

A & L COOPER
HERITAGE CONSULTANTS &
SPECIALIST BUILDERS IN
RESTORATION & CONSERVATION

Phone: 03 6255 2054

Mobile: 0419 671 574

A. & L. COOPER
‘WOODBURY HOUSE’
7489 MIDLAND HIGHWAY
WOODBURY
TAS. 7120
ABN: 82 133 647 563

REGISTERED BUILDER NUMBER 20316
e-mail: anl.cooper@bigpond.com

The Secretary
Public Works Committee
Parliament House
Hobart
Tasmania 7000

08 May 2017

**RE: OBJECTION TO THE MIDLAND HWY UPGRADE ST PETERS PASS
TO SOUTH OF TUNBRIDGE**

Dear Mr. Hennessy

We Allen and Linda Cooper, the owners of the property ‘Woodbury House’ formally tender our submission of objection to the proposed upgrades to the Midland Highway in the vicinity of our property on the following grounds:

- Loss of Cultural and Heritage values and Historic Plantings
- Waterways and flooding
- Damage to Heritage listed buildings due to heavy road works
- Road and Rail increase in pollution and noise levels
- Restricted access for 2 residences and 3 separate licensed business’ resulting in loss of income for all users.

We will expand on the above points in the following pages under their respective point title.

Yours truly,

Allen and Linda Cooper

LOSS AND COMPROMISE TO THE CULTURAL AND HERITAGE VALUE

The Burra Charter (the international charter for heritage conservation adopted world wide) states that the Cultural and Heritage significance of a site is not confined to the built architectural structures alone but how the buildings sit within and form part of the site and how they demonstrate the properties of the listing within the landscape.

When the Midland Highway was relocated there was no consideration or adherence given to the above and as such 'Woodbury House' was heavily compromised by the invasion and construction of the new road through the property's original orchards and vegetable gardens that were an important cog in exhibiting how it was necessary to produce enough supplies to render the property a self sufficient village.

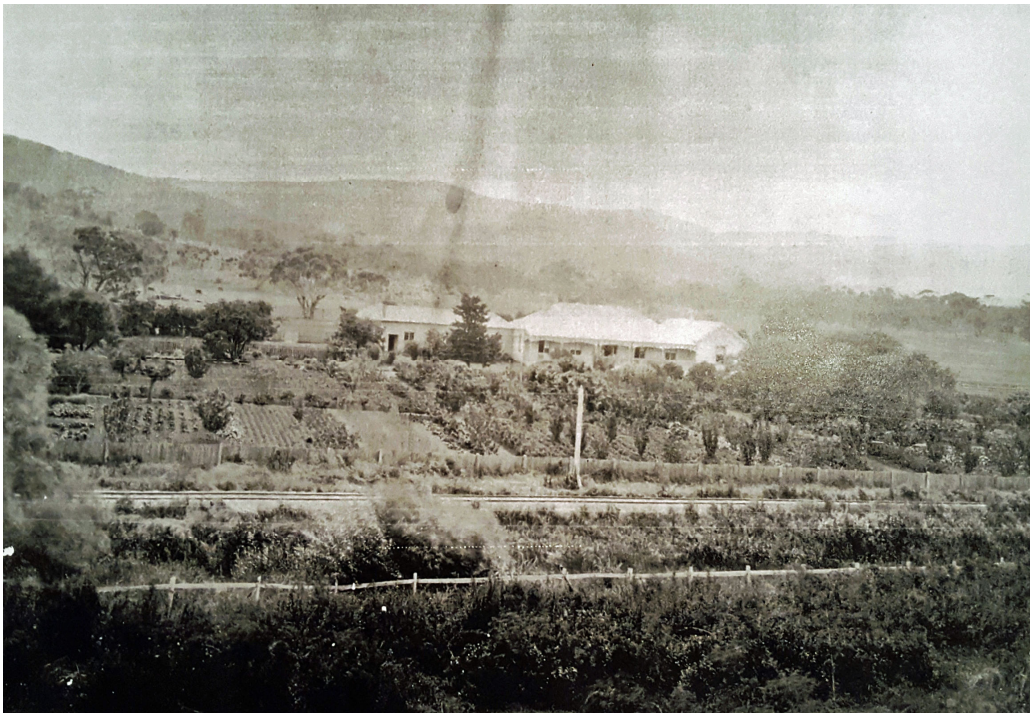


PHOTO C1874 Depicting 'Woodbury House' with the orchards and vegetable gardens intact

The above photo demonstrates what we have already lost through the ignorance of the planners and engineers of the time. The photograph was taken from the old road and clearly demonstrates the life of the time. At present we still retain footprints of these gardens and allotments and over the ensuing 40 years a large amount of 'suckered' fruit tree growth, from original stock, has grown and formed part of a green boundary to the property/road frontage and as such still outlines what we have sadly lost.

Under the current proposal the road pavement levels are to be widened and raised 250mm; all growth within and up to the boundary will be removed thus affording a 'nude' frontage to the house. **This proposed diabolical rape of these last remaining footprints will adversely compromise the important Heritage streetscape setting and will impact substantially upon its loss of Cultural and Heritage significance.**

Driving at 110klms per hr looking through a 'razor wire' fence to 'Woodbury House' argues against every Heritage principle in all Heritage guidelines. We should not be making the same mistakes in 2017 that were made 40 years ago now we are informed.

The house originally had its front gardens extending to the banks of the Tin Dish creek but when in 1869 the proposed route of the railway line was published (Government Notice No: 93 from the Colonial Secretary's Office) the Harrison family, like so many other notable families, were ecstatic that it was to pass through their grounds between the front of their house and the creek bed; in fact many home owners in Australia actively lobbied for the rail to pass close to their residence as it was seen as a measure of worth. The photo c1874 on the previous page clearly shows the rail line at the creek edge. On completion the access to 'Woodbury House' was entry off the highway then across a bridge over the Tin Dish Creek and finally across the rail line with trees at the entry and along the drive way to the main house. There are a few remaining Cupressus Macrocarpa and Ulmus Minor Atinia (English Elm) that remain from the original plantings situated on and near the road reserve that are both a footprint and delineation of the old original entry.



The photograph to the left shows the stone bridge abutments and timber log beams that supported the driveway road, were still visible in 2004 when we purchased the property but tragically have been removed through either disregard or ignorance of their significance.

We must now preserve the trees that are the only remaining footprints left depicting the original entry to the property. See photos below.



Trees proposed for removal at the old entry



The same trees viewed from the Highway

The current proposal is for the removal of these exotic trees, which will result in a loss to the Heritage streetscape appeal and the Cultural Heritage significance to the listed site that can never be replaced.

Any considerable road works undertaken up to or near the boundary of our property will have an adverse effect upon the root systems to the unthreatened significant trees and plantings that are both against and within our fence line and result in their demise. A thorough examination and written report by an independent expert who is well versed in the adverse effects of root damage (caused by works such as the associated upgrade) should be obtained before any decisions or works are even considered. All reasonable efforts must be made to ensure this important vegetation remains and if works are to begin periodic inspections during construction by the suitably qualified arborist/horticulturalist must be undertaken.

The dire growing conditions experienced in the Midlands (RTD) rural tree decline, is a well documented fact and the basis for many discussions without any manageable solutions being found, will be a huge contributing factor in the proposal by State Growth to replant and re-establish trees and hedgerows that are to be removed to make way for the upgrade, within the land owners property. On the plans submitted the designs for feature trees and hedgerow is to be applauded but on discussions with the landscape architects it was evident that they were not aware of the conditions that face us in the midlands; unlike the more favourable areas of southern and northern midlands.

The Woodbury/Tunbridge area receives the lowest rainfalls recorded in the state and throughout December suffers from severe snap frosts; at Woodbury House the land exhibits poor arable qualities with growing and establishing trees an arduous task. Twelve years ago we planted a row of trees on our land parallel to the Highway frontage, even with an irrigation system fitted and spring and autumn fertilising all but two died within two years. We have since replanted, in some instances four times, with minimal success.

Ten years ago we planted two avenues of trees that again were irrigated and fertilised but with a better success rate; a 330 meter avenue of mature Quercus Robur (English Oak) and Quercus Palustris (Pin Oak) was planted as the main drive from the road entry into the property and after ten years of constant nurturing has survived but the oaks planted at the Highway frontage have stunted and not grown due to the flooding caused by the Highway and the heavy black clay soil etc. An internal driveway of Pyrus Calleryana Chanticleer (ornamental pear) was planted with better results; this area at the back of the farm is away from the black river flat clay soil and salinity.

Damage to an important historic planting: The historic Morus Nigra (English Mulberry tree), an original planting that was used in many Harrison family properties, is situated only 1.5 meters from the road boundary and will be placed in severe jeopardy with any associated road works. **This magnificent example of an ancient gnarled fruit bearing tree, which must be listed on the protected tree register, cannot be lost at any cost with its loss amounting to nothing more than sheer vandalism.** This favourite Harrison tree is still present in the grounds of two of the three closest situated Harrison family properties to 'Woodbury', those of 'Merton Vale' (Campbell Town) and the World Heritage listed property "Brickendon" (Longford). It is highly likely that a specimen was also planted at 'Rockwood' but has since gone when the road works were undertaken 40 years ago.

WATERWAYS AND FLOODING

We make our objection to the proposed works in relation to the existing waterways and flooding issues caused by the proposal.

The existing road has been constructed in what was a large natural flood water channel and as such has restricted (dammed) the flow of water thus resulting in the flooding of two of our Heritage Listed buildings; namely 'The Barracks c1828 and the Stables c1830. See photo below.



Historically, prior to the relocation and subsequent construction of the existing c1970's Highway, the affected buildings did not flood. This information was given to us by Mr. Rex Dransfield who was one the gardeners employed at 'Woodbury' and confirmed by various members of the Lawrence family who were in residence from 1940 until the death of Mrs. Lawrence c1970. We were told that the area between the gardens and the rail line (now the current road reserve) and to the old road would flood but the water never came as high as any of the buildings on 'Woodbury'.

This information coupled with various photographs was given to Jonathon Elliott from Jacobs by email on 01/08/2016. On 06/08/2016 Jonathon replied stating that '*I have forwarded these onto our design team to highlight the issues around your property*'. A meeting was arranged on 29/09/2016 at 'Woodbury House' to discuss the Highway Upgrade. In relation to flooding the proposal was to enlarge an existing culvert under the road and install an additional culvert farther south of our property which they informed us would alleviate the problems of future flooding. We gave further evidence that their proposal to enlarge an existing culvert and construct a new one will not stop the flooding as there was no area for the flood waters to escape. During these flood periods the area between the Highway and rail line and the rail line to the creek are also flooded. See photos on following page.



FLOODING TO EITHER SIDE OF RAILWAY LINE NOTE HEIGHT OF THE OLD ROAD ABOVE FLOOD LEVEL

It can clearly be seen from above photograph of the rising flood waters that there is no free area on either side of the rail for the water to escape; later that day the rail line was compromised by the flood waters and required major repair and rising¹. The proposal to construct an extra lane within this tight area of 12 meters, between the existing road and rail line, with an extra pavement height of 250mm will not allow any water to escape past the rail but will definitely direct the waters across our lower lying land, **exacerbating the flooding problems to our Heritage listed buildings.**

The Currajong Rivulet runs through the property and connects to the Tin Dish Creek, in order for this to occur the Currajong waters are required to pass under the road to meet with the Tin Dish but during flood events the junction at the Tin dish is running at capacity, being fed by huge run offs and creeks situated on the St Peters Pass lands and therefore the two waterways flood into what was historically a huge unobstructed natural flood plain. The construction of the existing road into this flood plain without an adequate hydraulic solution, has resulted in it now contributing to the current flood problems by causing the waters running off our lands and the Currajong to flood our internal small creeks; these small creeks cannot flow across the road reserve, due to the heightened road acting as a dam, causing the paddocks parallel to the road to flood. The road has been constructed at a height far above the level of the land to keep it free from water but in doing so **has caused irreparable damage to our Heritage listed buildings.** The photos on the following page illustrate the height of the road above our lands and the incapacity for the water to flow into the Tin Dish creek due to the road damming; the photos show one of three of these small creeks/drains that are affected.

¹ Information available from Tas Rail



FLOOD WATERS STARTING TO RAISE



RECEDING WATER

It can be seen by the above photos that the height of the existing road being so much higher than the surrounding lands acts as a dam; once an extra 250mm in height is added to the pavement the problems of flooding will be severely compounded. It is at this point where the culvert is to be enlarged but with the inclusion of an extra lane being constructed it will not allow the water to pass through the culvert as there is nowhere for the flood waters to disperse against the flooded rail line. It does not matter how large the culvert is, if there is nowhere for the water to disperse. This is already proven by the fact the existing large box culvert at the old entry is completely under water and at capacity during a flood event. See photo below.



LARGE BOX CULVERT COMPLETELY AT CAPACITY TO THE RIGHT OF THE TRUCK

The above photo was taken after the waters had receded but it can be seen that the level is still as high as the road surface; this is because the large box culvert cannot accept the volume of water. We refute that cleaning out the land drain and enlarging the existing smaller culvert will solve any problems but the addition of an extra lane in the flood plain, extra road height of 250mm and wider verges will definitely cause extra widespread flooding to **further compromise our Heritage listed structures.**

Analogy: Once a bucket is full of water it is impossible for it to accept any more.

We undertook an envelope repair to the external walls of the c1830 stables in 2004/5 with help from the Tasmanian Heritage Grants Programme; this was a necessary action as the stone walls had suffered badly from salt erosion and dampness being in a state of near collapse. It necessitated ceasing work on the main house and moving the stonemasons onto the stables. At that time we were in the middle of a seven year drought and did not realise there were any flooding problems; we spent approximately \$50K undertaking external stone repairs in order to stabilise any further deterioration before we commenced works in the adaptive reuse of the first floor and historical interpretation of the stables at a later date.

After stone repair work was completed to the main house we moved the team onto the c1828 barracks building with the intent to undertake envelope repairs in readiness for its adaptive reuse into two studio apartments. Not long after commencing works we had drought breaking rain with the results that both buildings were inundated with flood water (refer to photos page 5).

Sadly the restoration works to the stable building walls have been compromised by flooding three times since 2005 and are now again showing signs of erosion. The 'beehive' chimney of the barracks collapsed following the second flood but was just above the water level of the last flood (3rd). See photo below.



Beehive Chimney compromised by the recurring flood waters

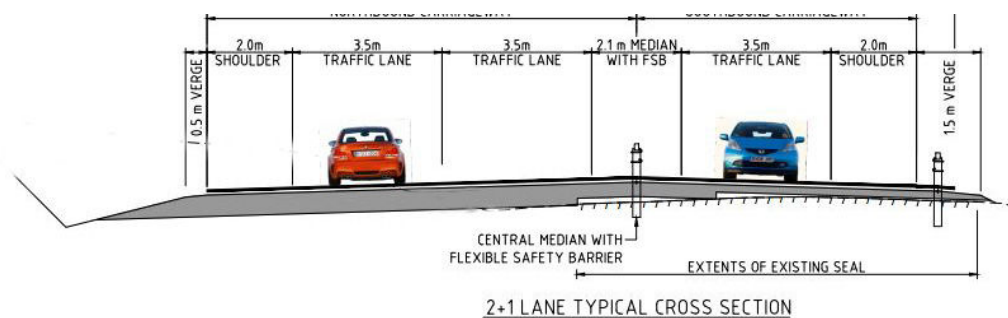
The above photo not only shows the collapsed chimney due to the recurring floods but also exhibits the height of the water at the old entry, extreme left of photo, is at road level which indicates that the large box culvert is again at capacity.

All work to these buildings has been placed on hold until we can get an assurance that the flooding issues have been arrested.

The flooding of the buildings is a direct result of the road and must be addressed.

State Growth maintains that water running off the impervious surface of the proposed extra lane will not cause increased flooding issues to 'Woodbury House' as the table drains are adequate to accommodate the runoff water. This is acceptable for normal rain periods but not when the table drains etc are at capacity, refer to photographs of flooded table drains page 7, or in prolonged rain periods. What they fail to mention or address is what is going to happen with the huge volume of water that will be displaced when the extra lane is constructed in this flood plain area. This distance between the existing road verge and the railway line at the 'Woodbury House' entry is approximately 13meters; during a flood event this area is completely inundated with water, see photo on page 6.

The intrusion of fill and road construction into this area consisting of 6.5meters of impervious road surface, a 2.0meter impervious shoulder and a 0.5 meter of verge will considerably reduce the area to accommodate the flood waters by a total of 9.0 meters or approximately two thirds of present capacity at 'Woodbury House'. It is of great concern to us that no mention has been given or explained to where or how this huge volume of flood water will be accommodated or diverted. Below is the cross section that forms part of the design plans by State Growth in their application showing the existing sealed road and the extra width required to accommodate the extra lane, central median barrier and shoulder.



This is a huge volume of flood plain drainage that will no longer be available because of the proposed construction of an extra lane and has the propensity to further flood our property. I remind you that the property did not flood until the construction of the present Highway in the 1970's, when a similar area and volume was removed from the flood plain during that road's construction.

All we are requesting is concrete proof be produced and a guarantee given that the flooding will cease with the proposed alterations and that flooding will not occur with the extra lane upgrade due to the loss/restriction of the natural flood plain. Our adaptive reuse and restoration of these very significant Heritage listed outbuildings is on hold until this problem of flooding is addressed.

DAMAGE TO HERITAGE LISTINGS DUE TO HEAVY ROAD WORKS

We object to the proposal on the grounds that the use of heavy machinery will have a detrimental effect on the foundations to four of our Heritage listed buildings that are close to the proposed works.

The c1828 Barracks: the c1828 barracks building which has already been compromised by flooding etc. resulting in washed out core fill to the external walls and a chimney collapse, is in a very unstable structural condition and is situated only 5 meters from the proposed road works. There has been no engineering assessment study undertaken to assure the building will not be further compromised and or collapse due to large and pulsating machinery used during the proposed Highway upgrade/construction. This assessment can only be undertaken by a suitably qualified structural engineer conversant with and approved by Heritage Tasmania. It is not a task that can be undertaken by a standard building assessor, as proposed by State Growth, because construction methods and materials employed in its construction require an appropriate expert having relevant knowledge and experience of heritage buildings of this design from the 1820's.

Analogy: one does not employ a gynaecologist to perform brain surgery although they are both doctors.

This is a huge problem given the immense Cultural and Heritage significance of the building. This was one of the buildings offered to the Government by Robert Harrison to house the road gang during the construction of the road. Harrison's offer of a £24 rental with the inclusion of the use of barns and the garden was accepted by the Government and 50 men were detached from Lovely Banks to Antill ponds².

The barracks are one of the most photographed buildings on the Midland Highway; with travellers stopping regularly to take photos.

It is our professional opinion as suitably qualified Heritage professionals that irretrievable damage will be caused by the proposed works.



Unstable interior of barracks



Frail exterior walls to barracks

² TAHO CS08/169/2342

The c1830 stables: the stable building is approximately 18 meters from the proposed work site and has already undergone a large exterior restoration in 2005, see page 8 paragraph 1 and 3. We again fear that underground vibrations and tremors have the propensity to render faults in the exterior walls compromising its structural competence.

The c1823 Homestead: ‘Woodbury House’ is situated approximately 25 meters from the proposed works site and has been over the last 10 years fully restored at a cost so far in excess of £1M; all that is left to complete internally is the final decorating. Eighteen months by three tradesmen were required to complete stone repairs alone, two years of pointing works and all this without the time spent on the solid plastering etc; these non elastic walls of rubble stone construction with solid plaster finishes and lathe and plaster ceilings are at great risk of being compromised by heavy machinery movements and ground tremors etc.

It is our measured and Professional opinion that the Structural integrity of these historic important buildings will be compromised under the present application.

ROAD AND RAIL INCREASE IN POLLUTION AND NOISE LEVELS

We object to the proposed application on the grounds that the proposed heightened pavement level combined with the proposed extra lane, verge width and clearing of the vegetation from our boundary to the eastern boundary of the road reserve, will subject the homestead of 'Woodbury House' to an increased amount of noise and airborne pollution, given the close proximity of the house to the road. Presently the fruit tree suckers from the original orchards and elm suckers from the original plantings act as a natural green barrier against the pollution generated by the traffic.

Currently the rail line is shielded from 'Woodbury House' by another natural green barrier but if an extra lane is constructed as proposed it will necessitate the removal of those trees which again will 'open up' the homestead to added noise and pollution from railway movements.

On February 26 2017 I (Allen Cooper) sent an email to Jonathon Elliott saying that I had returned to Tasmania and would it be possible to arrange a meeting between me, the Department and their Landscape Architects to discuss the proposed landscape designs as he (Jonathon) had suggested earlier. At the meeting held at 'Woodbury House' with Damien Dry from State Growth and the Landscape Architect, I requested, amongst other things, that on Heritage grounds it was of great importance the elm trees at the old entry close to the existing fence be left as the last remaining footprint of the original plantings. I also requested the suckered growth from the original orchards and elms in front of the homestead be 'laid' into a hedge in lieu of them being removed for the same reasons, following discussions we agreed that a 750mm distance into the road reserve would suffice for this purpose along the boundary fence. We marked the plans with our discussions in regard to the total landscaping proposal for the 'Woodbury House' boundary. The meeting concluded.

On the May 10 2017 Damien Dry from State Growth telephoned me and said that the Dept. had discussed my request and had decided to retain the suckered growth to be laid in front of the house and that an engineering solution was found to retain the one large tree at the old entry however a more detailed study on the safety of that tree was required before a final decision can be made. More alarming was when Damien then informed me that the leaving of the laid hedge in the 750mm corridor was able to be undertaken as part of the upgrade but they may decide in the future to "*clear the area fence to fence within the road reserve*". A confirmation email of our conversation was sent to me and again reference was made to: '*future maintenance activities may impede on this vegetation as it is within the road reserve*'. **We still do not have any assurance that this important Heritage value will remain.** The following well known quote sums up our consultations to date: **Thou giveth and thou taketh away!**

The majority of the noise generated on the existing Highway is due to the tyres of vehicles passing across the rough aggregate road surface and if indeed an extra lane and extra height is employed using the same aggregate as proposed the noise levels will be exacerbated. There is also going to be an increase in the amount of debris breaking down from the rubber tyres and becoming airborne and polluting and degrading the external finishes to the architecturally significant veranda frieze panels of the Heritage listed homestead if the natural green barrier is removed as is proposed in the application.

We had made requests to D.I.E.R. in 2003 and again in 2005 when the new 'Woodbury House' entry was assessed to be completed and licences were issued, to have the road surface in the vicinity of the homestead re-sheeted employing a smooth slush finish as can be found at various parts of the Highway around the State, for example: at the 'Kenmore Arms' property. That property is closer to the Highway than 'Woodbury House' but only receives 30% of road noise due to the smooth road surface. We were told on both occasions that it would be looked into when the road required resurfacing.

With this in mind at our first meeting at Woodbury House on September 26 2016 with the representative from State Growth and their consultants from Jacobs we requested that a smooth surface be employed in the proposal for the current Highway upgrade in the vicinity of the homestead, outlining the above previous discussions with the Dept. We were informed by the representatives from Jacobs that it would not be considered due to the greater cost of this surface as opposed to the rough aggregate and then further stated that *"due to the works being a safety upgrade they did not have to consider the issue of noise etc"* then one of the designers present then said we had *"bought on a main road"*. There ended any further consultation or negotiation process for any middle ground!

The inconsistencies with the amount and variety of trees remaining within the road reserve in the completed sections of the Highway upgrade, from Hobart to Launceston, are astounding. It is almost as if each section has its own guide lines and parameters to adhere to; there is no common denominator to be found. For some reason the important English Elm trees and fruit tree stock from historic plantings at 'Woodbury House' are to be erased but the fragile Native Gum and Wattyl trees that are prone to shed bark and branches and fall over during windy periods have been left in many places throughout the reserve, some close to the road. Elm trees are not prone to the wind as the Gums etc., and can be seen along many roadsides of towns and villages throughout the State without any danger to traffic. This insanity beggars belief especially as there is the inclusion of a boundary wire barrier to stop vehicles leaving the road lane and entering the off road.

The removal of the English Elm trees at the old entry and the last remaining footprints of the orchard will adversely affect the Heritage streetscape values of 'Woodbury House' and coupled with the proposed heightened and rough aggregate road surface render the homestead to heightened noise and pollution levels.

RESTRICTED ENTRY ACCESS USAGE

We object to the proposed Highway upgrade on the grounds that the basic right of entry to our property has been restricted to left in left out. We feel that it is totally unreasonable to expect the users of the 'Woodbury House' entry to travel an extra **8.0klms plus** each journey to gain access to the property. **There is a marked inconsistent design methodology to the allocation of property entry/exit points on the Highway upgrade.**

The current 'Woodbury House' entry is **not a single use entry** but is the only licensed entry for two residences and three different business enterprises. It is also the only entry for an air strip that is used by local farmers for the fertilization of their crops and similarly also for our neighbour to service and harvest his renewable hardwood tree plantation. There are more movements per day through the 'Woodbury House' entry than are through most minor road access points. I will list the three licensed business of A & L Cooper, Brooklands Pty Ltd and M. A. & G. A. Cornelius below with their usage. It will be seen that the business conducted by these concerns are multi-faceted.

A. & L. Cooper are proprietors of various businesses' offering the following: Heritage Consultants; Specialist Builders and Joinery; Interior Designers and Antique Dealers.

When we developed a business plan for 'Woodbury House' it incorporated the above but interestingly the property was identified as being situated in a perfect position for a valuable tourism enterprise. Tourism was identified as being one of the most lucrative income potential ventures for Tasmania with over 1-2 million visitors enjoying the wonderful Heritage and natural features that Tasmania can offer. The tourism aspect of our plan identified the following:

- Main c1823 Homestead to offer 5star private B + B accommodations.
- The c1828 Barracks buildings to offer two studio apartments.
- The c1830 Stables to offer studio accommodation to 1st floor with an historical museum interpretation below.
- The c1930 shearer's quarters to be adapted into an antique shop.
- The two cottages to be used for bed and breakfast overnight or long stay.
- Tours of the Heritage buildings and gardens; linking in with an existing bus and ship tour operator.

The business potential relies heavily on its high visibility and proximity to the Heritage Highway with easy access to and from the major cities of Hobart and Launceston. The need to capture 'bums past the door' was also an important factor for the success of the antique shop and bed and breakfast accommodations. The left in left out situation as is proposed in the D. A. will severely affect the amount of visitation we will receive. Potential customers will notice the antique sign on the roof but will not travel 4klms past the opening to perform a U turn and return the 4klms to the shop. Similarly prospective clients for the B + B will not perform the ritual either and consequently we will miss the out on what our business plan recognised was required: **'to capitalise on and capture all prospective trade passing our door'**.

Restricted access & 8klms turn around will severely destroy our business plan

Brooklands Pty Ltd are primary producers and maintain a livestock and agriculture business on farmlands subdivided from Woodbury House, an area of approx 760 hectares', which necessitates their staff constantly travelling back and forth from their base at Brooklands Farm to Woodbury House in the day to day running of the farm and the various maintenance issues of irrigation and fence lines, numerous equipment and buildings related tasks which are all in addition to the tending of live stock and produce etc.; they also require the movements of large 'stock crate trucks' for transporting sheep, deliveries of grain, fertilizer and so on, many of which are B Double trailers.

Their very successful annual ram and sheep sales, held at Woodbury House are always well attended by prospective purchasers due to the proximity and easy access of the holding yards to the Highway. They also have many occasions to move farm machinery between the two farms for the normal employment of their business. With the advent of the Midlands Irrigation scheme many farmers, using what was once a dry area suitable only for sheep grazing, now have the chance to offer selected areas to be converted to arable land, Brooklands have invested in the irrigation scheme and will no doubt cultivate more areas of their land which in turn will require an extra volume of traffic to and from Woodbury House to service this enterprise. If the left in left out syndrome is adopted the farm machinery will be required to move 4klm from Sorell Springs Road to Woodbury House along the proposed single south bound lane confined by wire barriers; as the machinery travels at about 15klm per hour it could result in a large build up of traffic. When they have a large transport truck or machinery it is necessary for it to cross over the centre of the road to gain access through the gates, if there is a central wire barrier the hold up could be quite a while, as the wire barrier will not allow them to take a wide turn they will be required to shunt back and forth to gain entry. At the present time they bring their large machinery down the old road (which is part of their property) turn on to the Highway and after 600meters turn right into 'Woodbury House', therefore not travelling a great distance on the Highway which they find is a much safer option. The left in left out will not allow this to happen.

At the moment, without a central barrier, vehicles can pass their machinery safely along the 'Woodbury Straight' when there is no oncoming traffic. The view corridor along this section of the Highway is second to none. There has not been any accidents recorded on the Woodbury Straight.

As time goes on the machinery for cropping/harvesting etc., is getting larger and standard openings are harder for them to enter, when this problem arises we have a temporary gate entry cut through the wire fence to cater for this but with the proposed upgrade we have been informed this temporary entrance will be closed. **A new entry point is required to alleviate this problem and allow both 'Brooklands and M & G Cornelius the use of this overlarge machinery for the natural course of their business. It is preposterous that this area of 3,000 hectares has only one single shared entry!**

The left in left out proposal will severely affect the efficiency of their normal business operation and is not conducive with further expansion plans.

M. A. & G. A. Cornelius operate, on Woodbury Hill, a forestry business and game shooting enterprise on approximately 1,700 hectares' of land that was subdivided from Woodbury House. The Woodbury House entry is the only access for the logging trucks to service their renewable plantation and old growth areas. Mr Cornelius has regular machinery and staff movements through the entry in the maintenance of his forestry business. As with 'Brooklands' Mr Cornelius has the need to use very large machinery and encounters the same problems of access, at the present time he uses the same remedy as 'Brooklands' to gain access to Woodbury House and like them this option will not be available to him once the temporary gate is closed.

When Mr Cornelius last harvested there was a constant solid flow of heavy machinery with an average of twelve (12) truck movements per day for an eleven month period; many of these trucks being of the B Double type. D.I.E.R. informed us, A & L Cooper, just as we were to construct the Woodbury House entry that it had to be redesigned to be large enough for safety reasons to accommodate 'B Double log trucks' entering and leaving the property via the Midland Highway. This was argued by us but we had no option other than to comply which resulted in an extra 50K in construction expense plus the design fees³.

Mr Cornelius also has use of the 'Woodbury House' entry in the normal running of his game shooting enterprise and as such this business generates a considerable amount of traffic flow both during daylight and nighttimes.

Residential usage: Mr. G. Thomas who is resident on the property is employed by a company situated in Tunbridge and consequently has to travel between Tunbridge and Woodbury during the day, on average he makes the journey 3 times per day, if the left in left out proposal ensues it will result in him encountering a huge extra expense in both time and cost.

My wife and I also are inconvenienced by the left in left out proposal on a personal basis; we feel it is an unfair assumption on behalf of State Growth that it is acceptable for us and our many friends to travel an extra eight kilometres per journey. We requested the consultants to incorporate a right turn into Woodbury House outlining our concerns and sited the change of their design for the Mangalore section of the Highway where the central wire barrier was removed thus allowing the residents to enter and exit their property maintaining the status quo, and why we could not be treated the same. Their reply was: there were more residents on the Mangalore straight as well as one business. We have a huge problem with that rational; why it is acceptable for the two residential users and four various business users of Woodbury House to travel an extra eight kilometres but not for the residents of the Mangalore straight to travel a far less extra distance than we are required, an awful case of inequality. **This underpins the inconsistencies and unfairness of their approach.**

We are also concerned about the delay in time for emergency vehicles to access our property. A few years ago my wife Linda suffered a stroke and was told that any delay in treatment could be detrimental to her wellbeing. Similarly early last month I had a fall at Woodbury House and needed urgent hospitalisation, luckily for me the ambulance was able to access and exit without hindrance attending me in good time.

³ Quotations and letters etc., to support this

Many ambulance drivers and emergency workers have informed us that the central wire barrier is a massive hindrance adding tremendously to their response time and arrival to an urgent scene because of their inability to cross the Highway at will.

Various unlicensed usage: There is a Landing strip used by various farmers for crop dusting and fertilizing that is situated behind Woodbury House which is only accessed through the 'Woodbury House' Midland Highway entry.

There are also numerous trucks removing firewood from both Woodbury Farm and Woodbury Hill which again can only be accessed through the Woodbury House entry.

There is a 100 hectare plantation of renewable forest owned by our neighbour that can only be accessed by the Woodbury entry and therefore also affords additional movements of trucks and machinery.

We hope that in detailing and highlighting above the many and multiple users of our entry we have demonstrated there is a definite need for State Growth to rethink and redesign the current Highway Upgrade plans to facilitate a more acceptable entry outcome for the very many varied users of the entry.

Miss information: following our non acceptance, at our first meeting, of the proposal to force us to travel over 4klms south past our entry to perform a 'U turn' at Sorell Springs Road to allow us to travel back to gain access to 'Woodbury House', a total journey of 8.2klms, representatives from State Growth, at our next meeting, informed us that they had placed a turn facility at the redesigned junction of the Old Highway, that would reduce the distance to 3.0klms each way that we will need to travel. This incorrect and misleading statement is readily demonstrated on the proposed plan.

Below is the proposed plan depicting the redesign of the Old Highway intersection. It clearly shows a P-turn facility allowing traffic travelling north (toward Woodbury) the opportunity to turn south. It does not allow traffic travelling south to perform a U-turn to return north to 'Woodbury House' as they claim. We reiterate that we will need to travel in excess of 8.2klms each journey which is totally unreasonable and again inconsistent with the rest of the Upgrade. This whole thing is one of prevarication!



There is no allowance for south bound traffic to perform a U-turn at this junction to travel north

Alternative Suggestions: We suggested that a new entry be placed where our small tree plantation is situated to the north of the homestead but was informed it was too close to the bend, when in fact it is further from a bend and a far safer option than the proposed turnaround facility at Antill Ponds would be, shown above on the upgrade application. We were also told there was to be no breaks in the wire barrier for Woodbury House even if it was to remain two lanes without the extra southbound lane, but travelling from Launceston to Hobart we have noted and recorded numerous examples of breaks in the barriers for entries and instances of entries being relocated to give direct access and exit to the Highway. The entry for 'Redside' is a prime example of working with the land owner to achieve an acceptable if a very, very expensive outcome, (unlike our suggestion below) to name but one. **This is another example that illustrates the inconsistencies and unfairness of their design.**

We then suggested that they could perhaps commence the extra southbound lane just after our entry which would allow us to enter and exit and retain the status quo; we explained in doing this it would mean that the extra lane would start approximately 400 meters farther north than they proposed but the overtaking lane could be 400 meters longer as there was no limit especially as they were proposing to flatten out the bend. We were told straight away without any delay that it was not going to happen because it does not fit in with their vision and what they are trying to achieve for the Highway. We pointed out that restricting our access does not fit with our vision of what we are trying to achieve at 'Woodbury House' or the farmers vision or indeed that of the forester, we then said our suggestion was cost effective deserves merit and investigation. **We have never received any reason as to why this suggestion was rejected other than it did not fit their 'vision'.**

We have also suggested and asked if they would consider the following: if the kink in the road south of our entry is straightened there would be ample room for a turn in and out lane to be constructed to a new entry. The unobstructed sight lines and distance at this point is second to none, 500meters to the south and 1.2klms to the north. This option would also relieve the problem of large machinery access for 'Brooklands' Pty and M & G Cornelius as the new gate opening could be constructed large enough to accommodate the largest machinery for the production of their business. It would also afford us the availability of not losing out on trade as this opening is not too far south of our existing entry. We have not yet received any reply to this reasonable request.

LOSS OF INCOME AND AMMENITY

We object to the proposed Highway upgrade on the grounds that our basic right of entry to our property has been restricted and as such will have severe consequences for our earning capacity see page 14.

We also have suffered years of undue stress and anxiety in obtaining the right to have an entry, not to mention the excessive legal costs involved. It took us nearly four years to obtain and construct the present 'Woodbury House' entry. Below we will list briefly the process we had to go through to obtain this most basic right.

As we have previously stated the present entry positioning to 'Woodbury House' was determined by D.I.E.R. informing us that it was their preferred position for an entry to be sited. This was not our preferred option but we had no alternative but to construct it there; the existing entry was poorly constructed and quite dangerous to negotiate. Because this area flagged for the new entry was not on our land it necessitated the following:

- Negotiating with the owners to purchase the land over which the new entry was positioned and then amalgamate it to our block.
- Informing the other licensed users of the existing entry that it was to be closed.
- Requesting the other parties who had a right of way over the old entry/driveway to release their right of way.
- Creating them a new right of way over the new entry and driveway and adjusting their sealed plans.
- Paying all their legal, statutory and lodgement fees etc so they were not 'out of pocket'.
- Application for the construction of the new entry as per approved plans supplied by GHD.

We were then informed by D. I. E. R., following lodgement, that the entry would need to be redesigned as they had made no allowance for the entry/exit or passing of large heavy laden log trucks in the design or for future B + B usage.

- GDH were then re-engaged to redesign and supply new drawings; the new entry design was twice the size of that on the original plans. The reasons given were to allow for 'B Double' trailers to enter and exit simultaneously. Estimates rose from \$25,000 for the original design to \$70,000 for the new design.
- The cost of surveying and fencing the new boundaries.
- Construction of the entry and sealing the road surface.
- Closing of the old entry and driveway.

As you can see from the above we have been subjected to an enormous amount of anxiety, lost time and extra cost to construct a new entry, at a position we were told by the Department was the only option they would consider to access and exit our property, for the safe use of all licensed business operators and residents. This entry was supposed to be a one off affair that would be the safest available option to service the requirements of all users far into the future.

We have two (2) box files of legal letters and correspondence on this matter in substantiation of the above.

After finalising that most stressful process, and in the matter of a few years, the goal posts have changed and we are embroiled in another battle to have the basic right to enter and exit our property from the Midland Highway. This is a diabolical proposal and one in which we would like to think we could arrive at a mutual compromise. All we are asking for, us a fair go, something we believe we have not been given so far, when we receive unresponsive replies like the following from State Growth.

The Department understands your concerns in regards to the additional travel time, ability for visitors to locate your driveway, stormwater/flooding, and vegetation screening/noise. While we are not able to facilitate a break in the barrier at this location we have provided turning locations at Antil Ponds and Old Tier Road. This corresponds to our target of providing turning locations every 3-5km. Again a reference to the ‘Claytons’ Antil Ponds U-turn facility, see page 17.

The proposed Antill Ponds turning location referred to above does not allow U-turns for ‘Woodbury House’ access. **For vehicles travelling south the distance between turning locations at “Woodbury House” is 6klms which is outside their target.**

Driving from Hobart to Launceston there are so many examples of redesigned entries for farms and business etc., where every possible avenue has been explored and accommodated, in some instances at a huge cost (Red Sides). Our request for a turn right access, see page 18, just south of the existing entry pales into insignificance, cost wise, in what is being outlaid at so many other readjustments; but would solve all the problems and concerns affecting all users, licensed and other. We have photographed all entries with breaks in the central wire barrier from Launceston to Hobart and recorded distances and view corridors to bends and rises in the topography to the road and in many cases we find anomalies with entries, and turn around facilities placed at far more dangerous locations than what has been refused here. Below as an example, is a photo of a simple break in the central barrier to afford access to a shearing shed.



BREAK IN CENTRAL WIRE BARRIER FOR ENTRY TO A SHEARING SHED AT TUNBRIDGE

There is a total inconsistency in driveway allocations along the length of the upgrade. We have found no other turnaround of 8.2klm distance.

IN CONCLUSION

Overall we feel that we have demonstrated in our objections listed above the total lack of consideration and due regard given to any of our concerns by the representatives of State Growth and their design consultants, Jacobs.

There has never been any true consultation at any meeting between us, State Growth and their design consultants. At our first meeting on 26 September 2016 Jacobs designers presented to us a draft plan of the road upgrades in the vicinity of 'Woodbury House' and we, as the owners of the property, were asked by State Growth to express any comments or concerns we may have with the proposed works. My wife and I voiced the major concerns and issues we had with the design, which were discussed during the meeting. State Growth advised that the plan tendered was only a proposed plan and after leaving the meeting the designers would revisit the plan and look at other possible designs to accommodate our concerns. During the meeting we also offered several possible design solutions that we thought could be worked on to offset our major concerns.

A follow up e-mail was sent 29 September again outlining our major concerns of: Restricted Access; Heightened Road and resulting Noise/Pollution Levels; Flooding; retention of the Boundary Vegetation etc. The reply we received from Jacobs on 03 October stated *'I have forwarded it to our design team and Damien at the Department of State Growth also. We will take on board the concerns raised during our meeting last Monday and in your email below.'* This we believed was a positive response from the consultants to the Department.

On 10 November we received an e-mail from Jacobs stating: *'We would like to meet again to discuss our proposed designs, particularly the area of the highway near Woodbury House.'*

We were looking forward to that our second meeting and viewing what we thought were going to be the new designs; how appalled we were to not only see but be told nothing had changed on the drawings and none of our concerns had been catered for! When we voiced our disappointment we were informed that a turn bay was to be constructed closer to our entry than what was proposed originally. This inclusion on the plans was a pencil drawn turn around bay situated just south of the old Midland Highway junction, still a distance of 3.2klms away from our entry!! When we enquired if this turn around bay was intended for the convenience of people to access 'Woodbury House' we were informed that it was mainly for the railway' access to their holding area but one we and the users of the 'Woodbury House' entry would use as well. Again we protested at the distance and lack of finding any middle ground and asked why our concerns were not given any grounds and were given this reply from the representative from State Growth: *'from here on you will have the right to appeal the plans following the development approval'*. A follow up email from State Growth confirmed that the decision had been made and it will remain left in left out.

We have never been granted any evidence or reason as to why our requests have been tossed aside other than it does not fit with what they were trying to achieve or their vision for the Highway.

Over the past 40 years 'Woodbury House' has lost so much of its Heritage that it is almost criminal. The major problem time was when the Midland Highway was last upgraded. We mentioned on page 1 the bastardisation of the grounds when the road was constructed through the orchards and vegetable gardens obliterating the visual cultural heritage of how one of the earliest homesteads in Tasmania worked on a day to day basis in self sufficiency. What we did not mention at that time was the loss of the 1820's stone workers cottages that were demolished to make way for the road.



THE LARGEST WORKERS COTTAGE AT THE WOODBURY PROPERTY

The above photo shows a three room workers cottage that was situated just north of the main homestead that was demolished to make way for the road; there is sadly no footprint or archaeology remaining. The position of the cottage was physically plotted by the memories of the descendants of the servant family who resided there and by the topography of the landscape. This was the largest of the cottages so far discovered with the majority being of single room; one of which, pictured below, was also lost due to the road upgrade.



In the background of the photo to the left, you can see a single room shepherds cottage with a 'beehive' chimney; this was the earliest and most common style of cottage that was on the property. This particular cottage was also lost when the road was upgraded. To the left of the cottage is a group of the *Ulmus Minor Atinia* trees that lined the boundary. In the present DA for the road upgrade the

last few remaining examples of these trees at the old entry are to be removed. **We now have the chance to save what little remains as a final footprint of what was there.**

DO NOT LET US LOSE ANY MORE OF OUR HERITAGE ASSETS!

The Tasmanian Heritage Council in its publication Heritage Solutions highlights the conservation work being carried out by ourselves at 'Woodbury House'. Within the text great emphasis is placed upon the ***'ambitious restoration of the whole complex of buildings, including cobbled areas, gardens and the surrounds of the property-a significant amount of work requiring a large injection of time and money'***. In the concluding paragraph of the text, the Heritage Tasmania works manager Mr. Ian Boersma stated ***'there are many 19th century homesteads scattered throughout Tasmania. Many of these have outbuildings that are significant but in poor condition. Their heritage values are often exceptionally high, but as they no longer serve a purpose in today's modern farming practices, maintenance is often no longer the farmer's immediate priority. Mr. Cooper's vision to conserve the homestead as well as the outbuildings will provide Tasmania with a complete example of an early 19th century homestead complex in a prominent location.***

If the road upgrade receives a green light in its present form then we fear that so much more of our Heritage Assets will be lost forever and the statements in the above publication will sadly be but another lost and empty epitaph.

We thank you for our opportunity to place this objection and if you wish any clarification on any point please do not hesitate to contact us. We can substantiate every statement contained within this submission.

Yours truly,

Allen and Linda Cooper