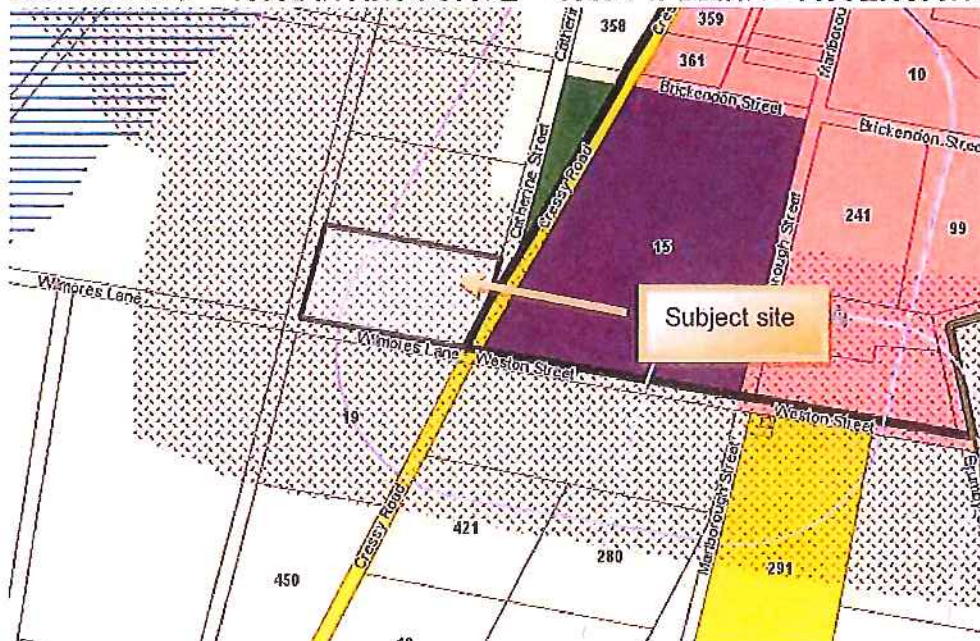
EXHIBITED

P16-154

AERIAL PHOTOGRAPH & SERVICES MAP for Wilmores Lane (Cnr Cressy Rd), Longford



ZONING MAP - RURAL RESOURCE - GAS PIPELINE - ATTENUATION AREA



Planning Submission

Use and Construction of Single Dwelling and Two Sheds

Lot 3 Wilmores Lane, Longford

Leigh and Aleisha Barrett

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Figure 1: Location Map

Figure 2: Zoning Map

Appendices

Appendix A: Certificate of Title

Appendix B: Site Plans, Floor Plans and Elevations

Appendix C: Land Capability Assessment – Agronico Pty Ltd

1. Executive Summary

1.1 Proposal Overview

This submission is prepared in support of a proposal for a single dwelling and two sheds at Lot 3 Wilmores Lane, Longford (currently addressed as Brickendon Street, Longford).

The owners of the subject land are John Leonard Pitt, Bruce Ronald Pitt, Glenda Maree Anderson, Leanne Ruth Dunn, Kathryn Irene Miller, Michelle Kaye Fellows and Leonard James Pitt. A contract of sale is current between the current owners and Leigh and Aleisha Barrett pending receipt of planning approval. This application is made with the consent of the owners.

This application is made under Section 57 of the *Land Use Planning and Approvals Act 1993*, which provides for the submission of an application for a discretionary planning permit. The proposal has been prepared in accordance with the provisions of the Northern Midlands Interim Planning Scheme 2013 and the objectives of the *Land Use Planning and Approvals Act 1993*.

The proposal is summarised as:

- Use and Development of a Single Dwelling and sheds, and is illustrated in plans, provided at Appendix B.

2. Subject Land and Locality

2.1 Subject Land Description

The subject site is comprised in Certificate of Title Volume 116434 Folio 3. The registered owners of the site are John Leonard Pitt, Bruce Ronald Pitt, Glenda Maree Anderson, Leanne Ruth Dunn, Kathryn Irene Miller, Michelle Kaye Fellows and Leonard James Pitt. A copy of the title is contained in Appendix A.

Lot 3 has an area of 3.01 hectares and has road frontage to Cressy Road, Catherine Street and Wilmores Land, and also unmade section of Burghley Street. The site is a relatively flat site. The site is used for grazing purposes at present.

2.2 Locality Description

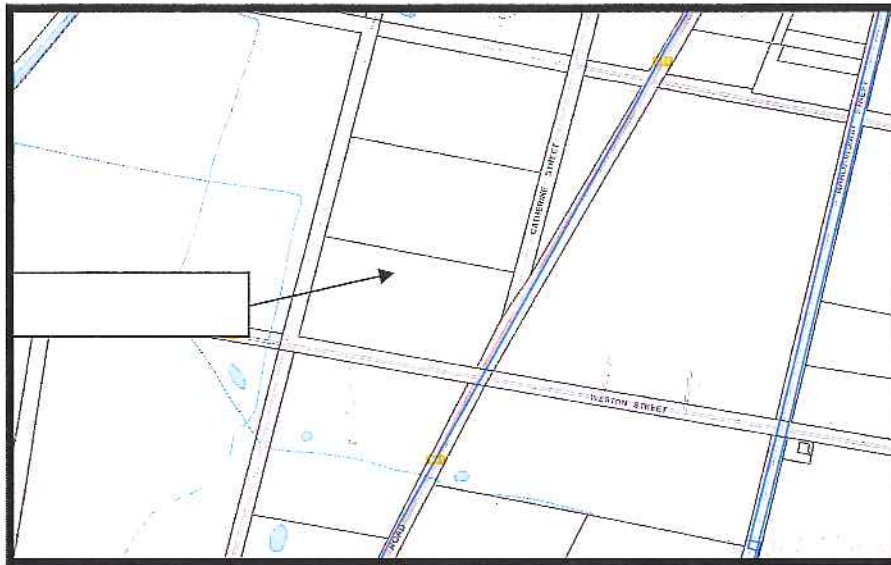


Figure 1: Locality Map

The subject site is located on the outskirts of Longford. The site is surrounded by small rural lifestyle allotments, with Austral Brickworks to the east on the opposite side of Cressy Road.

2.3 Access and Movement

No current vehicular access point gain access to the land. The proposal will see access from one new access to and from Wilmores Lane, as demonstrated on site plan at Appendix B.

2.4 Services

The subject site is located within the area of Longford; it is not provided with reticulated sewerage and stormwater, however the site is provided with power and communications supplies. Onsite collection and disposal of wastewater and stormwater is proposed for the development. The size of the site and soils on the site are suitable for waste water disposal and that the primary treatment of wastewater be through a new waste septic tank. A water main runs along Cressy Road.

2.5 Heritage

The subject site is not identified to be of heritage significance.

2.6 Flora and Fauna

The site is located within the area of Longford. A search of the Natural Values Atlas has revealed no recorded species on the subject site.

3. Proposal

3.1 Development Proposal

The proposal is for the use and construction of a single storey dwelling to be located within the south-western portion of the subject site.

The dwelling will comprise of four bedrooms, main with ensuite and walk-in-robe. Living, dining and kitchen together with study, laundry, bathroom, and lounge are provided as well as an alfresco area and attached garage and carport.

The dwelling is proposed to be clad using brick veneer wall cladding. The roof will be clad using colorbond custom orb roof sheeting.

The proposal also includes the construction of two 20 x 12m sheds. The northern shed will have a height of 5.058m, whilst the western shed will have a height of 4.558m.

Attached at Appendix B to this submission are plans and elevations of all proposed buildings.

4. Planning Assessment

4.1 Northern Midlands Interim Planning Scheme 2013

The subject site is zoned Rural Resource within the Northern Midlands Interim Planning Scheme 2015. No overlays burden the subject site.

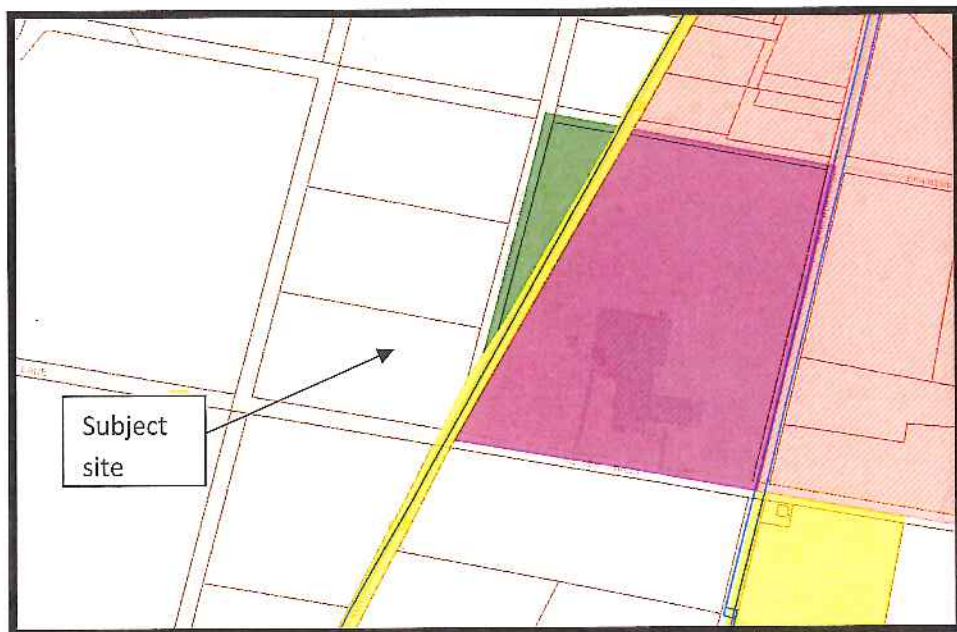


Figure 2: Zoning Map

(Cream = Rural Resource Zone, Purple = General Industrial Zone)

26 Rural Resource Zone**26.1 Zone Purpose**

26.1.1.1 To provide for 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.

Proposal Response

The proposal clearly meets the zone purpose statements, as it provides for a complementary use which does not constrain or conflict with resource development uses. Attached at Appendix C to this submission is a Land Capability Report providing further information in relation to land capability class. The site is restricted due to its associated limitations, including size, adjacent land uses and minimal water resources. The proposed development would be located to nearby existing residential dwellings, with at least 9 residential dwellings located within a 500 metres radius.

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 enterprises, and vice versa.

This is complied with.

26.2 Use Table

The proposed use best fits the use class of Residential of which is a Discretionary use within the Rural Resource Zone, as the proposal is for a single dwelling.

Residential as defined by the Scheme means:

“Use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.”

26.3 Use Standards

26.3.1 Discretionary Uses if not a single dwelling – not applicable.

26.3.2 Dwellings

Objective
 To ensure that the:

- (a) Ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and
- (b) Development of buildings is unobtrusive and complements the character of the landscape.

Acceptable Solution	Performance Criteria	<i>Proposal Response</i>
		<p><i>P1.1 b) As detailed within 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 (3.01ha), adjacent land uses (residential, manufacturing and rural lifestyle type allotments) and minimal water resources. The proposed development would be located to nearby existing residential dwellings, with at least 9 residential dwellings located within a 500 metres 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 enterprises, and vice versa.</i></p> <p><i>P1.2 Wastewater</i></p>

	<p>within the lot boundaries, having regard to the rural operation of the property and provision of reasonable curtilage to the proposed dwelling; and</p> <p>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.</p>	<p><i>treatment can be achieved within the lot boundaries, with the land area available and the soil characteristics as well as the building setbacks and curtilage. A Special Plumbing Permit will be applied for once planning approval is provided.</i></p> <p><i>P1.3 The lot has frontage to Wilmores Lane, where access to the lot is proposed.</i></p> <p><i>The proposal meets the performance criteria.</i></p>
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26.3.3 Irrigation Districts – not applicable, the subject site is not on land within an irrigation district.

26.4 Development Standards

26.4.1 Building Location and Appearance

		Proposal Response
<p>A1 Building height must not exceed:</p> <ul style="list-style-type: none"> (a) 8m for dwellings; or (b) 12m for other purposes. 	<p>P1 Building height must:</p> <ul style="list-style-type: none"> (a) Be unobtrusive and complement the character of the surrounding landscape; and (b) Protect the amenity of adjoining uses from adverse impacts as a result of the proposal. 	<p><i>A1 The proposed building of the dwelling is maximum height 4.6 metres to the ridge. The western shed is maximum height 4.558m and the northern shed is maximum height 5.058m.</i></p>
<p>A2.1 Buildings must be set back a minimum of:</p> <ul style="list-style-type: none"> (a) 50m where a non sensitive use or extension to existing sensitive use building is 	<p>P2 Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</p> <ul style="list-style-type: none"> a) The topography of the land; and 	<p><i>P2 Due to the size of the lot and the nearby brick manufacturing use, the dwelling is to be located 23m to the southern boundary and 33m to</i></p>

<p>proposed; or</p>	<p>b) Buffers created by natural or other features; and</p>	<p><i>the western boundary.</i></p>
<p>(b) 200m where a sensitive use is proposed; or</p>	<p>c) The location of development on adjoining lots; and</p>	<p><i>The sheds are to be located at least 15m</i></p>
<p>(c) The same as existing for replacement of an existing dwelling.</p>	<p>d) The nature of existing and potential adjoining uses; and</p>	<p><i>from both the northern and western boundaries.</i></p>
	<p>e) The ability to accommodate a lesser setback to the road having regard to:</p>	<p><i>The subject site immediately adjoins roads or unmade road reserves on three sides.</i></p>
	<p>i) The design of the development and landscaping; and</p>	<p><i>To the north are two similarly characterised lots which are envisaged in the future will see development</i></p>
	<p>ii) The potential for future upgrading of the road; and</p>	<p><i>applications for residential uses.</i></p>
	<p>iii) Potential traffic safety hazards; and</p>	
	<p>iv) Appropriate noise attenuation.</p>	<p><i>The proposed development would be located to nearby residential dwellings located within a 500m radius. 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 enterprises, and vice versa.</i></p>

26.4.2 Subdivision – not applicable, the proposal does not include subdivision.

4.2 Other Planning Considerations

E1 Bushfire Code – Not applicable at planning application stage.

E2 Potentially Contaminated Land Code – Not applicable, the subject site is not potentially contaminated land.

E3 Landslip Code – Not applicable. The subject site is not located within any proclaimed landslip zones, nor any overlay subject to the Planning Scheme.

E4 Road and Railway Assets Code – Applicable.

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 Solution	Performance Criteria	Proposal Response
<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><i>A1 Not applicable as the proposed use is not on or within 50 metres of a Category 1 or 2 road.</i></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><i>A2 Not applicable.</i></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"> 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 locational 	<p><i>P3 The new access will be designed and located to maintain an adequate level of safety and efficiency for all road users and in accordance with Council's standards and in liaison with Council's Engineering Officer's to appropriately locate the new access. Access to a Category 3 road as an alternative Category 4 or 5 access is not formed or available to the lot.</i></p>

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.

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways – not applicable, no new roads will be created.

4.7.2 Management of Road Accesses and Junctions

<i>Proposal Response</i>		
<p>A1 For roads with a speed limit or 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 or 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><i>Not applicable, see comments in relation to A2 of E4.6.1. Nevertheless, one access is proposed and will provide both entry and exit to the site from Wilmores Lane.</i></p>
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>	<p>P2 For limited access roads and roads with a 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</p>	<p><i>P2 The new access will be designed and located to maintain an adequate level of safety and efficiency for all road users and in accordance with Council's standards and in liaison with Council's Engineering Officer's to appropriately locate the new access. Access is to a Category 3 road as an alternative Category 4 or 5 access is not formed or available to the lot.</i></p>

region; and

b) Any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and

c) An access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.

E4.7.3 Management of Rail Level Crossings – Not applicable.

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

		<i>Proposal Response</i>
<p>A1 Sight distances at:</p> <p>a) An access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and</p> <p>b) Rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices – Railway crossings,</i></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><i>A1 The SISD exceeds the distance shown in Table E4.6.4 of 90 metres in easterly and westerly directions.</i></p>

- Standards Association of Australia; or
- c) If the access is a temporary access, the written consent of the relevant authority has been obtained.



SISD West



SISD East

E5 Flood Prone Areas Code – Not applicable.

E6 Car Parking and Sustainable Transport Code

Table E6.1: Parking Space Requirements

			-

Proposal Response

The proposal provides for a minimum of 4 spaces, within the garage and carport area for vehicles and/or bicycles. The capacity of this area and the site in general is capable of accommodating well in excess of the required parking spaces.

E6.6 Use Standards

E6.6.1 Car Parking Numbers

		<i>Proposal Response</i>
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <ul style="list-style-type: none"> a) Table E6.1; or b) A parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone). 	<p>P1 The number of car parking spaces provided must have regard to:</p> <ul style="list-style-type: none"> a) The provisions of any relevant location specific car parking plan; and b) The availability of public car parking spaces within reasonable walking distance; and c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) The availability and frequency of public transport within reasonable walking distance of the site; and e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) The availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) An empirical 	<p><i>A1 The proposal complies with the acceptable solution. The proposal provides a minimum capacity of 4 spaces for the Residential use.</i></p>

	<p>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>
--	---

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

		<i>Proposal Response</i>
<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,</p>	<p>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all</p>	<p><i>A1 With appropriate conditions contained in an approval, the proposal is considered to comply with the Acceptable Solution.</i></p>

provided with an weather conditions.
 impervious all weather seal;
 and
 c) Except for a single dwelling,
 line marked or provided
 with other clear physical
 means to delineate car
 spaces.

E6.7.2 Design and Layout of Parking Areas

Objective		
To ensure that parking areas are designed and laid out to an appropriate standard.		
Acceptable Solutions	Performance Criteria	Proposal Response
		<i>A1 The car parking is proposed behind the building line.</i>
		<i>A2.1 The site is relatively flat with a gradient of less than 10%. The site allows for vehicles to enter and exit the site only in a forward direction with the width of</i>

<p>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</p> <p>d) Have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:</p> <p>i) There are three or more car parking spaces; and</p> <p>ii) Where parking is more than 30m driving distance from the road; or</p> <p>iii) Where the sole vehicle access is to a category 1,2,3 or 4 road; 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>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> <p><i>vehicular access no less than prescribed in Table E6.2 and E6.3.</i></p> <p>A2.2 The layout of car spaces and access ways will be designed in accordance with <i>Australian Standards AS 2890.1 – 2004 Parking Facilities, Part 1: Off Road Car Parking.</i></p>
--	---

E6.7.3 Parking for Persons with a Disability

<i>Proposal Response</i>		
<p>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</p>	<p>P1 No performance criteria.</p>	<p>A1 <i>Not applicable – residential use.</i></p>
<p>A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with</p>	<p>P2 No performance criteria.</p>	<p>A2 <i>Not applicable – residential use.</i></p>

*Australian Standards AS/NZ 2890.6
2009.*

E6.7.4 Loading and Unloading of Vehicles, Drop-off and Pickup

<i>Proposal Response</i>		
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <ul style="list-style-type: none"> a) At least one loading bay must be provided in accordance with Table E6.4; and b) Loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use that site. 	<p>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.</p>	<p>A1 <i>Not applicable – residential use.</i></p>

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

<i>Proposal Response</i>		
<p>A1.1 Bicycle parking spaces for customers and visitors must:</p> <ul style="list-style-type: none"> a) Be accessible from a road, footpath or cycle track; and b) Include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i>; and c) Be located within 50m of 	<p>P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</p>	<p>A1 <i>Bicycle parking is adequately available within the garage or carport area or the two proposed sheds.</i></p>

<p>and visible or signposted from the entrance to the activity they serve; and</p> <p>d) Be available and adequately lit in accordance with Australian Standard <i>AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and</p> <p>A1.2 Parking 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>A2 <i>Although not strictly delineated, the site can accommodate bicycle parking with sufficient dimensions to meet the acceptable solution.</i></p>

E6.8.3 Pedestrian Walkways

			<i>Proposal Response</i>
A1 Pedestrian access must be provided in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between entrances to buildings and the road.	A1 <i>Pedestrian access throughout the development as appropriate.</i>	

E7 Scenic Management Code – Not applicable.

E8 Biodiversity Code – Not applicable.

E9.0 Water Quality Code – Not applicable.

E10 Recreation and Open Space Code – Not applicable, the proposal is not for a subdivision.

E11 Environmental Impacts and Attenuation Code - The proposed use is considered to a sensitive use. The subject site is within an attenuation area of the existing brickworks located at 15 Weston Street, Longford, however the proposed use (curtilage of the development shown on proposed site plan) only partly is located within 200 metres of the title boundary of the brickworks site. The use though is actually greater than 200 metres from the brickworks use, as the brickworks site has a minimum 15 metre wide vegetation buffer on the Cressy Road western boundary, meaning that the proposed dwelling (use) is a minimum of 200m from the approved use of the brickworks and the application of the Code therefore does not apply.

E12 Airports Impact Management Code – Not applicable.

E13 Local Historic Heritage Code – Not applicable.

E14 Coastal Code – Not applicable.

E15 Signs Code – Not applicable.

4.3 State Policies

4.3.1 State Coastal Policy 1996

The State Coastal Policy was created under the *State Policies and Projects Act 1993*. This Policy applies to the Coastal Zone, which is defined as the area within State waters and all areas within one kilometre of the coast.

Proposal Response

The subject site is located not within one kilometre from the coast, meaning that the provisions of the State Coastal Policy 1996 do not apply.

4.3.2 State Policy on Water Quality Management 1997

This Policy applies to all surface waters, including coastal waters, and ground waters, other than:

- i. Privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or
- ii. Waters in any tank, pipe or cistern.

The purpose of the Policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System (Schedule 1 of the *State Policies and Projects Act 1993*).

The objectives of this Policy are to:

1. *Focus water quality management on the achievement of water quality objectives which will maintain or enhance water quality and further the objectives of Tasmania's Resource Management and Planning System;*

2. *Ensure that diffuse source and point source pollution does not prejudice the achievement of water quality objectives and that pollutants discharged to waterways are reduced as far as is reasonable and practical by the use of best practice environmental management;*
3. *Ensure that efficient and effective water quality monitoring programs are carried out and that the responsibility for monitoring is shared by those who use and benefit from the resource, including polluters, who should bear an appropriate share of the costs arising from their activities, water resource managers and the community;*
4. *Facilitate and promote integrated catchment management through the achievement of objectives (1) to (3) above; and*
5. *Apply the precautionary principle to Part 4 of this Policy.*

Proposal Response

The proposal involves collection and discharge of stormwater via tank and in-ground filtration. The objectives of this Policy will therefore be managed in this rural environment.

The proposal is consistent with the policy.

4.3.3 State Policy on Protection of Agricultural Land 2009

The subject site is Class 4 land according to the report provided by Agronico Pty Ltd at Appendix C, meaning that that site is not prime agricultural land.

The proposal involves a land parcel that does accommodate residential use. This proposal represents an ideal use for the subject site. The lot has no prospect of supporting any level of commercial agriculture of an extensive nature.

The proposal is unlikely to impact on adjacent agricultural use. As such, the proposal does not conflict with the objectives of this Policy.

4.4 Land Use Planning and Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* provides objectives for all development considered under this Act. The proposal has been considered against the objectives of this Act. The proposal has been prepared to be consistent with the provisions of the Northern Midlands Interim Planning Scheme 2013. The proposal is therefore considered to be consistent with the objectives of the Act.

4.5 National Environment Protection Measures

A series of National Environment Protection Measures (NEPMs) have been established by the National Environment Protection Council. These measures are:

- Ambient air quality;
- National pollutant inventory;
- Movement of controlled waste;
- Use packaging materials;
- Assessment of site contamination; and
- Diesel vehicle emissions.

Proposal Response

It is considered that the NEPMs are not relevant to the proposed development.

5. Conclusion

The proposal is for the use and construction of a Single Dwelling and two sheds at Lot 3 Wilmores Lane, Longford, and is illustrated in plans, provided at Appendix B.

The proposal complies with the development standards prescribed by the Scheme, and can be approved under the Northern Midlands Interim Planning Scheme 2013. This application is therefore made due to the use and development pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

The proposal is consistent with the relevant State and local policies, Planning Scheme objectives and considerations and objectives of the *Land Use Planning and Approvals Act 1993*. It is therefore recommended that the proposal be considered for planning approval.

Author	Version	Date
Rebecca Green	1	6 July 2016

EXHIBITED



AGRONICO PTY
LTD

ABN 95 097 033 764

"Quality Independent Agronomy Advice and Research"

Land Capability Assessment
Catherine Street, Longford

Prepared by Stephen Ives BAgSc MAIAST

12 June 2007

EXHIBITED

175 Allport Street,
Leith, Tasmania, Australia, 7315
Email: admin@agronico.com.au
☎: (03) 6428 2519
Fax: (03) 6428 2049

PO Box 287
Longford, Tasmania, Australia, 7301
Email: sives@agronico.com.au
☎: 0400 586 163
Fax: (03) 6391 1222

Land Capability Assessment Catherine Street, Longford

Introduction

The following Land Capability Assessment has been prepared in accordance with the State policy on the protection of Agricultural Land 2000. The report is based on background information obtained from government assessments and an on-site agricultural survey conducted of the site on the 30th April, 2007. Three sample holes were dug across the site using a 300mm wide bucket, noting soil type, structure, root activity, slope and vegetation. Existing road cuttings, uprooted trees and eroded areas were also used to check landform and soil type continuity.

Location and General Description

The assessed property is 9.33 ha (in total) and is located on the corner of Catherine Street/Cressy Road and Wilmores Lane, Longford and is identified as property ID 7823659, Title Reference Lots 1, 2 & 3 on 116434 (previously lot 3 on D54257). Refer to Plate 1 obtained from <http://www.thelist.tas.gov.au>. The subject land was predominantly flat with a topographic depression in the north west corner.

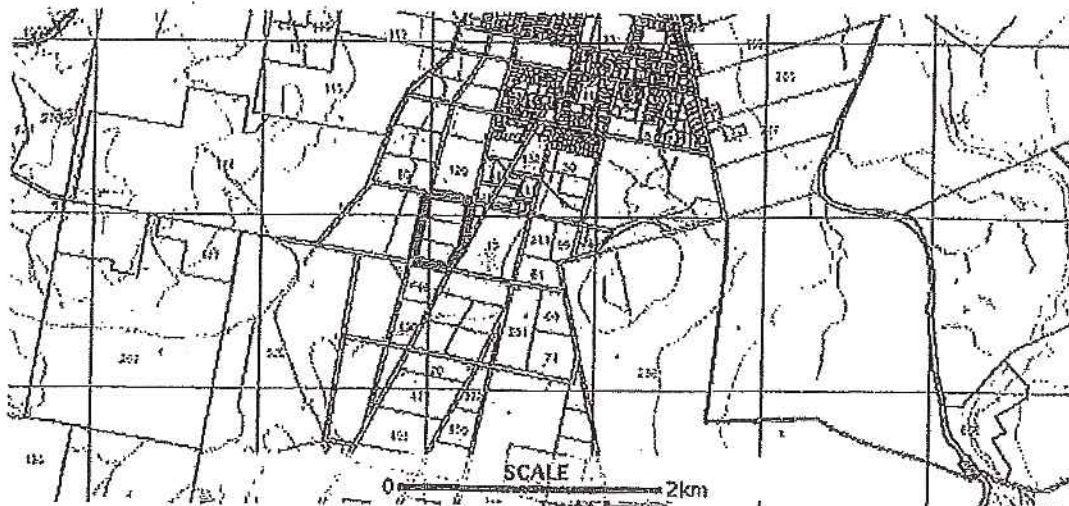


Plate 1. Locality Map of Assessed Site

The only vegetation on the site included introduced grazing species, introduced weed grass such as sweet vernal grass, barley grass, and vulpia species and broadleaf weeds. Vegetation in the north west area of the site (topographic depression) displayed slightly different characteristics than the remaining vegetation indicating a possible salinity problem.

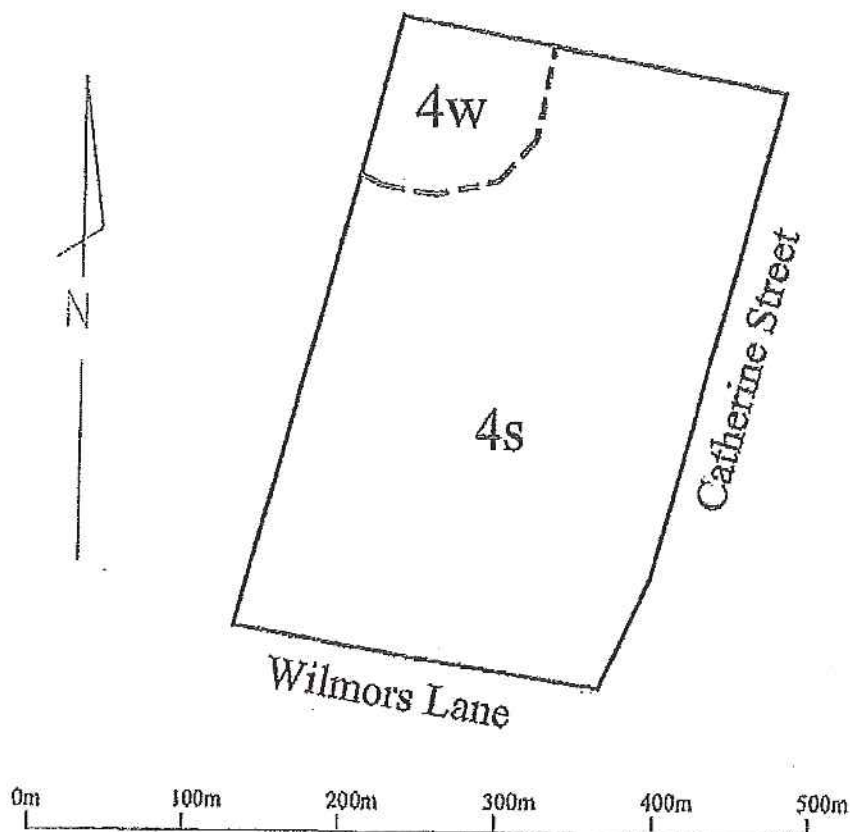
Soil Characteristics

The soil across the site was dominated by orange brown sandy loam topsoils to a depth of 15 to 25 cm with > 35% gravels (~6mm dia.) with weak structure and abundant roots. Soils were generally duplex in nature (sandy topsoils over clay subsoils), although a cemented ironstone layer was found in the north east area of the site at a depth of 40cm. A bleached layer of light brown sandy loam with an abundance of ironstone pebbles was also found in the holes towards the northern end of the site underlying the topsoil.

Land Capability Classification

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

Class	Major limitation	Description
4w	Wetness	Surface accumulation of water due to areas of topographic depression and conductivity.
4s	Soils	Conductivity, rockiness, limiting layer, coarse fragments.



Summary

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 ten (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 limiting to root activity.

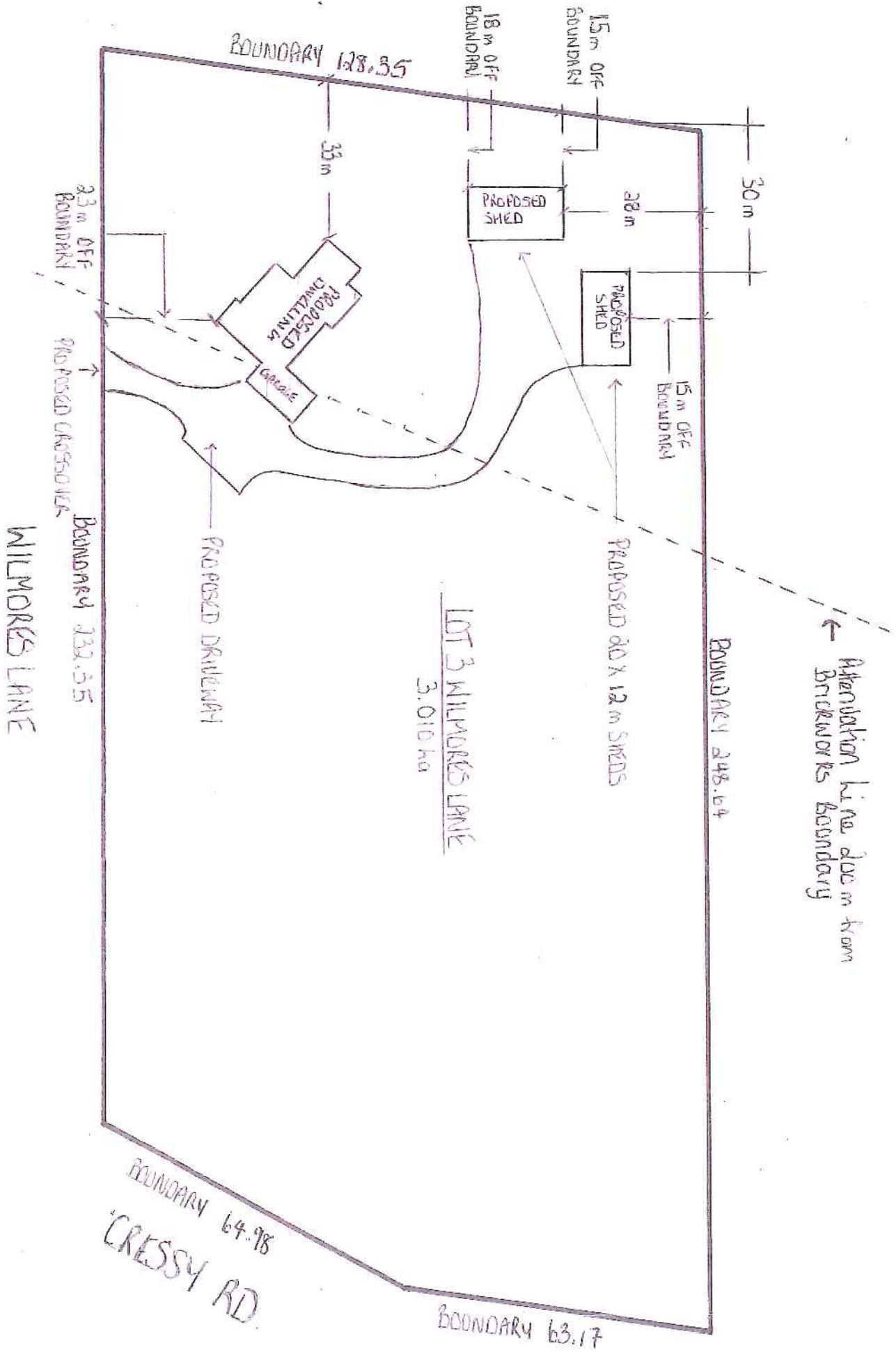
In conclusion, the land is well suited to the current land use of grazing with any future cultivation being limited to pasture improvement and not cropping in general.

References

Grose, C.J., Land Capability Handbook, Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE. Tasmania.

Grose, C.J. and Moreton, R.M. 1996. Land Capability Survey of Tasmania. South Esk Report and 1:100 000 map. Department of Primary Industries and Fisheries.

Scale = 1:1000 EXHIBITED (m)



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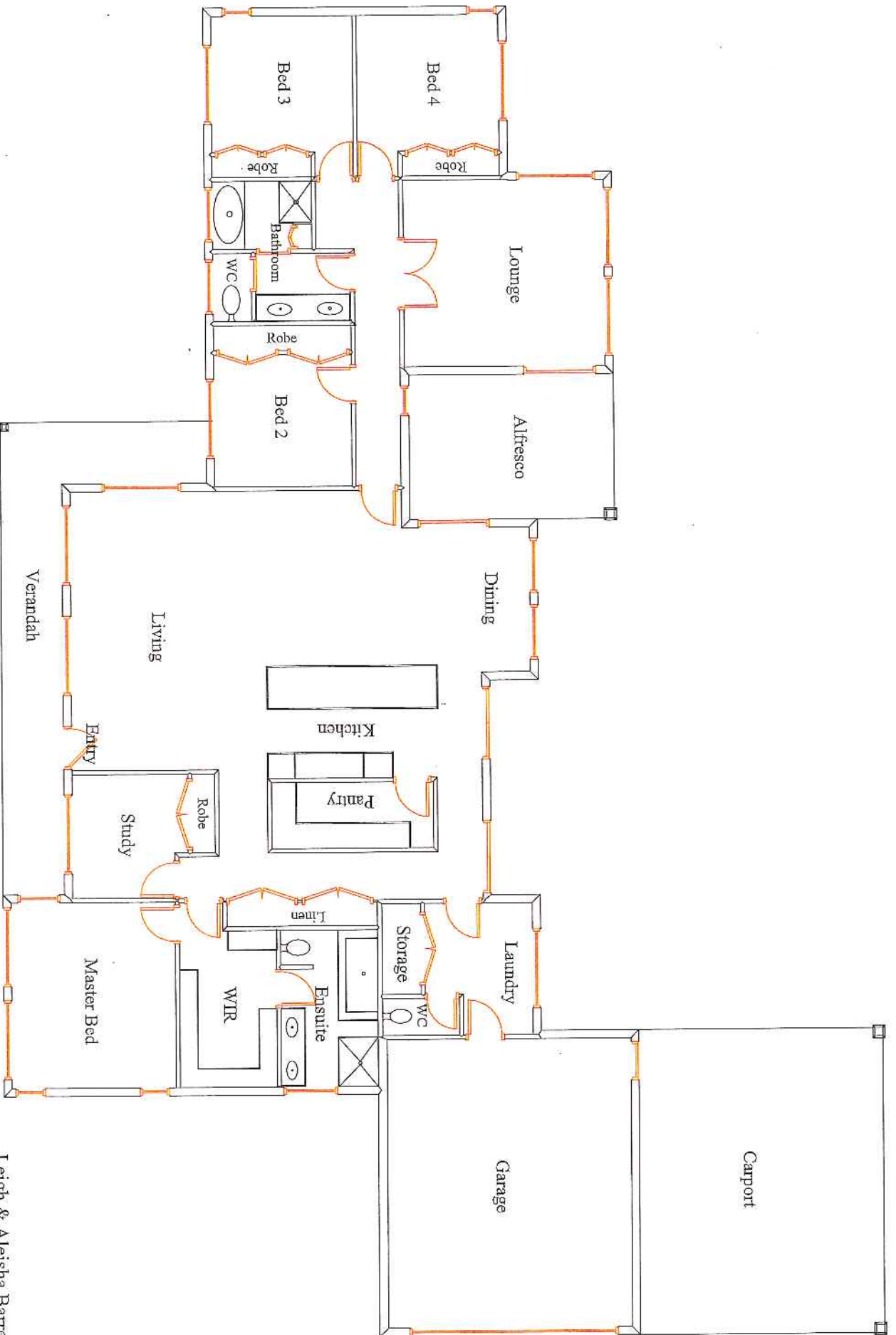


1-244

Leigh & Alisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Dwelling with dimensions

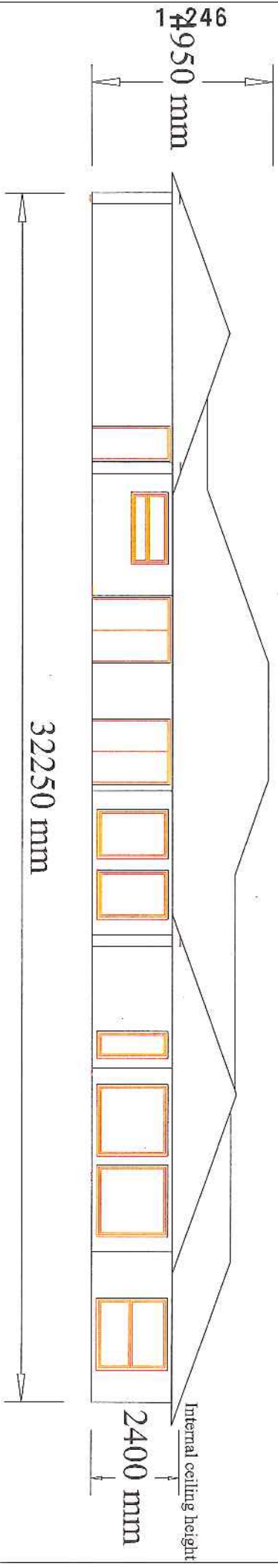
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1-245



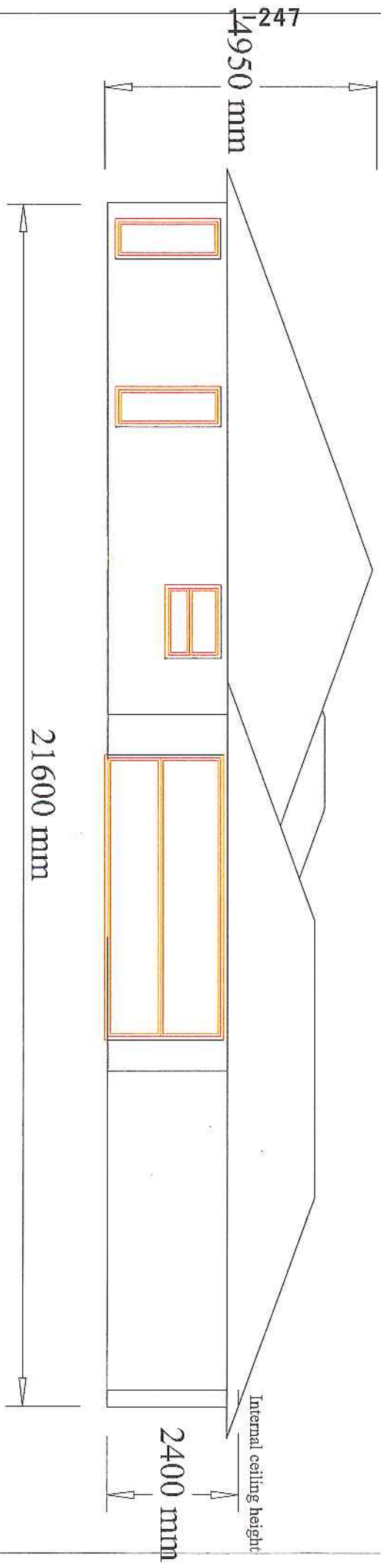
Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence - Floorplan

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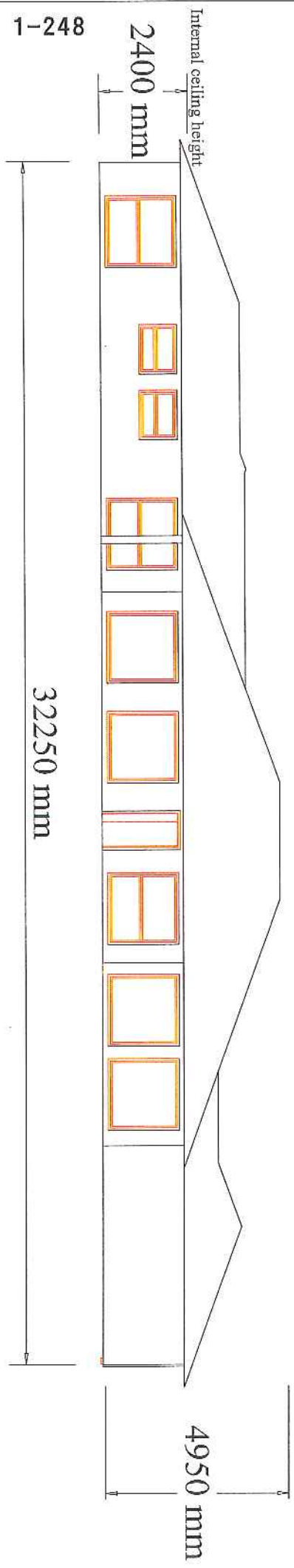
Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Northern Rear Elevation
Scale: 1:150

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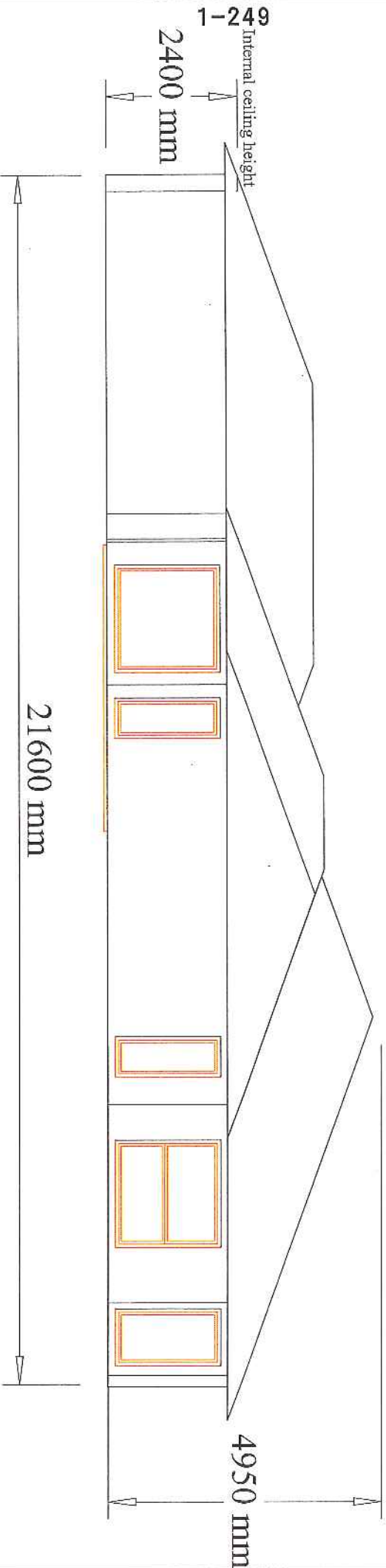
Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
East Side elevation
Scale: 1:100

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Leigh & Alisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Southern front elevation
Scale: 1:150

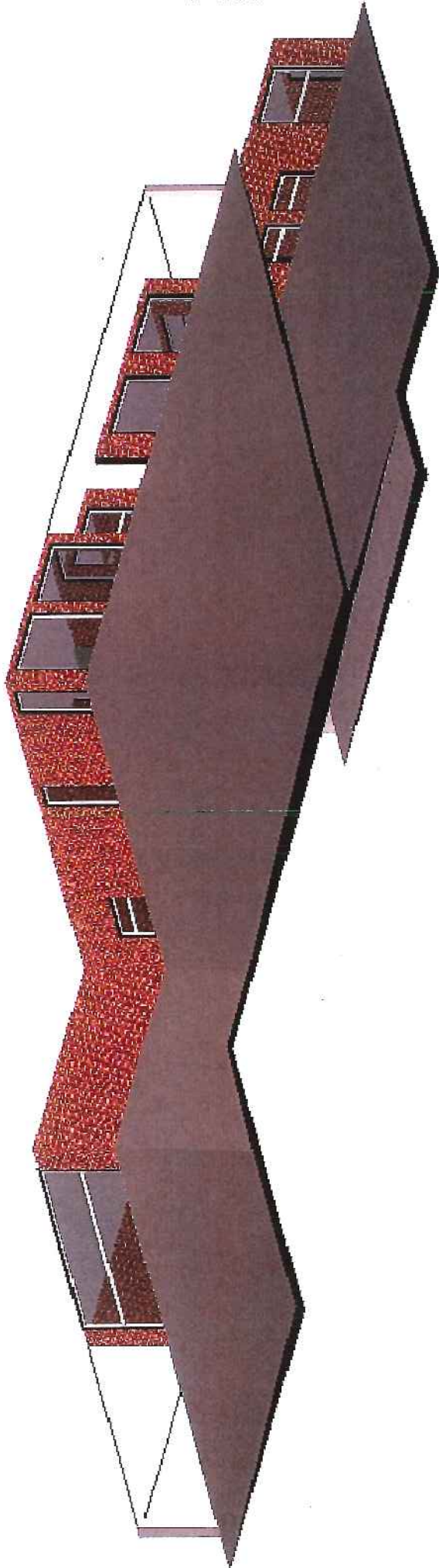
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Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
West Side elevation
Scale: 1:100

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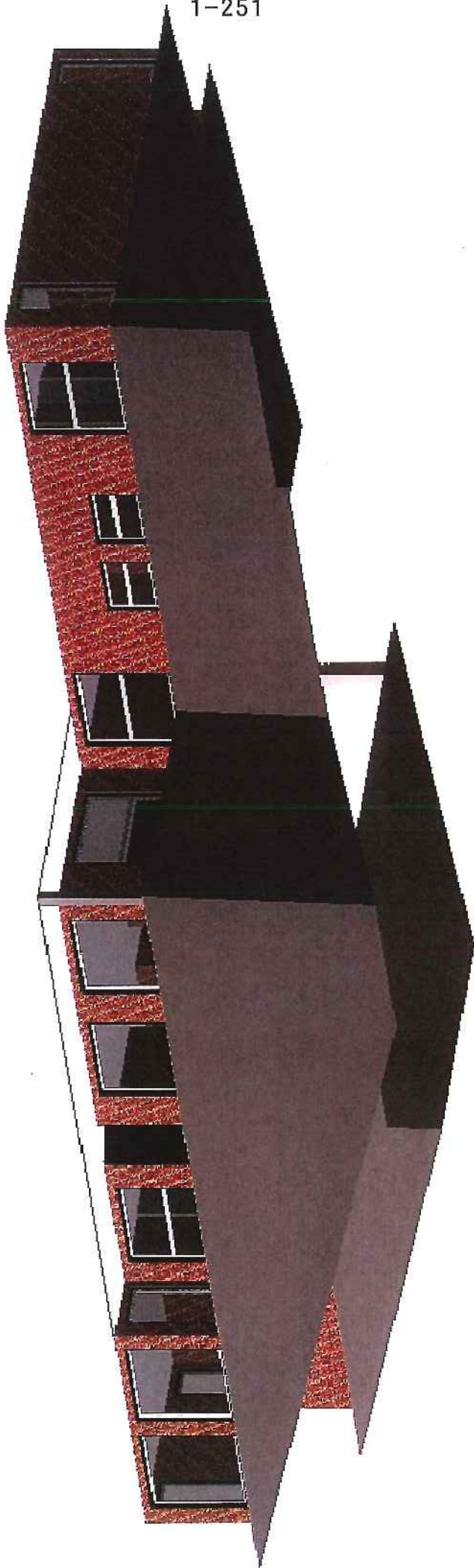
1-250



Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Iso view 1

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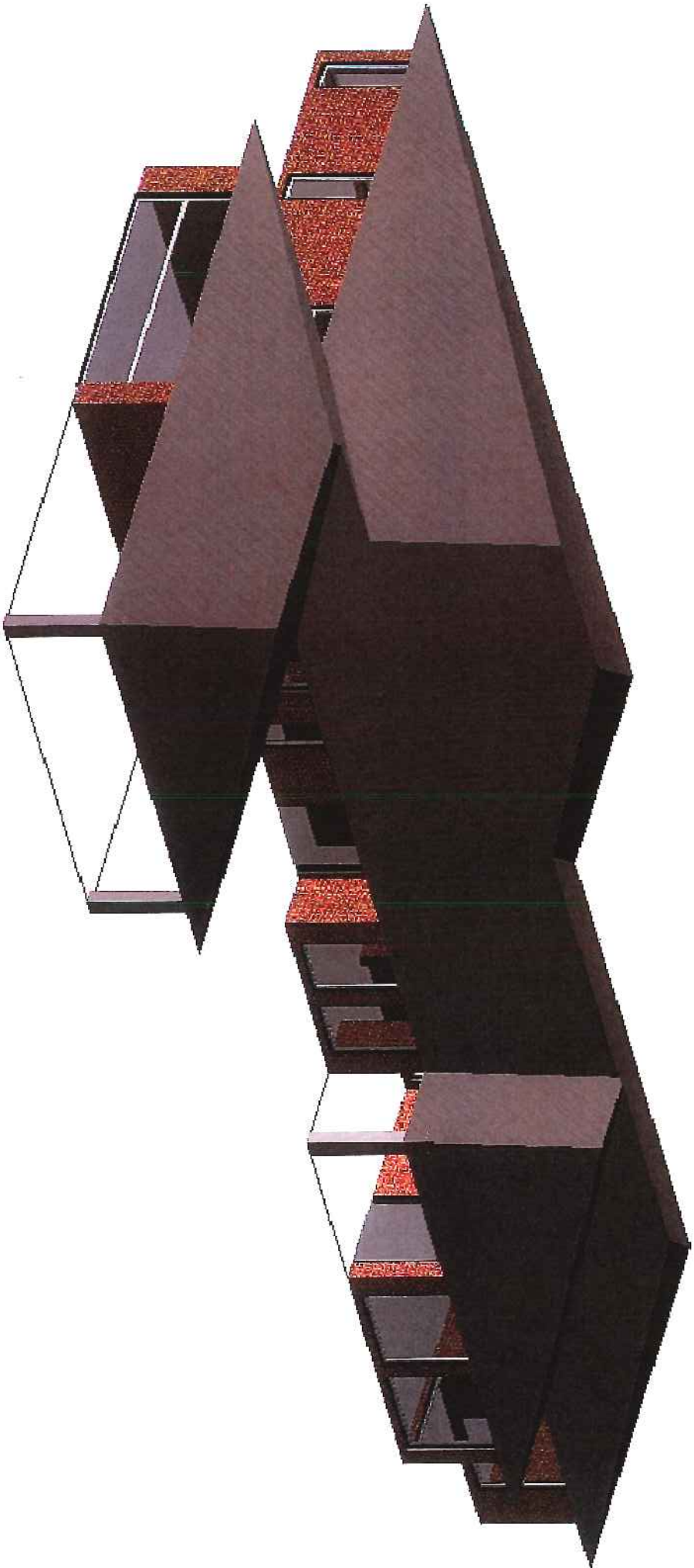
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Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Iso view 2

1-252

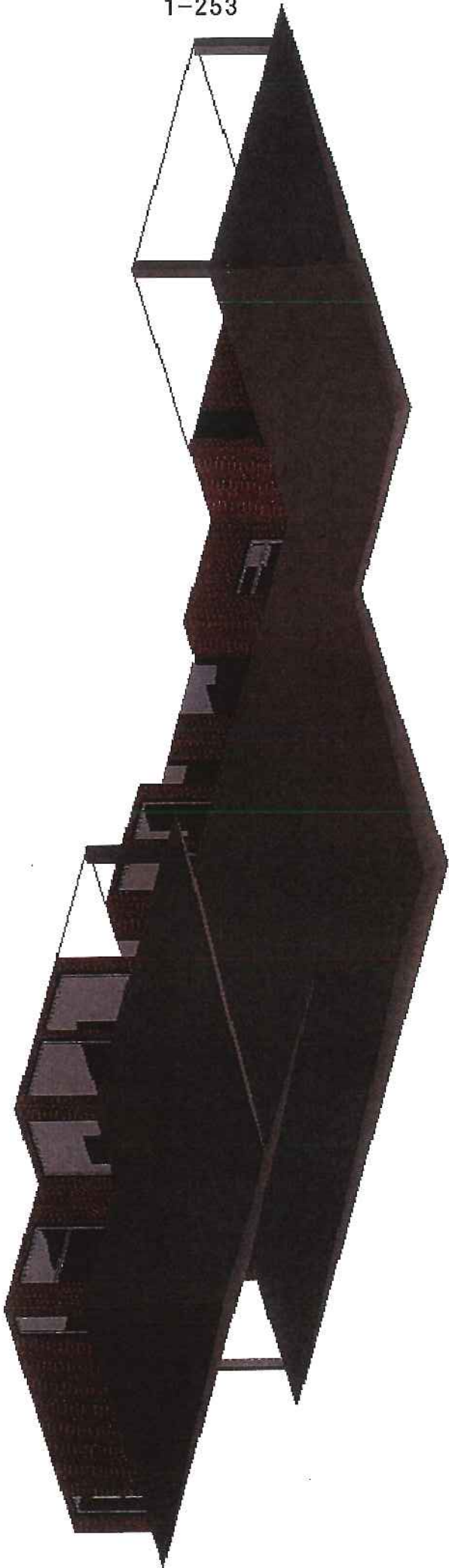
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Leigh & Alesha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Iso view 3

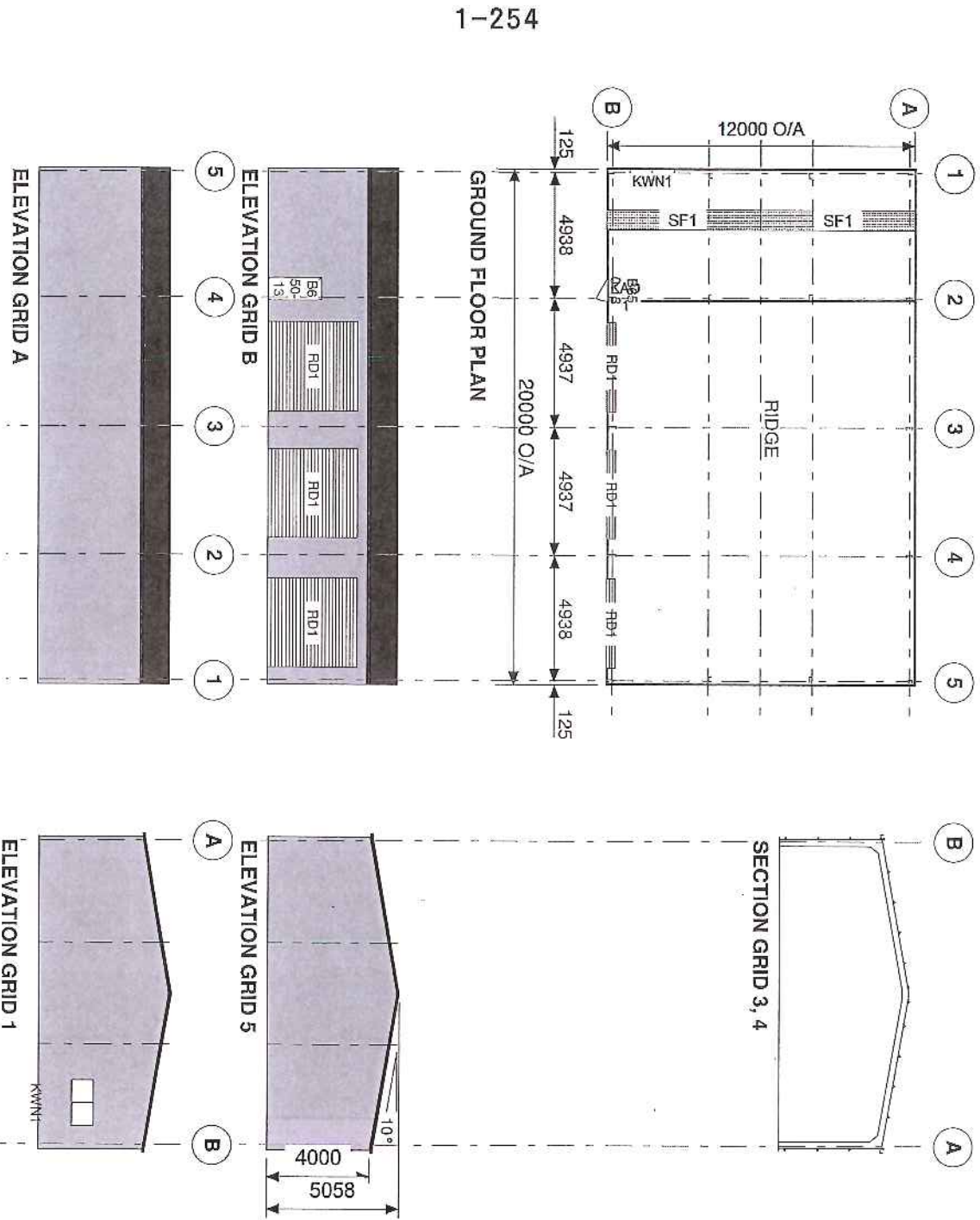
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1-253



Leigh & Alesha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Iso view 4

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Cont. on page 2

CLADDING			
ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	CUSTOM ORFB 0.42 BMT	CB	AA
WALLS	TRIMDEK 0.42 BMT	CB	AA
CORNERS	-	CB	AA
BARGE	-	CB	AA
GUTTER	HI-QUAD	CB	AA

0.35bmt=0.40ct; 0.42bmt=0.47ct; 0.48bmt=0.53ct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
1	KA01	Access Door Opening, 38 Recess C/B (BG). Door must be fitted
1	B850-13	Larnec Door & Frame Kit, 850/87, Std. 2040 x 820 C/Bond
1	KWN1	790h x 1731w Window Kit; C/B (BG)
3	RD1	R&D, Firmador, R.D., Indust. "R2F", 3400 high x 9400 wide Clear Opening C/B
2	SF1	Sheeting, Translucent, 800gm Fiberglass, Corrugated Profile (S9FGS/ACCB)

ARCHITECTURAL DRAWING ONLY. NOT FOR CONSTRUCTION USE

WIND DESIGN			
IMPORTANCE LEVEL	REGION	TERRAIN	MS
2	A	2.5	1.0

CLIENT
Leigh Barrett

SITE
**TBA
LONGFORD TAS 7301**

BUILDING
**BIG G
12000 SPAN X 4000 EAVE X 20000 LONG**

TITLE
FLOOR PLAN & ELEVATION

LICENSE NO.: CC2747G

SCALE
A4 SHEET 1:250

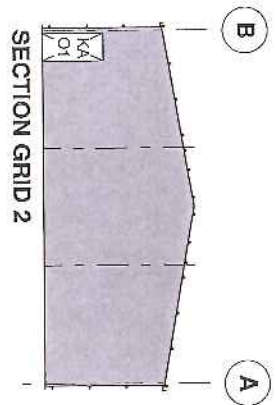
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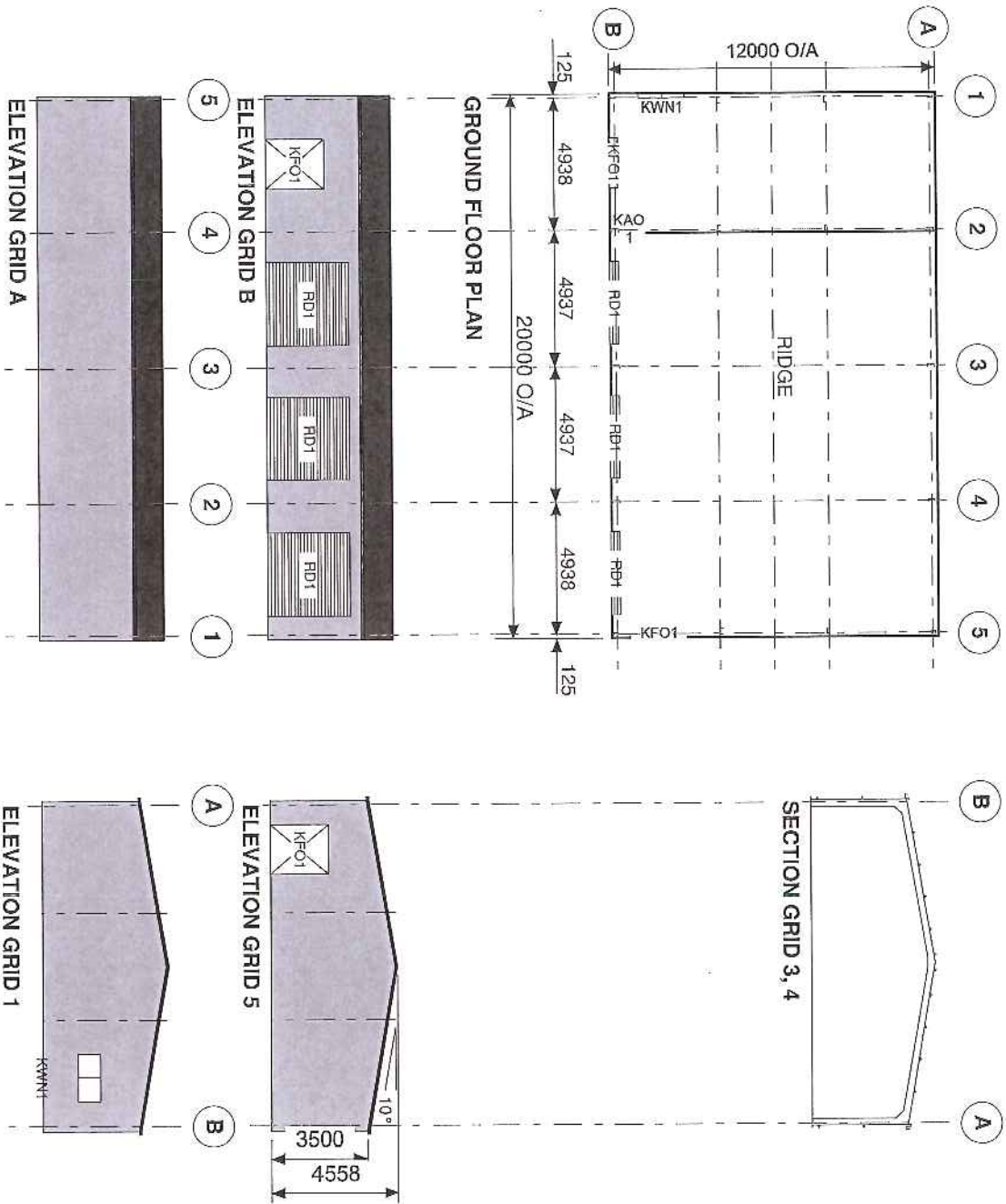
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1-256

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CLADDING			
ITEM	PROFILE (mm)	FINISH	COLOUR
ROOF	CUSTOM ORB 0.42 BMT	CB	AA
WALLS	TRIM/DEK 0.42 BMT	CB	AA
CORNERS	-	CB	AA
BARGE	-	CB	AA
GUTTER	H-QUAD	CB	AA

0.35bmt=0.40ct; 0.42bmt=0.47ct; 0.48bmt=0.53ct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
2	KFO1	2100H x 1800W Framed Opening. Door must be fitted
1	KWN1	790H x 1731W Window Kit, C/B (BG)
1	KA01	Access Door Opening, 38 Recess C/B (BG). Door must be fitted
3	RD1	B&D, Firmadour, R.D, Residential "R1", 2925 High x 3000 wide Clear Opening C/B

ARCHITECTURAL DRAWING ONLY. NOT FOR CONSTRUCTION USE

WIND DESIGN			
IMPORTANCE LEVEL	REGION	TERRAIN	MS
2	A	2.5	1.0

CLIENT
Leigh Barrett

SITE
TBA
LONGFORD TAS 7301

BUILDING
BIG G
12000 SPAN X 3500 EAVE X 20000 LONG

TITLE
FLOOR PLAN & ELEVATION

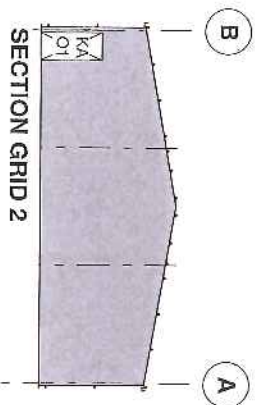
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PAGE
2/2

Ms Erin Boer
Planning Department
Northern Midlands Council
32-34 Georges Bay Esplanade
ST HELENS TAS 7216

21 August 2016

Dear Erin,

RE: Additional Information Require for Planning Application P16-154

In response to your letter dated 19 July 2016 requesting additional information, we provide the following information.

1. Site Specific Study

Response

Please see attached site specific study demonstrating compliance against the Environmental Impacts and Attenuation Code.

2. Dimensions Elevations (Scaled)

Response

Please see attached amended elevations with dimensions. The elevations are drawn at Scale 1:100. The maximum height of the proposed dwelling (to ridge) is 4.95 metres.

3. Traffic Impact Assessment

Response

Please find attached Traffic Impact Assessment undertaken by RJK Consulting Engineers, dated August 2016, which demonstrates compliance of the Road and Railway Assets Code, noting compliant of performance criteria E4.7.2.

4. Use of Sheds

Response

I understand from information provided by Mr and Mrs Barrett that the sheds are to be used purely for residential purposes only. Mr Barrett was brought up on a farm and has always wanted a larger lifestyle block so he could build his dream sheds for all of his toys and trinkets. The sheds will house all of the developers vehicles, boats and a cool room as well as the storage of workshop tools that are required for Mr Barrett's employment, as a mechanic, he is required to store his own tools as he is an onsite fitter and site supervisor and requires the storage between jobs. The specific storage needs of each shed are as follows:

The shed on the northern boundary with the higher roof pitch and larger roller doors is to house a 6.5m aluminium hard top boat which on its trailer is around 8m long. It will also house a large tucker box freezer for bait/burley, storage of parent's caravan, a 6ft x 8ft box trailer, a land cruiser, workbenches, workshop area and storage of tools.

The shed on the western boundary will house a cool room for game meat, camper trailer, storage of camping and hunting equipment, 4 x 4 motorbike, 2 wheel motorbike and a 4.2m dinghy which on its trailer is around 5.5m long, a ride on mower, gardening tools and equipment, and general storage of household items.

The price for the sheds was not a lot different to extend to a larger shed by getting two sheds the same size. It is also suggested that the equipment to be stored is best to be stored in a safe and secure building and would assist in keeping the site neat and tidy.

5. Submission against Clause 26.3.2 P1.1 (b) and 24.6.1 P2 (a-e)

Response

The location of the sheds as proposed on the north westerly aspect of the lot is to provide shelter from the north westerly winds to the dwelling and surrounding private open space. The attenuation distance to the brickworks limits the location to locate the dwelling and the site of the lot suggests that the placement of the buildings could be spread out to some extent. The location of the buildings apart from each other is to assist in vehicle accessibility as well as providing a large yard for children to play without the need of the play area to be close to the sheds and access driveways.

Further to the original planning submission report addressing Clause 26.3.2 P1.1, it is additionally provided that the land is not considered viable or warranted to be included with any other land for agricultural use or other primary industry use. The land is physically separated by an unmade road to the west from a larger parcel, which is owned by the same owner as the subject site. The land is not viable to the operations of the larger title, due to the land size, physical separation and land capability and is being sold off as a "lifestyle lot". If the subject site was suitable for inclusion there would be no need for the family to be selling the parcel.

Further to the original planning submission report addressing Clause 26.4.1, it is additionally provided that the location of the dwelling and shed is to provide as much attenuation from the nearby brickworks as possible, and to do this, the setback to the western boundary is to be reduced as proposed. To the west, immediately is an unmade road, which provides a buffer to the western property at CT 54261/7. This nearby lot is used for grazing and it in itself is limited due to the lot size and physical constraints by Back Creek. The land capability and limited irrigation resources and land size, limit cropping capability or other primary industry use. The reduced setback to the west is not likely to impact on the adjoining agricultural use, given the buffer, the land capability, the proposed setback, the inclusion of the sheds between the dwelling and the western boundary, the current brickworks use proximity, and nearby adjacent dwellings in similar or closer proximity to the adjoining agricultural use.

I trust that this additional information satisfies your request and the application can continue with the due process.

Kind Regards,



Rebecca Green

Senior Planning Consultant & Accredited Bushfire Hazard Assessor
Rebecca Green & Associates
m. 0409 284422
P.O. Box 2108, Launceston, 7250

Site Specific Study for P16-154

Dwelling & 2 sheds (vary setbacks in rural zone) & new access - attenuation area at 18 Wilmores Lane (cnr Cressy Rd), Longford within Attenuation Distances of abattoirs

Response to Planning Scheme provisions of Code E11- Environmental Impacts and Attenuation Code, Clause E11.6.1 (P1):

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:

a) degree of encroachment:

How close is the emitting operation?

Approximately 193m.

What is between the subject-site and the emitting operation?

Cressy Road, Vegetation buffer on CT 230762/1 (minimum 15m wide)

b) nature of the emitting operation being protected by the attenuation area:

What emissions does the operation produce? (noise and odours etc):

Noise and dust

Are these emissions prevalent at this site?

Unlikely given that the prevalent wind direction is north-westerly and brickworks is "down wind" from subject site.

If so, how do the emissions affect the subject site?

.....
.....

c) degree of hazard or pollution that may emanate from the emitting operation:

Are the emission produced having negative effects on the site?

No, traffic on Cressy Road is more noticeable on Subject site.

Is the degree of impact at the site increased, lessened or the same as a result of the structure?

The garage/carport attached to the dwelling is the only part of the structure within the attenuation distance.

There is minimal impact due to the 'Use' more than 200m away - lessened by location of buildings.

d) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use:

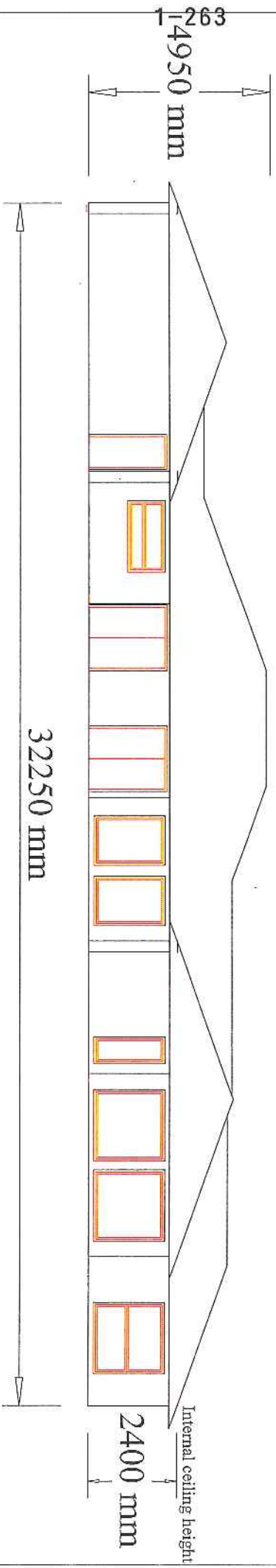
Are there any manmade or natural buffers offered on site, or in the surrounding area, that may reduce the impact of the emitting operation? (ie distance of residential development between the subject site and emitting operation)

The brickworks 'Use' is greater than 200m from residence. Buffers include minimum 15m vegetation buffer on CT 230762/ Cressy Road, Use of garage/carport only within 200m attenuation zone.

Signed:  Rebecca Green

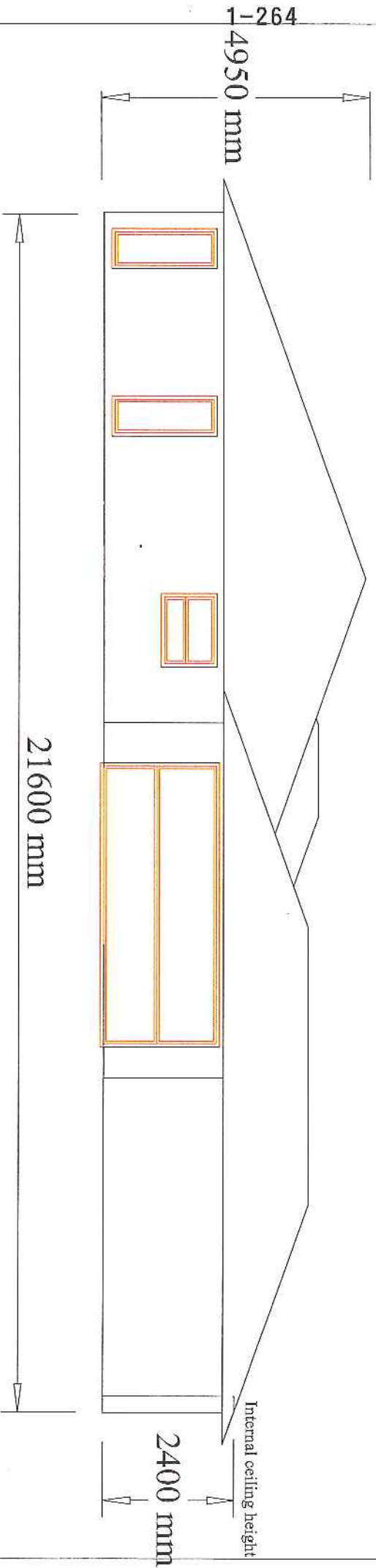
Date: 21 August 2016.

EXHIBITED



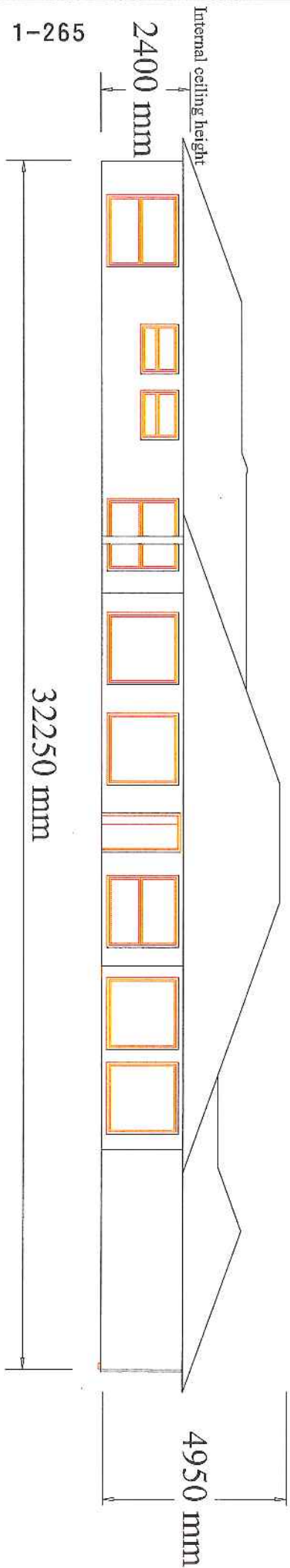
Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Northern Rear Elevation
Scale: 1:150

EXHIBITED



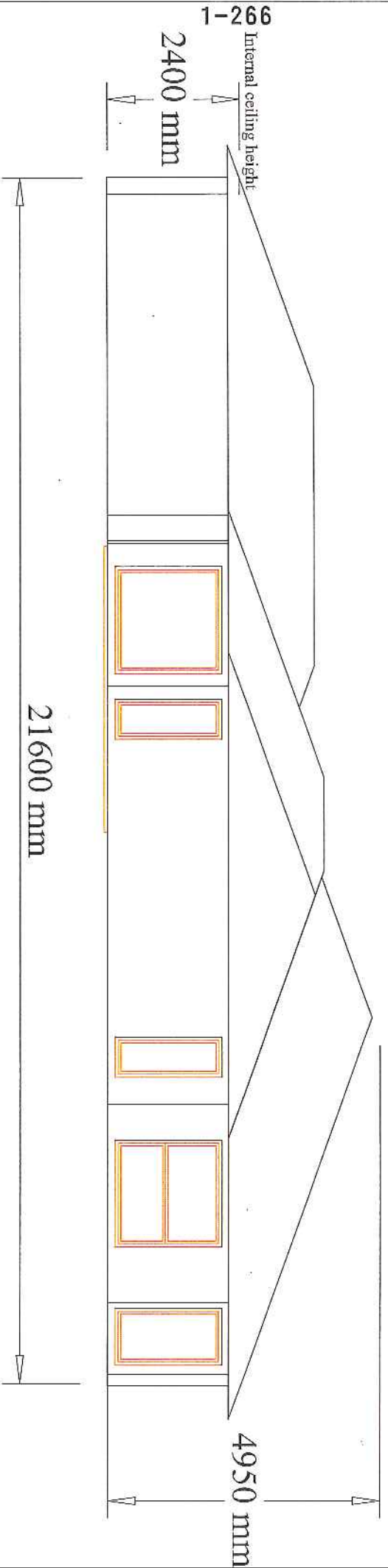
Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
East Side elevation
Scale: 1:100

EXHIBITED



Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
Southern front elevation
Scale: 1:150

EXHIBITED



Leigh & Aleisha Barrett
Lot 3 Wilmores Lane, Longford
Proposed residence
West Side elevation
Scale: 1:100



TRAFFIC IMPACT ASSESSMENT

18 Wilmores Lane, Longford

Prepared on behalf of L & A Barrett

Prepared By:

Risden Knightley BE (Civil), Ass Dip Civil Eng, MIEAust, CC 2539X

PO Box 128, Prospect 7250

Mobile: 0400 642469 Fax: 6343 1668

Email: rjkmail@netspace.net.au

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INTRODUCTION

An approval is being sought for a proposed new dwelling and associated outbuildings at 18 Wilmores Lane, Longford. As requested by Council, due to the dwelling requiring a new access point, a traffic assessment is required to establish the safe parameters of using a new crossover.

RJK Consulting Engineers have been engaged to undertake a traffic impact assessment, to determine the impact this intensification may have on the surrounding area.

A site inspection was carried out on 12th August, 2016.

Objectives

The key objectives of the report are:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency, road safety and access requirements.

Project Scope

This report (including all associated mapping and information) relates only to the area identified in the following map.

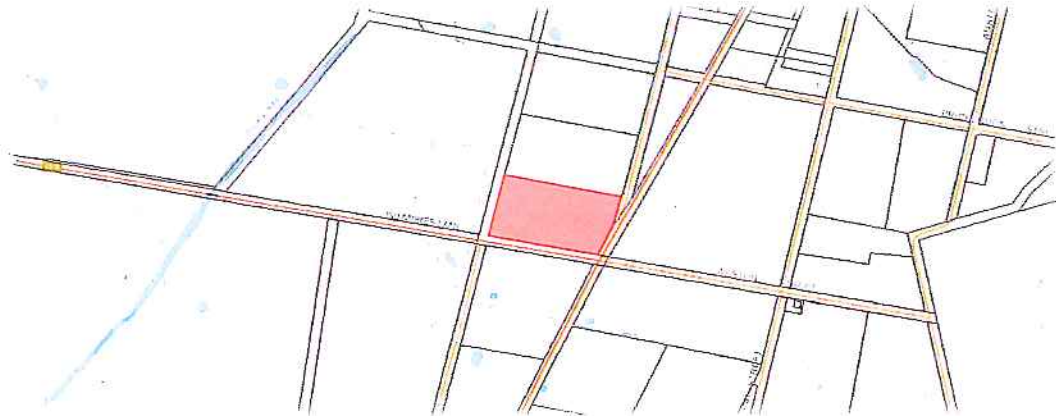


Figure 1 - Listmap reference of location



Figure 2 - Aerial photograph of location

The outcomes have been developed based on the resources available. The report provides recommendations relating to site-specific investigations and detailed design. The report has also been confirmed in relation to requirements from Department of State Growth (DSG) and the applicable planning scheme. During the preparation of this report the DSG was contacted regarding crash history and Northern Midlands Council regarding traffic counts and the impact on the access requirements.

Applicable Planning Scheme

Throughout this report, assessments have been based on Northern Midlands Interim Planning Scheme 2013.

EXISTING CONDITIONS

The Site

The site is a vacant farm property situated at the corner of Wilmores Lane and Cressy Road. The proposed dwelling will be located some 23 metres inside the property boundary.

Access is directly onto Wilmores Lane. The total sealed road width is approximately 5.7 metres with 1 metre gravel shoulders, followed by grass verges with swale drains on each side. No line marking was evident nor lighting.

Existing Land Use

The subject site is located within the Rural Resource zone per Northern Midlands Interim Planning Scheme 2013.

Impacted Road Network

Wilmores Lane at the development site is noted as a Category 5 – Local Road established to facilitate the movement of local traffic.

PROPOSED DEVELOPMENT & ACCESS ARRANGEMENTS

The proposal is to advance the development at 18 Wilmores Lane, Longford for a dwelling with outbuildings to be constructed. At present no formalised crossover or access point has been constructed and hence the requirements of this traffic impact assessment to address any concerns under Code E4 of the Northern Midlands Interim Planning Scheme 2013.

A copy of the proposed development plan is attached as *Appendix A*.

TRIP GENERATION

Traffic Generation

The RTA Guide to Traffic Generating Developments (2002) (*RTA Guide*) sets out traffic generation rates based on survey data collected in New South Wales for a range of land uses. This guide is used by DSG and is generally regarded as the standard metropolitan development characteristics.

Traffic Rates

The RTA Guide sets out the following rates for residential dwellings:

- Daily vehicle trips = 9 per dwelling
- Peak hour vehicle trips = 0.85

Traffic counts were obtained from Northern Midlands Council for Wilmores Lane. This indicates a daily traffic flow of approximately 2000 vpd. It should be noted however that these counts were undertaken in 2008 and there is the likelihood of increase since that time.

PEAK HOUR TRIP ASSIGNMENT

Based upon the figures detailed it is noted that the dwelling will have a traffic flow of approximately 0.85 peak hour trips. Therefore, the increased demand is solely due to the establishment of the dwelling at a peak hour rate of 0.85.

Therefore based on the consideration of the daily flow being 2000 vehicles the impact in the peak hour will be a net increase of 1 vehicle entering the traffic from a single driveway point.

TRAFFIC GROWTH

Minimal traffic growth is expected in the area, based on trend growth estimated less than 1% per annum.

IMPACT ON TRANSPORT NETWORK

Access Impacts

The proposed development would be accessing Wilmores Lane directly. Based on the above traffic volumes and the associated road category, the driveway crossover is to be constructed to Council sealed rural standards. This will need to be made through a works request to Council.

Sight Distance Assessment

Site distance from the proposed new development has been assessed as 211 metres to the left and in excess of 250 metres to the right.

These SISD's have been assessed against Part 4A of *Austrroads*. The SISD requirements of a road with flat terrain at 100 km/hr (2 second reaction time) is 250 metres. The actual SISD exceeds this to the right from the driveway and is 211 metres to the intersection with Cressy Road. Beyond the intersection is a straight line SISD which yields a total SISD in excess of 250 metres to the left, therefore no SISD issue exists.

Traffic Capacity

The impact of the traffic capacity on the surrounding network has been investigated. Due to the limited extra traffic entering and exiting from the new dwelling in a peak hour, when comparing the proposed traffic to the current existing traffic, it is recognised that there is no compromise to the safety or function of the intersection.

Road Safety

The designated state speed limit for Wilmores Lane at this location is 100 km/hr, however the 85% speed has been assessed as being 75 km/hr towards Cressy Road and 90 km/hr away from Cressy Road intersection.

Existing road safety deficiencies can be highlighted through the examination of existing crash history. Accident records indicate there has been 1 serious accident in 2011 however this was associated with cross traffic at the intersection and not near the proposed driveway. This suggests that the speed environment for this road is acceptable and that no safety issues are present to motorists from the access.

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.

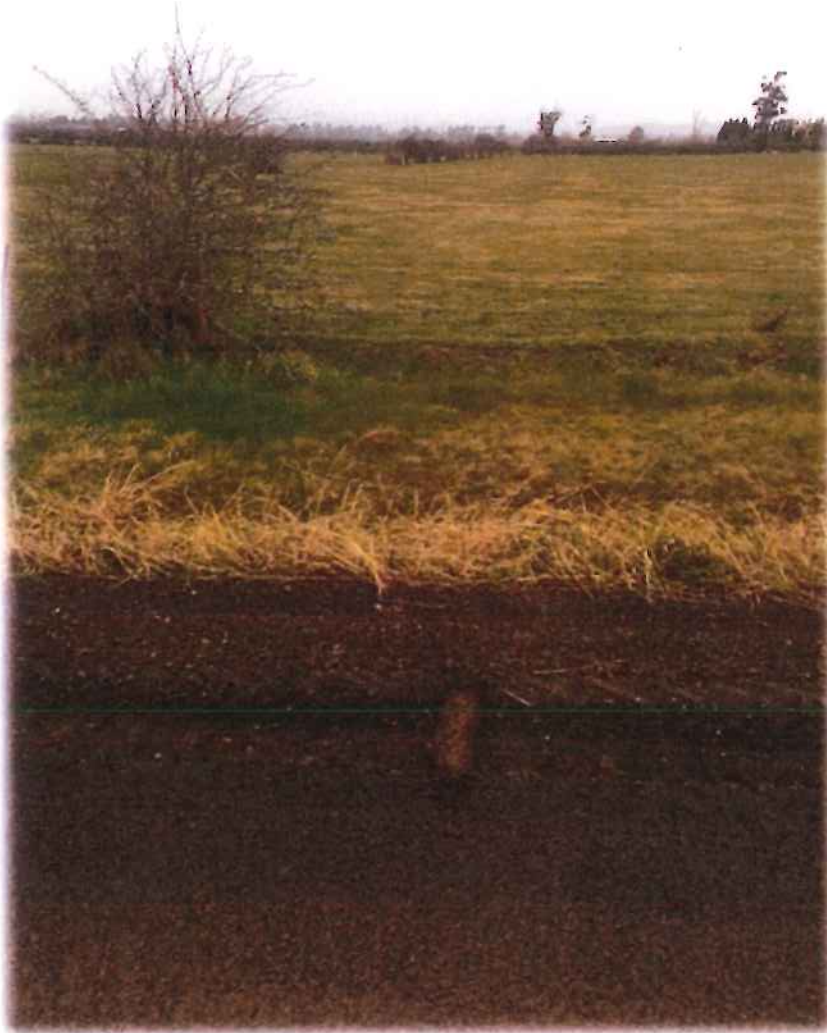
This is based on the following:

- 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



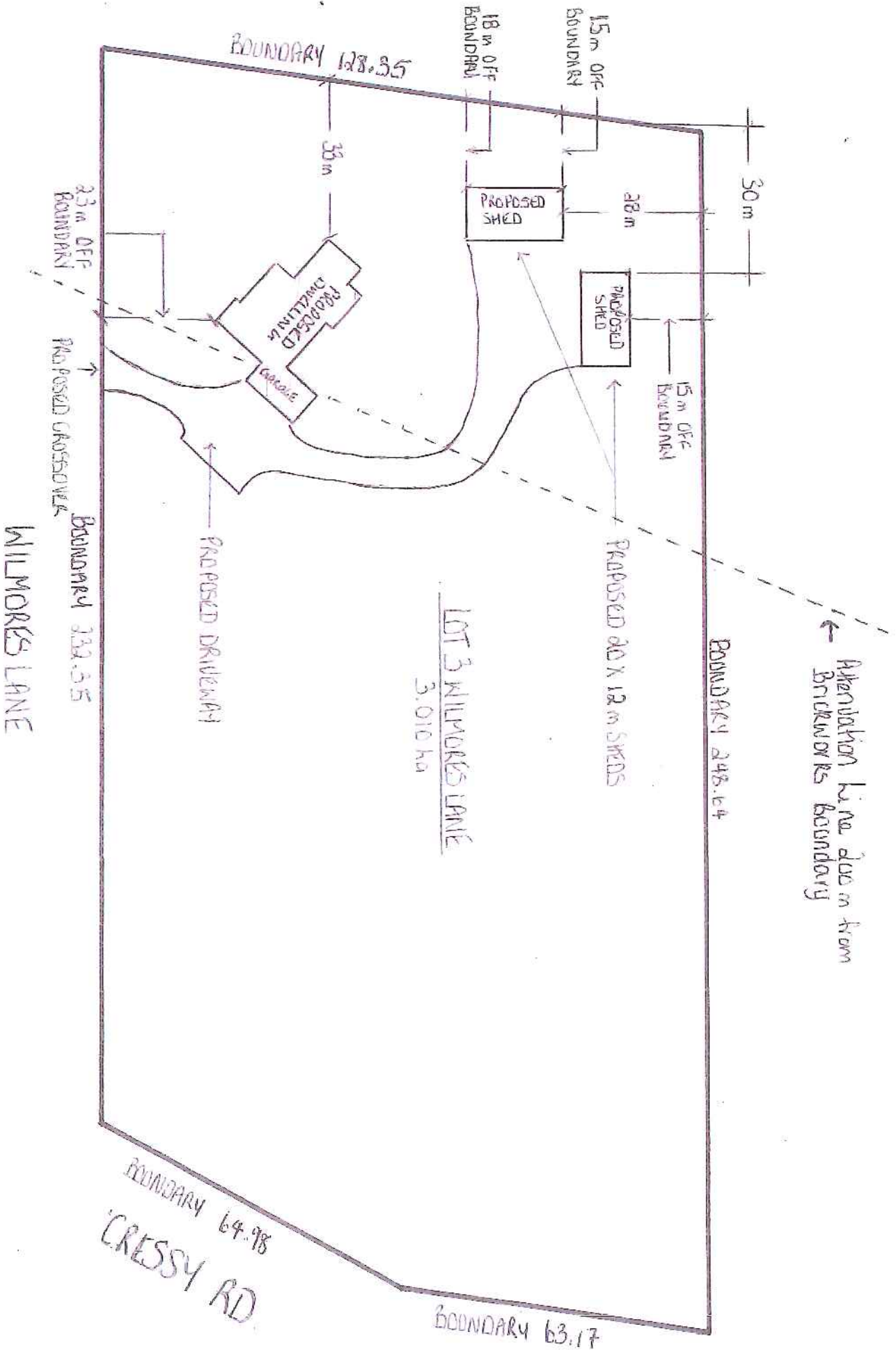
View to left, towards intersection with Cressy Road



View to right

Scale = 1:1000 (m)

EXHIBITED





Rural Real Estate
418 Evandale Road
Western Junction, TAS 7212
Ph (03) 6391 6522
Fax (03) 6391 8579
rural@robertsre.com.au
www.robertsre.com.au

Roberts Limited
ABN 12 009 475 647

28 October, 2016

To Whom It May Concern:

I have been asked to consider the agricultural and or grazing capabilities of a 7 acre block of land on the corner of Wilmores Lane and Cressy Road.

In my opinion, considering the size of the land, the apparent capability of the land and the location, I do not believe this land could sustain an agricultural and or grazing enterprise.

Sheep or cattle numbers would be limited and supplementary feeding would be required for most part of the year. This land is suitable as purely a lifestyle choice.

In relation to the Northern Midlands Planning Scheme, clause 26.3.2 (P1.1b), I believe this land is practically incapable of sustaining an agricultural and or grazing enterprise.

This assessment has been prepared solely for the information of the client and not a third party. Although every care has been taken, we stress it is only an opinion.

Yours faithfully

A handwritten signature in black ink, appearing to read "Martin O'Byrne", written over a horizontal line.

Martin O'Byrne
Roberts Real Estate (Rural Manager)

M: 0417 594 960
E: martinobyne@robertsre.com.au

Jan Cunningham

From: Paul Godier
Sent: Tuesday, 1 November 2016 10:07 AM
To: Jan Cunningham
Subject: FW: Lot 3 Wilmores Lane, Longford
Attachments: AVG Certification.txt; DOC281016.pdf

Importance: High

Categories: registered

From: Rebecca Green [mailto:admin@rgassociates.com.au]
Sent: Monday, 31 October 2016 6:46 PM
To: Paul Godier <paul.godier@nmc.tas.gov.au>; Des Jennings <des.jennings@nmc.tas.gov.au>
Cc: Aleisha Barrett (ab40@utas.edu.au) <ab40@utas.edu.au>
Subject: Lot 3 Wilmores Lane, Longford
Importance: High

Hello Paul and Des,

Further to our request to withdraw the agenda report from the September Council meeting, we wish to provide additional information to provide justification that the subject site is practically incapable of supporting an agricultural use. The previously provided agricultural assessment, was based on three titles and did not specifically address the capability of the land for agricultural land. We hope that this additional information supports the proposal to proceed to a recommendation for approval.

The land in question.

The land on the corner of Wilmores Lane and Cressy Road, Longford has been reported as class 4 agricultural land by both Ives and Chilvers.

The site is bordered by Longford House to the North, Wilmores Lane to the South, industry on Cressy Road to the East and a road reserve with adjacent farm land to the west. This adjacent farm land is a different soil type than the subject land and is prone to flooding and water logging and only suitable for grazing. The regional soil map shows this as class 5 agricultural land.

According to the Guidelines for the Classification of Agricultural Land (Grose, 1999), class 4 land can only be cropped between 2 and 4 years out of 10, with class 5 land unsuitable for cropping at all.

Although the land capability of the subject land is class 4, the site is **not suitable** for any profitable agricultural activities due to it's size, location and limited water access. The following crop/enterprise rotations for the 7 acre block shows the gross margin expected for agricultural activities undertaken on the site.

Year	Enterprise	Gross Margin
------	------------	--------------

1	Grazing fat lambs (max 10 head)	\$300
2	Barley (dryland max 4 tonne/ha)	\$200
3	Wheat (dryland max 3 tonne/ha)	\$150

Average net income each year over 10 years = \$250/year. Even if this land were to be joined to the two blocks to the north, it would only increase to \$750/year. Furthermore, the land cannot be adhered to any adjacent land to the west as the soil types are different and this requires different management regimes. Any change of use of this site will not fetter agricultural production of adjacent farmland because minimum clearance distances can be achieved for ground spraying and machinery use between the different land uses.

Therefore the proposal complies with P1.1 b) of Clause 26.3.2 which is:

P1.1 A dwelling may be constructed where it is demonstrated that:

b) The site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, having regard to:

- i) Limitations created by any existing use and/or development surrounding the site; and*
- ii) Topographical features; and*
- iii) Poor capability of the land for primary industry operations (including a lack of capability or other impediments); and*

Could you please reconsider your recommendation? We request that if you are not likely to reconsider your recommendation, could you please advise as soon as possible. If you are now in a position to revise your recommendation based on this additional information, we request that the proposal is put again before Council for consideration.

Kind regards

Rebecca Green
Senior Planning Consultant & Accredited Bushfire Hazard Assessor
Rebecca Green & Associates
m. 0409 284422
P.O. Box 2108, Launceston, 7250

From: Aleisha Barrett [<mailto:ab40@utas.edu.au>]
Sent: Wednesday, 5 October 2016 10:41 AM
To: Rebecca Green
Subject: Fwd: Business plan - Lots 1,2 & 3 Wilmores Lane, Longford

From: Ronald Brown <ronald@johnsonbrewardbrown.com.au>
 Sent: Thursday, September 22, 2016 8:50 AM
 Subject: Business plan - Lots 1,2 & 3 Wilmores Lane, Longford
 To: Aleisha Barrett <ab40@utas.edu.au>

Good Morning Leigh and Aleisha

Further to our meeting and discussions regarding whether you could operate the Wilmore's Lane properties successfully as a business we have considered below the potential profitability and determined that given the size and land available you would not even be able to breakeven, incurring a substantial loss. It is our recommendation that as a business this farming operation is not a viable business at best it would be an expensive hobby.

In support of the above we outline the following:

Profit on fattening Cattle for 12 months (\$800/ head @ say 15 head)	\$12,000
Costs: Selling Costs	\$ 1,500
Fencing / Machinery Repairs etc	\$10,000
Fertiliser & Spreading	\$ 2,500
Fodder / Animal Health etc	\$ 1,000
Rates & Property Holding Costs (e.g Insurance)	\$ 5,000
Interest on Borrowings	\$30,000

The above does not include expenses such as accountancy, telephone, hydro plus numerous other operating costs.

Please do not hesitate to call to discuss should you require any further information.

Regards



Ronald Brown CA
 Managing Principal

Level 1 10 Cameron Street | Launceston Tasmania 7250
 P: 03 6331 4244 | F: 03 6331 4880 | www.johnsonbrewardbrown.com.au

Johnson BrewardBrown | We see numbers differently

Disclaimer

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ATTACHMENT B



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	I	A	MYE
PADM			CRS
CSM			PLAN
E&DM			BLD
WM			HLT
CH			

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**

Objective	
a)	To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.
b)	To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.
c)	To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.
d)	Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.
e)	Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.
f)	The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.
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>
<p></p>	<p></p>

<p><i>A3 If for permitted or no permit required uses.</i></p>	<p><i>P3 The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</i></p> <ul style="list-style-type: none"> <i>a) the amount of land converted is minimised having regard to: <ul style="list-style-type: none"> <i>i) existing use and development on the land; and</i> <i>ii) surrounding use and development; and</i> <i>iii) topographical constraints; or</i> </i> <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, due to factors such as: <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; or</i> </i> <i>c) the location of the use on the site is reasonably required for operational efficiency.</i>
<p>Not applicable.</p>	<p>Not applicable.</p>
<p><i>A4 If for permitted or no permit required uses.</i></p>	<p><i>P4 It must demonstrated that:</i></p> <ul style="list-style-type: none"> <i>a) emissions are not likely to cause an environmental nuisance; and</i> <i>b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</i> <i>c) 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>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, 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>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></p> <p>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></p>
<p>Does not comply.</p>	<p>P1.1 - The applicant states that:</p> <p><i>The land on the corner of Wilmores Lane and Cressy Road, Longford has been reported as class 4 agricultural land by both Ives and Chilvers.</i></p> <p><i>The site is bordered by Longford House to the North, Wilmores Lane to the South, industry on Cressy Road to the East and a road reserve with adjacent farm land to the west. This adjacent farm land is a different soil type than the subject land and is prone to flooding and water logging and only suitable for grazing. The regional soil map shows this as class 5 agricultural land (Note: The LIST Land Capability layer shows it as Class 4).</i></p> <p><i>According to the Guidelines for the Classification of Agricultural Land (Grose, 1999), class 4 land</i></p>

can only be cropped between 2 and 4 years out of 10, with class 5 land unsuitable for cropping at all.

Although the land capability of the subject land is class 4, the site is **not suitable** for any profitable agricultural activities due to its size, location and limited water access. The following crop/enterprise rotations for the 7 acre block shows the gross margin expected for agricultural activities undertaken on the site.

Year	Enterprise	Gross Margin
1	Grazing fat lambs (max 10 head)	\$300
2	Grazing fat lambs (max 10 head)	\$300
3	Barley (dryland max 4 tonne/ha)	\$200
4	Wheat (dryland max 3 tonne/ha)	\$150
5	Grazing fat lambs (max 10 head)	\$300
6	Grazing fat lambs (max 10 head)	\$300
7	Grazing fat lambs (max 10 head)	\$300
8	Barley (dryland max 4 tonne/ha)	\$200
9	Wheat (dryland max 3 tonne/ha)	\$150
10	Grazing fat lambs (max 10 head)	\$300

Average net income each year over 10 years = \$250/year. Even if this land were to be joined to the two blocks to the north, it would only increase to \$750/year. Furthermore, the land cannot be adhered to any adjacent land to the west as the soil types are different and this require different management regimes. Any change of use of this site will not fetter agricultural production of adjacent farmland because minimum clearance distances can be achieved for ground spraying and machinery use between the different land uses.

Therefore the proposal complies with P1.1 b) of

Clause 26.3.2.

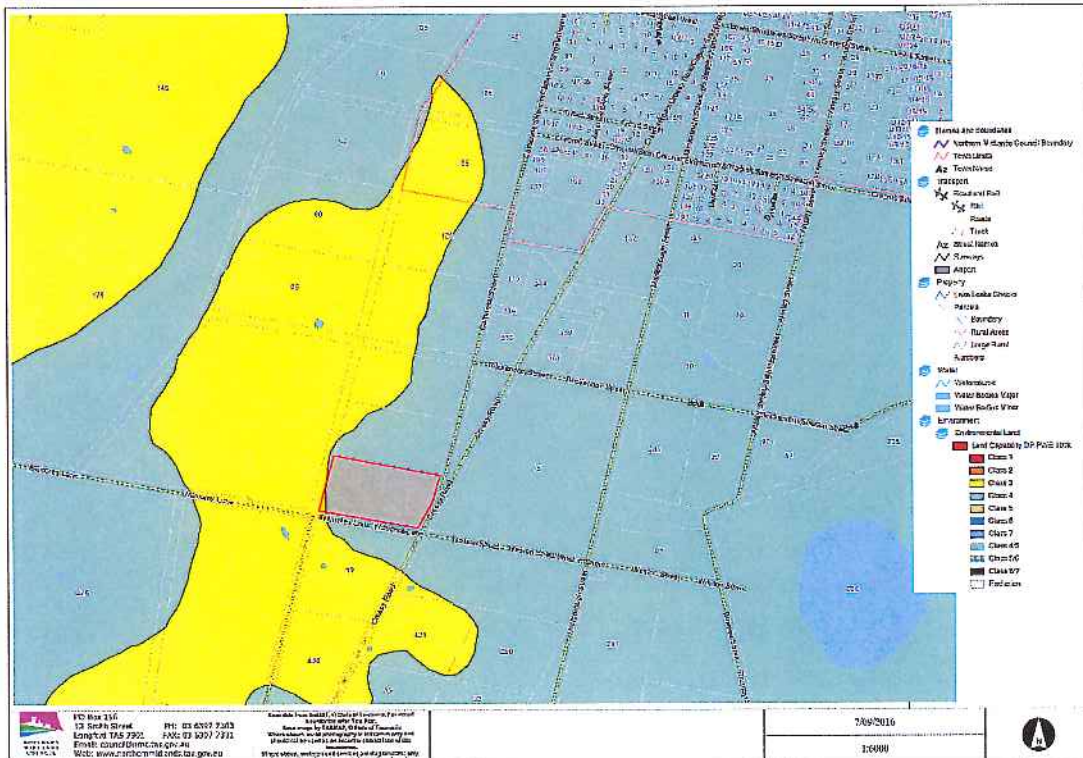
Comment: The scheme defines 'agricultural use' as "use of the land for propagating, cultivating or harvesting plants or for keeping and breeding of animals, excluding pets" and does not limit consideration of agricultural use to the particular property or to the financial viability of the agricultural use.

It is considered that the land is capable of supporting an agricultural use, and of being included with other land for agricultural use.

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

<p>Objective</p> <p>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.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.</p>	<p>P1 Non-agricultural uses within an irrigation district proclaimed under Part 9 of the Water Management Act 1999 must demonstrate that the current and future irrigation potential of the land is not unreasonably reduced having regard to:</p> <ul style="list-style-type: none"> a) the location and amount of land to be used; and b) the operational practicalities of irrigation systems as they relate to the land; and c) any management or conservation plans for the land.
<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>Objective</p> <p>To ensure that the:</p> <ul style="list-style-type: none"> a) ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and b) development of buildings is unobtrusive and complements the character of the landscape. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Building height must not exceed:</p> <ul style="list-style-type: none"> a) 8m for dwellings; or 	<p>P1 Building height must:</p> <ul style="list-style-type: none"> a) be unobtrusive and complement the character of the surrounding landscape;

<p>b) 12m for other purposes.</p>	<p>and</p> <p>b) protect the amenity of adjoining uses from adverse impacts as a result of the proposal.</p>
<p>Complies. Height is less than 8m.</p>	<p>NA</p>
<p>A2 Buildings must be set back a minimum of:</p> <p>a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or</p> <p>b) 200m where a sensitive use is proposed; or</p> <p>c) the same as existing for replacement of an existing dwelling.</p>	<p>P2 Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:</p> <p>a) the topography of the land; and</p> <p>b) buffers created by natural or other features; and</p> <p>c) the location of development on adjoining lots; and</p> <p>d) the nature of existing and potential adjoining uses; and</p> <p>e) the ability to accommodate a lesser setback to the road having regard to:</p> <p>i) the design of the development and landscaping; and</p> <p>ii) the potential for future upgrading of the road; and</p> <p>iii) potential traffic safety hazards; and</p> <p>iv) appropriate noise attenuation.</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) the topography of the land; and</p> <p>No impact on the reduced setbacks.</p> <p>b) buffers created by natural or other features; and</p> <p>Unmade road reserve to west, Cressy Road and Willmores Lane to south and east, provide buffering to adjacent land.</p> <p>c) the location of development on adjoining</p>

	<p><i>lots; and</i></p> <p>Adjoining lots are vacant or road reserves.</p> <p><i>d) 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><i>e) the ability to accommodate a lesser setback to the road having regard to:</i></p> <p><i>i) the design of the development and landscaping; and</i></p> <p><i>ii) the potential for future upgrading of the road; and</i></p> <p><i>iii) potential traffic safety hazards; and</i></p> <p><i>iv) appropriate noise attenuation.</i></p> <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>

include a new access or junction.	<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>
Does not comply.	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.

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>

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>

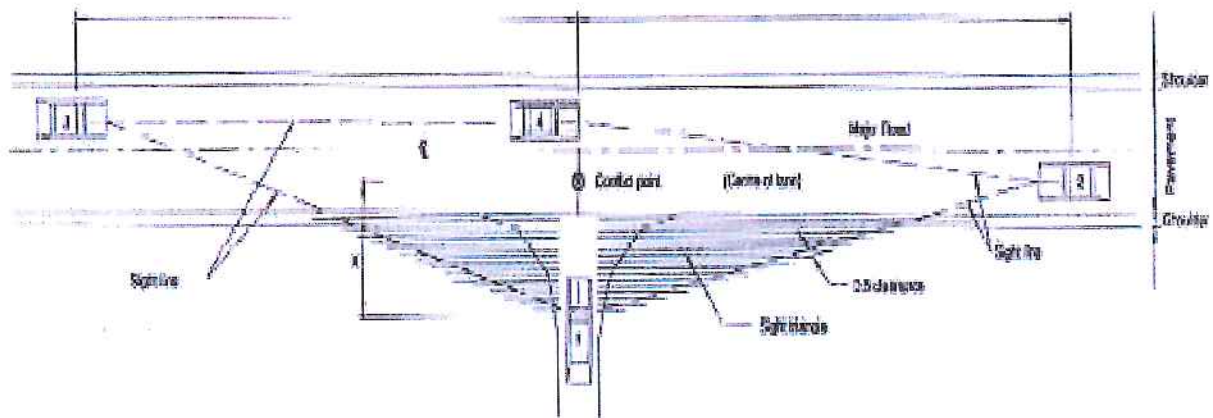


Figure E4.7.4 Sight Lines for Accesses and Junctions

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>km/h</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
<p>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</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and</p> <p>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p>
Comment: Complies.	

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.	
Acceptable Solutions	Performance Criteria
<p>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).</p>	<p>P1 No performance criteria.</p>
Comment: NA	

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.	
Acceptable Solutions	Performance Criteria
<p>A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</p>	<p>P1 No performance criteria.</p>
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
<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>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.</p>
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) d) A1.2</p>	<p><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 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 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</p>	
<p>A2 a) i) ii) iii) b)</p>	<p>Bicycle parking spaces must have: minimum dimensions of: 1.7m in length; and 1.2m in height; and 0.7m in width at the handlebars; and 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>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<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 – <i>Development Control</i>