

PLAN 2

PLANNING APPLICATION P17-271

EVERTON ROAD, WHITE HILLS

ATTACHMENTS

- A Application & plans
- B Responses from referral agencies
- C Representations

Planning Submission **ATTACHMENT A**

6ty Pty Ltd
ABN 27 014 609 900

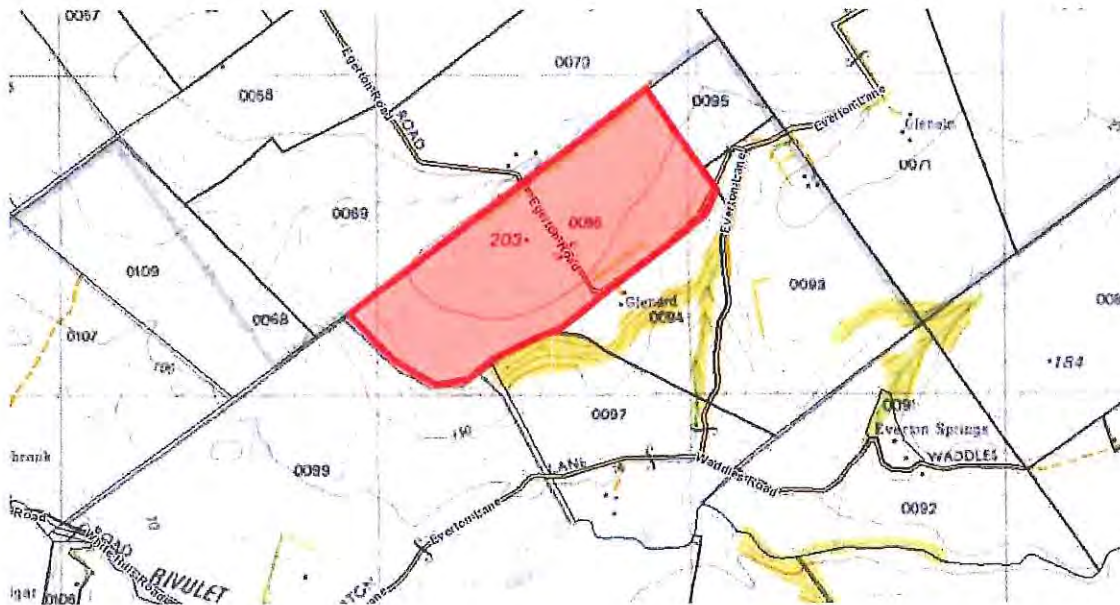
Postal Address
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Glenview Vineyard Machinery Shed, Amenities Building and Dry Chemical Store

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Egerton Road, White Hills



Prepared for:
Northern Midlands Council

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Issue	02
Date	27 October 2017
Project Number	17.270
Project Name	Glenview Vineyard
Author	George Walker
Document	

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Appendix A

Certificate of Title

Appendix B

Development Plans

Appendix C

Traffic Impact Assessment

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1.0 Introduction

Planning approval is sought for the construction and use of a vineyard machinery shed, amenities building, and dry chemical store associated on land located at Egerton Road, White Hills (the subject site – refer to image 1). The purpose of this planning submission is to provide relevant details of the application and an assessment of the proposed processing shed against all applicable provisions within the Northern Midlands Interim Planning Scheme 2013 (the Scheme).



Image 1 – Aerial image of the subject site.

1.1 Planning Overview

Element	Overview
Address	Egerton Road, White Hills
CT	135736/2 (refer to Appendix A)
PID	6392500
Land Area	48ha +/-
Planning Instrument	Northern Midland Interim Planning Scheme 2013 (the Scheme)
Proposed Use	Resource Development
Proposed Development	Construction of a building
Zone	26.0 - Rural Resource
Use Status	No Permit Required
Relevant Codes	E6.0 - Car Parking and Sustainable Transport Code E4.0 - Road and Railway Assets Code

1.2 Description of Proposed Development

The proposed development area that will contain all proposed buildings will be located on the eastern corner of a right-angle corner of Egerton Road which dissects the subject site (refer to Figure 1).

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Figure 1 – Proposed building area.

The proposed development will include the following buildings and elements:

Machinery shed

- the machinery shed will be approximately 498m² in area and 5.5m in height. A concrete apron approximately 620m² will extend from the south of the building;

Amenities building

- the amenities building be approximately 99m² in area and 4m in height and will comprise two storerooms, an open plan lunch and kitchen area and toilets;

Dry chemical store

- the dry chemical store will be approximately 40m² in area and 5m in height. Two concrete washdown aprons will be located on the eastern and western side of the store;

Site services and infrastructure

- two access are proposed to provide entry and exit only from Egerton Road. The curtilage of the building area will comprise compacted gravel and will provide sufficient areas for vehicle parking, pallet storage a diesel tank bund and other storage areas which will be associated with the vineyard.

A full copy of the development plans are contained within **Appendix B**.

1.3 Description of Existing Use and Proposed Operation

The subject site has previously been used for cropping and grazing activities and has recently been sold. The current owners are in the process of developing the site to accommodate a new vineyard which will comprise approximately 42ha of vines and an on-site dam (the dam does not form part of this development application).

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The vineyard will grow grapes where they will be harvested and transported to existing processing facilities off-site. On average, the vineyard will employ approximately 13 fulltime equivalent employees and will generate approximately 30-36 vehicle movements per day on average which includes truck movements during harvesting.

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2.0 Subject Site

2.1 Description of Subject Site

The subject site is a large rectangular shaped lot approximately 48ha in area and is located on the southern plateau of Bailey Hill. Egerton Road dissects the centre of the property where it turns to the west and runs parallel with the southern boundary of the site.

The bulk of the site is relatively flat with steeper sections to the east and south-western boundary where the land falls away sharply to the south. The vines will be located within the flatter to gradual sloping areas of the site with the development area located within a levelled area (refer to Images 2, 3 and 4).

It is observed that the Site Plan (Project No. 17.270 Drawing No. Ad01) indicates a row of Macrocarpa trees within the aerial image. It should be noted that trees have been removed to facilitate the development site and vineyard area.



Image 2 – Vacant land to the west of Egerton Road that will be planted with vines.

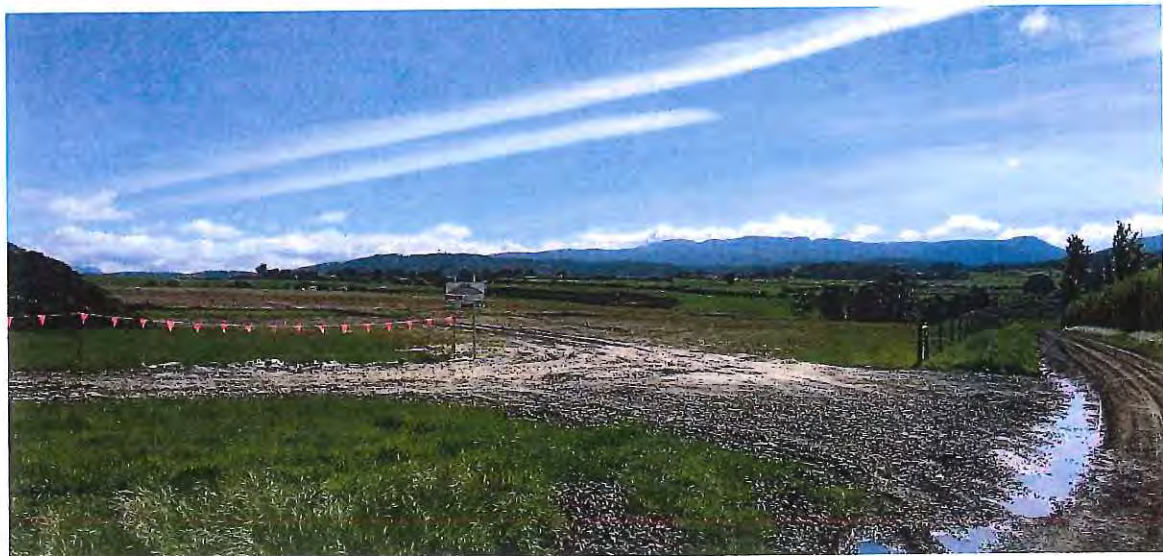


Image 3 – vacant land to the east of Egerton Road that will contain the building area (foreground) and vines (background).

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Image 4 – location of the building area beyond Egerton Road.

2.2 Description of the Surrounding Area

The subject site (and surrounding area) is zoned Rural Resource in accordance with the Scheme and is located within an area that has historically been used for agricultural purposes. The surrounding area is primarily characterised by a mixture of cropping, grazing and vineyard activities interspersed with rural living uses.

2.3 Site Access

Vehicular access to the subject site will be provided from Egerton Road which dissects the subject site.

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3.0 Development Application Assessment

3.1 Land Zone

The subject site is zoned Rural Resource in accordance with the Scheme.

3.2 Categorisation of Use

For the purposes of clause 8.2.1 the proposed development will be associated with a vineyard which is categorised as 'Resource Development' which the Scheme defines as follows:

'use of land for propagating, cultivating or harvesting plants or for keeping and breeding of livestock or fish stock. If the land is so used, the use may include the handling, packing or storing of produce for dispatch to processors. Examples include agricultural use, aquaculture, bee keeping, controlled environment agriculture, crop production, horse stud, intensive animal husbandry, plantation forestry and turf growing'.

3.3 Approval Status

The use of land within the Rural Resource zone for Resource Development is identified as 'No Permit Required'. However, it has been determined that the proposed development relies performance criteria for compliance with relevant standards.

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4.0 Northern Midlands Interim Planning Scheme 2013

4.1 Rural Resource Zone

4.1.1 Purpose Statements

The following section lists the purpose statements of the Rural Resource zone with a response provided detailing how the proposed processing shed is consistent with each statement.

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

Response

The proposed development will be subservient to a vineyard which is an agricultural use.

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

Response

The development is associated with a resource development use and will therefore support rather than constrain resource development uses.

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

Response

The proposed development and vineyard will directly facilitate economic development within the primary industry sector.

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

Response

The proposed development is not directly related to tourism-related uses. Notwithstanding this, it is recognised that vineyards contribute to the rural vista and Tamar Valley wine route within this area which include Josef Chromy, Bundaleea, Sharmans and Heemskerk Vineyards.

4.1.2 Local Area Objectives

The following section lists the local area objectives specific to the Rural Resource zone with a response provided detailing how the proposed processing shed is consistent with each objective.

Primary Industries

- 26.1.2 (a) Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.

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The prime and non-prime agricultural land resources provide 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.

Response

As detailed above, the proposed development will facilitate the long-term sustainability of a vineyard.

4.1.3 Desired Future Character Statements

The following section lists the desired future character statements specific to the Rural Resource zone with a response provided detailing how the proposed processing shed is consistent with each statement.

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

Response

The proposed development will not significantly alter the established vista of the area which is characterised by residential and rural built forms interspersed with, agricultural plains and crops and remnant vegetation. Overall, the proposed development will be consistent with agricultural and primary industry uses.

4.1.4 Use Standards

The proposed processing shed complies with standards 26.3.1 (A1) through to (A5) on the basis that the use class is identified as 'no permit required' within the Rural Resource zone in accordance with Table 26.2.

Standard 26.3.2 is not applicable to the proposed development on the basis that no dwellings have been proposed.

Standard 26.3.3 is not applicable to the proposed development on the basis that the development is directly associated with an agricultural use.

4.1.5 Development Standards

Standard 26.4.1 is not applicable to the proposed development on the basis that no buildings have been proposed.

26.4.1 Building Location and Appearance

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; and

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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Building height must not exceed:</p> <ul style="list-style-type: none"> a) 8m for dwellings; or b) 12m for other purposes. 	<p>P1</p> <p>Building height must:</p> <ul style="list-style-type: none"> a) be unobtrusive and complement the character of the surrounding landscape; or b) protect the amenity of adjoining uses from adverse impacts as a result of the proposal.

Response

The proposed machinery shed, amenities building, and chemical store will have a height less than 12m as detailed by the development plans. Therefore, acceptable solution 26.4.1 (A1) (b) is met.

Acceptable Solutions	Performance Criteria
<p>A2</p> <p>Buildings must be setback a minimum of:</p> <ul style="list-style-type: none"> a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or b) 200m where a sensitive use is proposed; c) The same as existing for replacement of an existing dwelling. 	<p>P2</p> <p>Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regards to:</p> <ul style="list-style-type: none"> a) the topography of the land; or b) buffers created by natural or other features; c) the location of development on adjoining lots; d) the nature of existing and potential adjoining uses; and e) the ability to accommodate a lesser setback to the road having regards to: <ul style="list-style-type: none"> i. the design of the development and landscaping; ii. the potential for future upgrading of the road; iii. potential traffic safety hazards; and iv. appropriate noise attenuation.

Response

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The proposed machinery shed, amenities building, and chemical store will have the following boundary setbacks:

- northern boundary: 360m +/-
- eastern boundary: 400m +/-
- southern boundary: **11.5m** +/-
- western boundary: **6.9m** +/-

It is evident that the acceptable solution is unable to be met for the southern and western boundaries. Therefore, assessment against the corresponding performance criteria is required.

Performance Criteria Assessment

Discussion

The location of the proposed development area has been selected on the basis it is the most functional location in terms of access, minimal topographical constraints and avoidance of productive land. Furthermore, the location of the building area will ensure that the most functional layout of the vineyard is achieved without fragmenting the vine rows. It is observed that the proposed development will be directly associated with and a subservient part of the proposed vineyard which is an agricultural use, providing a purpose-built machinery shed, chemical store, amenities building and service curtilage. As such, the proposed processing shed will not conflict or constrain the proposed vineyard use of the land.

Assessment

Consideration of the performance criteria against the adjoining properties to the north, west and east is not required on the basis that the proposed development will comply with the setback standards for these boundaries.

The adjoining land to the south, beyond Egerton Road, adjacent to the development area comprises a residential dwelling and is used for residential purposes. Accordingly, the agricultural capacity of this land will not be constrained by the proposed development.

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4.2 Road and Railway Assets Code

Please refer to the Traffic Impact Assessment that has been prepared for the proposed use and development which is contained within **Appendix C**.

4.3 Car Parking and Sustainable Transport Code

This code applies to all use and development pursuant to clause E6.2.1. In this instance Table E6.1 does not specify parking space numbers for the Resource Development use class associated with agricultural activities. Accordingly, no carparking spaces are required to be provided. As such, the code is not considered relevant to the proposed development on the basis that the code deals with matters that are not affected, or could be affected by the proposed development. Therefore, the code is not applicable to the development pursuant to clause 7.5.2 of the Scheme.

Notwithstanding this, a gravelled access track will be constructed from the internal access track to the north to the building where three compacted gravel car parking spaces will be provided in addition to 1 accessible space. Accordingly, appropriate car parking spaces will be provided for the operational requirements of the proposed processing shed.

5.0 Conclusion

Based on the assessment that has been provided, it is submitted that the proposed use and development meets all relevant provisions within the Scheme to support its approval for a planning permit.

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Appendix A

Certificate of Title

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SEARCH OF TORRENS TITLE

VOLUME 135736	FOLIO 2
EDITION 3	DATE OF ISSUE 21-Mar-2016

SEARCH DATE : 27-Oct-2017

SEARCH TIME : 03.11 PM

DESCRIPTION OF LAND

City of LAUNCESTON

Lot 2 on Plan 135736

Being the land formerly described Firstly in Indenture of
Conveyance No. 72/5352

Derivation : Part of 738 acres Granted to Jocelyn Bartholomew
Thomas

Derived from Y19476

SCHEDULE 1

M562873 TRANSFER to S. SMITH & SON PTY. LIMITED Registered
21-Mar-2016 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

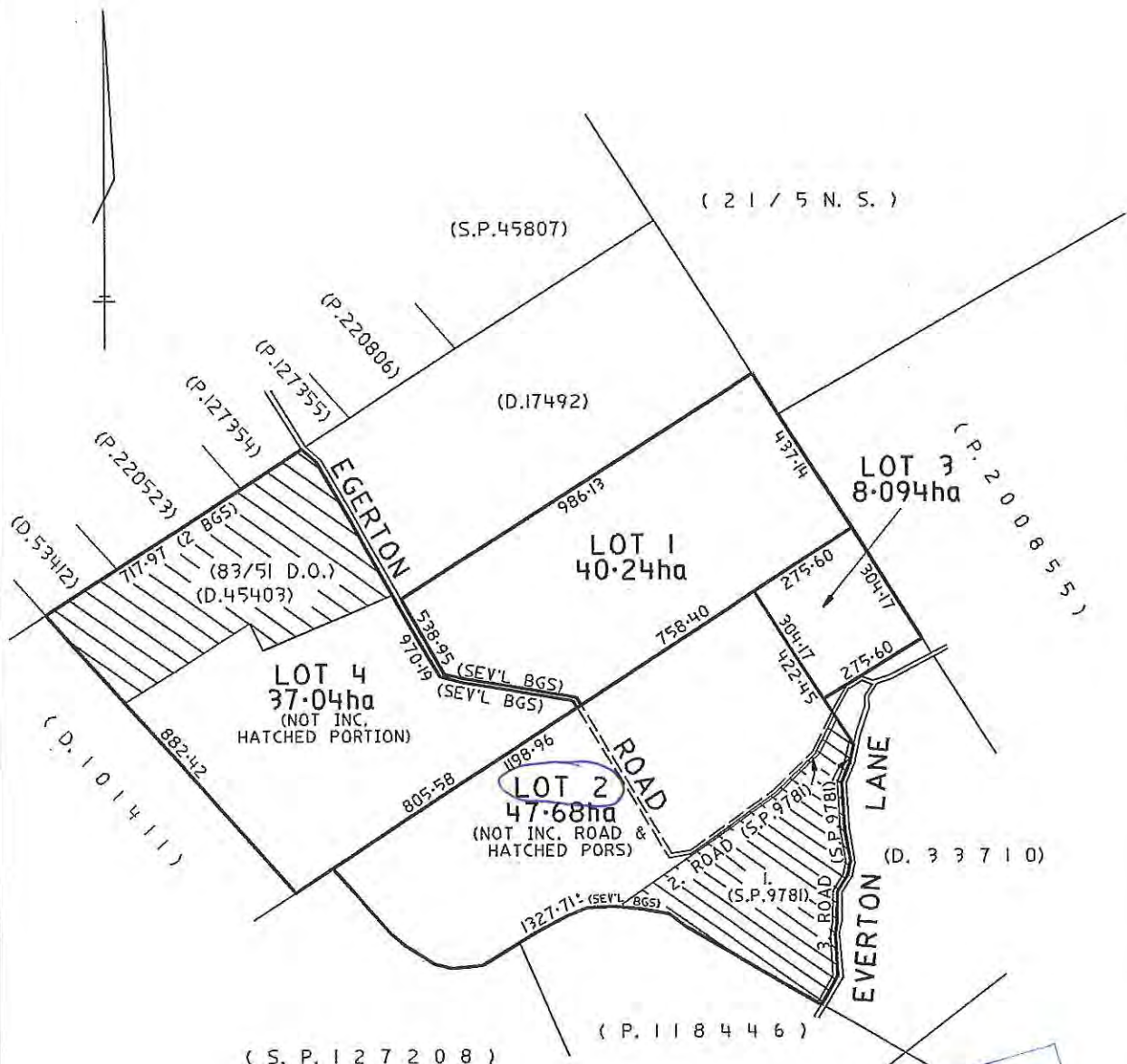
() unregistered dealings or other notations

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FILE NUMBER Y.19475, Y.19476, Y.19477 GRANTEE PART OF 738 ACRES GTD TO JOCELYN BARTHOLOMEW THOMAS, & PART OF 612 ACRES GTD TO COLIN CAMPBELL.	CONVERSION PLAN		Registered Number P135736	
	LOCATION CITY OF LAUNCESTON (CORWALL - EVANDALE)	CONVERTED FROM 72/5351, 72/5352, 72/5353		APPROVED 14 MAY 2001 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 120,123 (5240)		LAST UPI No. 4700096,4700095 5405069,5405070	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	DRAWN DAB
NOT TO SCALE LENGTHS IN METRES				

SKETCH BY WAY OF ILLUSTRATION ONLY
"EXCEPTED LANDS"



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Appendix B

Development Plans

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By the City of Hobart
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 Hobart TAS 7000
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 E city@city.hobart.tas.gov.au
 W www.city.hobart.tas.gov.au

Approved
 150
 5001
 City of Hobart
 Planning Department



PLANNING DOCUMENT

DATE	ISSUED FOR	REV.
01	27.03.17	PLANNING APPROVAL

AMENDED



PROJECTIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS AND COORDINATES. ALL WORK SHALL BE CONFORMED TO THE REQUIREMENTS OF THE LOCAL AUTHORITY'S REQUIREMENTS.

PROJECT: MACHINERY SHED & AMENITIES
 WHITE HILLS, TASMANIA
 GLENVIEW VINEYARD

Exhibited

REGIONS: S.T.L. 2000
 SHEET: 1/2500
 PROJECT: 17.270
 SHEET NO: Ad01





City of Hobart
 Planning Department
 100 Elizabeth Street
 Hobart, Tasmania
 T 03 6233 2200
 F 03 6233 2200



Site Plan
 17/270

PLANNING DOCUMENT

DATE	DESCRIPTION	BY
01/11/2017	PLANNING APPROVAL	...

AMENDED



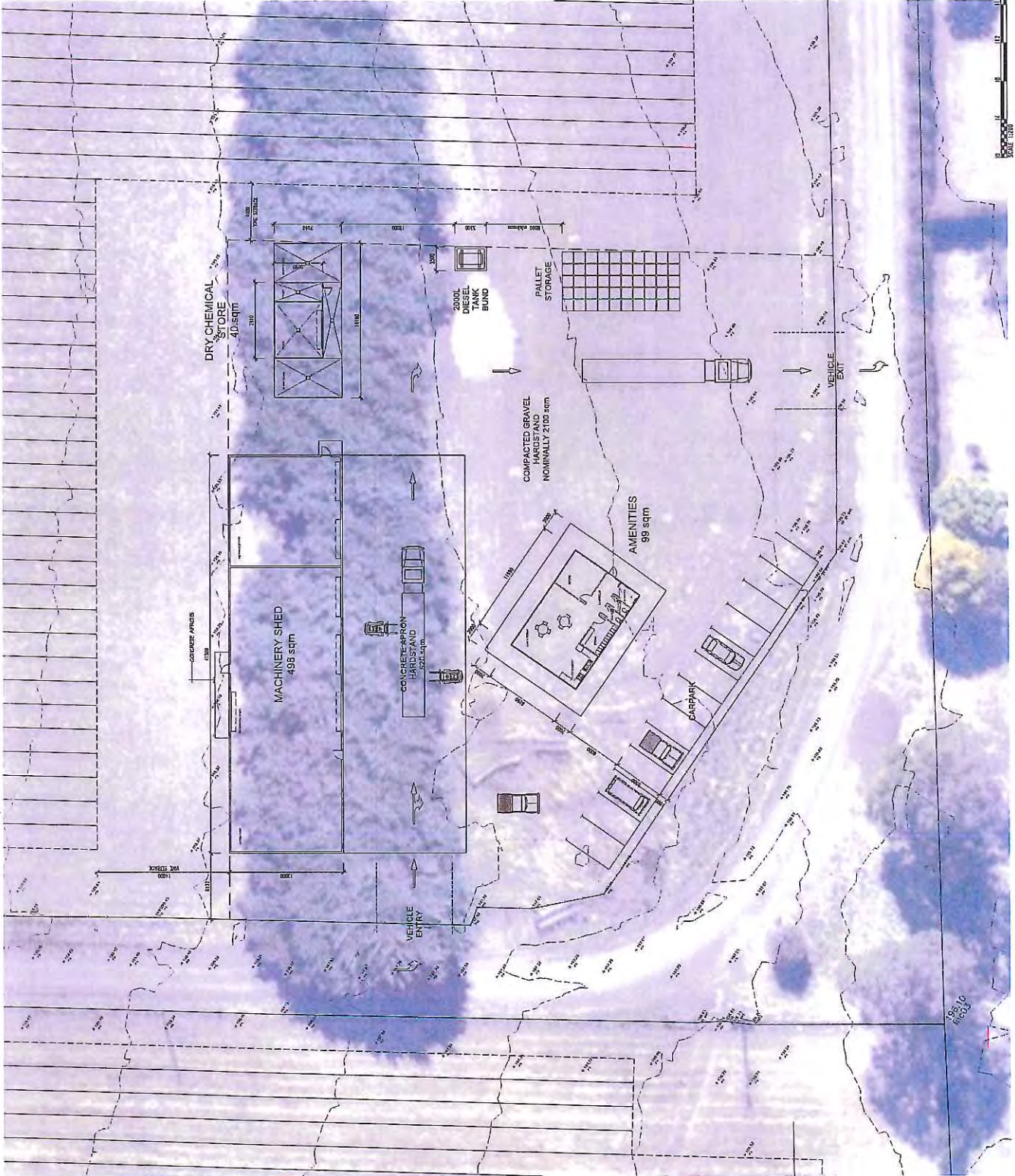
PROJECT NORTH
 THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS OF STRUCTURES SHALL COMPLY WITH THE NATIONAL BUILDING REGULATIONS AND LOCAL AUTHORITY REQUIREMENTS.

PROJECT: MACHINERY SHED & AMENITIES
 ADDRESS: EGERTON ROAD
 WHITE HILLS, TASMANIA
 GLENVIEW VINEYARD

SITE PLAN

SCALE: 1:200
 SHEET S.T.L. CROSS
 AT 17/270

17/270
 A602





Project Address
 201 Chalmers Street
 White Hills, Tasmania
 P 051 832 3200
 F 051 832 4700

Project File
 201 Chalmers Street
 W 051 832 3200
 F 051 832 4700



PLANNING DOCUMENT
 DATE: 21/07/11
 DRAWN: [blank]
 CHECKED: [blank]
 APPROVED: [blank]

AMENDED



PROJECT NORTH
 ACTUAL NORTH

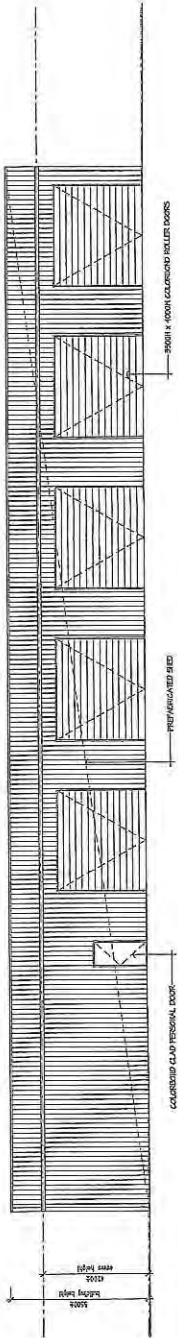
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PROJECT: MACHINERY SHED & AMENITIES
 ADDRESS: EGERTON ROAD
 WHITE HILLS, TASMANIA
 GLENVIEW VINEYARD

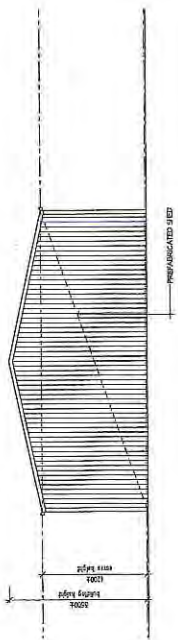
WORKSHOP / MACHINERY SHED
 ELEVATIONS & SECTIONS

REVISION: S.T.L. DATE: 11/10/11
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 PROJECT NO: 17.270 SHEET NO: Ad03

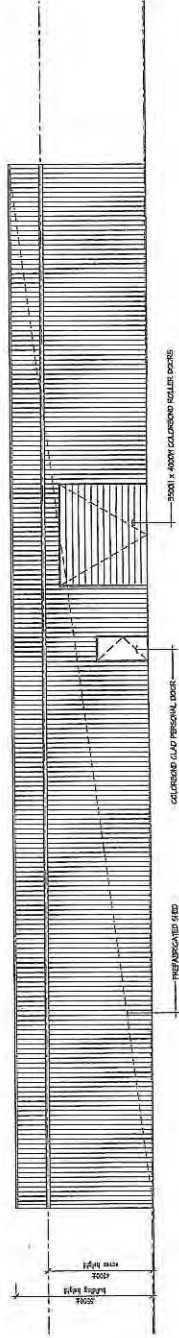
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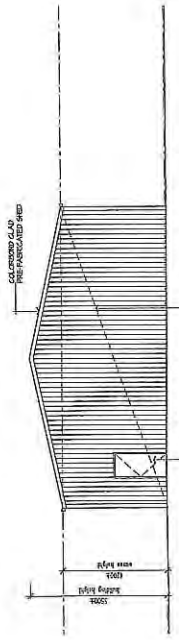
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 SCALE: 1:100
 WORKSHOP / MACHINERY SHED / STORE



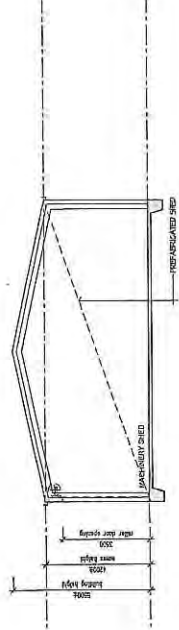
WEST ELEVATION
 SCALE: 1:100
 WORKSHOP / MACHINERY SHED / STORE



NORTH ELEVATION
 SCALE: 1:100
 WORKSHOP / MACHINERY SHED / STORE



EAST ELEVATION
 SCALE: 1:100
 WORKSHOP / MACHINERY SHED / STORE



TYPICAL SECTION
 SCALE: 1:100
 WORKSHOP / MACHINERY SHED / STORE



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 It is not to be used for any other purpose
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PLANNING DOCUMENT
 DATE: 21.03.17
 DRAWN BY: [redacted]
 CHECKED BY: [redacted]
 APPROVED BY: [redacted]

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ACTUAL NORTH



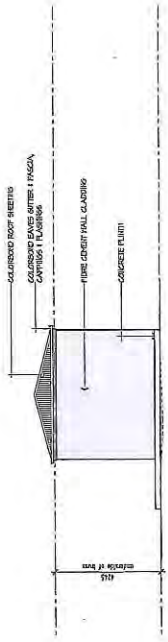
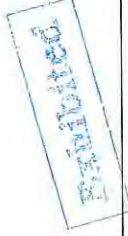
PROJECT NORTH

INDICATIONS ARE IN ALL CAPS. THESE DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON THE SITE. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

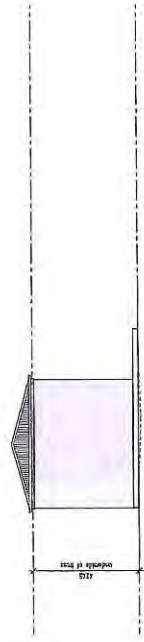
PROJECT: MACHINERY SHED & AMENITIES
 EGERTON ROAD
 WHITE HILLS, TASMANIA
 FOR: GLENVIEW VINEYARD

DRY CHEMICAL STORE
 ELEVATIONS & SECTIONS

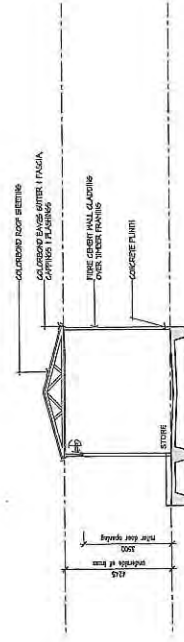
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 PROJECT: 17.270
 DRAWING: Ad05



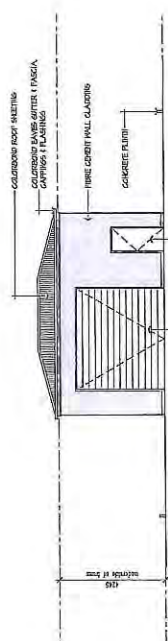
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 BY: ORIGINAL STATE



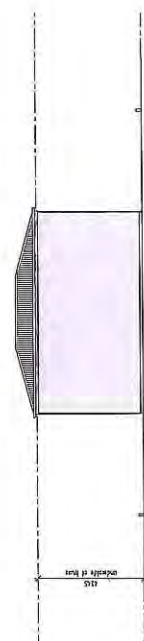
WEST ELEVATION
 SCALE: 1:100
 BY: ORIGINAL STATE



TYPICAL SECTION
 SCALE: 1:100
 BY: ORIGINAL STATE



SOUTH ELEVATION
 SCALE: 1:100
 BY: ORIGINAL STATE



NORTH ELEVATION
 SCALE: 1:100
 BY: ORIGINAL STATE

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Appendix C

Traffic Impact Assessment

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Traffic Impact Assessment

Glenview Vineyard

Egerton Road, White Hills

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Prepared for:

Northern Midlands Council

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Issue	01
Date	6 December 2017
Project Number	17.270
Project Name	Traffic Impact Assessment
Author	Mark Walters
Document	

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1.0 Introduction

The proposed development is to construct a machine shed and a separate amenities building on a vacant rural title in Egerton Road, White Hills. The development is to provide for staff and equipment for a new vineyard use of the rural property.

This traffic report has been prepared in conjunction with the Department of Transport's "Traffic Impact Assessment" (TIA) Guidelines (draft) by 6ty Pty Ltd on behalf of S.Smith & Son P/L, owners.

However, the nature of the use is such that traffic volumes are minor, both that arising from the use and that existing on the road, and focus of this report is examine the proposed driveways and their compliance with the performance requirements of the Road and Railway Assets Code of the Northern Midlands Interim Planning Scheme 2013.

2.0 Existing Conditions

2.1 Location

Egerton Road, White Hills, Tasmania – CT 135736/2.

The land is 5.37 Ha parcel of land located Egerton Road, approximately 1.8 km south of the entrance to the road from White Hills Road. Egerton Road bisects the parcel and turns northeast to form a boundary to the land.

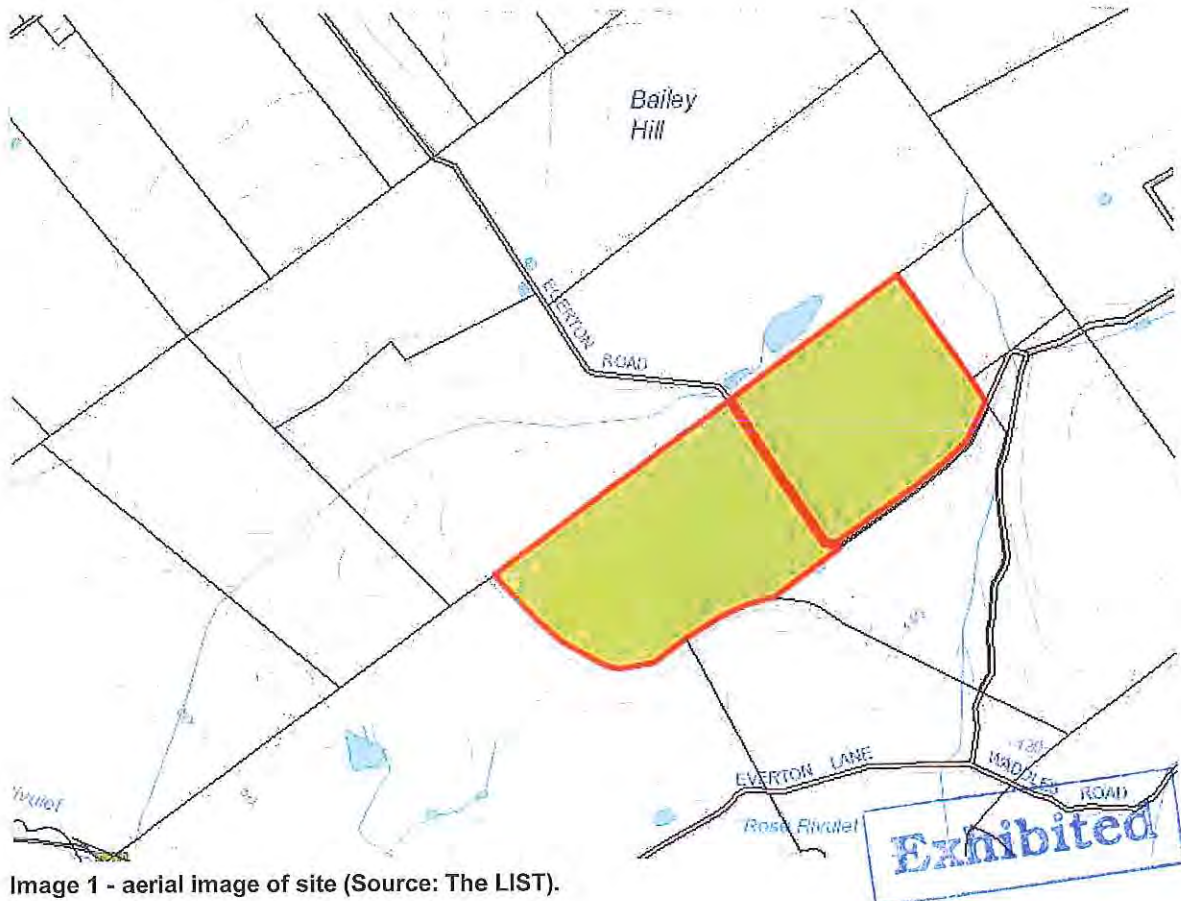


Image 1 - aerial image of site (Source: The LIST).

2.2 Use of Land

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The property is vacant.

2.3 Egerton Road Traffic

Egerton Road provides access to 6 rural residences and provides no convenient access through to Everton Lane or other roads. Traffic is estimated to be no more than 100 vpd for this minor rural road.

3.0 Proposed Development



Image 2 - The proposed development.

4.0 Trip Generation

The development of the site is for a machinery shed and an amenities building for a seasonal, rural use. Traffic volumes are accordingly estimated to not exceed more than 40 movements per day during peak site use which might occur during harvest or pruning. It can be seen that the overall traffic numbers are very minor and further analysis is unwarranted on the basis of traffic volume.

Exhibited

AMENDED

5.0 Trip Assignment

It is anticipated that all traffic to and from the site will be from the west, being the most convenient connection to White Hills Road.

6.0 Vehicle Types

During the picking season, the predominant vehicle type will be passenger vehicles for farm workers with the largest vehicle being a semi-trailer collecting the harvest.

7.0 Assessment Years

Construction is likely to begin in early 2018 with the site being fully developed in late 2018. Traffic volumes and growth are not considered to be relevant factors for this proposal.

8.0 Traffic Growth

Traffic growth on Egerton Road is unlikely as there is very limited potential for development of the lands accessed from the road. Seasonal variations in traffic due to farm activities are the dominant factor for traffic on this road.

9.0 Existing Traffic Issues

There are no known traffic issues in Egerton Road.

10.0 Road Safety

Enquiries with the Department of State Growth Crash Data section have revealed that there has only a single traffic accident on Egerton Road within the past 10 years. This accident occurred in June 2015 where a vehicle slid off the road at a corner some 450m northwest of the development site. There were no injuries or other vehicles involved in this accident.

This accident was not associated with traffic but rather driver error on a narrow, unsealed road.

11.0 Access Points

The proposal is to construct two new access points to Egerton Road to provide an entrance driveway to the machinery shed west of the corner and an exit driveway east of the corner. The driveways are separated by some 97m (measured along the centreline) of road length and are inter-visible provided the verge areas are not allowed to become overgrown.

Exhibited

AMENDED



Image 3 - Looking northwest along Egerton Rod from the road corner. Available sight distance is in excess of 380m from site entrance on right hand side.



Image 4 - Looking northeast along Egerton Road. Vehicle is parked within proposed exit driveway. Available sight distance in excess of 190m.

12.0 Access Parameters

Sight distance to the access location exceeds the Safe Intersection Sight Distance of 175m in both directions as shown on the following site photographs:

Exhibited

AMENDED



Image 5 - The road bend and the two driveways.

13.0 Planning Scheme Requirements

The Northern Midlands Interim Planning Scheme 2013 applies to this site, specifically the provisions of Section E4 Road and Railway Assets Code. As the proposal is for more than one driveway and the speed limit of Egerton Road is more than 60 km/hr, a TIA is required pursuant to sections E4.5.1 and E4.7.2 P2 (c).

Section E4.7.2 P2(c) requires that new access points to a road must be designed and located to maintain an adequate level of safety and efficiency for all road users. Given the low traffic numbers, the issue of safety is confined to the application of section E4.7.4 Sight Distances at Accesses, Junctions and Level Crossings which requires the sight distances to comply with Table E4.7.4.

Table E4.7.4 requires a sight distance of 90m for a vehicle speed of 50 km/hr, this being the minimum speed in the table, increasing to 175m if the road speed limit of 80 km/hr is being routinely attained.

As stated in the body of this report, the approach sight distances to the proposed access driveways exceed 175m and the inter-visible distance around the bend between the driveways, exceeds 90m. The safe speed on the bend however is 20 km/hr given a driver ample warning of turning vehicle onto or off the road.

AMENDED

14.0 Recommended Works

The existing road infrastructure is considered to be ample for the existing and predicted traffic numbers.

The proposed driveways will need some minor widening to provide for the swept paths of turning vehicles (see Image 2) and it is recommended that the inside road verge be reinstated to grass or ground covers and maintained so as to retain sight distances between the driveways.

Exhibited

It is further recommended that speed warning signs should be installed on the approaches to the road corner to restrict speeds to 20 km/hr given the compound curve and the narrow, unsealed pavement.

15.0 Street Furniture

There are no changes to street furniture required by this proposal.

16.0 Pedestrian Access

There are no footpaths in Egerton Road and no evidence that pedestrians frequent either the shoulder or the grassed verges of the road. The nature the surrounding rural uses, with the extended road frontages and the distance to likely destinations is unlikely to generate a demand for pedestrian paths.

17.0 State Roads

No works are proposed that will affect State Roads.

18.0 Summary

The development of the site is unlikely to affect traffic amenity or safety in Egerton. The traffic volumes are very low and the site has ample sight distances in both directions, including between the entrance and exit driveways, given the low speed for the corner at the site.

AMENDED

Exhibited

REFERRAL OF DEVELOPMENT APPLICATION P17-271 TO WORKS DEPARTMENT

Property/Subdivision No: 201900.03

Date: 19-Dec-2017

Applicant: 6ty Degrees (obo Smith & Sons)

Proposal: Machinery shed, amenities building & chemical store (Resource Development - vary setbacks) & new access

Location: Everton Road, WHITE HILLS

W&I referral P17-271, Everton Road, WHITE HILLS

NO W&I comment – I have previously inspected the access and site distance is acceptable as confirmed by the 6ty Degrees traffic impact assessment.

Jonathan Galbraith (Works Officer)

Date: 20/12/17

Erin Boer

From: Erin Boer
Sent: Monday, 22 January 2018 9:59 AM
To: Erin Boer

From: Chris Wicks
Sent: Wednesday, 20 December 2017 1:19 PM
To: Erin Boer <erin.boer@nmc.tas.gov.au>
Subject: RE: Referral to EHO - P17-271, Everton Road, WHITE HILLS

Hi Erin
We will need the wastewater system design report to be included with the plumbing permit application at the building permit stage.

Is this sufficient comment at this stage of the development

Thanks

Chris

Chris Wicks



Environmental Health Officer | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: chris.wicks@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

T a s m a n i a ' s H i s t o r i c H e a r t

"Glenelm"
324 Everton Lane
White Hills TAS 7258

10th January 2018

The General Manager
Northern Midlands Council
PO Box 156 Longford TAS 7301

Dear Sir/Madam

Planning Application P17-271

I am writing to you as I am concerned about the Proposed Development which significantly increases vehicle movement per day in both Egerton Road and Everton Lane, which are both narrow windy roads and are often maintained to what I would call a low level of maintenance. Sight distances are a real issue on these roads and whilst the report states that the Department of State Growth has said that there has only been 1 vehicle accident on Egerton Road in the last 10 years, I am aware of several accidents in Everton Lane.

The traffic impact assessment states that Egerton Road provides access to 6 rural residences and provides no convenient access through to Everton Lane or other roads. This statement has me confused as the Planning Application shows traffic exiting the site and heading directly to Everton Lane. I am only one user that use Everton Lane and Egerton Road on a regular basis.

Everton Lane is certainly not currently suited to an extra 20 vehicle movements per day (half of the 40 vehicle movements per day). It is a narrow gravel road with limited sight distances in places and very few places to pass other vehicles. As a land owner of land fronting onto Everton Lane, where is a semi-trailer going to pass other vehicles?

During several occasions in the last few years Egerton Road is the only exit from Everton Lane for many residents during some rain events, as road sections are under water, including a bridge.

If the entry and exit driveways are separated by 97 metres, there could be times when there are vehicles banked up whilst entering the property and vehicles exiting. Does adequate sight distances really exist for these private roads onto Egerton Road. Both access points are very close to a ninety-degree bend in Everton Road.

I am concerned about the safety of road users on Egerton Road and Everton Lane. This Planning Application does front onto road maintained by Northern Midlands Council, but also joins roads maintained by the City of Launceston. During times in recent years one almost needs a 4WD to drive on these roads. I am a regular user of Everton Lane, and my use of this road varies from driving utes, tractors and all-terrain vehicles on this road, meeting other vehicles can be very hazardous.

Yours sincerely

Christine Mann

Rosemary Jones

From: Don & Mel Cameron <donaldcameron4@bigpond.com>
Sent: Saturday, 6 January 2018 11:22 AM
To: NMC Planning
Subject: Representaion Egerton Road (Ref P17-271)

6-01-2018

The General Manager
Northern Midlands Council
PO Box 156
Longford Tas 7301

Dear Sir/Madam

I am writing to you to state my concerns and to make a representation against the proposed development at the above address.

(The address on the form on the roadside fence states that it is for Everton lane which is clearly incorrect. The proposed changes are for the Glenview property on Egerton Lane/Road)

We are the direct neighbours on the northern boundary to the property whose owners have lodged the proposal.

I acknowledge also that there are plenty of vineyards in the rural landscape that co-exist with their communities and we wish them success, however I have some concerns.

Please see as follows:

My concerns are that the owners of Glenview have not taken into consideration the young family who have purchased a historic home directly across the road to what is proposed. They should have consulted with them prior to this application going to council. I share their concerns.

It appears that the position selected, whilst being an easy and practical solution for the vineyard owners requirements, there are many things that have not been considered.

The council should not allow any variation to the 200 metre setback rule that applies to all Rural properties especially when you consider the activities that will take place there.

13 permanent staff and their vehicle movements, Rural spraying, dust from vehicles, tractors movements and general staffing movements performing the myriad of tasks for such a large vineyard operation and any daily rural activity should be set back at least 200 metres from any boundary or home and should also be away from this corner.

I would ask, would the preponents and their families like to live *this* close to this facility. (I think not)
Would any of the Councillors that will make this decision like to live *this* close to this facility/ I think not!

The other consideration is the affect and the cost to maintain the road.

This is a single vehicle country lane road access that has already suffered and deteriorated since the huge dam construction (On Glenview) vehicles moved in and out.

This makes travelling on this road even more dangerous than it was because of the rutted and rippled affect that has occurred since these vehicles movements have taken place.

Egerton road has the real problem in that if a vehicle approaches each vehicle must find a way past the oncoming vehicle. This is very difficult but attainable with care if you are travelling in a car...but not if you are approached by a

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truck. It is impossible to pass at all. One of these vehicles has to back up or get into a position almost in the hedges to allow that other vehicle to pass. If you add the danger of poor vision and come around a corner and whoops there is a truck coming at you then it is extremely dangerous. Another accident will happen as has happened already on sections of this road.

And of course a loose surface on a windy gravel road is every cars enemy.

The advent of a potential 40 extra trucks will make this road a burden for those that maintain it, plus add an extra cost for the same.

There is a greater danger here in that a truck driver may well be able to see along the road and around a corner because the driver is higher, but a driver of a car/sedan cannot see over the hawthorn hedgerows that we all love and have here.

(It should be noted that these truck movements actually come out for the Northern Midlands area as our boundary is the boundary between Northern Midlands council and the greater Launceston City Council area. Launceston City Council should be notified of the change to the road use as proposed.)

The amenity of the area will very obviously change and perhaps there is nothing we can do about that but there are considerations that need to take place hence my letter of representation.

Regards

Don and Marlene Cameron

Toomindhill (ex Glenard farm)

183 Egerton Lane

Whitehills.7258.

Contacts e. donaldcameron4@bigpond.com mob. 0428761100

or:

Don Cameron, Prop
Mud Bar & Restaurant

28 Seaport Boulevard

Launceston TAS 7250

t. 03 6334 5066

e. office@mudbar.com.au

3rd January 2018

The General Manager
Northern Midlands Council
PO Box 156
Longford TAS 7301

NORTHERN MIDLANDS COUNCIL					
Location					
File No.					
Property					
Attachments					
REC'D 3 JAN 2018					
	T	A		T	A
GM			MYR		
P&DM			ICRS		
CSM			PLAN		
E&DM			BLD		
WM			HLI		
HR					

**Subject: Contesting the Proposed Machinery Shed, Amenities Building,
Chemical Store & New Access Road on Egerton Rd, White Hills (Ref P17-271)**

Dear Sir/Madam,

Our names are Richard and Sarah Wylie and we are the owners of the property at 232 Egerton Road White Hills TAS 7258. We are writing to you to object to the application by 'Glenview Vineyards' to build a proposed 'Machinery Shed, Amenities Building & Chemical Store' (Ref P17-271) 11.5m from their Southern boundary (directly opposite to the front yard of our home).

This letter serves as a formal notice to inform you that we are requesting that this proposed planning permit be denied, as we believe it does not comply with the Northern Midlands Planning scheme setback requirements, nor does it consider the direct impact to our property of a compromised agricultural vista, the impact of increased noise pollution and traffic, or a series of increased health, safety and security risks to our young family.

We request a thorough review by Northern Midlands to find a suitable solution that enables 'Glenview Vineyard' to comply with the minimum building setback requirements of 200m from the boundary of our property.

Background information

We purchased our property 'Glenard' at 232 Egerton Road, White Hills TAS 7258 in early 2016. The characteristics that appealed to us about this property were:

- **Location / Privacy** (we are over 400 metres from our closest neighbours)
- **View / Vista** (it had a unique and beautiful agricultural vista)
- **Safety / Security** (we have 2x young children and valued highly the lack of 'through traffic')
- **Health and Well Being** (we want a healthy lifestyle for our kids, free of chemicals and toxins)

Our long-term plan for 'Glenard' is to improve the land (and use it productively for a number of healthy / organic agricultural activities), and to renovate the 130 year old homestead, so that it can become a 'forever' home for our family.

The Proposed Development

Upon hearing that a major wine company had purchased the land neighbouring our property we were 'cautiously enthusiastic' about grapes being planted in our immediate vicinity. We enjoy wine and have supported other local wine businesses (Josef Chromy, Sharman's etc), and so long as the planting and growing of the grapes was done in a consultative, safe and neighbourly manner, we were open to considering future development proposals.

To this point, the owners (and managers) of the 'Glenview Vineyard' have not made contact with us to discuss their development plans. The first we learned of this proposal was from a physical notification displayed on the site in late December 2017.

Characteristics of the development (as described in the planning application)

- Construction of a purpose-built machinery shed, chemical store (dry chemicals and up to 2000 litres of diesel fuel), amenities building (which includes an open plan lunch and kitchen area and toilets for up to 13 fulltime equivalent staff) and service curtilage (truck turnaround bay and car park for up to 13 cars), 11.5metres from our Northern boundary.

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- The proposed 'Commercial / Industrial' facility will fulfil the role of a chemical store (dry chemicals and up to 2000 litres of diesel fuel) and will include 2x concrete washdown aprons. The type of chemicals to be stored, how they will be dispersed (and when) and the risks of these chemicals to humans, animals and agriculture have not specified in this proposal.
- An increase in traffic on Egerton Road from 2 vehicle movements per day, to 40 vehicle movements per day (including trucks) on an un-sealed (gravel), narrow and winding 'hedge lined' (blind turns) rural road that utilises drainage ditches on each side (leaving no option for approaching vehicle to safely pass.)

Objections

a) Nature of the proposed facility

As this facility does not fit the criteria of a 'Rural Resource Development', the developer has needed to submit this application subject to the approval of 'Performance Criteria Standards'. It is clear this is not a 'Rural Machinery Shed', it is a 'Commercial / Industrial' facility that features 'a machinery shed, chemical store (dry chemicals and up to 2000 litres of diesel fuel), 2x concrete washdown aprons, amenities building (including an open plan lunch and kitchen area and toilets for up to 13x fulltime equivalent staff) and service curtilage (including truck turnaround bay, 2x concrete and car park for up to 13+ cars and commercial trucks).

The position chosen by Glenview Vineyard for this 'Commercial / Industrial' facility will have the maximum negative impact on us, in that it is 11.5m from their Southern boundary (directly opposite to the front yard of our home). They actually couldn't have placed it any closer to our home if they tried.



A photo of the closeness of our home to our front gate.



A photo of the closeness of the proposed site to our front gate.

If you look at the placement of the 'Industrial facility' at Josef Chromy Winery on Relbia Road, they have made a conscious (and considerate) decision to 'set back' the location of the industrial facility to give maximum space between it and the nearest neighbours and the road (at least 200metres).

We ask that the same consideration be applied in this case.

Requested accommodation: *"We ask that the proposed development location be denied, as this development application should be seen as an application to build a 'sensitive use' commercial facility in a rural setting (close to an established historic residence) and as such we are demanding that 'Glenview Vineyard' specify an alternative location for this development, at a minimum set back of 200 metres from the boundary of our property".*

b) Traffic / Road Safety

This development proposal forecasts an increase in traffic on Egerton Road from a historical level of 2x vehicle movements per day, to 'up to' 40x vehicle movements per day (including trucks). This constitutes a twenty-fold increase on historic traffic volumes.

Egerton Road is un-sealed (gravel), narrow and winding 'hedge lined' (blind turns) rural road that utilises drainage ditches on each side (leaving no option for approaching vehicle to safely pass). Egerton Road currently features signage cautioning 'Warning, Narrow, Gravel Road Ahead. Drive Carefully'. This makes it very clear that Egerton Road has not been developed for this kind of traffic volume or vehicle type (semi trailer trucks).



A photo of the 'Warning' sign at the start of Egerton Road.

Even more concerning is that our driveway / property entrance is directly in the path of the proposed turning circle for cars and trucks, posing a significant safety risk for our young family and will bring significant noise pollution close to our home.

Note: the arrow on the diagram (included on page 37 of the planning proposal) is not reflective of the vehicle direction proposed. Either direction poses a significant increase in traffic volume to occur on a road that is not capable of supporting the volume of traffic or type of vehicles (semi-trailer trucks) that have been specified.

Requested accommodation: *We ask that the proposed development location be denied, and another location be proposed by 'Glenview Vineyard' elsewhere on their property. This new location should be a minimum of 200m from the boundary of our property. The new location needs to give consideration to the impact this level of increased traffic will have on Egerton Road (the current road has no ability to overtake or pass whilst heading in the opposite direction), and more seriously, how it will affect road safety, noise pollution and amenity*

in the area.

c) Noise attenuation

There have been NO noise attenuation measures factored into this proposed.

Egerton Road / Everton Lane area of The White Hills is an isolated and tranquil location that has to date not been compromised by commercial development or significant traffic growth. Indeed, this is one of the core reasons we bought in this location.

Placement of a substantial (and busy) 'Commercial / Industrial' facility 11.5m from their Southern boundary (directly opposite the front yard of our home), will maximise the impact to us via significant increases in noise pollution levels generated from the cars, trucks, machinery, the chemical storage facility, the amenities building and employees coming and going from the proposed location.

Building in this location (the nearest possible location to our residence) will affect our property, its value and our intended purpose of seeking a quiet rural dwelling for our young family.

Requested accommodation: *"The proposed development application to build a 'sensitive use' commercial facility in a rural setting that is 11.5m from their Southern boundary (directly opposite our front yard), should be denied as it doesn't comply with the Northern Midlands planning scheme minimum setback requirements which if met would help to appease our noise pollution concerns. We ask that 'Glenview Vineyard' comply with planning scheme requirements and find an alternative location on their property, that is a minimum of 200 metres from the boundary of our property.*

d) Security

Placement of this 'Commercial/ Industrial' facility directly opposite our front gate will bring 13x full-time equivalent staff, unspecified numbers of contractors and an unspecified number of transient workers (during picking season) to our doorstep. This will affect our security, our privacy and may encourage increased trespass or theft from our property (due to the increased visibility of our property and possessions). Currently the only people that pass our front gate are 'locals', as we are 'off the beaten path', and the road in front of our gate is rarely used as a route for domestic traffic (unless they are lost). To date we have not had any instances of theft or trespass since we took possession of the property.

Requested accommodation: *That the location of this proposed development be denied as it does not comply with Northern midlands planning scheme setback requirements. We ask that it be relocated to a new location at least 200m from our property boundary, to minimise the direct effects on our security and privacy.*

e) Safety (use of Chemicals)

Part of the use of the proposed 'Commercial / Industrial' facility features use of a 'machinery shed, chemical store (dry chemicals and up to 2000 litres of diesel fuel) and 2x concrete washdown aprons, directly opposite our front gate (11.5m from their southern boundary). The storage and dispersment of potentially dangerous chemicals (as yet un-specified in this proposal), holds the potential to compromise the safety and health of our family and also to damage our crops, livestock and gardens (due to 'Spray Drift' and 'Off Target' application).

Requested accommodation: *"That the proposed development application to build a 'sensitive use' commercial facility to store and disperse potentially harmful (as yet un-specified) chemicals as part of their everyday activities, 11.5m from their southern boundary (directly opposite our front yard), be denied as it does not comply with Northern Midlands planning scheme requirements. Additionally we ask that Glenview Vineyards provide a full briefing on what chemicals they intend to use, their potential harm to people, land, water and animals, and a full risk mitigation plan that describes how they will protect their direct neighbours (us) from potential harm and expense.*

f) Safety (traffic / trucks across our driveway)

The proposal states that the proposed 'Commercial / Industrial' facility will feature service curtilage (truck turnaround bay and car park for 13+ cars as per the site plan diagram), 11.5metres from their Southern boundary), which is directly opposite our driveway and forecasts an increase in traffic on Egerton Road from a historical level of 2x vehicle movements per day, to 'up to' 40x vehicle movements per day (including trucks). This constitutes a twenty-fold increase on historic traffic volumes.

When we bought our property one of the key aspects that influenced us to buy in such a remote location was that our children would be able to play safely, without the threat of traffic (cars or trucks) and that the road had no history of regular commercial truck use. Placing this facility in the currently proposed location will compromise the safety and welfare of our young children.

Requested accommodation: *"This proposed development application is to build a 'sensitive use' commercial facility that will bring dangerous commercial traffic to the entrance of our property. We ask that the planning permit for this location be denied and that 'Glenview Vineyard' seek an alternative location on their property for this development, at a minimum set back of 200 metres from the boundary of our property.*

g) Compromising the established 'Agricultural Vista'

The proposal states that this development 'will not significantly alter the established vista'. When we purchased our property in early 2016, there was a 100 metre long grove of mature 'Macrocarpa Trees', that beyond their beauty, served as an effective windbreak for us from the prevailing Spring / Summer North Westerly winds. Without any consultation with us, these trees were bulldozed and burned an estimate 12-14 weeks ago. The established vista that these trees provided, as well as their practical value (as an effective wind break) is gone and now the proposed site plan diagram highlights that it will be replaced by a series of commercial / industrial buildings including a 'Machinery Shed', 'Amenities Block' and Chemical Storage facility, 2000 litre diesel storage 'bund' and service curtilage (truck turnaround bay and car park for 13+ cars) in a location directly opposite our home's front yard (and in direct line of sight from our lounge room window).

Requested accommodation: *"That the Northern Midlands Council review the removal of these mature 'Macrocarpa Trees' trees 12-14 weeks ago... and that permission to build a 'Machinery Shed', 'Amenities Block' and Chemical Storage facility, 2000 litre diesel storage 'bund' and service curtilage (truck turnaround bay and car park for 13+ cars) in a location directly opposite our property (and in direct line of sight from our lounge room window), be denied as it is not compliant with planning setback requirements and adversely affects our established agricultural vista.*

Conclusion

From everything we have outlined in this response, it is clear that this proposal has been created with purely 'commercial' interests in mind. The submitted planning document is misleading for the intended reviewer, with no images clearly showing the proximity and overall impact to our historic rural home, along with no consideration or provisions being made for the increases in traffic and noise pollution, the compromises it will bring to our privacy and security, the dramatic change that this development will have on our agricultural vista and tranquillity, or to the health and wellbeing of our young family.

This proposed development blatantly doesn't comply with the Northern Midlands Interim Planning scheme 2013 requirements for a 'sensitive use' facility and hence **we ask that this planning permit request be denied** and that this 'commercial/industrial' facility be relocated to meet the minimum setback requirement of '200m' from the boundary of our property.

It should also be noted that to date 'Glenview Vineyards' and their manager, have not ingratiated themselves to us or our neighbours. They have at no time consulted with us about their plans and intended actions. The removal of the grove of Macrocarpa trees 12-14 weeks ago was undertaken with no consultation or warning about the consequences of their removal or eventual burning.

They seem to be taking an 'act first, seek forgiveness later' approach to this project, and as such, we recommend that Northern Midlands Council keep a close eye on their future activities.

Sincerely,



Richard and Sarah Wylie

**Contact details**

Richard Wylie
Mobile 0416 090 705
richardwylie07@bgpond.com

Sarah Wylie
Mobile 0412 511 421
sarah@mixedbusiness.com.au

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Kings Meadows
TAS 7249