











Pest Birds

photos 1-6.

pest birds destroying
forage crop and stopping
local fauna.













Stopping range
of vehicle



Specifications

Engine: 2.8-litre four-cylinder diesel, turbo

Power/Torque: 150kW/500Nm

Weight: 2316kg

Tyres: 265/65 R17 112S AT25 Dunlop Grandtrek

The Times

0-100km/h: 10.7sec

60-100km/h: 5.8sec

100-0km/h: 39.7m (dry)

100-0km/h: 57.5m (wet)

20-60km/h (laden): 4.2sec

20-60km/h (towing): 7.2sec

Stopping distance of the
2 top selling vehicles
in Aust 2022

AUSTRALIA'S FIRST



FIND OUT MORE



Ford Ranger XLT Bi-Turbo – 7.5/10



Specifications

Engine: 2.0-litre four-cylinder diesel, twin-turbo

Power/Torque: 157kW/500Nm

Weight: 2197kg

Tyres: 265/65 R17 112T Dunlop Grandtrek

The Times

0-100km/h: 8.93sec

60-100km/h: 5.0sec

100-0km/h: 42.06m (dry)

100-0km/h: 63.68m (wet)

20-60km/h (laden): 3.6sec

20-60km/h (towing): 6.0sec

metres per hour =

78 metres per second

100

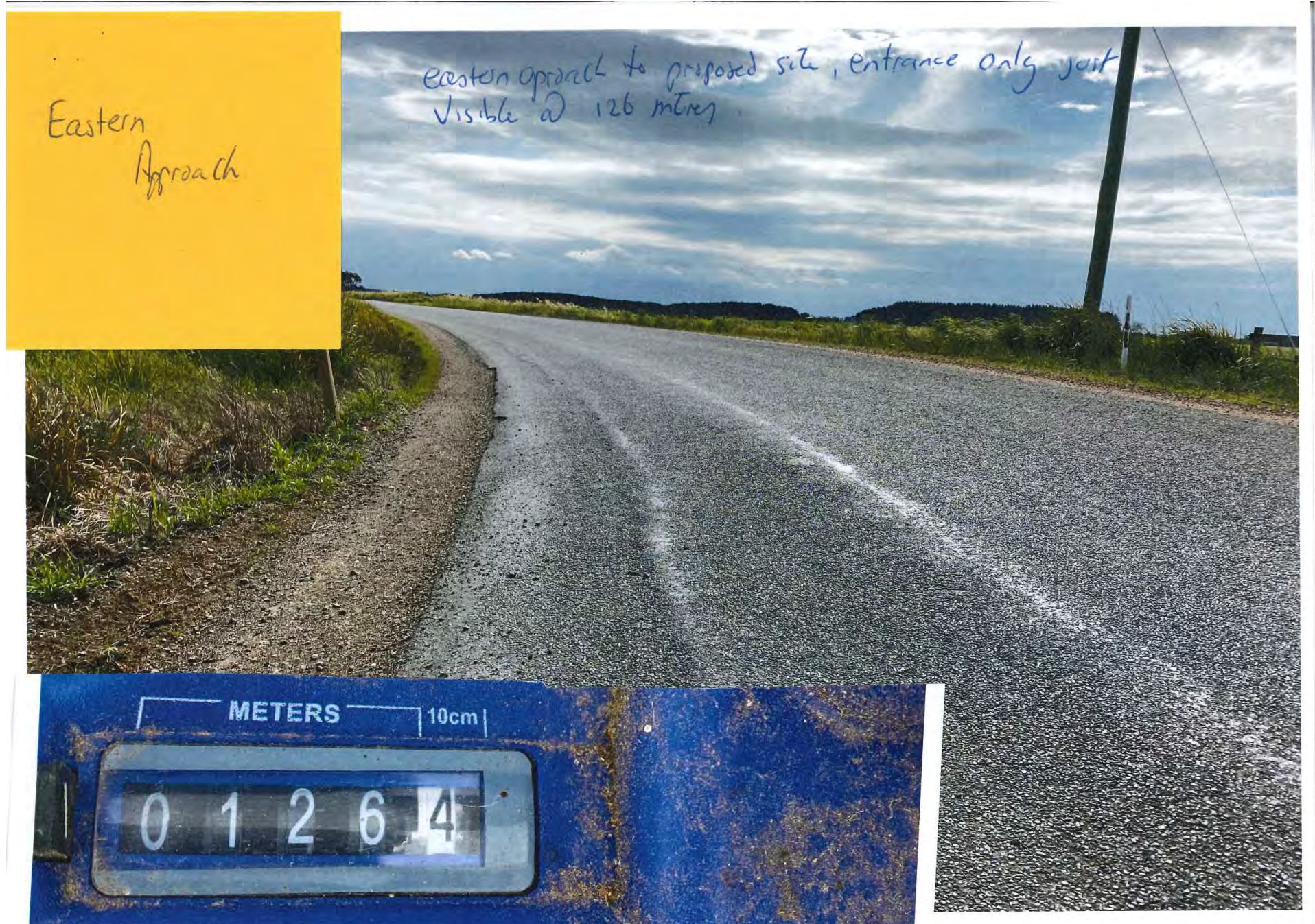
Kilometer per hour

27.7778

Meter per second

divide the speed value by 3.6

Show all results >







Attachment 11.3.21 7 - Representation A Taylor



Native Point Pty Ltd



NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 14 NOV 2022					
GM	I	A	PLN	I	A
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

Native Point Pty Ltd
P.O.Box 40,
Perth, Tasmania,
Australia 7300

11/11/2022

General Manager,
Northern Midlands Council
Longford,
Tasmania

Dear Sir,

**Re: Development Application
No. PLN-22-0218 Powranna Road (CT198031-1) Cressy (CT 198031/1)**

Objections to the above proposed (2nd development) application are for the following reasons.

1. XLD and their consultants have construed many facts in their second report to council by making incorrect statements in order to forward their development.

XLD have stated they will adequately screen the industrial development with native trees /shrubs, this can be no further from the truth as 18 m silos and the associated shed infrastructure will have significant impact on the skyline, will ruin the aesthetically rural landscape and therefore not be screened adequately by their suggest tree planting.

In these light 'Pansanger sand' soils native trees will not reach significant heights in under 50-100 years, if at all, as can be seen by local vegetation which hasn't grown over 18-20 m in height in the last 150 years. Consequently, XLDs proposed industrial development cannot be adequately screened and will therefore be an unsightly blight on the landscape/skyline and ruin the aesthetically rural landscape that is cherished by all who live and work in the area.

E H Gibson

2. XLD and their consultants have stated their proposed industrial development will not significantly create extra heavy vehicle traffic on the Powranna and local road network.

How can this be the case, when their proposed industrial development is 7-8 kms away from the existing Powranna silos, it will create many thousands of extra heavy truck movements per annum on local road infrastructure that is not designed or built for such heavy industrial traffic.

Why should rate payers with no commercial return from this proposed industrial development be asked to maintain and repair these local roads for the sole purpose of having an unsightly unwanted industrial development, in this much valued rural landscape.

This industrial development will create and pose a traffic hazard, to these local families who live/work and own properties in the area.

3. This type of industrial development belongs on a major highway /railway with better access to and from the market, i.e., Cleveland, Glen Esk/Nile Road area or Conara, not in a prime high valued rural environment, where many local families have lived for over 100 years.

Is this the sort of industrial development wanted by the local community in this rural environment along Powranna Road?

4. A industrial development of this nature will grow in scale further ruining the fabric of the local farming community by driving families away and by reducing everything we hold dear purely because of the unsightly noisy smelly large industrial site it will eventually become.

This is not an appropriate development for this rural region as can be seen by bad past council decisions, allowing such activities as the drag strip TPI and associated developments.

5. Mr Willows and Mr. Trethewie where is your social license for this Powranna Road industrial development?

2

E H Gibson

Would this industrial scale development be acceptable where you live, and isn't there land for sale near Wellington Street in Longford, and or along the White Hills Road at Evandale?

6. XLD have stated through their consultants that they have adequately managed the local cockatoos, this can be no further from the truth as daily I see hundreds, if not thousands of cockatoos in the area at the silos and grain bunkers. These birds cause thousands of dollars of damage in the local area to our pastures our crops and the native vegetation. XLDs suggestions to manage the cockatoos are difficult to believe when many hundreds are seen in the trees at the existing Powranna grain storage facilities.

7. XLDs consultants have stated any water runoff or contamination from the grain handling facility will be contained in their on-site pond design. Is this possible when the soil reaches 'field capacity', as it does in most years, and what happens when their pond overflows causing a bio security risk to neighbouring landholders and consequently ending up in the river system.

This proposed industrial development has no place in the rural environment along Powranna Road. It is totally inappropriate causing an unacceptable cost on rate payers who would receive no commercial return for road repairs/maintenance and would cause a bio-security risk that would be totally unacceptable to those families that live work and run businesses in the area .

Yours Faithfully,

A handwritten signature in dark ink, appearing to read 'E H Gibson', with a horizontal line underneath.

E H Gibson

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 8 NOV 2022					
GM		I	A	PLN	
P&DM				BLD	
CSM				MYR	
WM				EA	
HR					
HLT					

ANTHONY SMITH
 "SMITHFIELD",
 566 POWRANNA ROAD
 CRESSY, 7302
 TASMANIA
 8 NOVEMBER 2022

GENERAL MANAGER

NORTHERN MIDLANDS COUNCIL

RE: PLN - 22-0218

SILO DEVELOPMENT

POWRANNA RD, CRESSY

Dear Sir,

I wish to make known my objection to this silo development.

The development is in a very open landscape and visible from a long distance.

Powranna Road is not suitable for volume truck traffic, road too narrow and dangerous.

This area is prime agricultural land and irrigation area and should not be subject to development of this kind. New development should be confined in close proximity to places already established.

Serious consideration should be given to objections from landowners who have been farming in this area for more than 100 years and live and work in this district.

yours sincerely
 Anthony B. Smith.

Mr Des Jennings

Northern Midlands Council

Via email: planning@nmc.tas.gov.au

11th November 2022

Dear Mr Jennings,

RE: Representation Against PLN – 22 – 0218, Powranna Road, Cressy

Thank you for the opportunity to provide a representation against the proposed Resource Processing grain storage facility to be located on Certificate of Title 198031/1, Powranna Road Cressy. My family and I own and operate Mayfield Farms (Tas) Pty Ltd on the adjoining land.

Planning Application PLN-22-0218 Powranna Road (CT198031/1) replaces an earlier application PLN-22-0156 (APP1) which was lodged and subsequently withdrawn due to representations by concerned members of the community.

The new application states that it has addressed community concerns.

I continue to have many concerns regarding the proposal and have listed them below.

- 1. Powranna Road Traffic Volume.** The application states Powranna Road has 1000 vehicle movements per day (vpd). No supporting evidence is provided for this other than vpd counts for Poatina Road (709 vpd) and the Midland Highway (7985 vpd). No detail of the relationship of Powranna Road to the Midland Highway and Poatina Road vpd counts is supplied in the footnote provided. I would like to see supportive evidence provided in the planning application to support the claims of various stated traffic counts and composition. This is essential for council to be able to fairly assess the application.
- 2. Powranna Road Width.** The sealed width of Powranna Road is clearly inadequate for the existing volume of truck traffic. It is currently normal practice in a car to drive on the gravel verge when passing oncoming trucks. It is currently observed that when a truck passes an oncoming truck both trucks must drive on the gravel verge. This concerns me from a safety perspective.
- 3. Traffic Generation.** The stated traffic generation is 56 vpd. The application indicates that the traffic generation will be a displacement from the existing sites to the new site. The application states that the existing facilities will not be used once the new site is developed. The applicant has been leasing their existing sites and therefore has no control over their future use. Therefore, the applicant will increase truck movements on Powranna Road. This will increase the existing safety concerns for all users of Powranna Road.

- 4. Traffic Site Lines.** I have assisted in measuring the available site distances from the proposed new entrance and was unable to achieve the required site distance of 210 m to the east without vegetation being removed on the southern side of Powranna Road. The application (TIA) recommends that vegetation maintenance be undertaken to maintain sight distances on the inside corner on both approaches to the access. This vegetation is on private land outside of the 20 m road reserve and is unable to be controlled by the applicant. I am concerned that without adequate sight distances the access will be unsafe.
- 5. Junction Turning Lane.** I am pleased to see a right-hand turning lane included in this second application. I would like to also see a left turning lane provided to improve safety. More detailed design prior to consideration of the application by council would allow me to see how these lanes will be achieved without impacting on our adjoining land.
- 6. Agricultural Use.** The application refers to the silos being classified as an “Agricultural use”. It is not an agricultural use as the grain stored will be grown off site.
- 7. Bird Management Policy.** XLD indicate they successfully implemented a bird management policy at their existing site on Powranna Road. I would be most interested to see XLD’s bird management policy. The observations of the bunkers during last harvest season at their leased site, north of Powranna Road, were that white cockatoo (Sulphur Crested Cockatoo) control was an abysmal failure. An open bunker during in loading and out loading presents an enormous 32 m wide dinner plate for the birds. From the Midlands Highway over 1000 meters away the native trees appeared white with many 1000’s of cockatoos contemplating and enjoying adlib feeding on the grain face of the open bunker. The attraction of these bird populations to the new site will have an enormous effect on the ability of the neighbouring properties to establish and grow crops. The proposed site and neighbouring properties currently do not have a cockatoo problem.
- 8. Odour.** If water damaged grain is not disposed of appropriately then site odour will be a real issue. Decomposing grain creates a putrid odour. There is no information in the application to explain how damaged grain will be dealt with. The proposed sediment detention basin will also be an odour source of significant concern as grain residue will end up in the drainage system entering the basin.
- 9. Building Height.** I find it totally unacceptable to build silos of this size (18.6m) in this area of Powranna Road. They will be completely out of context and half as high again as the maximum allowable height (12m). The proposed Kotzur Silo Model GP22-12 to be used requires a height variation to 18.6 m (See Kotzur Specs) not 18.3 as in the application. I am very concerned that a drag elevator common in silo complexes will be added, further increasing the height by up to 4 m (22.6 m). I don’t support any building height variation

above 12 meters. The Vaucluse Silo Complex has a drag elevator, and another example is pictured below.



- 10. Visual Impact.** I totally disagree with the applicants claim that the buildings and silos are unobtrusive and not prominent. No elevation drawings or survey information has been provided to support the applicants claim that “The Development does not unreasonably protrude above the surrounding landscape or present any visual bulk against the context of skylines”. Very basic surveying of the development site shows a 13 m differential in elevation from the watercourse to the northern ridgeline. The silos (18.6 m) can therefore do nothing but impact on the existing skyline contradicting the applicants claims. The applicant’s montages VP3-With Planting and VP1-With Planting themselves show representative trees still not hiding much more than half the silo height. The montages also show the silos forming a new skyline replacing the natural bank rising to the North and worse than that the silos now form a dominant distant skyline overriding the natural form of the Ben Lomond and Mount Barrow foothills. All completely in conflict with the applicants claims around fitting in and not being obvious or distinctive in the area. The montages show some trees are growing in the vicinity of the dryland saline water course fringes where it is common knowledge in this area that trees will not survive. None of the “wet area” species are likely to survive. The montages show a single row of trees up only part of the eastern and western boundaries with consequently little impact. Clear views of the built infrastructure will be visible from further along Powranna Road in both directions. To provide a significantly more satisfactory visual barrier, trees should be planted along all four boundaries of the development site. A significant vegetation bond held by council might be a way to ensure an adequate vegetation shield is established.

In all reality the sheer scale of the proposed silos will dwarf any attempts to mitigate the visual impact with installed vegetation. Three examples are pictured below



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11. Local Area Definition. I strongly object to the liberty taken by the proponents in defining local area as being an area 10-15kms in radius from the proposed site. Their definition of surrounding landscape as 5-10 km radius is also a subjective opinion that I don't support. The subjective setting of this area definition is all about meeting 26.3 Use Standards. By widening out the local area definition, the proponents will eventually find some like developments to which they can claim consistency for their proposal. The application also includes a map Figure 6 with deceptively large and inaccurately placed markers to give the impression of like developments close to the site. I applaud councils own guiding document (Northern Midlands Rural Processing Centre 2015) regarding development on Powranna Road which recommends concentrated development precincts of this type at either end of Powranna Road. This approach will protect large tracts of productive rural land from the effects of a scattered approach to the placement of these types of development.

12. Sensitive Use We own 926 Powranna Road which is situated 210 meters from the proposed site boundary. We completed a major renovation of this house in 2018 and our most senior employee lives there. The noise of trucks travelling along the road is an accepted part of living close to the road, but very significant and frequent new noise will be created by trucks using their engine brakes slowing down to enter the proposed site. This will be clearly heard by the residents at 926 Powranna Road. The undefined opening hours of the site described in point 13 below could see these associated noises occur at any time of the day/night and are of a great concern.

13. Opening Hours. The application lists opening hours of the site related to the season. But in introducing the concept of "there is on occasion (approx. 10 nights a year) where the facility

will remain open until approximately 11pm.....” the opening hours become undefined and unenforceable. A totally subjective situation allowing anything up to 24/7 opening times.

- 14. Fertilizer and Cropping Consumables.** In the first application the two sheds were noted as use for machinery storage, for fertiliser and some grain storage. In second application reference to fertiliser storage is removed in the Woolcott report but in the Midson report it still shows Fertiliser shed (3000 t capacity of grain). Does the applicant confirm fertiliser or other cropping consumables will never be stored on site?
- 15. Site Expansion.** The basic site design provide by Kotzur to the applicants clearly provides for an additional 12-14 GP22-12 Silos. The expansive title area would also provide more bunker sites. I have serious concerns that the initial approval of the current application will see future pressure applied to council for expansion approval. Increasing the safety issues generated by more truck movements.
- 16. Lighting Spill.** The current XLD site and other similar sites at either end of Powranna Road have significant lighting for security purposes. Similar lighting at the proposed sight will be out of context for the visible surrounding area.

In my opinion the Application should be refused by Council.

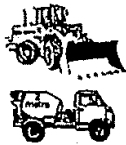
Kind Regards

Inge Dowling

POWRANNA PLANT HIRE PTY LTD

ABN 47 118 363 278

18 Powranna Road, Longford, Tasmania 7301
P.O. Box 222, Longford, Tasmania 7301



General Manager
Northern Midlands Council
Longford,
Tasmania

9/11/2022

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 10 NOV 2022					
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GM			PLN		
P&DM			BLD		
CSM			MYR		
WM			EA		
HR					
HLT					

Dear Sir,
Re: Development Application
No. PLN-22-0218 Powranna Road (CT198031-1) Cressy (CT198031/1

Objections to the above proposed development are for the following reasons.

1. It would cause severe blight on the aesthetically rural landscape that would be unacceptable to those of us that live, work and own property in the area with some families having lived nearby for over one hundred years.
2. It would devalue nearby rural properties by considerably increasing large vehicle movements to and from the area using the local connecting roads that are designed for such traffic, as can be seen already by such development at the ex-TPI (now Simplot) on Mt Joy road.
3. The resulting road damage will then cause an unfair burden on ratepayers for the cost of repairs, upgrading of the existing local road infrastructure and extra maintenance.
4. The proposed site would cause a significant change to traffic flow patterns in the region and may pose a road safety issue during harvest season, particularly at night.
5. The proposed development will increase unwanted birds (cockatoos) to the area that are a significant pest species at present, causing thousands of dollars of additional damage to crops, pasture and native vegetation in the area.
6. The proposed development will generate unwanted contaminated water runoff into waterways and onto neighbouring farms.
7. This type of development if approved could well grow into a larger unwanted and inappropriate industrial site, having forced local landholders to sell up because of loss of amenity due to negative visual impact, noise and light pollution, increased vehicle movements, and other pollution associated scale activity.
8. Like the now Simplot complex (ex-TPI) on the Mt Joy Road, this type of development is totally inappropriate in this rural environment, out of scale with the rural landscape, and should not be permitted.

Yours faithfully,

PANSHANGER

ABN 39 755 633 864

**PO Box 269
Longford 7301
Tasmania
Australia**

13TH November 2022

General Manager
Northern Midlands Council
Longford 7301
Tasmania

HLT	
HR	
EA	
WMA	
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P&DM	
PLD	
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GM	
REC'D 15 NOV 2022	
Attachments	
Property	
File No.	
NORTHERN MIDLANDS COUNCIL	

Re, Development Application,

PLN-22-0218 Powranna Road (CT198031/1) Longford
Silo Development including Ancillary Buildings & New Access.

We oppose the resubmitted development on the following grounds.

The proposal has not answered or taken in to account the objections submitted by Panshanger Estate on the 17th August 2022.

1. *The proposed development adjoins the property Panshanger, which the total land area is registered as an Australian National Heritage Site. A development of this scale and type is not compatible with a National Heritage Property.*

Planning Scheme Zone Assessment;

P3 a) ii) "surrounding use and development" and P3 b) i) "limitations created by any existing use and /or development surrounding the site".

The proponents response that P3 is not applicable, has not taken these limitations into account.

2. *The proposal does not include catchment of runoff water from the site. In the event of a 100mm rain storm (as occurred on 11/8/22) the total runoff would be 20 mgl. This water could likely contain chemicals used in the storage of grain. The proposal only allows for runoff to enter a water course that passes through neighbouring farms and Panshanger to enter the Lake River.*

IPD consulting P/L, Storm Water and Runoff Design;

This design may well be in current industry standards, but clearly is not large enough to handle the volume of water in a storm event, as experienced on 11/8/22.

2

3. *The 100,000 ton grain storage will create over 10,000 truck movements / year on the Powranna Road and intersecting roads, Mt Joy Road, Chintah Road, Panshanger Road and Woolmers Lane. These roads were not designed for the volume of truck traffic and the subsequent road repairs will burden the local rate payers with greatly increased costs for no financial benefit directly for the rate payers.*

Midson Traffic P/L, Traffic Report.

The report concludes that the Powranna Road site will “effectively consolidate three existing sites that are currently operated by XLD “

These 3 sites do not have the tonnage capacity of the proposed Powranna site and therefore did not have the truck movements that the Powranna Road site will have.

“It is further noted the traffic generation will effectively reduce traffic associated with existing operations of XLD”

Plainly this statement is incorrect.

The current silo and bunker facilities still remain and no doubt will be used and therefore the truck traffic will continue at these facilities.

Trip Generation 4.1

“an overall reduction of traffic movements on the surrounding network, through the streamlining of operations”.

The proposed site (being 7 km from the Highway) will increase truck traffic on Powranna Rd, Mt Joy Rd, Chintah Rd, Panshanger Rd and Woolmers Lane. These roads were never planned or designed (in pavement strength) to carry the large weight of truck traffic expected at the new site.

Trip Assignment 4.2, does not take into account the local feeder roads to Powranna Rd, being Mt Joy Rd, Chintah Rd, Panshanger Rd and Woolmers Lane.

The Midson Traffic Report nor XLD provide any costings and who is to pay for any of the rural road upgrades and repairs. If it is to be the ratepayers, then there has to be a clear financial benefit to the ratepayers, which is not be demonstrated in the report.

4. *A proposal such as this, handling bulk materials should only be sited at a major highway and preferably at a railway connection. In the present case neither is being adhered to.*

Planning Scheme Zone P4 c) “the capacity of the local road network can accommodate the traffic generated by the use”.

XLD have failed to make any case for creating this development at an appropriate sight for the transport of grain and other commodities.

5. *The proposed development is not consistent with the rural area. It is an industrial development not catering for production from the land that it is sited on. This site will be handling grain from all over Tasmania and likely interstate. This creates an added threat to biosecurity for the rural area (introduced weed seeds and pests).*

XLD have failed to demonstrate that the proposed site is not prime agricultural land.

Now with the addition of available irrigation water, the proposed site is capable of significant productivity increase.

Planning Scheme Zone Assessment P3 a i) ii) iii) “ the amount of land converted is minimised having regard to; existing use and development on the land surrounding use and development and poor capability of the land for primary industry”.

3

6. *Unfortunately the Northern Midlands municipality has in the past allowed add hoc industrial style development to occur without proper planning for the long term future. This development would appear to be another industrial development simply dropped into a rural area on the pre text that it serves a rural purpose.*

XLD promote themselves as a commodity trader and storage business. Therefore the likely hood of extending the construction at the site to cope with storage of all manner of rural commodities, including fertilizer (as in their first proposal) other than grain is likely to occur in the near future.

Consequently future pressure is likely to be put on the Municipality to permit future expansion under the pretext of allowing the business to continue to be financially viable.

7. *Figures 11 and 12 showing photos of grain silos as “surrounding area agricultural infrastructure” are misleading as they are over 7 km from the proposed site and are definitely not in view from the vicinity of the proposed site.*

The past inappropriate sighting of facilities, grain silos and storage sheds etc, should definitely not be a reason or excuse for XLD to promote the siting of their facility on the grounds of past planning failures.

8. *Grain storage sites are notorious for attracting cockatoos and galas (categorised as nuisance birds) which in this case only adds to the problem created at Powranna by all those living and working in the rural area.*

Planning Scheme Zone P4 a) “emissions are not likely to cause an environmental nuisance”

b) “primary industry users will not be unreasonably confined or restrained from conducting normal operations”

The cockatoo menace will have a serious consequence at Panshanger and surrounding farms.

Flocks of cockatoo’s from the site will devastate crops at both emergence and maturity. This includes crops other than grain, ie seed crops, poppies and horticultural crops.

XLD’s grain receival sites at Powranna during grain receival times were continually covered in flocks of some 1000’s of cockatoos.

XLD have failed to provide and detail as to how the cockatoo problem will be managed.

Any suggestion by XLD that the cockatoo menace was removed or controlled is plainly untrue.

CONCLUSION

The towns of Longford, Cressy, Evandale (airport), Carrick and Campbelltown / Conara all have areas where rural / industrial sites have been developed. These areas are entirely suitable for the XLD development.

Unfortunately mistakes have in the past been made by the Municipality in allowing commercial / industrial sites to haphazardly develop, resulting in consequences that were never envisaged at the time of approval. Allowing this project to go ahead is just another example of a poor planning process, failing to look to the future.

Perhaps we should take a careful look at the way the UK and Europe plan their residential, commercial and rural spaces. To permit this development at the proposed Powranna Road site clearly demonstrates the lack of valuing rural land, for food and fibre production.

This application represents the perfect chance for the Northern Midlands Councillors to make the correct decision, for the reasons clearly given, to place the XLD development at the appropriate site.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'George Mills', with a stylized flourish at the end.

George Mills and family.



Date 15/11/2021

Planning Department
Northern Midlands Council

RE: PLN-22-0218 – POWRANNA ROAD, CRESSY - GRAIN SILOS, BUNKERS, SHEDS AND ASSOCIATED INFRASTRUCTURE.

Dear Sir/Madam

I am writing in response to the representations received during the public exhibition period of the above-mentioned development application. We understand this matter will be heard at the regular November Council meeting later this month. We appreciate Councils assistance in getting this application to the November meeting.

The development application before Council, was a resubmission of a previous application which was subsequently withdrawn. The revised submission has sought to address many of the concerns raised as part of the first application.

This letter will address some of the key concerns raised and provide a response to these matters. This letter also reiterates some of the key facts relevant to this proposal.

Issues relating to traffic have been addressed by Keith Midson in a separate response.

- The site is a relocation of existing operations on the eastern end of Powranna Road. The existing site is not adequate in size, nor does it provide adequate facilities to deal with the current size of the market. The existing site and silos that XLD currently operate out of on Powranna Road will be decommissioned. This will ensure that there will not be an additional silo development establishing itself along Powranna Road.
- The proposed storage and processing operations are equivalent to what is undertaken now, however consolidated onto one site. Grain will be similarly handled and contained within covered structures. The development will only provide for small quantities of fertiliser which will be stored onsite.
- Consolidation of the site will remove unnecessary traffic movements along Powranna Road, where two sites require trucks to cross Powranna Road twice to effectively unload grain again. The report from Keith Midson confirms that the road network can accommodate the generated traffic.
- The traffic report is based on the history of existing grain storage operations. This identifies that 52% of traffic originates from the Cressy end of Powranna Road, with the balance from the other direction. Subsequently, there will be no additional traffic (based on historic deliveries) on the 7km stretch between the proposed site and the existing site.

LAUNCESTON

10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS

48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART

Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT

2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760

ABN 63 159 760 479



- The grain industry has grown nearly 50% over the past 5 years, and would be valued in excess of \$100 million to the Statewide economy. Mainland imports still account for 75% of Tasmania's cereal consumption. The benefits to Tasmanian Agriculture will be significant if aligned to the State Governments target of 10 billion Farm Gate Production by 2050.
- Growth industries such as Dairy and Aquaculture are significant consumers of cereal products and should be supported to buy locally.
- The State requires facilities to prevent market failure, whether this be Abattoirs, Saleyards, Cool Stores, and Distribution and Transport Hubs (for local and export markets).
- Many of the growers cannot justify on farm storage of grain. They do not have access to all markets or have the resources to properly service them. Many do not have the desire (or capability) to tie up significant amounts of working capital holding grain for extended periods of time.
- Consumers are demanding in terms of the quality and specification of product. Consumers cannot afford the risks of sourcing multiple supplies, off multiple suppliers, and in multiple locations in order to keep production going.
- At either end of Powranna Road, Tasmanian Quality Meats on the western end, and Simplot on the eastern end, have or are well advanced in significant expansion that will see truck movements increase (stock and produce trucks) along Powranna Road. These developments, along with the expansion of Burlington Berries means the Municipality should embrace the increased part it is playing in the boom in Statewide agriculture.
- In relation to this proposal, the development will be setback nearly 400m from the front boundary on Powranna Road. This will be further mitigated by a comprehensive planting schedule to assist in screening development on all sides. The landscape architects have visited the site as part of preparing the tree schedule, and spoken with local suppliers regarding appropriate species for the site. Fast growing varieties which are common within this part of the Midlands have been proposed. It would be expected that the planting would be included as part of a permit condition and require this to be completed within a certain time period.
- The silo developments are directly associated with agricultural use, and are not out of place when viewed along Powranna Road. Development of this scale, is seen at several locations in the local area. Powranna road is a central location for large silo developments, with the proximity to the Midlands Highway considered a key factor in siting development along this road. The traffic report from Keith Midson has confirmed that the road is appropriate for the expected use, and that a dedicated right turn lane would be appropriate for inclusion.

LAUNCESTON

10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS

48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART

Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT

2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760

ABN 63 159 760 479



- A bird management plan was not included with the application and would not normally be included as part of a planning submission. The developer would have no concerns with this being included as a permit condition, given they have existing bird management policy. XLD is aware of the sulphur crested cockatoos in the area. It is not in XLD's interests to promote the expansion of the cockatoos in the region.
- XLD has a responsibility under the Tasmanian *Biosecurity Act 2019*. This is separate to any planning requirements under the *Land use Planning and Approvals Act 1993*. XLD's activities at the site are governed by the policies and procedures as set out in the Act.
- The silos have sought to locate themselves away from towns and other major centres such as Longford and Perth. The subject site is well separated from built up areas where residential development is the prominent form.
- The subject site is not prime agricultural land, as some of the submissions state. The land is classified as class 4 land. Land with class 4 capability is defined as:

"Land well suited to grazing but which is limited to occasional cropping or a very restricted range of crops"
- The site will not be used intensively all year round as some of the representors have suggested. Outside of the harvest period, the hours of operation are generally standard. During harvest period the operating hours are fluid, with the site required to respond to growers needs as they arise.
- In relation to traffic movements, there are approximately 22 trucks per day over the harvest period. Outside of the harvest period (May-November) there will be an average of 7 trucks per day.
- Many of the representors raise concerns about expansion of the site. Potential expansion of the site is not a relevant matter for Council to consider when making its decision. The application put forward to Council is the only development that needs to be assessed under the Scheme. There are no plans for expansion outside of what is proposed.
- E1.0 Bushfire Prone Areas Code does not apply to the application. The application is not classified as a hazardous use as any chemicals stored on site do not exceed the manifest quantity.
- Only a small amount of chemicals will be stored onsite. These chemicals will have no impact on water quality within the existing watercourse. IPD have provided a preliminary design which includes suitable filtering systems before entering the watercourse. The detailed design would be undertaken as part of an engineering design. The amount of run off from the site will be adequately dealt with via the proposed detention basin. The silos will located on concrete slabs, otherwise all other areas will be of gravel construction.

LAUNCESTON

10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS

48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART

Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT

2 Piping Lane,
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P 03 6332 3760

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- In response to comments that the use is not defined as an agricultural use, it is observed and noted that the grain silos are directly linked to agriculture and primary industry uses. The development of such facilities is generally sited within a rural landscape, as opposed to within a built-up industrial estate. The establishment of the silos complies with the local area objectives, in that the proposed grain handling facility supports primary industry uses within the Municipality and State.
- The employment of up to six permanent staff in harvest period, as well as up to 25 casual positions (not on site all at once) will help support rural communities. These roles are a great platform for learning new skills including teamwork, before they enter the full-time workforce or go on to further tertiary studies. Two of XLD's existing full-time staff have come from harvest Casual Work.
- Adjoining primary industry uses will not be constrained as a result of the development. This has been demonstrated by the existing silos along Powranna Road which operate in harmony with surrounding Rural Resource land. The use is compatible with the surrounding agricultural environment.
- The development will not remove the title from the agricultural landscape. A large proportion of the land can continue to be used as it is currently. The grain handling facility will be located centrally on the title. Land to the north and south of the proposed development can continue to be utilised as it is presently. The location has been identified by XLD as a suitable location, given growers come from both Cressy and the Midland Highway.
- Comments regarding the NMC Rural processing Centre are not relevant to the assessment of this application. The document has no standing under the *Northern Midlands Interim Planning scheme 2013* and cannot be taken into consideration when making this assessment. The proposed use and development can only be assessed against the provisions of the Rural Resource Zone and any relevant codes.

After reviewing the submissions, the application remains compliant with the provisions as set out in the Rural Resource Zone and within the relevant codes. The updated application has provided more in-depth details on the nature of the use, traffic movements, and reduced visual impacts associated with the development.

If Council has any questions or wishes to discuss any component of the application, please do not hesitate to let me know.

Kind regards

James Stewart
Senior Town Planner
Woolcott Surveys

LAUNCESTON

10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

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48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
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Hobart TAS 7000
P 03 6227 7968

DEVONPORT

2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760

ABN 63 159 760 479



Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

29 July 2022

James Stewart
Woolcott Surveys
10 Goodman Court
Invermay TAS 7248

Dear James,

POWRANNA ROAD SILO DEVELOPMENT – RESPONSE TO REPRESENTATIONS

This letter addresses representations received regarding the proposed development, PLN-22-0218, in Powranna Road, Cressy.

The responses below outline aggregated responses for grouped issues raised in various redacted representations.

1. Powranna Road Traffic Volumes

No traffic data was available for Powranna Road. The traffic data was estimated through site observations and consideration of connecting road traffic volumes.

During speed surveys (required for sight distance assessment), a total of 24 vehicles were recorded over a 1.5-hour period between 3:00pm and 4:30pm. Comparing hourly flows for Cressy Road (260 metres south of Powranna Road junction), traffic flow on a Friday between 3:00pm to 4:00pm and 4:00pm to 5:00pm is 84 and 98 vehicles per hour respectively. Assuming half the hourly flow between 4:00pm to 5:00pm occurred between 4:00pm and 4:30, then the equivalent flow between 3:00pm and 4:30pm would be 133 vehicles per hour. This flow is significantly higher than the surveyed 24 vehicles in Powranna Road between 3:00pm and 4:30pm. The hourly flows for Cressy Road are summarised in Figure 1.

The average weekday daily traffic volume of Cressy Road near Powranna Road is 974 vehicles per day. Given the potential for hourly flow variations between Powranna Road and Poatina Road, the estimate of 1,000 vehicles per day is likely to be an over-estimate.

It is further noted that two State Growth traffic surveys are available for Cressy Road either side of the Powranna Road junction. These locations are shown in Figure 2. The average daily traffic flows are:

- 709 vehicles per day south of Powranna Road (note this is the 7-day average, the weekday average is 974 vehicles per day as noted above).
- 1,359 vehicles per day north of Powranna Road (7-day average).

This also demonstrates that the traffic flow of Powranna Road near the Cressy Road junction is likely to be relatively low given that the majority of flow would be on Cressy Road.

Traffic flow in Powranna Road is likely to be higher at its eastern end, near the Midland Highway. There is very little difference in traffic flow on the Midland Highway either side of the Powranna Road junction (7,825 and 7,985 vehicles per day north and south of the Powranna Road junction respectively). This does not assist to provide an indication of traffic flow in Powranna Road other to demonstrate that there is a relatively even distribution of turning movements at the junction. The Midland Highway flows are shown in Figure 3.

Figure 1 Cressy Road Hourly Traffic Volumes

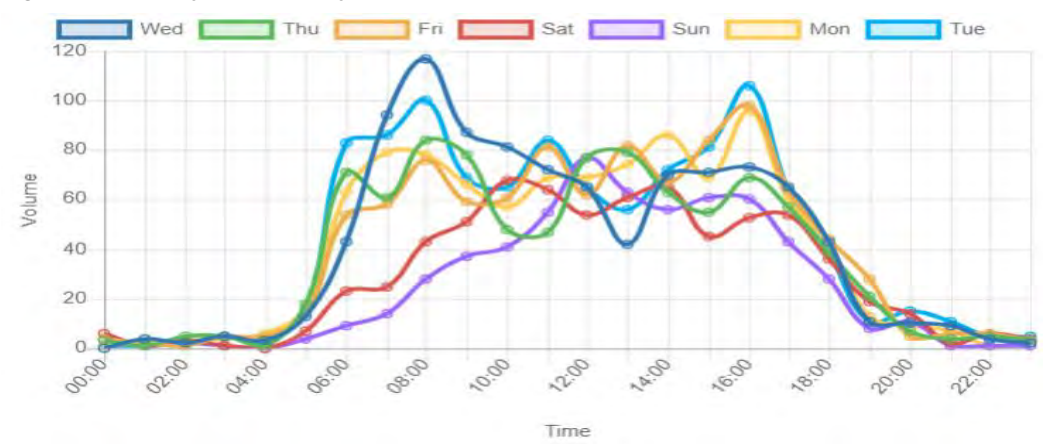


Figure 2 Cressy Road Traffic Data Locations



Figure 3 Midland Highway Traffic Data Locations



2. Powranna Road Width

The typical sealed pavement width of Powranna Road is 5.5 metres. This width is typical of Tasmanian rural roads, including Woolmers Road, Cressy Road, and Perth Mill Road.

3. Traffic Generation

One representation has stated that the use of land previously used by XLD will be used for other purposes, thus increasing traffic flow on Powranna Road.

Traffic generation associated with new development on this land would be subject to a separate traffic impact assessment. The low traffic volumes in Powranna Road can accommodate future traffic growth.

4. Sight Distance & Roadside Vegetation

The available sight distance at the proposed access location was measured to be 245 metres to the east of the access and 230 metres to the west of the access. The sight distance complies with the requirements of Table E4.7.4 of the Planning Scheme for an 85th percentile speed of 90-km/h.

Sight distance is measured along the travel path of the road (curve), not a straight line between points.

The requirements for roadside vegetation maintenance are related to low-lying vegetation within the road reserve. Vegetation growing in this area has the potential to reduce available sight distance from the proposed development's access. The road reservation area to the east of the proposed access is shown in Figure 4.

Figure 4 Vegetation Maintenance Area



5. Transfer of Traffic Volume

Several representations have stated that the transfer of traffic generation from the existing site's operations to the subject site will transfer a significant amount of volume (a distance of approximately 7-kilometres).

The existing traffic volume of Powranna Road is very low. Estimated to be less than 1,000 vehicles per day near the subject site. The traffic generation of the development will be between 14 and 56 vehicles per day. Powranna Road has more than sufficient spare capacity to absorb this level of traffic increase along the section of road between existing and proposed sites.

A representation stated that the development may be utilised in addition to existing operations (ie. a doubling up of traffic activity). The development provides efficiency gains for XLD. It is not intended that the existing use be continued in addition to the proposed development.

As noted above however, the land vacated by the developer may be utilised for another tenant in the future. The traffic generation associated with this use should be assessed, as would normally be required, by a traffic impact assessment.

6. Use of Connecting Roads

Some representations express concern regarding trucks utilising low volume connecting roads. Trucks accessing the site will utilise Powranna Road to access Cressy Road and Midland Highway as they currently do during their normal operations at the existing site. The use of low-volume roads is not intended.

7. Junction Assessments

One representation states that the assessment of the junctions of Powranna Road with Cressy Road and Midland Highway should be undertaken.

Firstly the use of Clause 4.6.1 of the Planning Scheme relates to the access or junction that connects directly to the site. In this case the existing access is a driveway that will be upgraded to a BAR junction with Powranna Road. Clause E4.6.1 is not applicable to the junctions of Powranna Road with Midland Highway and Cressy Road.

Regardless, the following is relevant with respect of the two junctions:

Midland Highway/ Powranna Road

This junction has a channelised right turn lane (CHR) for traffic entering Powranna Road from the highway. The CHR lane is approximately 200 metres long, providing storage for approximately 9 semi-trailers (ie. a very unlikely scenario).

The junction also has a left turn channelised turn lane (CHL) for traffic entering Powranna Road from the highway. The CHL lane is approximately 210 metres long, and enables trucks (and other vehicles) to exit the through lane of the highway and reduce speed prior to entering the intersection.

In terms of highway design, the junction is a high-capacity intersection. It is already designed to cater for volumes well in excess of what is currently experienced at the Powranna Road junction. The junction is of a similar standard to numerous Midland Highway junctions that carry higher volumes than Powranna Road.

Cressy Road/ Powranna Road

This junction is a standard rural T-junction with widening on the Powranna Road leg to accommodate the swept path of heavy vehicles.

As noted above, Cressy Road carries a weekday traffic volume of approximately 1,000 vehicles per day. Peak traffic volume in Cressy Road near the junction is typically 100 vehicles per hour during the AM peak period (maximum 117 vehicles per hour) south of the junction. The majority of traffic movements at the junction are through movements, northbound and southbound. It is clear that there is substantial spare capacity at the junction to cater for changes in traffic volumes, highlighting again that the development represents a relocation of an existing development therefore not directly increasing traffic generation.

It is therefore clear that the junction will continue operating at a high level of efficiency.

8. Powranna Road Design

One representation refers to LGAT road design standards. The LGAT design standards are an appropriate guideline for new developments that construct new roads within a subdivision or development. Powranna Road is an existing road that has been operational and in public use for many years.

The use of the LGAT standards are not directly applicable to existing roads, however Council may have regard to this, as well as Austroads Guidelines, if they consider reconstruction within their infrastructure budget in future years.

As noted in Section 2, Powranna Road is typical of Tasmanian rural roads in terms of road width and geometry. The crash history of Powranna Road does not indicate that there are any specific road safety issues (noting the low rate of severity crashes in the past five years).

9. Left Turn Lane

One representation states that a basic auxiliary left turn lane (BAL) at the site's access. Austroads turn lane warrants are normally applicable to road junctions. The access will be a private driveway that will have low turning movements. Applying the Austroads turn lane warrants at the access (as noted in Section 4.5.2 of the TIA) demonstrates that the turn volumes coupled with the through movements result in a BAR/ BAL warrant at the lower left corner of the chart. Austroads does not provide a lower order turn treatment. The left turn manoeuvre will result in a vehicle slowing to access the site, but it would not be required to physically stop (as a right turn may be required when giving way to oncoming traffic). Therefore following traffic will have the ability to slow when following a vehicle turning left into the site.

It is further noted that there is sufficient Stopping Sight Distance for vehicles travelling behind a vehicle turning left to avoid conflict (139 metres required for vehicle speed of 90-km/h and reaction time of 2.0 seconds).

On this basis a CHL lane is not considered a requirement for the development.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

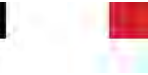
DIRECTOR
Midson Traffic Pty Ltd

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12.09.2022

COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

September 12, 2022

Planning Department
Northern Midlands Council
planning@nmc.tas.gov.au

Dear Sir/Madam

Midland Hwy, Campbell Town

This letter is prepared to accompany an application for the use and development of a single dwelling on land known at CT 103891/1 which forms part of the property 'Riccarton' at 130 Truelands Road, Campbell Town.

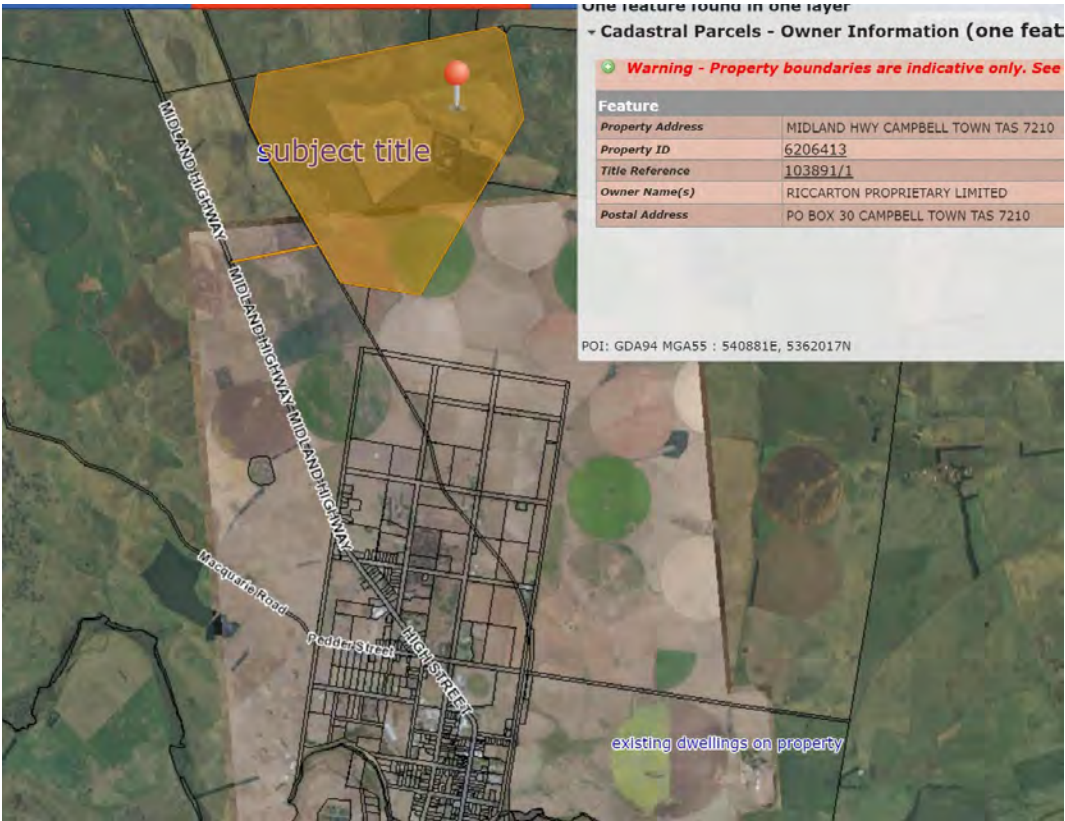
The farm is managed by Crosby, Sam and Angus Lyne and their families, and the dwelling is needed to provide housing for one of the families. The location has been chosen as it will allow the farm to be split into the future to give each family their own land holding. There are no other dwellings on the subject title and a residence at the northern end of the property will provide for added security.

Subject Site

The subject site is situated on the eastern side of the Midland Highway north of Campbell Town. It is one of 10 titles that form the farming property 'Riccarton' which is a total landholding of 1888.67ha. The subject title has an area of 177.4ha.

The site is currently vacant in terms of built development and has access directly through to the Midlands Highway via an access strip as shown in Figure 1.

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Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Figure 1 – Subject site

The proposed development application relates to the following title:

Address	Owner(s)	Title Reference	Land Area
Midland Hwy Launceston	Riccarton Pty Ltd	103891/1	177.4ha

A copy of the tile is included as an attachment to this correspondence.

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Proposal

It is proposed to construct a new dwelling on the site to the north of an existing pine forest. The dwelling will comprise four bedrooms, bathroom, 2 x ensuites, laundry, double garage, library, office, and open plan kitchen, living, and dining area.

The dwelling is single storey and has a height of 5.7 metres.

An outbuilding comprising horse stables and a garden shed will be constructed to the west of the dwelling and have a height of 7.2 metres.

Neither the dwelling or outbuilding will be visible from the Midlands Highway.

A new driveway 6m wide will be constructed from the dwelling to the access strip to the Midlands Highway

Zoning and Overlay

The site is contained within the Rural Resource Zone and subject to the Bushfire Prone Areas overlay. Part of the house build site is within a Priority Habitat Overlay as shown in Figure 2 below



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Figure 2 – Priority Habitat Overlay

Planning Assessment

The proposed development must be assessed against the relevant provisions of the Rural Resource Zone and is also subject to the following Codes:

- Car Parking and Sustainable Transport Code;
- Biodiversity Code

An assessment of the proposal against the relevant provisions is provided below.

Acceptable Solution Compliance

The proposal complies with the following permitted standards:

- **26.3.2 Dwellings**

Complies with A1.3

The attached valuation report by Preston Row Paterson for the entire landholding that comprises the Riccarton property details on Page 38 the ha value for the varying types of land that comprise the property. Whilst the subject title does contain some irrigable land and will likely be further developed with irrigation purposes, to take a conservative approach if we adopt the \$12 000/ha value for arable land, the subject title is worth \$2,124,000 and therefore A1.3 is met.

- **26.4.1 Building location and appearance**

Complies with A1 – The dwelling has a maximum height of 5.8 metres and the outbuilding 7.2 metres.

Relies on P2 – the setback to the eastern boundary is 177 metres (noting that the adjoining title is held in the same ownership)

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Performance Criteria Compliance**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.*

Acceptable Solution

- A1** *Buildings must be setback a minimum of:*
- a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed*
 - b) 200m where a sensitive use is proposed*
 - c) The same as existing for replacement of an existing dwelling.*

Performance Criteria

- P1** *Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:*
- a) the topography of the land; and*
 - b) buffers created by natural or other features; and*
 - c) the location of development on adjoining lots; and*
 - d) the nature of existing and potential*

Complies with P1

The reduce dwelling setback to 177 metres (200m permitted) will not constrain the adjoining agricultural operation as it is held in the same ownership. There is a large expanse of a pine forest that will be retained that will create a buffer between the dwelling and the adjoining agricultural use.

Parking and Sustainable Transport Code

The proposed dwelling contains a double garage which accords with the requirements of Table E6.4.

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A TIA is attached which addresses the following clauses:

- E4.6.1 Use of road or rail infrastructure
- E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways
- E4.7.3 Management of Rail Level Crossings
- E6.7.2 Design and Layout of Car Parking

Biodiversity Code

The Biodiversity Code applies as a small portion of the dwelling which sits within land identified as Priority Habitat as shown in Figure 2. Accordingly, Scott Livingston has undertaken a natural values report. The report found that 0.4ha of pine plantation which is incorrectly coded as the threatened vegetation community *Eucalyptus amygdalina* on woodland on Cainzoic deposits. A single white gum will be required to be removed during the construction and no impact on biodiversity values anticipated.

Given the vegetation is incorrectly mapped it is submitted that the Code should not apply or in the event it does that relevant Performance Criteria 8.6.1 P1 is met.

Conclusion

Based on the above information it is submitted that the proposed subdivision meets all the relevant standards of the Planning Scheme and should be recommended for approval.

Yours faithfully,



Chloe Lyne
Planning and Development Consultant
Commercial Project Delivery
Mobile: +61 (0)408 397 393
www.cpdelivery.com.au

Attachment: Copies of Title

Proposal Plans

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12.09.2022

Natural Values Report

Land Valuation

Bushfire Hazard Management Report