

## AMENDING NUMBERING WITHIN TRANSLINK SAP

In adding Area 8 to the TRANSLink SAP it is proposed to renumber certain sections of the current SAP. The opportunity will be taken to correct minor errors in numbering in the TRANSLink SAP as listed below:

| CLAUSE                            | CHANGE                                   |
|-----------------------------------|--|
| F1.4.1 Subdivision                | Add words Area 7 to A7                   |
|                                   | A8 to be renumbered A9 – P9              |
|                                   | A9 to be renumbered A10 – P10            |
|                                   | A10 to be renumbered A11 – P11           |
|                                   | A11 to be renumbered A12 – P12           |
|                                   | A12 to be renumbered A13 – P16 to be P13 |
|                                   | A13 to be renumbered A14 – P17 to be P14 |
| F1.4.4 Materials of Presentation  | Change P4 to P5                          |
| F1.4.8 Open Space and Landscaping | A8 and P8 to be renumbered A9 and P9     |
|                                   | A9 and P9 to be renumbered A10 and P10   |

These are very minor changes which correct typographical errors and add clarity to the SAP. There can be little contention around these changes.

## PROPOSED USE TABLE AREA 8

### F1.3 Use Tables

#### F1.3.8 Area 8 (see Figure F.1.5)

|  |  |
|--|--|
| <b>No Permit Required</b>                      |  |
| <b>Use Class</b>                               | <b>Qualification</b>   |
| Natural and cultural values management         |  |
| Passive recreation                             |  |
| Utilities                                      | If for Minor Utilities   |
| <b>Permitted</b>                               |  |
| <b>Use Class</b>                               | <b>Qualification</b>   |
| Business and professional services             | If for a veterinary centre or similar specialist animal breeding or care services  |
| Domestic animal breeding, boarding or training |  |
| Extractive industries                          | If related to an existing extractive industry; or<br>If not:<br>a) located on prime agricultural land or;<br>b) for a Level 2 Activity |
| Equipment and Machinery sale and hire          |  |
| Manufacturing and processing                   |  |
| Storage  |  |
| Utilities                                      |  |

| <b>Discretionary</b>                       |   |
|--|---|
| <b>Use Class</b>                           | <b>Qualification</b>  |
| <i>Bulky goods sales</i>                   | <i>If for rural supplies, landscape supplies and timber yard</i>  |
| <i>Business and professional services</i>  |   |
| <i>Community Meeting and Entertainment</i> |   |
| <i>Educational and Occasional Care</i>     | <i>If for industry training facility</i>  |
| <i>Emergency Services</i>                  |   |
| <i>Food services</i>                       | <i>If for café or take away food premises</i>   |
| <i>General retail and hire</i>             | <i>The floor area must not exceed 250sqm</i>  |
| <i>Recycling and waste disposal</i>        |   |
| <i>Research and development</i>            |   |
| <i>Resource development</i>                | <i>If:</i><br><i>c) for controlled environment agriculture</i><br><i>d) The handling and packing or storing of product for dispatch, or</i><br><i>e) Closed cycle aquaculture</i> |
| <i>Resource processing</i>                 |   |
| <i>Service industry</i>                    |   |
| <i>Transport depot and distribution</i>    |   |
| <i>Vehicle fuels sales and service</i>     |   |
| <i>Visitor accommodation</i>               | <i>If:</i><br><i>a) not for existing uses or</i><br><i>b) the curtilage increases by more than 30% as at the effective date</i>   |
| <b>Prohibited</b>                          |   |
| <i>All other uses</i>                      |   |

It is proposed to keep the Use Table comparable to that within the Light Industry zone whilst at the same time reflecting the Use Tables currently within the TRANSLink SAP. It is proposed to keep the Use Table uniform for all areas within Area 8 - using other Clauses to create differences within the areas.

## USE AND DEVELOPMENT STANDARDS PROPOSED UNDER THE SAP

The following clauses are proposed to be added into TRANSLink SAP

### F1.4.1 Subdivision

*Add words Area 7 to A7*

COMMENT – adding the above words makes it clear that this clause relates to Area 7 and is not covering the whole TRANSLink area.

Insert the following new clauses:

|  |  |
|--|--|
| <p><i>A8.1.1 In Area 8 (i) - there must be:<br/>a) a lot density of 1 lot per 2000m2 over the total area being subdivided; and<br/>b) a minimum lots size of 1000m2; and<br/>c) frontage to a road of 8.0 metres; or</i></p>     | <p><i>P8.1.1 Within Area 8 (i), a proposed lot on a plan of subdivision has:<br/>a) a minimum area of 800m2; and<br/>b) frontage to a road of at least 6 metres.</i></p>   |
| <p><i>A8.1.2 In Area 8 (ii) - there must be:<br/>a) a lot density of 1 lot per 10,000m2 over the total area being subdivided; and<br/>b) a minimum lots size of 5000m2; and<br/>c) frontage to a road of 50.0 metres; or</i></p> | <p><i>P8.1.2 Within Area 8 (ii), a proposed lot on a plan of subdivision has:<br/>a) a minimum area of 2000m2; and<br/>b) frontage to a road of at least 8 metres.</i></p> |
| <p><i>A8.1.3 In Area 8(iii) No acceptable solution or for Public Open Space Area</i></p>   | <p><i>P8.1.3 No Performance Criteria</i></p>   |
| <p><i>A8.2 The lots must be transferred to Council or other Government bodies for the provision of services.</i></p>   | <p><i>P8.2 No Performance Criteria</i></p>   |

COMMENT – Inserting the above clauses allows variation to be introduced in terms of acceptable lot sizes – creating character thorough lot size. The purpose of the inserted clauses is to allow smaller lots to the part of the site nearest the Highway and the formation of larger lots to the rear.

Correct the following clause numbers

*A8 to be renumbered A9 – P9*

*A9 to be renumbered A10 – P10*

*A10 to be renumbered A11 – P11*

*A11 to be renumbered A12 – P12*

*A12 to be renumbered A13 – P16 to be P13*

*A13 to be renumbered A14 – P17 to be P14*

COMMENT – with the insertion of the clauses above it is necessary to correct the clause numbers which follow. It is also a good opportunity to correct errors within the same clause.

**F1.4.3 Height of Buildings**

Add

|   |  |
|---|--|
| <p><i>A7 Within Area 7 the provisions of Rural Resource zone in regard to height prevail.</i></p> | <p><i>P7 The maximum building height shall be appropriate to the site and have regard to:<br/>a) the safety of Launceston Airport; and<br/>b) the amenity of the area as a tourist gateway to Launceston</i></p> |
|---|--|

|  |  |
|--|--|
| <p><i>A8 Within Area 8, the maximum height of buildings must not exceed 12 metres.</i></p> | <p><i>P8 The maximum building height shall be appropriate to the site and have regard to:<br/>a) the safety of Launceston Airport; and<br/>b) the amenity of the area as a tourist gateway to Launceston</i></p> |
|--|--|

COMMENT – the current TRANSLink SAP sets effective building heights as a way of creating visual difference. The proposed Area 8 will adopt a single building height as an Acceptable Solution, preferring to use the natural topography of the site to create interest.

**F1.4.4 Materials of Presentation**

*Change P4 to P5*

COMMENT – this is a minor typo change.

Add

|   |  |
|---|--|
| <p><i>A6 Within Area 7 and 8, colours must be muted and in tones sympathetic to the rural and landscaped setting of the area.</i></p> | <p><i>P6 There are no Performance Criteria</i></p> |
|---|--|

COMMENT – in the current TRANSLink SAP there is no provisions related to material of finish in Area 7. It is appropriate that developers within the proposed Area 8 have some guidance in regard to acceptable external finishes.

**F1.4.7 Building Setback**

Add

|  |  |
|--|--|
| <p><i>A7 Within Area 7 the provisions of the Rural Resource zone apply in regard to setbacks.</i></p>  |  |
| <p><i>A8 Within Area 8, front, side and rear boundary setbacks for buildings or other works must be a minimum of:</i></p> <ul style="list-style-type: none"> <li><i>f) 20m to the Highway frontage</i></li> <li><i>g) 10m to an access road</i></li> <li><i>h) 3m to the side boundary</i></li> <li><i>i) 5m to the rear boundary</i></li> <li><i>jj) 20m to the rear boundary where the lots have a boundary to the Midland Highway.</i></li> </ul> | <p><i>P8 The setback to the side and rear boundary must:</i></p> <ul style="list-style-type: none"> <li><i>f) Provide adequate access to the site; and</i></li> <li><i>g) Not result in an unreasonable loss of amenity to adjoining uses having regard to the:</i> <ul style="list-style-type: none"> <li><i>i. Bulk and form of the building; and</i></li> <li><i>ii. Size and proportion of the lot; and</i></li> <li><i>iii. Extent to which the slope, retaining walls, fences or existing vegetation screening reduce or increase the impact of the proposed variation.</i></li> </ul> </li> </ul> |

COMMENT – the proposed setbacks from the site frontages, side boundaries and rear boundaries will allow meaningful setbacks for buildings to create variety and interest within Area 8. The Performance Criteria will allow consideration to be given to co-joined buildings maximizing use of the space on each site.

**F1.4.8 Open Space and Landscaping**

Add

|   |                                   |
|---|-----------------------------------|
| <i>A7 Within Area 7, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:<br/>a) 10m from Evandale Main Road</i>                | <i>P7 No performance criteria</i> |
| <i>A8 Within Area 8, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:<br/>a) 5m from any new road within a subdivision.</i> | <i>P8 No performance criteria</i> |

COMMENT – The current TRANSLink provisions makes no allowance for landscaping within Area 7 – thus inclusion of A7 and P7 corrects this matter. Adding A8 and P8 sets a standard of presentation for the development within Area 8.

**STRATEGIC PLANNING**

**State Policies**

The following State Policies are currently in force:

- Tasmanian State Coastal Policy 1986;
- State Policy on Water Quality and Management 1997;
- State Policy on the Protection of Agricultural Land 2009;
- National Environment Protection Council (Ambient Air Quality) Measure;
- National Environment Protection Council (Assessment of Site Contamination) Measure 1999;
- National Environment Protection Council (Movement of Controlled Wastes between States and Territories) Measure;
- National Environment Protection Council (National Pollutant Inventory) Measure; and
- National Environment Protection Council (Used Packaging Materials) Measure.

The proposed rezone will not conflict with or contravene any of the above State Policies.

## Northern Regional Land Use Strategy

In Sept 2013 the Northern Region released a Land Use Strategy. The relevant sections of this strategy are:

*The Regional Land Use Strategy for Northern Tasmania is a strategic plan for the region's future development and planning to 2032. It has a 20 year planning time horizon for integrated infrastructure, land use development and transport planning, underpinned by economic development, social and environmental strategies. The strategy will be revised regularly as new evidence based strategic planning investigations and information is made available to provide greater certainty to the strategic planning and development of the region.*

*The RLUS seeks to reduce the barriers to investment in ways that are consistent with the vision for the region and other relevant social and environmental strategies. It can do this in a number of ways, including coordinating services to ensure that land for appropriate development is available in the best locations, and ensuring that priority is given to investment that improves the necessary transport, energy and communications infrastructure.*

*Within this (rural) land use area there are non-agricultural activities and land uses suitable to be developed on land that is non-productive viable prime rural lands.*

*The satellite settlements are within proximity to the Greater Launceston Urban Area and provide a dormitory function to the regional city, whilst maintaining distinct settlement boundaries. These settlements include Legana, Hadspen, Perth and Evandale and provide for a rich mixture of land uses, including locations for residential housing for a significant proportion of the region's workforce, associated industrial areas and localised employment opportunities. The settlements are supported by a wide range of local community, retail, business and commercial functions. As key regional urban areas they will deliver services to their surrounding area as they are subject to substantial change and growth pressures.*

*Accessibility of suitable employment is a contributing factor to liveability, and in relocation decisions for those in the labour force. It is therefore fundamental that the RLUS to improve access to employment for existing and future residential communities within the Region to achieve greater sustainable development in particularly job self-containment across the region closer to the regions urban and rural residential settlements.*

COMMENT – The RLUS is a comprehensive, high level land use strategy which has been through a process of public scrutiny and sets a strategic picture for development in the region. The RLUS assists in reducing barriers to investment and creating certainty in the market place. The Strategy recognizes that on rural lands there can be non-agricultural uses where productivity is not compromised. Unlike more recent studies within the region the RLUS does recognise that townships like Perth are experiencing substantial change and growth pressures. A development like that proposed will allow inappropriate industrial type land uses to relocate from residential areas within Perth, or Longford to a better located industrial area. The RLUS recognizes the advantages of locating business/enterprise close to residential areas to cut out travel – this is a balancing act between location and protection of residential amenity.

## CONCLUSION

This application is for a planning scheme amendment under Section 33 (Land Use Planning and Approvals Act 1993) involving land at 16523 & 16525 Midlands Highway, rezoning from Rural Resource to light industry and requesting an amendment to the Planning Scheme to introduce Area 8 into the TRANSlink Specific Area Plan. The area involved in the rezone is approximately 32 hectares.

The sites are both currently zoned Rural Resource which does not reflect the current use, or the land capability for any agricultural activities. Therefore the proposal is in-line with current land use.

The proposal not only brings existing non-conforming use into line with the zone requirements of an industrial type zone; it also allows for future development of 16523 Midland Highway into the Area 8 of TRANSlink (subject to future applications and approvals).

The future development of the Midlands Highway in this area, as proposed by the Department of State Growth, is not in conflict with the proposal, but rather supports it.

ANNEXURE 1: Updated Translink Specific Area Plan Document and Area 8 Plan



## F1 Translink Specific Area Plan

### F1.1 Purpose of Specific Area Plan

F1.1.1 The purpose of this specific area plan is to:

- a) Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.
- b) Cater primarily for storage, transport and industrial uses.
- c) Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.
- d) Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.
- e) Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.
- f) Provide opportunities for the development of accommodation adjacent to and serving the Airport.
- g) Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.
- h) Provide opportunities for a light industrial area to cater for the needs of Perth and Longford and to capitalize on the existence of an existing hard rock reserve, the related industries and the realigned Midland Highway.
- i) To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses.

### F1.2 Application of Specific Area Plan

F1.2.1 The specific area plan applies to the area of land designated as Translink Specific Area Plan on the Planning Scheme maps, and shown in this Plan as Figures F1.1 and F1.5.

### F1.3 Use Tables

F1.3.1 Area 1 (see Figure F.1.1)

| <b>No Permit Required</b>        |   |
|----------------------------------|---|
| <b>Use Class</b>                 | <b>Qualification</b>                            |
| Utilities                        | If for minor utilities                          |
| Passive recreation               |   |
| <b>Permitted</b>                 |   |
| <b>Use Class</b>                 | <b>Qualification</b>                            |
| Research and Development         |   |
| Service industry                 |   |
| Storage                          | If not a liquid fuel depot or solid fuel depot. |
| Transport depot and distribution |   |
| Utilities                        | If not minor utilities                          |

|                                |   |
|--------------------------------|---|
| Vehicle fuel sales and service |   |
| Vehicle parking                |   |
| <b>Discretionary</b>           |   |
| <b>Use Class</b>               | <b>Qualification</b>  |
| Bulky Goods Sales              | If a showroom with a floor area no greater than 200m <sup>2</sup> |
| Emergency services             |   |
| Manufacturing and Processing   |   |
| Resource processing            |   |
| Storage                        | If a liquid fuel depot or solid fuel depot.                       |
| <b>Prohibited</b>              |   |
| All other uses                 |   |

## F1.3.2 Area 2 (see Figure F.1.1)

|                                    |   |
|------------------------------------|---|
| <b>No Permit Required</b>          |   |
| <b>Use Class</b>                   | <b>Qualification</b>                                    |
| Utilities                          | If for minor utilities.                                 |
| Passive recreation                 |   |
| <b>Permitted</b>                   |   |
| <b>Use Class</b>                   | <b>Qualification</b>                                    |
| Storage                            | If not a liquid fuel depot or solid fuel depot.         |
| Transport depot and distribution   | If not a passenger transport terminal.                  |
| Vehicle parking                    |   |
| <b>Discretionary</b>               |   |
| <b>Use Class</b>                   | <b>Qualification</b>                                    |
| Bulky Goods Sales                  | If a showroom. If motor vehicle, boat or caravan sales. |
| Emergency services                 |   |
| Manufacturing and Processing       |   |
| Business and Professional Services | If an office  |
| Transport depot and distribution   | If a passenger transport terminal                       |
| Food services                      | If for existing.  |
| <b>Prohibited</b>                  |   |
| All other uses                     |   |

## F1.3.3 Area 3 (see Figure F.1.1)

|                                  |   |
|----------------------------------|---|
| <b>No Permit Required</b>        |   |
| <b>Use Class</b>                 | <b>Qualification</b>                            |
| Utilities                        | If for minor utilities.                         |
| <b>Permitted</b>                 |   |
| <b>Use Class</b>                 | <b>Qualification</b>                            |
| Storage                          | If not a liquid fuel depot or solid fuel depot. |
| Transport depot and distribution |   |

| <b>Discretionary</b>         |  |
|------------------------------|--|
| <b>Use Class</b>             | <b>Qualification</b>                         |
| Manufacturing and Processing |  |
| Research and development     |  |
| Resource processing          |  |
| Storage                      | If a liquid-fuel depot, or solid fuel depot. |
| Utilities                    | If not minor utilities.                      |
| <b>Prohibited</b>            |  |
| All other uses               |  |

## F1.3.4 Area 4 (see Figure F.1.1)

| <b>No Permit Required</b>          |  |
|------------------------------------|--|
| <b>Use Class</b>                   | <b>Qualification</b>                               |
| Utilities                          | If for minor utilities.                            |
| Passive recreation                 |  |
| <b>Permitted</b>                   |  |
| <b>Use Class</b>                   | <b>Qualification</b>                               |
| Bulky Goods Sales                  | If existing motor vehicle, boat, or caravan sales. |
| Community meeting & entertainment  |  |
| Visitor accommodation              | If not a motel.                                    |
| Residential                        | If a home-based business.                          |
| Business and Professional Services | If an office.                                      |
| Food Services                      | If a restaurant.                                   |
| <b>Discretionary</b>               |  |
| <b>Use Class</b>                   | <b>Qualification</b>                               |
| Food services                      | If takeaway shop.                                  |
| General retail and hire            | The floor area must not exceed 250m <sup>2</sup> . |
| Transport depot and distribution   | If a passenger transport depot.                    |
| Utilities                          | If not minor utilities.                            |
| Vehicle fuel sales and service     | If a service station.                              |
| Visitor accommodation              | If a motel.  |
| <b>Prohibited</b>                  |  |
| All other uses                     |  |

## F1.3.5 Area 5 (see Figure F.1.1)

| <b>No Permit Required</b>              |                           |
|--|---------------------------|
| <b>Use Class</b>                       | <b>Qualification</b>      |
| Utilities                              | If for minor utilities    |
| Passive recreation                     |                           |
| Natural and cultural values management |                           |
| <b>Permitted</b>                       |                           |
| <b>Use Class</b>                       | <b>Qualification</b>      |
| Residential                            | If a home-based business. |

| <b>Discretionary</b>               |  |
|------------------------------------|--|
| <b>Use Class</b>                   | <b>Qualification</b>                             |
| Business and Professional Services | If an office.                                    |
| Community meeting & entertainment  |  |
| Educational and occasional care    |  |
| Food services                      | If a restaurant.                                 |
| General retail and hire            | The floor area must not exceed 250m <sup>2</sup> |
| Hotel Industry                     |  |
| Tourist operation                  |  |
| Visitor accommodation              | If a holiday unit. If a motel.                   |
| Utilities                          | If not minor utilities.                          |
| <b>Prohibited</b>                  |  |
| All other uses                     |  |

## F1.3.6 Area 6 (see Figure F.1.1)

| <b>No Permit Required</b>              |  |
|--|--|
| <b>Use Class</b>                       | <b>Qualification</b>                               |
| Utilities                              | If for minor utilities.                            |
| Passive recreation                     |  |
| Natural and cultural values management |  |
| <b>Permitted</b>                       |  |
| <b>Use Class</b>                       | <b>Qualification</b>                               |
| Food services                          | If a restaurant. If a takeaway shop.               |
| Hotel Industry                         |  |
| Utilities                              | If not minor utilities.                            |
| Vehicle fuel sales and service         | If a service station.                              |
| <b>Discretionary</b>                   |  |
| <b>Use Class</b>                       | <b>Qualification</b>                               |
| Business and Professional Services     | If an office.                                      |
| Bulky goods sales                      | If a showroom.                                     |
| General retail and hire                | The floor area must not exceed 250m <sup>2</sup> . |
| Visitor accommodation                  | If a motel.  |
| <b>Prohibited</b>                      |  |
| All other uses                         |  |

## F1.3.7 Area 7 (see Figure F.1.1)

| <b>No Permit Required</b>              |   |
|--|---|
| <b>Use Class</b>                       | <b>Qualification</b>  |
| Natural and cultural values management |   |
| Passive recreation                     |   |
| Resource development                   | If not for:<br>a) plantation forestry on prime agricultural land;<br>or<br>b) controlled environment agriculture on prime |

|  |   |
|--|---|
|  | agricultural land; or<br>c) intensive animal husbandry on prime agricultural land ; or<br>d) a dwelling; or<br>e) forestry or plantation forestry on non-prime agricultural land.               |
| Utilities                                      | If for existing uses and the curtilage does not increase by more than 30% as at the effective date and not located on prime agricultural land   |
| <b>Permitted</b>                               |   |
| <b>Use Class</b>                               | <b>Qualification</b>  |
| Business and professional services             | If for a veterinary centre or similar specialist animal breeding or care services   |
| Domestic animal breeding, boarding or training | If not on prime agricultural land   |
| Community meeting & entertainment              | If for existing premises used for public purposes   |
| Crematoria and cemeteries                      | If for crematoria and not on prime agricultural land  |
| Extractive industries                          | If not:<br>a) located on prime agricultural land or;<br>b) for a Level 2 Activity   |
| Food services                                  | If for existing uses and the curtilage does not increase by more than 30% as at the effective date  |
| Hotel industry                                 | If for existing uses and the curtilage does not increase by more than 30% as at the effective date  |
| Residential                                    | If for existing uses or home-based business in an existing dwelling   |
| Resource development                           | If not for:<br>a) plantation forestry on prime agricultural land; or<br>b) controlled environment agriculture on prime agricultural land; or<br>c) animal husbandry on prime agricultural land. |
| Resource processing                            | If directly associated with produce from the subject site   |
| Sports and recreation                          | If for existing uses and the curtilage does not increase by more than 30% as at the effective date  |
| Visitor accommodation                          | If for existing uses and the curtilage does not increase by more than 30% as at the effective date  |
| <b>Discretionary</b>                           |   |
| <b>Use Class</b>                               | <b>Qualification</b>  |
| Bulky goods sales                              | If for rural supplies, landscape supplies and timber yard   |

|  |   |
|--|---|
| Business and professional services     | If not for a veterinary centre or similar specialist animal breeding or care services   |
| Educational and occasional care        | If providing education services for the resource development use class  |
| Emergency Services                     |   |
| Equipment and machinery sales and hire |   |
| Extractive industries                  | If located on prime agricultural land, or<br>If for a Level 2 Activity  |
| Food services                          | If:<br>a) not for existing uses or<br>b) the curtilage increases by more than 30% as at the effective date  |
| General retail and hire                |   |
| Hotel industry                         | If for:<br>a) existing uses and the curtilage increases by more than 30% as at the effective date; or<br>b) cellar door sales, micro-breweries or microdistilleries |
| Motor racing facility                  | If not a new facility on prime agricultural land  |
| Recycling and waste disposal           |   |
| Residential                            | If for single dwelling  |
| Research and development               | If directly associated with resource development  |
| Resource development                   | If:<br>a) for controlled environment agriculture or animal husbandry on prime agricultural land; or<br>b) not for plantation forestry on prime agricultural land.   |
| Resource processing                    | If not directly associated with produce from the subject site   |
| Service industry                       |   |
| Sports and recreation                  | If:<br>a) not for existing uses or<br>b) the curtilage increases by more than 30% as at the effective date  |
| Tourist operation                      |   |
| Transport depot                        |   |
| Utilities                              | If:<br>a) for existing uses on prime agricultural land; or<br>b) not for existing uses; or<br>c) the curtilage increases by more than 30% as at the effective date. |
| Vehicle fuels sales and service        |   |
| Visitor accommodation                  | If:<br>a) not for existing uses or<br>b) the curtilage increases by more than 30% as at the effective date  |
| <b>Prohibited</b>                      |   |

|                |  |
|----------------|--|
| All other uses |  |
|----------------|--|

## F1.3.8 Area 8 (see Figure F.1.1)

| <b>No Permit Required</b>                      |   |
|--|---|
| <b>Use Class</b>                               | <b>Qualification</b>  |
| Natural and cultural values management         |   |
| Passive recreation                             |   |
| Utilities                                      | If for Minor Utilities  |
| <b>Permitted</b>                               |   |
| <b>Use Class</b>                               | <b>Qualification</b>  |
| Business and professional services             | If for a veterinary centre or similar specialist animal breeding or care services   |
| Domestic animal breeding, boarding or training |   |
| Extractive industries                          | If related to an existing extractive industry; or<br>If not:<br>a) located on prime agricultural land or;<br>b) for a Level 2 Activity                |
| Equipment and Machinery sale and hire          |   |
| Manufacturing and processing                   |   |
| Storage  |   |
| Utilities                                      |   |
| <b>Discretionary</b>                           |   |
| <b>Use Class</b>                               | <b>Qualification</b>  |
| Bulky goods sales                              | If for rural supplies, landscape supplies and timber yard   |
| Business and professional services             |   |
| Community Meeting and Entertainment            |   |
| Educational and Occasional Care                | If for an Industry Training Facility  |
| Emergency Services                             |   |
| Food services                                  | If for a café or take away food premises  |
| General retail and hire                        | The floor area must not exceed 250sqm   |
| Recycling and waste disposal                   |   |
| Research and development                       |   |
| Resource development                           | If:<br>a) for controlled environment agriculture<br>b) The handling and packing or storing of product for dispatch, or<br>c) Closed cycle aquaculture |
| Resource processing                            |   |
| Service industry                               |   |
| Transport depot and distribution               |   |

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|---------------------------------|--|
| Vehicle fuels sales and service |  |
| Vehicle Parking                 |  |
| Visitor accommodation           | If:<br>a) not for existing uses or<br>b) the curtilage increases by more than 30% as at the effective date |
| <b>Prohibited</b>               |  |
| All other uses                  |  |

#### F1.4 Standards for Use or Development

Use and development must be undertaken in accordance with the following standards.

##### F1.4.1 Subdivision

|   |   |
|---|---|
| Objective:<br>a) To ensure the area and dimension of lots are appropriate for the zone;<br>b) To ensure each lot has road access, sewerage, water, stormwater, energy and communication services appropriate for the zone.  |   |
| <b>Acceptable Solution</b>  | <b>Performance Criteria</b>   |
| A1.1 Within Area 1, there must be<br>a) a lot density of 1 lot per 10,000m <sup>2</sup> over the area being subdivided; and<br>b) a minimum lot size of 5000m <sup>2</sup> ; and<br>c) frontage to a road of 50 metres; or<br><br>A1.2 The lot must be transferred to Council or other Government bodies for the provision of services. | P1.1 Within Area 1, a proposed lot on a plan of subdivision has:<br>a) a minimum area of 3,000m <sup>2</sup> ; and<br>b) frontage to a road of at least 9 metres. |
| A2.1 Within Area 2, there must be<br>a) a lot density of 1 lot per 5000m <sup>2</sup> over the area being subdivided; and<br>b) a minimum lot size of 2000m <sup>2</sup> ; and<br>c) frontage to a road of 25 metres; or<br><br>A2.2 The lot must be transferred to Council or other Government bodies for the provision of services.   | P2.1 Within Area 2, a proposed lot on a plan of subdivision has:<br>a) a minimum area of 1,000m <sup>2</sup> ; and<br>b) frontage to a road of at least 6 metres. |
| A3.1 Within Area 3, there must be:<br>a) a lot density of 1 lot per 10,000m <sup>2</sup> over the area being subdivided; or<br>b) a minimum lot size of 5000m <sup>2</sup> ; and<br>c) frontage to a road of 50 metres; or<br><br>A3.2 The lot must be transferred to Council or other Government bodies for the provision of services. | P3.1 Within Area 3, a proposed lot on a plan of subdivision has:<br>a) a minimum area of 3,000m <sup>2</sup> ; and<br>b) frontage to a road of at least 9 metres. |
| A4.1 Within Area 4, there must be:  | P4.1 Within Area 4, a proposed lot on a plan of   |



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| <p>a) a lot density of 1 lot per 2000m<sup>2</sup> over the total area being subdivided; and<br/> b) a minimum lots size of 1000m<sup>2</sup>; and<br/> c) frontage to a road of 8.0 metres; or</p> <p>A4.2 The lots must be transferred to Council or other Government bodies for the provision of services.</p>   | <p>subdivision has:<br/> a) a minimum area of 550m<sup>2</sup>; and<br/> b) frontage to a road of at least 6 metres.</p>  |
| <p>A5.1 Area 5 - No acceptable solution.</p>  | <p>P5.1 Within Area 5, a proposed lot on a plan of subdivision has:<br/> a) a minimum area of 550m<sup>2</sup>; and<br/> b) frontage to a road of at least 6 metres.</p>  |
| <p>A6 Area 6 - No acceptable solution.</p>  | <p>P6 Area 6 – No performance criteria.</p>   |
| <p>A7 Area 7 - Lots must be:<br/> a) for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or<br/> b) for the consolidation of a lot with another lot with no additional titles created; or<br/> c) to align existing titles with zone boundaries and no additional lots are created.</p>   | <p>P7 Area 7 - The subdivision<br/> a) must demonstrate that the productive capacity of the land will be improved as a result of the subdivision; or<br/> b) is for the purpose of creating a lot for an approved non-agricultural use, other than a residential use, and the productivity of the land will not be materially diminished.</p>   |
| <p>A8.1.1 In Area 8 (i) - there must be:<br/> a) a lot density of 1 lot per 2000m<sup>2</sup> over the total area being subdivided; and<br/> b) a minimum lots size of 1000m<sup>2</sup>; and<br/> c) frontage to a road of 8.0 metres; or</p> <p>A8.1.2 In Area 8 (ii) - there must be:<br/> a) a lot density of 1 lot per 10,000m<sup>2</sup> over the total area being subdivided; and<br/> b) a minimum lots size of 5000m<sup>2</sup>; and<br/> c) frontage to a road of 50.0 metres; or</p> <p>A8.1.3 In Area 8(iii) No acceptable solution; or</p> <p>A8.2 The lots must be transferred to Council or other Government bodies for the provision of services.</p> | <p>P8.1.1 Within Area 8 (I), a proposed lot on a plan of subdivision has:<br/> a) a minimum area of 800m<sup>2</sup>; and<br/> b) frontage to a road of at least 6 metres.</p> <p>P8.1.2 Within Area 8 (ii), a proposed lot on a plan of subdivision has:<br/> a) a minimum area of 2000m<sup>2</sup>; and<br/> b) frontage to a road of at least 8 metres.</p> <p>P8.1.3 No Performance Criteria</p> <p>P8.2 No Performance Criteria</p> |
| <p>A9 Road layout must be in accordance with Figure F1.2. Roads must meet the following specifications:<br/> a) Evandale Main Road - 42m wide road reservation.<br/> b) the distributor road - 30m wide road reservation.</p>   | <p>P9 The location of the open swale drain may be changed if the stormwater drainage can be accommodated by other means to the satisfaction of Council.</p>   |

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| <p>c) the design of the distributor road must be in accordance with the cross-section provided in Figure F1.3.</p> <p>d) access roads connecting to distributor roads must have a 20m wide road reservation and carriageway width must be not less than 11m.</p> <p>e) a permanent cul-de-sac must have a turning circle of not less than 25m diameter at the kerb.</p> <p>f) the distributor road reserve must contain an open swale drain to collect all stormwater on the west side of the road.</p> |   |
| <p>A10 The Plan of Subdivision must provide for the drainage of both roads and other land to be satisfactorily carried off and disposed of in accordance with Figure F1.3 and F1.4.</p>   | <p>P10 No performance criteria.</p>   |
| <p>A11 On-site detention devices must be incorporated in the development so that the flow rate of stormwater outside the boundaries of the title is no greater than if the land was used for rural purposes.</p>  | <p>P11 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <p>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</p> <p>b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</p> <p>c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</p> <p>d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</p> |
| <p>A12 The Plan of Subdivision must not include:</p> <p>a) blind roads;</p> <p>b) alleys or rights-of-way to give access to the rear of lots;</p> <p>c) littoral or riparian reserves;</p> <p>d) private roads, ways or open spaces;</p> <p>e) public open space;</p>   | <p>P12 NO CHANGE No performance criteria</p>  |

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| f) any lot which requires the construction of an embankment to a highway which requires a licence under the Highways Act 1951.   |                                     |
| A13 The following services must be provided to each lot:<br>a) a reticulated water supply; and<br>b) a reticulated sewerage system; and<br>c) a reticulated stormwater system; and<br>d) underground electricity supply; and<br>e) street lighting; and<br>f) sealed roads;<br>g) Sealed crossovers. | P13 From 16 No performance criteria |
| A14 Archaeological investigations relating to Aboriginal relics must be carried out when preparing the initial 'Plan of Subdivision' for an area.  | P14 from 17 No performance criteria |

## F1.4.3 Height of Buildings

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| Objective:<br>(a) To ensure that the design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.<br>(b) To protect the safety of Launceston Airport. |   |
| <b>Acceptable Solution</b>   | <b>Performance Criteria</b>   |
| A1 Within Area 1, the maximum height of buildings and other works must not exceed 12 metres.   | P1 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the rural vistas viewed by users of Evandale Main Road.   |
| A2 Within Area 2, the maximum height of buildings and other works must not exceed 12 metres.   | P2 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the rural vistas viewed by users of Evandale Main Road.   |
| A3 Within Area 3 the maximum height of buildings and other works must not exceed 12 metres.  | P3 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the rural vistas viewed by users of Evandale Main Road.   |
| A4 Within Area 4, the maximum height of buildings must not exceed 8 metres.  | P4 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the heritage values of the Clairville historic site; and<br>c) the amenity of the area as a tourist gateway to Launceston and Evandale historic township. |

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| A5 Within Area 5, the maximum height of buildings must not exceed 8 metres.         | P6 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the heritage values of the Clairville historic site; and<br>c) the amenity of the area as a tourist gateway to Launceston and Evandale historic township. |
| A6 Within Area 6, the maximum height of buildings must not exceed 8 metres.         | P6 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the heritage values of the Clairville historic site; and<br>c) the amenity of the area as a tourist gateway to Launceston and Evandale historic township. |
| A7 Within Area 7 the provisions of Rural Resource zone in regard to height prevail. | P7 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the amenity of the area as a tourist gateway to Launceston  |
| A8 Within Area 8, the maximum height of buildings must not exceed 12 metres.        | P8 The maximum building height shall be appropriate to the site and have regard to:<br>a) the safety of Launceston Airport; and<br>b) the amenity of the area as a tourist gateway to Launceston  |

## F1.4.4 Materials and Presentation

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| Objective:<br>(a) To achieve a high quality of development by encouraging the use of a variety of architectural treatments, responding to the rural and landscaped setting and recognising the importance of the area as one of the tourist gateways to Launceston.<br>(b) Require a high standard of development recognising the prominent location of the zone adjacent to the Airport and that Evandale Main Road is a tourist route. |  |
| <b>Acceptable Solutions</b>  | <b>Performance Criteria</b>  |
| A1 Within Areas 1, 2, & 3, a variety of building forms must be used rather than single monolithic structures.  | P1 The use of a variety of materials or other techniques to help reduce the interpreted scale of the building. |
| A2 Within Areas 1, 2, 3, external walls and roofs must be in face brickwork, form concrete panels or metal clad with a patented pre-treated finish such as colorbond.  | P2 No performance criteria.  |
| A3 Within Areas 4, 5, & 6, construction must be of masonry and/or brick.   | P3 The amenity and visual quality of the area are not adversely affected.                                      |
| A4 Within Areas 4, 5, & 6, developments must be designed and located to minimise visual impact from Evandale Main Road.  | P4 No performance criteria   |

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| A5 Within Areas 4, 5, & 6, colours must be muted and in tones sympathetic to the rural and landscaped setting of the area. | P5 from 4 No performance criteria |
| A6 Within Area 7 and 8, colours must be muted and in tones sympathetic to the rural and landscaped setting of the area.    |                                   |

## F1.4.5 Site coverage

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| Objective:<br>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.                           |                             |
| <b>Acceptable Solutions</b>   | <b>Performance Criteria</b> |
| A1 Site coverage for a lot with an area less than 1500m <sup>2</sup> must be:<br>a) buildings and covered storage – maximum 50%<br>b) landscaped area – minimum 10%                                     | P1 No performance criteria  |
| A2 Site coverage for a lot with an area between 1500m <sup>2</sup> – 2000m <sup>2</sup> must be:<br>a) buildings and covered storage – maximum 55%<br>b) landscaped area – minimum 10%                  | P2 No performance criteria  |
| A3 Site coverage for a lot with an area greater than 2000m <sup>2</sup> and less than 5000m <sup>2</sup> must be:<br>a) buildings and covered storage – maximum 60%<br>b) landscaped area – minimum 10% | P3 No performance criteria  |
| A4 Site coverage for a lot with an area 5000m <sup>2</sup> or greater must be:<br>a) buildings and covered storage – maximum 65%<br>b) landscaped area – minimum 10%                                    | P4 No performance criteria  |

## F1.4.6 Stormwater

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| Objective:<br>To ensure that full utility services are available to new development.   |  |
| <b>Acceptable Solutions</b>  | <b>Performance Criteria</b>  |
| A1 The flow rate of stormwater outside the boundaries of the title shall be no greater than if the land was used for rural purposes. On-site detention devices shall be incorporated in the development. | P1 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:<br>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and<br>b) how the additional runoff and intensity of |

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|  | <p>runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</p> <p>c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</p> <p>d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</p> |
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#### F1.4.7 Building Setbacks

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| <p><b>Objective:</b><br/>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.</p>  |   |
| <p><b>Acceptable Solutions</b></p>  | <p><b>Performance Criteria</b></p>  |
| <p>A1 Within Area 1, front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <p>a) 50m to the Evandale Main Road frontage.<br/>b) 20m to the Distributor Road frontage.<br/>c) 10m to an access road frontage.<br/>d) 5m to the side boundary.<br/>e) 10m to the rear boundary.</p> | <p>P1 For corner lots, one setback may be varied taking into consideration any existing setbacks on adjoining lots.</p> |
| <p>A2 Within Area 2, front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <p>a) 30m to the Evandale Main Road frontage.<br/>b) 20 to the Translink Avenue frontage.<br/>c) 10m to an access road frontage.<br/>d) 5m to the side boundary.<br/>e) 10m to the rear boundary.</p>  | <p>P2 The Translink Avenue setback may be varied where buildings on adjacent lots are at setbacks less than 20m.</p>    |
| <p>A3 Within Area 3, front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <p>a) 50m to the Evandale Main Road frontage<br/>b) 10m to an access road frontage<br/>c) 5m to the side boundary<br/>d) 10m to the rear boundary</p>  | <p>P3 No performance criteria</p>   |
| <p>A4 Within Area 4, front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <p>a) 20m to the Evandale Main Road frontage</p>   | <p>P4 No performance criteria</p>   |

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| <p>b) 20m to the Distributor Road frontage<br/>c) 5m to the side boundary<br/>d) 10m to the rear boundary</p>   |  |
| <p>A5 Within Area 5, front, side and rear boundary setbacks for buildings or other works must be a minimum of:<br/>a) 20m to the Evandale Main Road frontage<br/>b) 5m to the side boundary<br/>c) 10m to the rear boundary</p>   | <p>P5 No performance criteria</p>  |
| <p>A6 Within Area 6, front, side and rear boundary setbacks for buildings or other works must be a minimum of:<br/>a) 20m to the Evandale Main Road frontage<br/>b) 20m to the Distributor Road frontage<br/>c) 5m to the side boundary<br/>d) 10m to the rear boundary</p>   | <p>P6 For corner lots, one setback may be varied taking into consideration any existing setbacks on surrounding lots.</p>  |
| <p>A7 Within Area 7 the provisions of the Rural Resource zone apply in regard to setbacks.</p>  |  |
| <p>A8 Within Area 8, front, side and rear boundary setbacks for buildings or other works must be a minimum of:<br/>a) 20m to the Highway frontage<br/>b) 10m to an access road<br/>c) 3m to the side boundary<br/>d) 5m to the rear boundary<br/>e) 20m to the rear boundary where the lots have a boundary to the Midland Highway.</p> | <p>P8 The setback to the side and rear boundary must:<br/>a) Provide adequate access to the site; and<br/>b) Not result in an unreasonable loss of amenity to adjoining uses having regard to the:<br/>I. Bulk and form of the building; and<br/>II. Size and proportion of the lot; and<br/>III. Extent to which the slope, retaining walls, fences or existing vegetation screening reduce or increase the impact of the proposed variation.</p> |

F1.4.8 Open Space and Landscaping

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| <p>Objective:<br/>That open space and landscaping form an integral part of developments to:<br/>a) facilitate the enhanced appearance of buildings and works,<br/>ii) provide screening,<br/>iii) separate activities,<br/>iv) assist in the control of water run-off and erosion,<br/>v) contribute to a reduction in noise levels,<br/>vi) define roads and provide opportunities for passive recreation.</p> |                                    |
| <p><b>Acceptable Solutions</b></p>  | <p><b>Performance Criteria</b></p> |

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| <p>A1 Within Area 1, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 20m from Evandale Main Road</li> <li>b) 7m from the Distributor Road</li> <li>c) 3m from an access road</li> </ul> | <p>P1 No performance criteria</p>   |
| <p>A2 Within Area 2, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 10m from Evandale Main Road</li> <li>b) 7m from the Distributor Road</li> <li>c) 3m from an access road</li> </ul> | <p>P2 The setback from the Distributor Road may be varied where the setback on adjoining lots is at a setback less than 7m.</p> |
| <p>A3 Within Area 3, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 20m from Evandale Main Road</li> <li>b) 3m from an access road</li> </ul>  | <p>P3 No performance criteria</p>   |
| <p>A4 Within Area 4, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 10m from Evandale Main Road</li> </ul>   | <p>P4 No performance criteria</p>   |
| <p>A5 Within Area 5, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 10m from Evandale Main Road</li> </ul>   | <p>P5 No performance criteria</p>   |
| <p>A6 Within Area 6, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 10m from Evandale Main Road</li> </ul>   | <p>P6 No performance criteria</p>   |
| <p>A7 Within Area 7, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 10m from Evandale Main Road <b>NEW</b></li> </ul>  | <p>P7 No performance criteria</p>   |
| <p>A8 Within Area 8, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>a) 5m from any new road within a subdivision.</li> </ul>  | <p>P8 No performance criteria</p>   |
| <p>A9</p> <ul style="list-style-type: none"> <li>a) Landscaping must be provided for development of a vacant lot or where landscaping has not previously been undertaken.</li> <li>b) Landscaping is to be provided with an automated watering system.</li> </ul>                                    | <p>P9 No performance criteria</p>   |
| <p>A10 Within Areas 1, 2, &amp; 3, landscaping of lots adjacent to Evandale Main Road must incorporate mounding into the landscaping and</p>   | <p>P10 Landscaping provides effective screening of buildings and works from Evandale Main Road.</p>                             |



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| shall conform to a comprehensive landscape plan approved by Council |  |
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## F1.4.9 Outdoor Storage Areas

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| Objective:<br>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.  |  |
| <b>Acceptable Solutions</b>  | <b>Performance Criteria</b>  |
| A1 Storage areas must be at the rear of buildings and/or where they are not visible from any public road. Where site constraints or other circumstances exist, Council may require additional landscaping and/or mounding to screen outside storage areas. | P1 Where outside storage areas require screening from adjacent roads, suggested methods of screening include a wall, landscaped earth mound or dense screen planting |

## F1.4.10 Fencing

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|---|-----------------------------|
| Objective:<br>To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting. |                             |
| <b>Acceptable Solutions</b>   | <b>Performance Criteria</b> |
| A1 Security fencing must be located behind the front boundary landscaped area; or<br>A2 Security fencing, including posts and gates, must be of dark colours.                 | P1 No performance criteria  |

## F1.4.11 Parking and Internal Circulation

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| Objective:<br>To provide adequate on-site parking, loading/unloading areas and traffic circulation space for the expected demand generated by development. |   |
| <b>Acceptable Solutions</b>  | <b>Performance Criteria</b>   |
| A1 Access and parking must be in accordance with the Car parking and Sustainable Transport Code.   | P1 Within Area 5, the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way. |
| A2 Vehicles must be able to enter and exit the site in a forward direction.  | P2 No performance criteria  |
| A3 Access drives must have a minimum width of 3.6 metres for one-way traffic and 7 metres for two-way traffic.   | P3 No performance criteria  |

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| <p>A4 Access drives, parking, manoeuvring, loading and unloading areas must be sealed and drained.</p>  | <p>P4 Access drives, parking, manoeuvring, loading and unloading areas may be of compacted gravel providing that stormwater is discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any stormwater detention or retention basins, waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <ul style="list-style-type: none"> <li>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</li> <li>b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the predevelopment levels of the subdivision; and</li> <li>c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</li> <li>d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</li> </ul> |
| <p>A5 Outside storage areas must be sealed and drained; or</p> <p>A6 Outside storage areas must be of compacted gravel and drained so that stormwater is discharged from the site in a manner that will not cause siltation or pollution of any stormwater detention or retention basins.</p> | <p>P5 No performance criteria</p>  |

F1.4.12 External Lighting

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| <p><b>Objective:</b><br/>To ensure that external lighting does not impact on the operational safety of the Launceston Airport.</p>            |                                    |
| <p><b>Acceptable Solutions</b></p>  | <p><b>Performance Criteria</b></p> |
| <p>A1 External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.</p> | <p>P1 No performance criteria</p>  |

F1.4.13 Environmental Quality

| Objective:<br>(a) To ensure that development does not result in environmental harm to the local area<br>(b) To ensure that development does not impact on the operational safety of the Launceston Airport. |                            |
|---|----------------------------|
| Acceptable solution   | Performance Criteria       |
| A1 Emissions must not cause a hazard to the safe operation of Launceston Airport.   | P1 No performance criteria |
| A2 Emissions must not cause a hazard to the residents in the Devon Hills Low Density Residential Zone.  | P2 No performance criteria |

## F1.4.14 Heritage

| Objective:<br>To recognise and protect the cultural heritage significance of the Clairville historic site and to ensure future development is sympathetic to the identified values.   |                            |
|---|----------------------------|
| Acceptable Solution   | Performance Criteria       |
| A1. Developments within 100 metres of the historic Clairville property contained on certificate of title 108432/1, must be sympathetic to the cultural significance of the site and Council may require additional landscaping, mounding or other measures to ameliorate potential impacts. | P1 No performance criteria |

## F1.4.15 Buffer Areas

| Objective:<br>To ensure that industrial development does not adversely impact on the amenity of the Devon Hills residential area  |                            |
|---|----------------------------|
| Acceptable Solutions  | Performance Criteria       |
| A1 Development of those lots closest to the Devon Hills residential area must incorporate a landscaped area along the rear boundary.  | P1 No performance criteria |
| A2 Development of those lots closest to the Devon Hills residential area must incorporate effective screening measures for all outside storage areas.   | P2 No performance criteria |
| A3 Development of those lots closest to the Devon Hills must demonstrate how noise emissions will be managed so that at the boundaries of the nearest house they do not exceed 40 dB(A) between the hours of 7am and 7pm and 35 dB(A) between the hours of 7pm and 7am. | P3 No performance criteria |

## F1.4.16 Residential use and development

|   |                             |
|---|-----------------------------|
| Objective:<br>To ensure that airport operations are not adversely affected by residential use and development.  |                             |
| <b>Acceptable Solutions</b>   | <b>Performance Criteria</b> |
| A1 Residential use and development must be incidental to another use on site; and<br><br>A2 Residential use and development must be incorporated into the main building; and<br><br>A3 Its construction must meet Australian standards 2021-2000 "Acoustics – Aircraft Noise Intrusion – Building Siting and Construction". | P1 No performance criteria  |

## F1.4.17 Liquid and Solid Fuel Depot

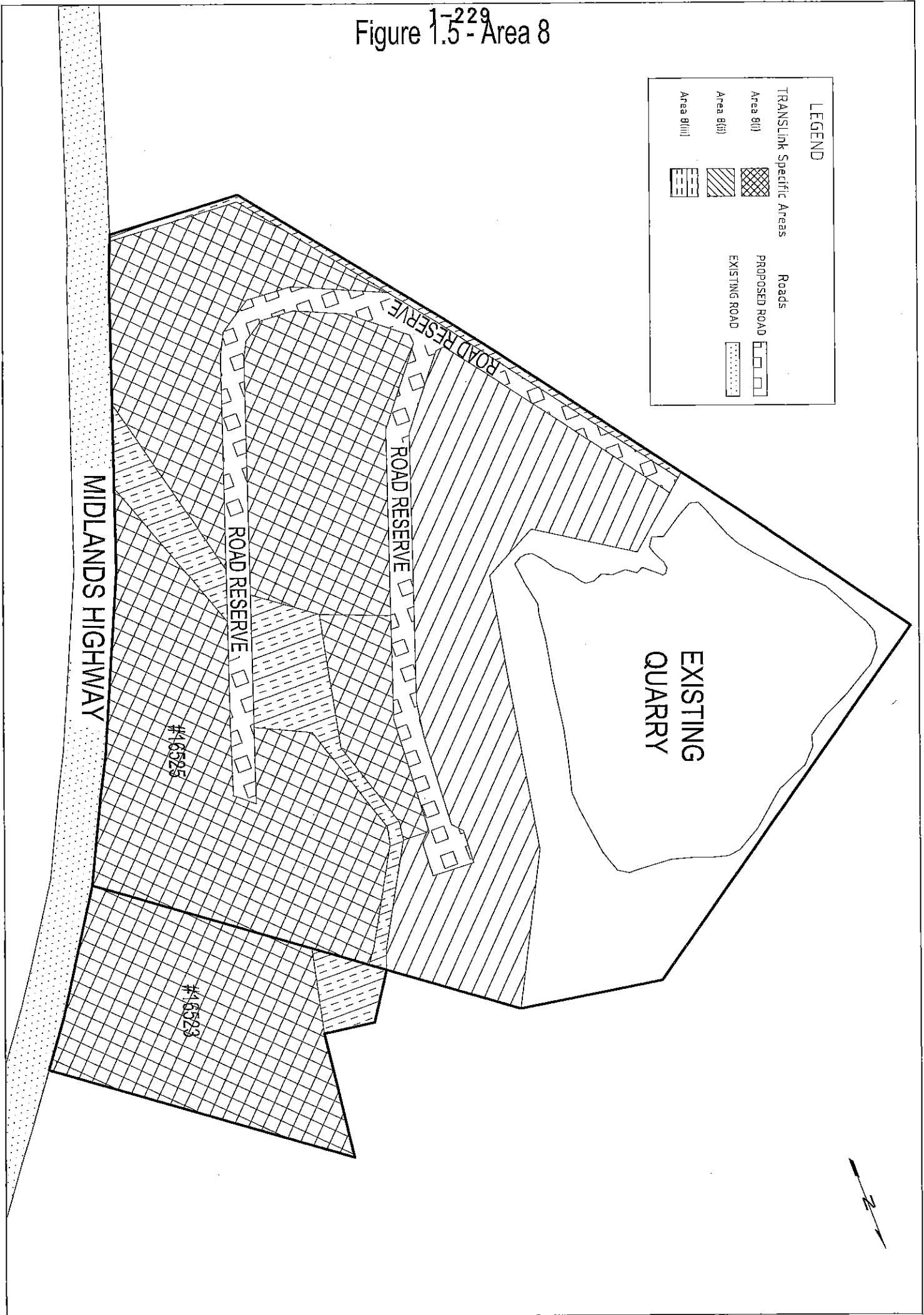
|  |                             |
|--|-----------------------------|
| Objective:<br>To ensure that airport operations are not adversely affected by liquid and solid fuel depots.  |                             |
| <b>Acceptable Solutions</b>  | <b>Performance Criteria</b> |
| A1 The applicant must provide advice that the relevant airport safety authority has determined that the use will not pose a threat to the safety and amenity of the airport. | P1 No performance criteria  |

## F1.5.16 General retail and hire

|  |                             |
|--|-----------------------------|
| Objective:<br>To ensure that general retail and hire is of a scale suitable to the area. |                             |
| <b>Acceptable Solutions</b>  | <b>Performance Criteria</b> |
| A1 The floor area must not exceed 250m <sup>2</sup> .                                    | P1 No performance criteria  |

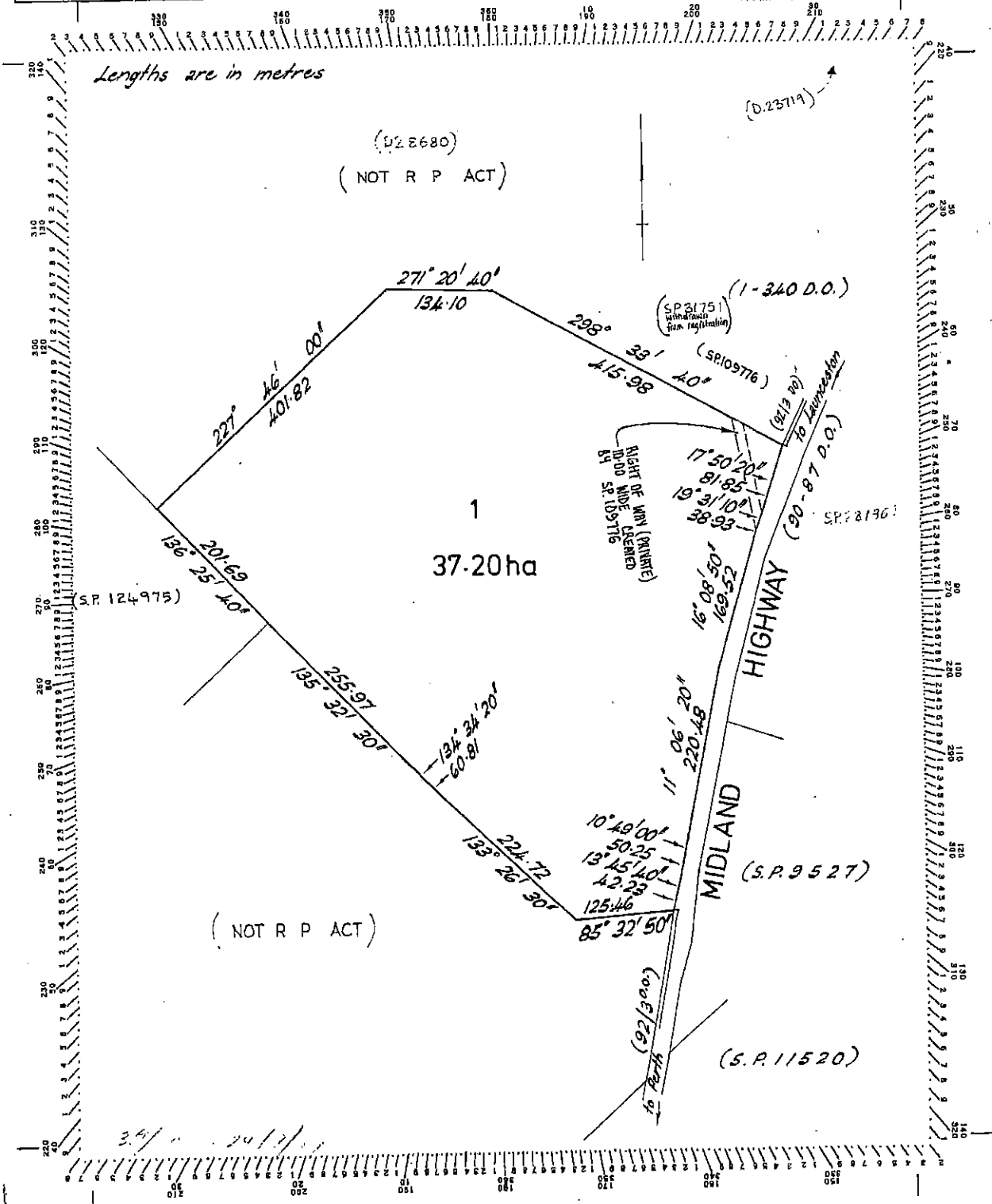
MAPS

Figure 1.5 - Area 8 <sup>1-229</sup>



ANNEXURE 2: Copy of Certificate of Title Volume 13242 Folio 1

|   |  |  |
|---|--|--|
| Owner: <i>Glenlys Margaret Joyes</i>                      | PLAN OF SURVEY<br>by Surveyor <i>Edward M<sup>c</sup>Rae Pedley</i><br>of land situated in the | Registered Number:<br><b>S.P. 13242</b>  |
| Title Reference: <i>Conveyance N<sup>o</sup> 44/975</i>   | LAND DISTRICT OF CORNWALL  |  |
| Grantee: <i>Part of 558 acres Granted to Thomas Scott</i> | PARISH OF BREADALBANE  |  |
| SCALE 1: 5000   |  | Effective from: - 8 NOV 1979<br><i>J. Bowden</i><br>ACTING/PROPERTY Recorder of Titles |





SCHEDULE OF EASEMENTS

Plan No.

S.P

13242

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

No easements or profits a prendre are created to benefit or burden any Lot shown on the plan

FENCING PROVISION

In respect of each Lot shown on the plan the Vendor Glenys Margaret Joyes shall not be required to fence

SIGNED by Glenys Margaret Joyes the  
Beneficial Owner of the land in  
Conveyance Number 44/975 in the  
presence of

*G.M. Joyes*

*W.S. Full  
Solicitor  
Launceston*



Certified correct for the purposes of the Real Property Act 1862, as amended.

.....  
*Subdivider/Solicitor for the Subdivider*

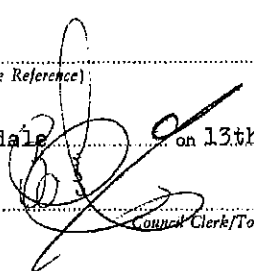
This is the schedule of easements attached to the plan of GLENYS MARGARET JOYES  
*(Insert Subdivider's Full Name)*

..... affecting land in

Conveyance Number 44/975

*(Insert Title Reference)*

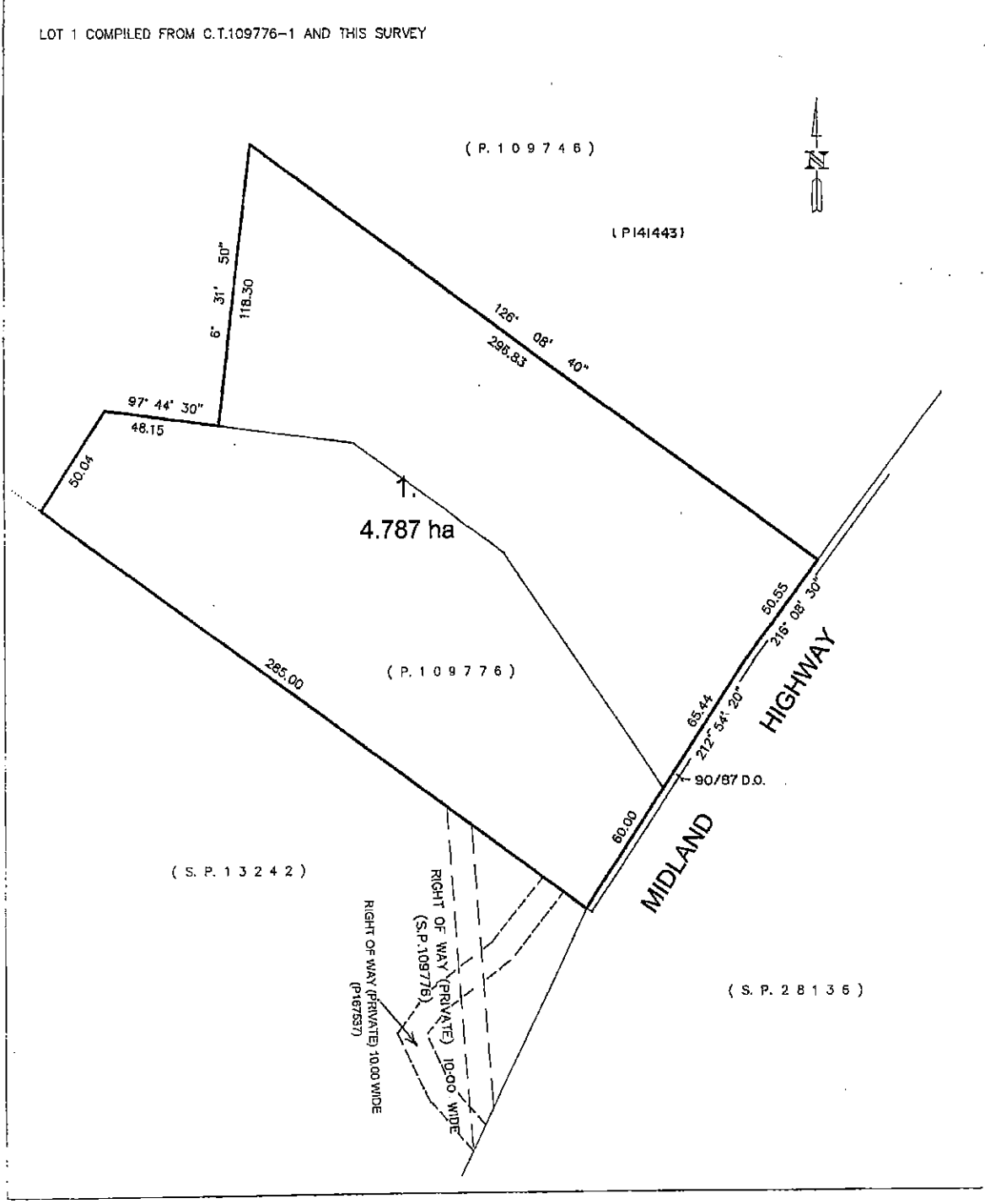
Sealed by Municipality of Evandale on 13th August, 1979.

  
.....  
*Council Clerk/Town Clerk*

10594

ANNEXURE 3: Copy of Certificate of Title Volume 141442 Folio 1

|   |                           |   |   |   |
|---|---------------------------|---|---|---|
| OWNER ISLAND BLOCK & PAVING PTY LTD<br>TERENCE EDWARD HARDMAN<br><br>FOLIO REFERENCE C.T. 109776-1<br>C.T. 109748-1<br><br>GRANTEE <del>PART OF 556 ACRES GTD. TO THOMAS SCOTT. PART OF 558 ACRES GTD. TO THOMAS SCOTT.</del> |                           | <b>PLAN OF SURVEY</b><br><br>BY SURVEYOR B.R.WOOLCOTT - G.J. WALKEM & CO.<br>LAUNCESTON.<br><br>LOCATION LAND DISTRICT OF CORNWALL<br>PARISH OF BREADALBANE<br><br>SCALE 1: 1500 LENGTHS IN METRES. |   | REGISTERED NUMBER<br><b>SP141442</b><br><br>APPROVED EFFECTIVE FROM - 5 JUL 2004<br><i>Alice Kawa</i><br>Recorder of Titles |
| MAPSHEET MUNICIPAL CODE No. 123 (5040)  | LAST UPI No. FET08, FET09 | LAST PLAN S.P.109776; No. P.109746  | ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN |   |



|  |  |
|--|--|
| <b>SCHEDULE OF EASEMENTS</b>   | Registered Number<br><b>SP 14 1442</b> |
| <b>NOTE:</b> THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED. |  |

PAGE 1 OF 1 PAGE/S

**EASEMENTS AND PROFITS**

Each lot on the plan is together with:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

(2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

~~No easements or restrictive covenants are created by this Schedule of Easements:~~

EASEMENTS AND COVENANTS CONTINUED ON PAGE 2

**FENCING PROVISION:**

The Vendor, Terence Edward Hardman, shall not be required to fence.

**SIGNED by TERENCE EDWARD HARDMAN,**

the registered proprietor of the land in Certificate of Title Volume 109746 folio 1 in the presence of:

*T. Hardman*

(Witness).....

(Full Name)..... *RAYMOND FREDERICK BAILEY*

(Address)..... *109 CAMERON ST., WITON*

(Occupation)..... *SOLICITOR*

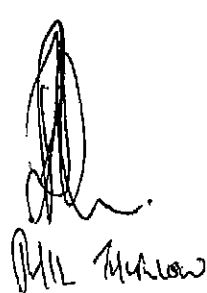
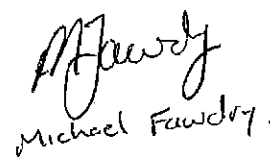
*EXECUTED BY ISLAND BLOCK PAVING PTY LTD THE REGISTERED PROPRIETOR OF THE LAND IN CERTIFICATE OF TITLE VOLUME 109776 FOLIO 1 PURSUANT TO SECTION 127 OF THE CORPORATIONS ACT*

*[Signature]*  
*Phil Thomson*  
DIRECTOR

*[Signature]*  
*Michael Fawdry*  
DIRECTOR

(USE ANNEXURE PAGES FOR CONTINUATION)

|   |   |
|---|---|
| SUBDIVIDER: TERENCE EDWARD HARDMAN<br>FOLIO REF: 109746/1<br>SOLICITOR<br>& REFERENCE: J.D. ABEY (9818:JDA:KAF) | PLAN SEALED BY: NORTHERN MIDLANDS COUNCIL<br>DATE: <i>23/4/04</i><br><i>27/003/30.1</i><br>REF NO. <i>[Signature]</i><br>Council Delegate |
| <b>NOTE:</b> The Council Delegate must sign the Certificate for the purposes of identification.                 |   |

|   |  |
|---|--|
| <p><b>ANNEXURE TO<br/>SCHEDULE OF EASEMENTS</b></p> <p><b>PAGE 2 OF 2 PAGES</b></p>   | <p>Registered Number</p> <p><b>SP 141442</b></p> |
| <p>SUBDIVIDER: -                   TERENCE EDWARD HARDMAN and ISLAND BLOCK &amp; PAVING PTY LTD</p> <p>FOLIO REFERENCE: -       109776/1 &amp; 109746/1</p>   |  |
| <p><b>EASEMENTS (continued)</b></p> <p>That part of Lot 1 formerly comprised in Lot 1 on Sealed Plan 109776 is together with a right of carriageway over that part of Certificate of Title Volume 3799 Folio 64 marked Right of Way (private) 10.00 wide shown on the plan.</p> <p><b>COVENANTS (continued)</b></p> <p>That part of Lot 1 formerly comprised in Lot 1 on Sealed Plan 109776 is subject to the restrictive covenants created by and more fully set forth in Sealed Plan 109776.</p> <div style="text-align: center; margin-top: 20px;">   <p>M. H. Munn                   Michael Fawdry</p> </div> |  |
| <p><b>NOTE: - Every annexed sheet must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.</b></p>  |  |

ANNEXURE 4: Rezone Proposal Plan



# BREADALBANE BUSINESS & INDUSTRIAL PARK

**LEGEND**

- TITLE BOUNDARY
- PROPOSED ROAD RESERVE
- CANTON LINE PAJUN ISH
- CANTON LINE DIBERHAWA 1/2 MI
- DRAINAGE FENCE
- PROPOSED LIGHT INDUSTRIAL ZONING



THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION. THE LOCAL AUTHORITY HAS REVIEWED THIS PLAN AND HAS GRANTED A PERMIT TO DEVELOP. THE PERMIT IS VALID FOR 12 MONTHS FROM THE DATE OF ISSUANCE. ANY CHANGES TO THIS PLAN MUST BE APPROVED BY THE LOCAL AUTHORITY. THE LOCAL AUTHORITY IS NOT RESPONSIBLE FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS PLAN.

**REZONE PLAN**  
 16523 & 16525 MIDLAND HIGHWAY, PERTH  
 C/T 13242-1 & C/T 14495-1

|      |            |    |            |
|------|------------|----|------------|
| DATE | 16/05/2011 | BY | 16/05/2011 |
| NO   | 1          | NO | 1          |
| DATE | 16/05/2011 | BY | 16/05/2011 |
| NO   | 1          | NO | 1          |
| DATE | 16/05/2011 | BY | 16/05/2011 |
| NO   | 1          | NO | 1          |





# BREADALBANE BUSINESS & INDUSTRIAL PARK

**LEGEND**

- TITLE BOUNDARY
- PROPOSED ROAD RESERVE
- CONTROL LINE (MAY BE SHOWN)
- CONTROL LINE (INTERPRETATION)
- EXISTING FENCE
- NO DEVELOPMENT PERMITTED
- NO FUTURE PERMITTED
- NO GREEN BUFFER



THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION. THE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE DEPARTMENT OF LAND AND NATURAL RESOURCES. THE PLAN IS NOT TO BE USED FOR CONSTRUCTION. THE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE DEPARTMENT OF LAND AND NATURAL RESOURCES. THE PLAN IS NOT TO BE USED FOR CONSTRUCTION. THE PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE DEPARTMENT OF LAND AND NATURAL RESOURCES.

**SAMPLE LAYOUT - CURRENT ACCESS**  
 16923 & 16925 MIDLAND HIGHWAY PERTH  
 CT113240-1 & CT1141440-1

|             |            |             |            |     |
|-------------|------------|-------------|------------|-----|
| DATE        | 16/04/2012 | BY          | JOB NO.    | 108 |
| SCALE       | AS SHOWN   | PROJECT NO. | 108        | 108 |
| PROJECT NO. | 108        | DATE        | 16/04/2012 | BY  |
| DATE        | 16/04/2012 | BY          | JOB NO.    | 108 |
| BY          | JOB NO.    | 108         | 108        | 108 |
| 108         | 108        | 108         | 108        | 108 |

ANNEXURE 6: Sample Layout Plan – Future Highway

# BREADALBANE BUSINESS & INDUSTRIAL PARK



| LEGEND |                             |
|--------|-----------------------------|
|        | TITLE BOUNDARY              |
|        | PROPOSED ROAD RESERVE       |
|        | CENTRE LINE MAIN RD         |
|        | CENTRE LINE INTERMEDIATE RD |
|        | EXISTING FENCE              |
|        | PROPOSED ROAD MARKS         |
|        | BID DEVELOPMENT PRECINCT    |
|        | BID FUTURE PRECINCT         |
|        | BID GREEN BUFFER            |

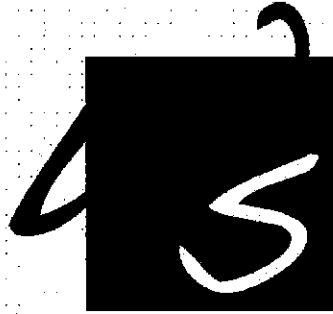


THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. THE DESIGNER ACCEPTS NO LIABILITY FOR ANY DAMAGE OR LOSS OF ANY KIND ARISING FROM THE USE OF THIS PLAN. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THIS PLAN. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THIS PLAN. THE DESIGNER'S LIABILITY IS LIMITED TO THE DESIGN OF THIS PLAN.

**SAMPLE LAYOUT - FUTURE ACCESS**  
 16523 & 16525 MIDLAND HIGHWAY, PERTH  
 C.T. 15242-1 & C.T. 16525-1

| DATE    | DESCRIPTION       | BY          | CHKD BY     |
|---------|-------------------|-------------|-------------|
| 2014-02 | ISSUED FOR PERMIT | [Signature] | [Signature] |
| 2014-02 | ISSUED FOR PERMIT | [Signature] | [Signature] |
| 2014-02 | ISSUED FOR PERMIT | [Signature] | [Signature] |

ANNEXURE 7: Supply & Demand Assessment



# **WOOLCOTT SURVEYS**

**SUPPLY AND DEMAND STUDY**

**DIGGA CONSTRUCTIONS**

**REQUEST TO AMEND A PLANNING SCHEME**

**MIDLAND HIGHWAY**

**BREADALBANE**

**July 2015**

## Introduction

It is proposed to amend a Planning Scheme for an industrial based site/sites with frontage to the Midland Highway between the Breadalbane Roundabout and Perth.

The site is currently used for a brick manufacturing outlet, a major depot for a construction company and a hard rock quarry.

The subject site is illustrated in figure 1 below.

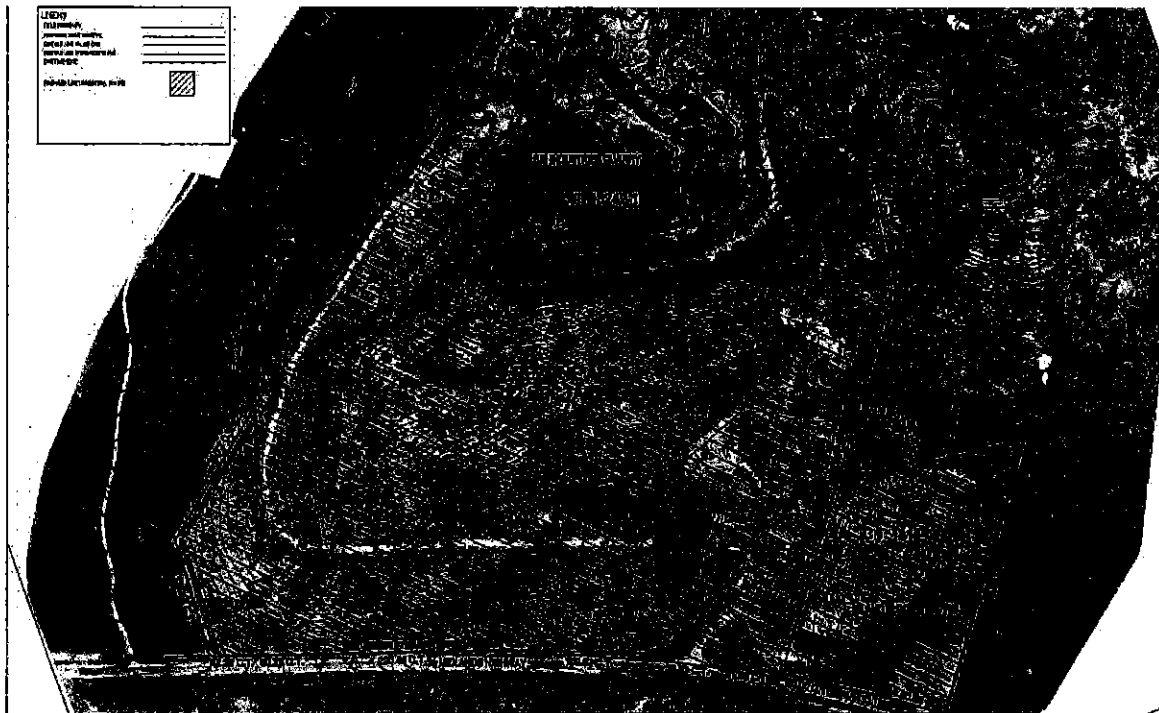


Figure 1 – subject site – Woolcott Surveys

## Proposal

It is proposed to amend the zoning of approx. 32 ha of land from Rural Resource use to light Industrial use with a Special Area Plan (Translink Area 8) overlay. The proposed development will be based around three current industries which are evident on the site – a brick works, a contractor's depot (included in the proposal) and a quarry (not included in the proposal).

A draft possible layout is shown at figure 2 – this lot is included as an indicative layout only and the subdivision is not part of this proposal.

The layout is also based around the current Midland Highway road alignment. It is recognized that the final layout will be determined by the final alignment of the soon to be redeveloped Midland Highway.



Figure 2 – Possible Light Industrial Layout – for discussion only.

## Northern Tasmania Industrial Land Study

In 2014 the northern Councils commissioned an Industrial Land Study – this document will be extensively quoted and used as a benchmark reference for this study.

### Purpose and Objectives of Industrial Land Study

The Northern Tasmania Industrial Land Study has been developed on the basis of research into the availability of suitable vacant industrial land in the region and the projected demand for industrial land for the next 15 to 30 years.

#### **The objective of this study is:**

**To ensure there is sufficient suitable vacant industrial land to meet the diverse demands for industrial land in the region over the next 15 to 30 years.**

Assuming there is a current oversupply of industrial land in the region as a whole the aim is further detailed, with the sub-aims being:

- To strategically position existing vacant industrial land to accommodate future industrial growth for the next 15 to 30 years, and by doing so to allow for sustainable urban growth patterns;
- To identify additional land for future industrial development only if existing industrial supplies are not sufficient or suitable to accommodate strategic or local unmet demand effectively, and;
- To enable redevelopment of existing industrial precincts that contributes to more sustainable urban growth patterns.<sup>1</sup>

<sup>1</sup> Northern Tasmania Industrial Land Study – 2014 – SGS Economics and Planning – Executive Summary

The study is in line with and reinforces existing State and Northern Tasmanian strategic planning objectives that aim for:

- a) Sustainable economic and spatial development with consideration for
  - natural values, water supply and catchment and natural hazards
  - significant agricultural land , and
  - liveability and a pleasant, efficient and safe working, living and recreational environment
- b) Efficient use of existing infrastructure capacities where possible
- c) A less dispersed settlement pattern
- d) Equitable access to jobs
- e) The integration of land use and transport infrastructure planning

### Industrial Precincts

Industrial precincts need to be positioned and developed in a way they support the above objectives, while they also support the co-location of appropriate industrial uses to promote innovation. Precincts need to be strategically positioned to ensure better use of available industrial land.

Potential redevelopment of existing industrial precincts is particularly relevant to address issues with compatibility of use, amenity issues such a reduction of freight transport through inner urban areas, and consolidation for residential and commercial activities. Redevelopment and reuse of derelict sites should be supported where possible with the use of the available planning instruments.

The study identified a number of regionally significant industrial precincts – the one relevant to this study is TRANSlink. The study further identified locally significant industrial precincts – the ones relative to this study are Youngtown South and Longford. There is no mention made of Perth as an industrial precinct of any significance.

Council have requested that this study include Westbury. The Westbury Industrial Park was identified as a Regionally Strategic site. Westbury itself has no Light Industrial Land.

### Strategies

The study identified a range of measures for the different types of industrial precincts. The instruments available to strategically position the precincts and to support their development potential include:

- Special provisions
- Land Zoning
- Codes (Subclause 7.1 of the Planning Directive)
- Specific area plans (Subclause 7.2 of the Planning Directive)
- Use and development standards, including importantly minimum and maximum lot sizes
- Marketing and promotion of industrial precincts to attract businesses. Marketing and promotion needs to be a concerted effort of local government in the entire region and provide balanced information about each precinct and its strengths in accommodating certain types of industries.
- Land owners and developers are best included in the development of a promotion and marketing strategy.
- Improvements to precinct characteristics that improve the suitability of precinct. Improvements to precincts could make an area more suitable to accommodate certain types of industries.



- Actively managing regional land use and development, by private, public or a combination of public and private parties.

In order to understand the actual take-up of vacant industrial land and the rezoning of land to or from Industrial use, there is a need to monitor industrial land uptake and development.

## Willing Partners

The SGS study touches on the involvement of landowners in terms of rezoning, strategy development and supply/demand assessment.

It is all very well planning for a certain level of any land use – in theory looking at zoned land and historic take up is only part of the assessment – it is fine at the regional, high level. At the more local level the concept of willing partners is now introduced.

Willing Partners recognizes that despite a given zoning of land unless there is a willingness on the part of the landowner to realize the development potential of the land the given site/s will remain undeveloped. This will then skew the formula relative to land available for development. Without willing partners it is easy to see an oversupply of land emerge in terms of any use.

## Micro Analysis of Sites/Locations

In assessment of the subject site some consideration has to be given to similar sites in the localized area. There is little value in comparing this site to Regionally Strategic Sites or sites well removed from the southern part of the Launceston area.

Can the subject site be ruled out as being strategically important?

Simply, no it can't be ruled out as being strategically important – cite the access to both the Midland Highway and the airport – also the presence of a hard rock quarry with sufficient resource to consider increasing the extraction levels (currently at a low level).

## Perth

There are two Light Industrial areas in Perth – Cornwall St and Napoleon St in the township's north west.

The SGS study did not identify any vacant lots within Perth. This partly shows the lack of strategic importance the sites within Perth have when taken in the context of the whole region.

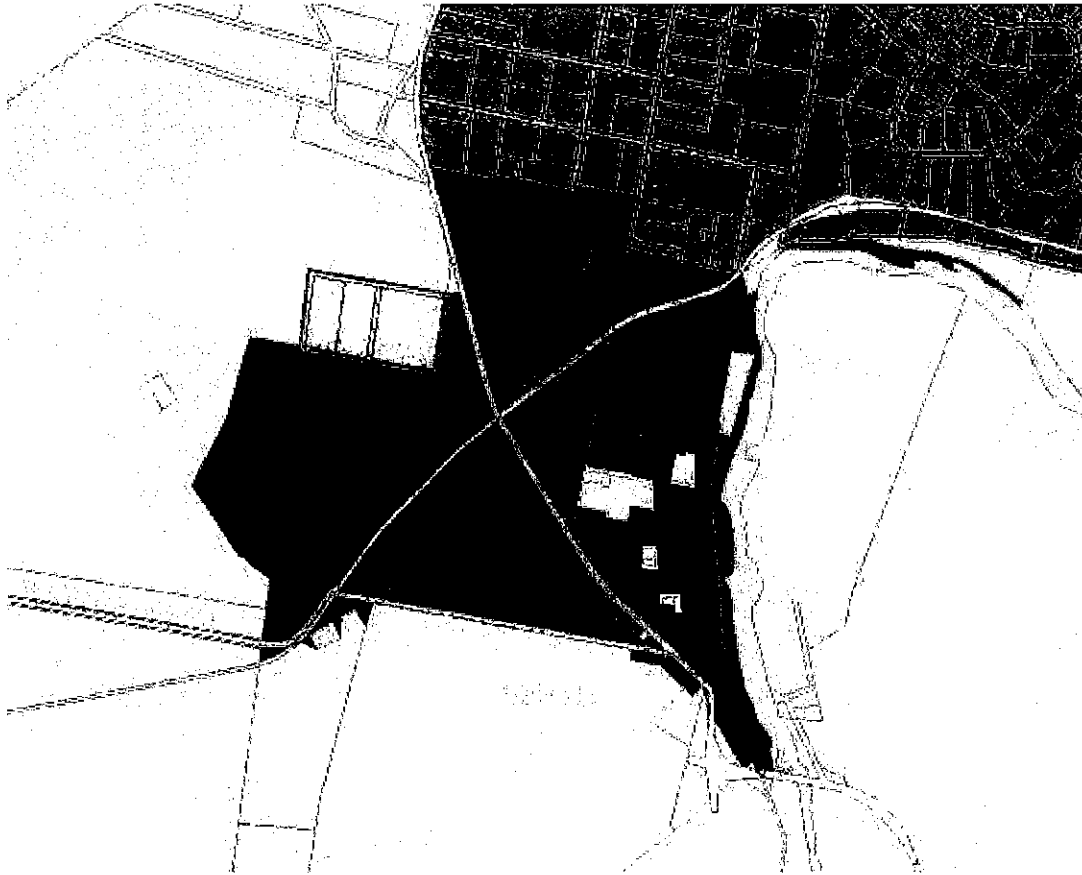


Figure 3 – Light Industrial Land Perth – shown bright pink

Neither of these areas have any strategic value and indeed would be better converted to the surrounding General Residential use which dominates the area. These two areas can be removed from the supply and demand study as they represent a reflection of existing use.

Over the past five years has been substantial residential growth in Perth as documented below. At the same time there have been no increase in commercial or industrial land supply in the area. This is meaning Perth is becoming a dormitory suburb for Launceston.

| Year | No of Dwellings |
|------|-----------------|
| 2010 | 38              |
| 2011 | 23              |
| 2012 | 29              |
| 2013 | 32              |
| 2014 | 37              |
| 2015 | 34              |

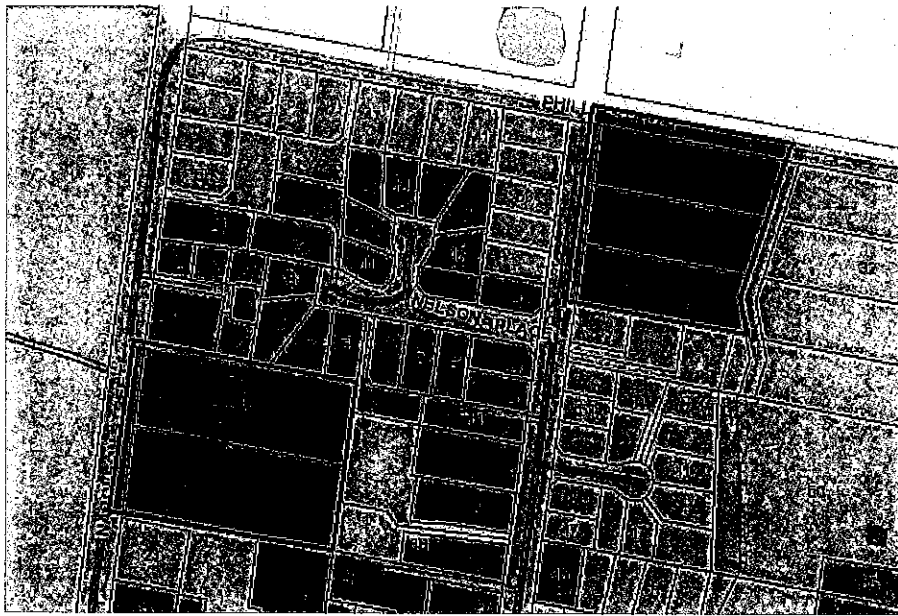


Figure 4 – larger insert showing two Light Industrial sites in Perth.

There are no other industrial sites in the Perth township.

#### Longford

The Light Industrial land is located at the northern end of Longford and relates well to the General Industrial zone around the abattoir.

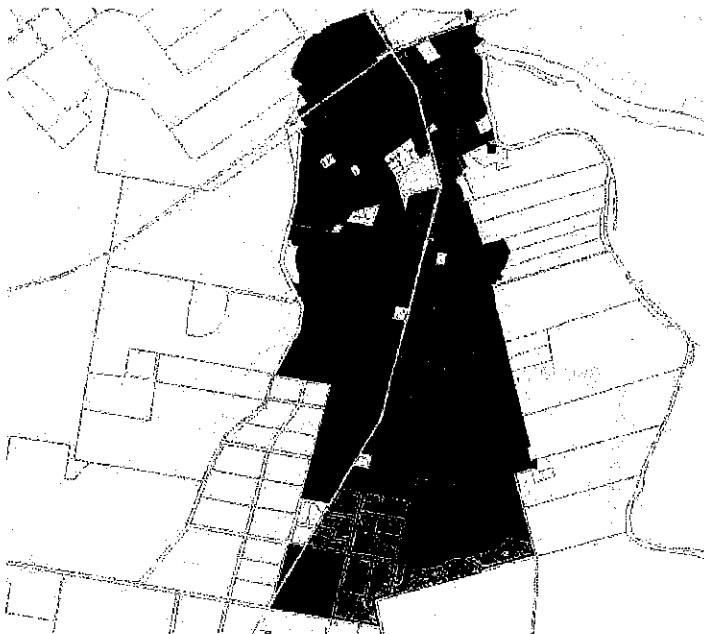


Figure 5 – Light Industrial land Longford (bright pink)

The Light Industrial area is typified by service type industries

The SGS Study identified two vacant Industrial lots in the Longford area. Refining this to look at Light Industrial uses there is one vacant lot – there are 5 developed lots with potential to either be subdivided or further developed.

In the time period 2010 – 2015 Longford experienced similar residential growth as Perth (around 30 dwellings per annum) with no increase in commercial or industrial land.



Figure 6 – Light Industrial land insert – Longford.

The General Industrial land is taken up with three main uses – abattoir and sawmill to the north of the town and a brick works to the south. With these industries functioning there is little in the way of opportunities to expand or introduce new uses. This can only be determined by reference to titles and on-site investigation.

#### TRANSlink

The Launceston area has experienced a modest uptake of industrial land over the past five years. Most growth has occurred at the TRANSlink precinct near Launceston airport. Demand for industrial land has been generated primarily by general industrial uses (workshops, light industry and local service industries) and transport and warehousing. There has also been some development of bulky goods retailing.

The SGS study identified 32 vacant lots with a total area of 54ha in TRANSlink. However, a recent study of TRANSlink found only 5 vacant lots available for development. The remainder are being held by the owners for a range of reasons – future development, investment, etc. One of the disadvantages of a pure theoretical assessment of supply and demand.

TRANSlink is obviously an important strategic site for industrial purpose appealing to the strategic industries with large footprint needs. The proposal is to expand the application of TRANSlink by adding an Area 8 which recognizes the difference between the subject site and the established TRANSlink area – appealing more too possible industries/businesses wanting to service Perth or Longford.



Figure 7 – TRANSlink and other General Industrial land around airport -- Purple colour

The value of TRANSLink is its ability to deliver larger sites of a strategic nature, close to the airport and highway network. The value of the proposed Area 8 of TRANSlink is to cater for new business capitalizing on the location on the Midland Highway; the close proximity of Perth and Longford and allows the Council to examine incentive schemes to relocate industries out of residential areas.

### Southern Launceston (Youngtown)

The Light Industrial zoning in South Launceston (Youngtown) is dispersed over a number of sites and locations – the two largest areas being Connector Park and Marino St. There are three other smaller areas of Light Industrial zoning along Hobart Road heading south.

The SGS study identified 7 vacant lots with a total area of 8ha in Southern Launceston (Youngtown) area.



Figure 8 – Light Industrial zoning – South Launceston (Youngtown) – bright pink

### Westbury

At the request of Council Westbury has been included in this study.

Westbury Industrial Park has been identified as a Regional Strategic site. In terms of Light Industrial land there is no land so zoned in Westbury.

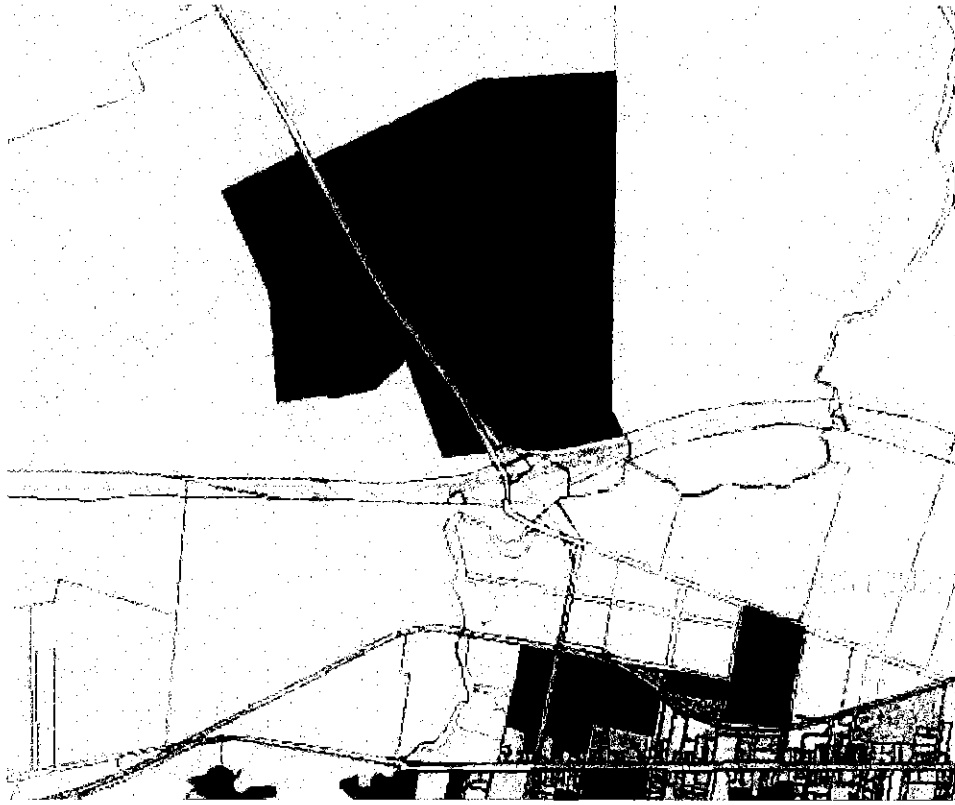


Figure 9 – Westbury Industrial Park – Purple colour.

Within Westbury Industrial Park there are 52 vacant land parcels and 73 ha of Industrial Land. It is hard to consider that a business wanting to establish on a light industrial site near the airport would consider Westbury as an alternative.

### Yield from Proposal

The proposal if approved would add 32ha of industrial land to the northern supply. Approx 70 lots could be created under this zoning (in line with the Northern Midlands Interim Planning Scheme 2013).

If we add this yield to a table similar to that produced by SGS:

| Location            | No Vacant (or possible lots) | Area of vacant lots in Hectares (ha) |
|---------------------|------------------------------|--------------------------------------|
| Perth               | 0                            | 0                                    |
| Longford            | 2                            | 2                                    |
| South Launceston    | 7                            | 8                                    |
| TRANSlink           | 32                           | 54                                   |
| Westbury            | 52                           | 73                                   |
| <b>SUBJECT SITE</b> | <b>70 (possible)</b>         | <b>32</b>                            |

Table 1 – vacant land and area in hectares

## What does the Industry Want?

As well as identifying willing partners to develop their land; the product they develop has to be what the end users want.

So what do those seeking industrial land want?

Do determine this interviews were held with both owners of land with an industrial zoning and also commercial real estate agents operating in the north of the state.

Landowners within the existing TRANSLink area admit it is unlikely those looking for a smaller, light industrial type site would consider their offerings. They see their future in medium to large developments on lots of 3ha minimum. They concede some "support" type businesses will want to locate close to TRANSLink. This is a market currently not represented in TRANSLink and one which the subject site is well positioned to address.

There are three commercial real estate agents who operate in the TRANSLink area. All admit the current demand for larger sites suitable within TRANSLink has peaked. There are few enquiries about new development sites (estimated to be 2/3 a year). Demand for filling existing industrial buildings is more buoyant – a quality building will remain vacant for around three months in this area.

Two of the three agents operate in the Westbury Industrial area. Demand in this area is very low. Location and product are seen as the main reasons Westbury has not advanced as planned. The sites don't appeal to (or are targeted to) the local market. The location for transport companies is confused – it is neither close to a resource nor close to a population centre. To break loads down at Westbury and then truck into Launceston makes little sense. The distance adds a considerable cost to any load. It makes more sense to move closer to the City (Connector or TRANSLink) and then break down the loads.

No agent sees Perth or Longford as offering any supply of industrial land at present. Two of the three agents see this as a missed opportunity – the lack of smaller, light industrial lots forces small businesses into looking at sheds/bases within their residential block.

South Launceston is seen with mixed views. More agents than the three referenced above operate in this area. Demand is seen as being steady at around 2 vacant lots per annum with low vacancy time for existing quality industrial buildings. Connector Park is seen as a prime location – particularly since the change in strategy for this area – introducing smaller lots. The blocks off Hobart Road do not offer much in the way of vacant lots – with the exception of Charbooday Drive (which is zoned General Industrial). The market sees TRANSLink as a more viable option than Charbooday Drive due to the location within the City boundary.

Asked if there was a well located supply of Light Industrial type land in this area what would be the expected take up per annum the agents estimated a take up of around 4 – 6 per annum.

## Impact of Subject Site on Supply and Demand

To commence this section Table 1 has been reproduced below:

| Location | No Vacant (or possible lots) | Area of vacant lots in Hectares (ha) |
|----------|------------------------------|--------------------------------------|
| Perth    | 0                            | 0                                    |



|                     |                      |           |
|---------------------|----------------------|-----------|
| Longford            | 2                    | 2         |
| South Launceston    | 7                    | 8         |
| TRANSlink           | 32                   | 54        |
| Westbury            | 52                   | 73        |
| <b>SUBJECT SITE</b> | <b>70 (possible)</b> | <b>32</b> |

Given the findings of the SGS study and the comments from Real Estate Agents, at first glance the inclusion of the subject site would only add to the oversupply of industrial land in this area.

However, of the sites available for Industrial use only Longford and South Launceston have Light Industrial land available for development. Take out Westbury and the current TRANSlink (as they are not comparable zones) then the supply of available land (excluding the subject site) is 9 lots and 10 ha.

Consider this against the comments from the agents and that represents a less than two year supply. Add in the subject site and the supply increase to twelve years – well within the 15 to 20 years supply suggested by the SGS study.

SGS, commenting on the proposed rezoning state they could support 6 – 8ha of this site being rezoned. They make no comment on what happens to the small, remaining land parcel which would be an isolated Rural Resource zone. Neither do they discuss the long term strategic opportunities for this site as stated recently by the State Infrastructure Dept.

### Assessing the Subject Site against Others

The SGS study developed a comprehensive rating system to priorities each site under consideration. The subject site was not assessed – as it was not considered an option within the SGS study. To compare the subject land against other sites in the area the assessment process devised by SGS will be applied to the subject land.

Firstly, the SGS assessment process is:

*For land currently not zoned industrial the proposed criteria are:*

1. *Alignment with State and regional planning objectives, including the objective of the industrial land strategy*
2. *Developable land area*
3. *Current zoning and use*
4. *Land status: ownership, parcels, lot sizes, planning and management authorities*
5. *Availability and proximity of infrastructure and services (transport, water, sewage and power)*
6. *Physical site characteristics (slope, soil issues, hazards, contamination)*
7. *Environmental, heritage and other conservation values*
8. *Other planning, legislative or statutory constraints*
9. *Nearby uses*

### Assessment of subject site

Using the factors above:

|  |   |
|--|---|
| <p>1. Alignment with State and regional planning objectives, including the objective of the industrial land strategy</p> | <p>The objective of the SGS Regional Industrial Study was:</p> <ul style="list-style-type: none"> <li>• <i>To ensure there is sufficient suitable vacant industrial land to meet the diverse demands for industrial land in the region over the next 15 to 30 years.</i></li> </ul> <p>The objective of the Regional Planning Statement relative to Industrial development is:<br/><i>Make Northern Tasmania competitive on the national and global level through innovation and infrastructure investment through economic development initiatives to:</i></p> <ul style="list-style-type: none"> <li>• <i>Facilitate the protection and enhancement of manufacturing, industrial and tourist business service locations;</i></li> <li>• <i>Promote efficient access into both centres including expansion of air and sea port and land freight connections and operations;</i></li> <li>• <i>Protection of significant agricultural land and natural productive resources</i></li> </ul> <p>The State Economic Development Plan sets the following objective relative to Industrial Development is:<br/><i>Goal 1 To support and grow businesses in Tasmania</i><br/><i>Goal 2 To maximise Tasmania's economic potential in key sectors</i><br/><i>Goal 3 To improve the social and environmental sustainability of the economy</i><br/><i>Goal 4 To support and grow communities within Regions</i></p> <p>There is nothing within this proposal which conflicts with any State or Regional Policies relative to economic growth and industry development.</p> |
| <p>2. Developable land area</p>  | <p>The developable land area of 32ha is a reasonable land area to develop for Light Industrial purposes.</p>  |
| <p>3. Current zoning and use</p>   | <p>The site is zoned Rural Resource. It is currently used for rough grazing, brick/block manufacture, quarry and contractors depot.</p>   |
| <p>4. Land status: ownership, parcels, lot sizes, planning and management authorities</p>                                | <p>The land is in two ownerships – both parties are willing to participate in this rezoning process. There is a concept plan showing 70 lots for use as Light Industrial purposes.</p>  |

|   |  |
|---|--|
| 5. Availability and proximity of infrastructure and services (transport, water, sewage and power) | The site is strategically placed on the Midland Highway midway between Perth, TRANSlink and the Airport. The site is currently serviced with water (spring fed to tanks) and power. The services report discusses options for enhancing water supply in greater detail.  |
| 6. Physical site characteristics (slope, soil issues, hazards, contamination)                     | There are no over-riding physical constraints to use of this site for Light Industrial purposes.   |
| 7. Environmental, heritage and other conservation values  | <p>There are no heritage values to consider in regard to this matter. The land classification shows the site to be class 5 land at its best – with much of the site being class 6. There are no geo-conservation values to consider in regard to this site. An assessment of agricultural and natural values carried out for this study arrived at the following conclusions:<sup>2</sup></p> <ul style="list-style-type: none"> <li>• The primary production value of the land is insignificant in a local and regional context.</li> <li>• It is anticipated that there would be no impacts from rezoning</li> <li>• No threatened vegetation communities were identified.</li> </ul> <p>Rezoning will have no impact on any recorded values on this land.</p> |
| 8. Other planning, legislative or statutory constraints   | Other than requiring a rezoning there are no statutory constraints to development of this land. Access will have to produce a roadway which will become the responsibility of the Council to negate issue of limited access off the Highway.   |
| 9. Nearby uses  | Land across the Highway has been developed for low density residential uses. Land on the other three sides is used for rough grazing. The proposed use will have little impact on the low density residential area given the nature of the current industrial uses and the definition of light industry.   |

Applying all these factors to the subject land does not raise any matters which would preclude this land for light industrial use.

<sup>2</sup> Agricultural and Natural Values Report -16523 & 16525 Midland Highway, Perth, TAS 7300 - AK Consultants 2015 - Astrid Ketelaar & Scott Livingston

## Matters to Consider

From an examination of residential development in Perth there would appear to be a surge in new construction particularly on the northern side of the township. New housing is clearly evident from the Highway heading towards the Airport.

This report has already identified the lack of industrial/light industrial land within Perth. The light industrial land which does exist has really outgrown its relevance (as residential development encroaches). There is an opportunity to look at the current stock of industrial land within Perth and to work with the current operators to relocate them to a more appropriate site. The vacant sites could then be considered for residential development. This is a role for the local Council to consider.

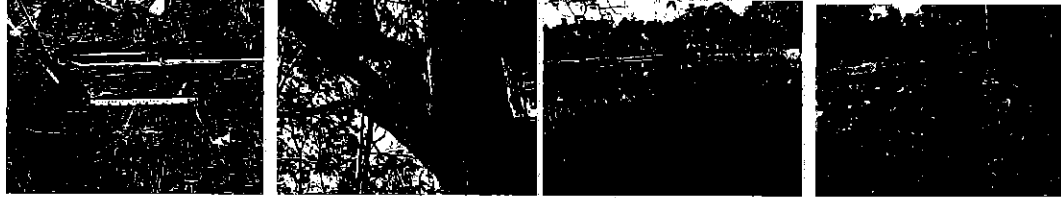
Further consideration of this opportunity is well outside the scope of this study.

With a bypass of Perth imminent in the next year or so the attractiveness of the township is only going to increase for both residential and small business location. Whilst the current stock of residential land is sufficient to cater for any increase in demand over the next five to ten years – the stock of industrial land does not meet those benchmarks.

The market that light industrial lots in this location will appeal to are small or single trade companies operating in a locale around Perth/Airport/rural area. The operators are likely to live in Perth or surrounds and want a clear delineation between their dwelling and their working location (no big shed in the backyard).

This is a market which is currently not catered for around Perth and one which the professionals operating in this area believe there is a market for in this area. The proposal would fill this gap in the market and offer up a supply of land for the next 12 – 15 years.

ANNEXURE 8: Agricultural and Natural Values Assessment



## Agricultural & Natural Values Report

**Report for:** Woolcott Surveyors  
10 Goodman Court,  
Invermay, TAS 7248

**Property:** 16523 & 16525 Midland Highway,  
Perth, TAS 7300

**Prepared by:** Astrid Ketelaar & Scott Livingston  
AK Consultants  
40 Tamar Street,  
LAUNCESTON, TAS 7250

**Date:** 31<sup>st</sup> July 2015



**AK Consultants**

## SUMMARY

|  |   |
|--|---|
| <b>Property identification:</b>        | CT 141442/1, (4.8ha), 16525 Midland Highway, Perth<br>CT 13242/1, (37.2ha) 16523 Midland Highway, Perth<br>Rural Resource Zone, Northern Midlands Interim Planning Scheme 2013  |
| <b>Development proposal:</b>           | Rezoning of the entirety of CT 141442/1 and the majority of CT 13242/1 (Total of 30.8ha) from Rural Resource to Light Industrial with specific area plan (Translink Area8).   |
| <b>Assessment description:</b>         | Agricultural assessment and report addressing Principles 1 & 7 of the Protection of Agricultural Land (PAL) Policy as well as a Natural Values assessment and report.<br><br>Land Capability for the area proposed for rezoning on the subject titles (30.8ha) is assessed as Class 5+6 (21.3ha) with approximately 9.5ha already converted to Light Industrial use. The primary production value of the land is insignificant in a local and regional context.   |
| <b>Agricultural Report conclusion:</b> | Immediately adjacent land is of marginal production value with only the land to the north east and land to the south west having agricultural characteristics. Land Capability limitations would restrict the cropping frequency and duration particularly in proximity to the boundaries with the subject land and water resource limitations indicates any cropping activity would be mainly limited to dryland. Immediately adjacent land is likely to remain as grazing. It is anticipated that there would be no impacts from rezoning, however there may be dust and noise resulting from future light industrial use. It is unlikely that this would impact on the capacity to undertake cropping activity or continue with the current existing grazing activity.<br><br>As rezoning alone will not impact on natural values the Natural Values assessment was limited to providing confirmation of areas requiring further assessment and species to target prior to any future development.<br><br>No threatened vegetation communities were identified. Six flora species and one fauna species have been previously recorded on the title. An additional seven flora species and seven other fauna species were considered as potentially present within the study area. The study area has core habitat characteristics for three of the additional seven fauna species. |
| <b>Natural Vales conclusion:</b>       | Further assessment is required to determine the extent and distribution of species and clusters, and core habitat particularly higher priority species to be able to determine optimum design plans for future development. Given the extent and proliferation of threatened flora records to date on the assessment area and the likelihood of the area providing core habitat for a number of higher priority threatened fauna species it is inevitable that there will be direct impacts on some species if the area is developed for future Light Industrial use. Applying and obtaining a threatened flora permit and possibly a threatened fauna permit under the <i>TSPA 1995</i> will be required as part of that process and potentially referral under the <i>EPBC 1999</i> .<br><br>Rezoning alone will not impact on the values previously recorded on the title or those likely to be present on the title. Further assessment of the area and targeted species is required if development other than rezoning is proposed.  |

Assessment  
by:

*A. Ketelaar*

Astrid Ketelaar, Natural Resource Management Consultant  
Member, Environment Institute of Australian and New Zealand (current).  
Member, Australian Institute of Agricultural and Science and Technology (AIAST) now  
Agricultural Institute of Australia (AIA) (current).

*Scott Livingston*

Scott Livingston, Natural Resource Management Consultant  
Accredited Person under part 4A of the Fire Service Act 1979: Accreditation # BFP-105





### **Introduction**

The proponents, Island Block & Paving Pty Ltd and Jorjs Pty. Ltd. wish to rezone approximately 31ha of land over the two adjoining titles; CT 141442/1 (4.8ha) & CT 13242/1 (37.2ha), at 16525 & 16523 Midlands Highway at Perth. The land is currently zoned as Rural Resource and is proposed to be rezoned to Light Industrial with Specific Area Plan (Translink Area 8).

The proponents have been asked by the Northern Midlands Council to obtain an agricultural report addressing Principles 1 & 7 of the *Protection of Agricultural Land Policy 2009 (PAL 2009)* as well as a Natural Values Report.

Principles 1 and 7 of the PAL policy state:

Principle 1: Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.

Principle 7: The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.

### **Desktop Assessment; Location & Description (see Appendix 1; Map 1, 2 and 3)**

The subject titles are located on the Midlands Highway approximately 2.5km north of Perth. Entry to both of the titles is from a single entry point off the Highway. A well formed gravel road through the Digga Excavations complex provides access to the quarry in the north western corner of CT 13242/1.

CT 141442/1 (4.8ha) is already effectively converted to a light industrial use by the presence of Island Block & Paving, which occupies most of the land associated with the title. There is a small stock dam in the south western corner which is utilised by the facility. There are some isolated trees and grass areas around the western, northern and eastern boundaries.

CT 13242/1 contains an existing operational quarry (leased by BIS Industries) and this section of the title (approximately 11.2ha) is to remain as Rural Resource zone. Digga Excavations is also located on CT 13242/1 on the portion that is proposed for rezoning. The remainder of the title is a mixture of remnant vegetation and regenerating cleared land. There is a stock dam (approximately 2ML) with a pump located to the west of the gravel access road to the quarry and several small water holes on the title. The stock dam has a pump shed and is utilised by Digga Excavations and Island Block and Paving.

The land has a gently sloping south easterly aspect from the quarry towards the Midlands Highway with an altitude range from 190m to 240m ASL.

Mean annual rainfall is 700mm (DPIPWE).

The titles are bound by the Midlands Highway to the south east, where titles beyond the highway are zoned as Low-Density Residential. Other nearby Rural Resource zoned titles vary in size but are generally larger than the subject titles. The only two adjoining titles to the subject titles are CT 141443/1 (173ha) to the north and 132591/1 (138ha) to the west and south.

Land to the north (CT1143/1) is mapped as Class 4+5 & Class 5+6 (LIST) and is under native vegetation cover (Grassy *Eucalyptus viminalis* forest and woodland (DVG) (Tasveg 3.0)), the majority of which is under a private conservation covenant. Only the land on the eastern side of this title is utilised for agriculture. This land is mapped as Class 5 immediately adjacent to the subject title and Class 4 further east. The majority is pasture with isolated paddock trees and there is a dam towards the northern portion of the title in the headwaters of Jinglers Creek. The dam is registered as having a 45ML capacity. There is a water licence associated with the dam with a 15ML S6 winter take into storage (DPIPWE - WIMs).

The title to the west, 'Haggarstone', is mapped as mainly Class 4 land with a strip of Class 5+6 on the north eastern boundary (boundary with CT 13242/1). The majority is pasture with isolated paddock trees.

Other than the dam on the adjacent title to the north there are no other irrigation water resources recorded on WIMs within 2kms of the titles and the land is not within any existing or proposed irrigation districts.

The Groundwater Information Access Portal<sup>1</sup> database indicates there are no bores on the property. There are several bores approximately 1km south east of the titles, however, the registry indicates only two of these are operating at the last reported date in 2003. The yield registered in the database for these two bores is 0.63 and 0.57 litres/sec. Generally the accuracy of the bore register is unreliable and should only be referred to as indicative of bore locations and yields, however, the data available suggests groundwater is not utilised as an irrigation water source in the vicinity of the titles.

Published Land Capability at 1:100 000 shows the majority of the subject land to be Class 5+6 with approximately 16ha of Class 5 land towards the north east associated with the gentler slopes (DPIPWE, Land Capability of Tasmania Dataset, 2007). Underlying geology mapping (LIST 1:25 000) shows the subject land and surrounding land on all sides to be Jurassic dolerite (Jd). Soils boundaries loosely conform to the underlying geology (LIST 1:100 000) and are mapped as Eastfield Association (Ea) (Spanswick and Zund 1999). Spanswick & Zund (1999) describe the Eastfield Association as *imperfectly drained texture contrast soils developed from Jurassic dolerite on rugged hilly land with frequent outcrops*.

Other than the areas already converted vegetation on the titles is mapped as *Bursaria* – *Acacia* woodland and scrub (NBA) (8ha) and Agricultural Land (FAG) (6ha) (Tasveg 3.0). The Natural Values Atlas provides records of threatened flora and fauna. There is one record for Spotted tailed quoll (listed as rare under the *Tasmanian Threatened Species Protection Act*

<sup>1</sup> Available on line at <http://wrt.tas.gov.au/groundwater-info/> accessed April 2015.

1995 (TSPA 1995) and Vulnerable under the *Environment Protection and Biodiversity Act (EPBC 1999)*) and six flora species with a total of 68 records on the titles. The flora species are listed as rare under TSPA 1995 except for one which is listed as vulnerable. The Department of Infrastructure Energy and Resources (DIER) is investigating an upgrade of the Midland Highway between Perth and Breadalbane including a Natural Values assessment. The results of the assessment have been included in the Natural Values Atlas and the records are all from the results of the DIER assessment undertaken over three visits over the summer of 2013 and 2014.

#### **Assessment Area**

A desktop assessment was undertaken to provide context for the agricultural and natural values assessment and the results of the desktop assessment are included in the Location & Description section of this report. The desktop assessment also provides delineation of areas for on-ground assessment.

For the purposes of the on-ground assessment for both Land Capability and Natural Values the study area is approximately 14ha on CT 13242/1. The balance of the subject titles is;

11ha retain as Rural Resource Zone (mainly quarry).

10ha already converted (Island Block and Paving and Digga Excavations).

The on-ground assessment was undertaken on 21/04/15.

#### **Assessed Land Capability**

Five pits were augered and visual observations were made of the remainder of the study area. Pit locations are shown in Appendix 1, Map 6. Land Capability was determined according to the Land Capability Classification System as defined by Grose (1999) and the assessment was conducted at a scale of 1:10 000 using the AK Consultants Land Capability assessment protocol (see Appendix 4). Typical soil profiles are described in Appendix 2, and Appendix 3 provides photographs.

Soils on the site are a duplex soil with a Sandy loam surface horizon. Soils conform with the "Eastfield Association" as described by (Spanswick & Zund, 1999). This profile is typical on dolerite in northern Tasmania and is present on the entire assessment area. The frequency and abundance of stones (200 – 600mm) is variable and is assessed at 35 – 70%. There are larger boulders and rock outcrops interspersed with areas of subsurface stone. This dictates a Land Capability classification of Class 5+6.

#### **Agricultural Considerations**

The subject titles are of very limited primary production value due to Land Capability (21ha of Class 5+6 and 10ha converted to light industrial use). See Appendix 5 for Land Capability definitions. Stock have been run on CT 13242/1, however, this is for fuel reduction purposes and not production value. Generally 30 young cows, for 6 months from May to October are grazed and the grazing is supplemented with 6 bales of silage per week for the period they are there. If it is assumed the area has a carrying capacity of 8DSE<sup>2</sup>/ha, this would equate to

<sup>2</sup> The Dry Sheep Equivalent (DSE) is a standard unit used to compare the feed requirements of different classes of stock or to assess the carrying capacity and potential productivity of a given farm or area of grazing land.

a Gross Margin of \$3920 (at \$35/DSE, based on nominal industry standards). When this is compared to the required Gross Margin of say a minimum of \$100 000<sup>3</sup> for a viable enterprise the Gross Margin is insignificant in a local and regional context.

Immediately adjacent land is of marginal production value with only the land to the north east and land to the south west having agricultural characteristics. To the north west cropping may occur on the adjacent title approximately 400m distance from the boundary and to the south west cropping may occur approximately 100m distance from the boundary. However, currently this land is utilised for grazing and immediately adjacent land use is highly unlikely to change. Land Capability limitations would restrict the cropping frequency and duration and water resource limitations indicates the cropping activity would be mainly limited to dryland. There is perhaps some potential for vines to the north east but this would be subject to further assessment. It is anticipated that the main impacts from Light Industrial use which may affect adjacent agricultural use would be dust and noise, however, it is difficult to envisage a light industrial use on the subject land that would impact on the capacity to undertake cropping activity or continue with the current existing grazing activity. The presence of the existing quarry and existing Light Industrial use on the subject titles suggests that any Light Industrial activity would not add further limitations to agriculture than are already imposed.

#### **Natural Values Assessment**

One observer was present on the day and the random meander technique was used for the survey. Vegetation communities were identified and attributed to Tasmanian Vegetation Mapping Units (Harris and Kitchener 2005). Vegetation communities from TasVeg 3.0 were verified or modified as required based on site assessment, LIST Ortho and google imagery. Location was verified using handheld GPS.

All significant species and communities known to, or likely to occur, have been considered, however, limitations apply and this includes;

- Seasonal and annual variations and optimum flowering times, means a single site visit in April will result in most species not being easily visible or identifiable.
- Random meander sampling technique means not all the development area was closely scrutinised.
- As the rezoning alone will not impact on any values, this assessment is limited to providing confirmation of areas requiring further assessment and species to target prior to any future development.

The Natural Vales Atlas has records of threatened flora and fauna and Table 1 lists flora records on the title or within 5km of the subject title and table 2 lists fauna records on the title or with likely habitat within 5km of the title. Other than the six flora species and one fauna species recorded on the title seven other flora species and seven other fauna species were considered as potentially present within the study area. The study area has core habitat characteristics for four of these species.

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<sup>3</sup> In our opinion a viable farm is one producing sufficient income to provide for a family and provide full time employment for one person.

Table 1. Threatened flora species recorded in the Natural Values Atlas within 5,000m of the subject titles. Species that have previously been sighted on the subject titles are highlighted in blue. Species which have potential habitat on the title are highlighted in pink

| Species Name                    | Common Name          | State Sched | Nat Sched | Habitat suitability/<br>Likely presence | Preferred habitat  |
|---------------------------------|----------------------|-------------|-----------|---|--|
| <i>Aphelia gracilis</i>         | slender fanwort      | r           |           | Possible                                | Inhabits damp, sandy ground and wet places in the Midlands and north-east of the State.  |
| <i>Aphelia pumilio</i>          | dwarf fanwort        | r           |           | Yes                                     | Found growing in damp conditions, dry open grassland (Themeda) and <i>Eucalyptus viminalis</i> / <i>Eucalyptus amygdalina</i> dry sclerophyll forest.  |
| <i>Arthropodium strictum</i>    | chocolate lily       | N/A         |           | Yes                                     | Note this species is no longer listed.<br>Found in open forest, dry hillsides and grasslands.  |
| <i>Austrostipa nodosa</i>       | knotty speargrass    | r           |           | Possible                                | Occurs in the eastern half of the state in grassland or open forest.   |
| <i>Bolboschoenus caldwellii</i> | sea dubsedge         | r           |           | Unlikely                                | Widespread in shallow, standing, sometimes brackish water, rooted in heavy black mud   |
| <i>Brunonia australis</i>       | blue pincushion      | r           |           | Yes                                     | Typically occurs in grassy woodlands and dry sclerophyll forests dominated by black peppermint ( <i>Eucalyptus amygdalina</i> ) or less commonly white gum ( <i>E. viminalis</i> ) or stringybark ( <i>E. obliqua</i> ). Elevations of between 10 and 350 metres. Sandy and gravelly alluvial soils with a particular preference for ironstone gravels |
| <i>Caesia callantha</i>         | blue grasslily       | r           |           | Yes                                     | Found predominantly throughout the Midlands in grassland or grassy woodland habitat and has also been recorded from grassy roadsides   |
| <i>Caladenia filamentosa</i>    | daddy longlegs       | r           |           | Possible                                | Elevations of 5 to 200 meters in open forests on sandy soils   |
| <i>Callitriche umbonata</i>     | winged waterstarwort | r           |           | Unlikely                                | Semi aquatic species and has been recorded from grassy wetlands, soaks in Eucalyptus forest and amongst rocks along stream banks around the Midlands   |
| <i>Dionella amoena</i>          | grassland flaxlily   | r           | E         | Possible                                | Found mainly in the Midlands, where it grows in native grasslands and grassy woodlands   |
| <i>Gyrostemon thesloides</i>    | broom wheelfruit     | r           |           | Unlikely                                | Predominately in Allocasuarina forest in the north and east of the State   |
| <i>Holoragis heterophylla</i>   | variable raspwort    | r           |           | Possible                                | Occurs in damp Themeda grassland, roadsides and woodland in the Midlands, north, south-east and on the East Coast.   |
| <i>Hypoxis vaginata</i>         | sheathing yellowstar | r           |           | Yes                                     | grows in unimproved pastures and swampy or poorly drained situations from sea level to 200 metres altitude   |
| <i>Juncus amabilis</i>          | gentle rush          | r           |           | Unlikely                                | Endemic to Tasmania, occurring at low altitude with its roots in gravel or silt substrate in moderate to swiftly flowing waters. In calmer waters, it grows in mud or silt. Commonly found in seepage areas on roadsides   |
| <i>Juncus prismatocarpus</i>    | branching rush       | r           |           | Unlikely                                | commonly found along stream and river banks, irrigation supply channels and other very damp and periodically wet sites, including swampland  |
| <i>Lobelia pratioides</i>       | Poison Lobelia       | v           |           | Unlikely                                | Grows in seasonally inundated to water logged soils at the margins of swamps, wetlands and drainage lines. Also in damp depressions within grassland and grassy woodland.  |
| <i>Lythrum salicaria</i>        | purple loosestrife   | v           |           | Unlikely                                | Found in wetlands, swamps, stream banks and rivers mainly in the north and north-east of the state. It can also occur between gaps in <i>Melaleuca ericifolia</i> forest   |

|   |                                |   |  |          |  |
|---|--------------------------------|---|--|----------|--|
| <i>Muehlenbeckia axillaris</i>                | matted lignum                  | r |  | Unlikely | Predominantly found in moist gravelly or rocky places on the Central Plateau, extending out to the north-east, north-west and west of the State.   |
| <i>Myriophyllum integrifolium</i>             | tiny watermilfoil              | v |  | Unlikely | Found in muddy soil, saline swamps and on the edge of wetlands and seasonally wet places in the Midlands and in the north, north-east and south of the State.  |
| <i>Pillularia novaehollandiae</i>             | austral pillwort               | r |  | Unlikely | Aquatic to semi aquatic. Occurs mainly in the central northern parts of the State in the mud or silt of shallow rivers. Also grows in shallow swamps, often among grasses and sedges and in seasonally inundated margins of creeks and rivers. It is most often recorded in drying mud as this is when it is most conspicuous. |
| <i>Pterostylis ziegeleri</i>                  | grassland greenhood            | v |  | Unlikely | In coastal areas it is found on the slopes of low stabilised sand dunes and in grassy dune swales, while in the Midlands it grows in native grassland or grassy woodland on well-drained clay loams derived from basalt  |
| <i>Pultenaea prostrata</i>                    | silky bushpea                  | v |  | Unlikely | Recorded from the Northern and Southern Midlands. Occurs in native grassland and grassy woodlands on fertile soil derived from Tertiary basalt or Quaternary alluvium.   |
| <i>Rumex bidens</i>                           | mud dock                       | r |  | Unlikely | Perennial, semi-aquatic plant. It forms a vigorous mat of floating, hollow stems and upright leaves growing from a point on a muddy bank of wetlands, creeks and rivers. The stems seem to die back in winter, re-emerging and growing vigorously in warm months.  |
| <i>Siloxerus multiflorus</i>                  | small wrinklewort              | r |  | Yes      | Found in the North and North-East of the State on rocks at river mouths, in coastal areas and inland dry forests   |
| <i>Stylidium despectum</i>                    | small triggerplant             | r |  | Unlikely | Prefers wet sandy heaths, moist depressions, soaks and hollows in near coastal situations.   |
| <i>Tricoryne elatior</i>                      | Yellow rushlily                | v |  | Possible | Occurs in grasslands, heaths and open woodland near the coast and inland to approximately 1000 metres altitude in the north-east, the Midlands and the East Coast.   |
| <i>Triptilodiscus pygmaeus</i>                | dwarf sunray                   | v |  | Yes      | Grows within grasslands grassy woodlands or rockplates, the underlying substrate being mostly Tertiary basalt or Jurassic dolerite   |
| <i>Vittadinia burbridgeae</i>                 | smooth new-holland-daisy       | r |  | Possible | Dry sites on dolerite and basalt. It is predominantly found in grasslands and grassy woodlands of the Midlands and Northern Midlands.  |
| <i>Vittadinia cuneata</i> var. <i>cuneata</i> | fuzzy woolly new-holland-daisy | r |  | Possible | Occurs in low rainfall areas on both fertile and infertile soils. Predominantly found in dry sclerophyll forest around Hobart, into the Midlands and extending up into the North-East.   |

Table 2. Threatened fauna species recorded in the Natural Values Atlas within 5,000m of the subject titles. Species that have previously been sighted on the subject titles or those which are considered to have core habitat within the title are highlighted in blue. Species which have potential to be present on the title are highlighted in pink

| Species Name                | Common Names                 | State Sched | Nat Sched | Habitat suitability / likely presence | Preferred habitat                                   |
|-----------------------------|------------------------------|-------------|-----------|---------------------------------------|---|
| <i>Prototroctes maraena</i> | australian grayling          | v           | VU        | No                                    | Spawning in freshwater, marine stage after hatching |
| <i>Oecetis gilva</i>        | Caddis fly (south esk river) | r           |           | No                                    | Aquatic. Found in the South Esk River               |

|  |                                    |   |    |                                 |  |
|--|------------------------------------|---|----|---------------------------------|--|
| <i>Hydroptila scamandra</i>                  | caddis fly (upper scamander river) | r |    | No                              | Aquatic. Found in the Upper Scamander River  |
| <i>Pasmaditta jungermanniae</i>              | Cataract Gorge Snail               | v |    | No                              | endemic to Tasmania & Cataract Gorge. Usually found in moss on rock faces.   |
| <i>Perameles gunnii</i>                      | Eastern barred bandicoot           |   | VU | Likely core habitat             | Grassy woodlands, native grasslands, mosaics of pasture and ground cover, including shrubby weeds.   |
| <i>Litoria raniformis</i>                    | green and gold frog                | v | VU | Likely core habitat             | Dependent on permanent freshwater ponds or lagoons for breeding. This frog is known to disperse widely during favourable seasons.  |
| <i>Catadromus lacordairei</i>                | Green-lined ground beetle          | v |    | Possible but not core habitat   | Open grassy woodlands associated with wetlands   |
| <i>Accipiter novaehollandiae</i>             | Grey goshawk                       | e |    | Unlikely                        | Requires wet sclerophyll forest for breeding and foraging.   |
| <i>Tyto Novaehollandiae subsp. Castanops</i> | Masked owl (Tasmanian)             | e | VU | Foraging habitat only           | Requires a mosaic of forest and open areas for foraging and large old-growth hollow-bearing trees for nesting  |
| <i>Dasyurus maculatus</i>                    | Spotted-tailed quoll               | r | VU | Possible but not core habitat   | Native grassland or woodland with more than 15% cover of tussock grass.  |
| <i>Limnodynastes peroni</i>                  | striped marsh frog                 | e |    | Likely core habitat             | Much the same as the Green and Gold Frog It is dependent on permanent freshwater ponds or lagoons for breeding. This frog is known to disperse widely during favourable seasons.   |
| <i>Galaxias fontanus</i>                     | Swan galaxias                      | E | EN | No                              | Requires freshwater (trout free) streams.  |
| <i>Lathamus discolor</i>                     | Swift parrot                       | E | EN | Possible but not core habitat   | Migrates across Bass Strait between Tas and the mainland, arriving in Tas during Sept and returning to south-east Aust during Mar - Apr Their preferred habitat is grassy bluegum forests and the nectar from the bluegum flowers is their main source of food in the breeding season. |
| <i>Sarcophilus harrisii</i>                  | Tasmanian devil                    | E | EN | Possible but not core habitat   | Complex vegetation structure for denning, variable for foraging  |
| <i>Pseudemoia pagenstecheri</i>              | Tussock skink                      | v |    | Possible but not core habitat   | Prefers native tussock grassland   |
| <i>Aquila audax fleayi</i>                   | Wedge-tailed eagle                 | e | E  | Potential foraging habitat only | Requires large sheltered trees for nesting and is highly sensitive to disturbance during the breeding season. Variety of habitats for foraging   |
| <i>Haliaeetus leucogaster</i>                | White bellied sea-eagle            | v |    | Potential foraging habitat only | Nests in large trees in coastal sites  |

### *Assessed Natural Values*

Appendix 1, Figure 7, shows the assessed vegetation communities within the study area. The majority of the study area has been previously disturbed, either cut-over, and/or cleared for grazing or quarrying. There were no threatened vegetations communities found. The small area (1.6ha) of *E. viminalis* grassy forest and woodland (DVG) north and west of the dam is oldgrowth, and there are approximately ten old growth trees in this area, the majority of which are dead. There is some evidence of *E. viminalis* recruitment in the *Acacia dealbata* (NAD) forest with grassy understorey, however, the age of these is less than 1yr and the extent is limited to a narrow strip near the highway. There is a row (approximately 100m long) towards the centre of the eastern boundary and setback back about 50m from the highway of planted *Eucalyptus globulus* and *Acacia baileyana*.

Gorse is present throughout the assessment area but is limited to small young plants and there is evidence of previous gorse control. There are isolated patches of ragwort and thistles (including slender thistle).

Table 1 identifies the flora species and Table 2 identifies the fauna species previously recorded on title and additional targeted species potentially present based on habitat characteristics. Appendix 1, Figure 5 shows the locations of the previous records on the title. None were found during the assessment and this is most likely due to survey limitations rather than their absence.

The small area of oldgrowth grassy *E. viminalis* may provide suitable nesting habitat for masked owl, although none of the hollows observed on the day were considered large enough to be suitable nesting hollows for this species. Native vegetation and grassy areas across the site may provide suitable foraging, however, with extensive foraging available in the adjacent areas any impact would be considered insignificant. The dam is a permanent water body and likely to provide core habitat for green and gold frog and striped marsh frog. The row of planted blue gums may provide foraging habitat for swift parrot.

Other than *Dianelle amoena* (EPBC 1999 - VU) and *Triptilodiscuss pygmaeus* (TSPA 1995 – v) all flora species previously recorded on the title or potentially present are listed as “rare” under the TSPA 1995. Further assessment is required to determine the extent and distribution of clusters, particularly higher priority species to be able to determine optimum design plan for future development. It may be possible to minimise direct impact on some higher priority clusters, however, given the extent and proliferation of threatened flora records to date it is inevitable that there will be direct impacts on some species if the area is developed in the future for light industrial uses. Applying and obtaining a threatened flora permit under the TSPA 1995 will be required as part of that process and potentially referral under the EPBC 1999.

The majority of the threatened fauna previously recorded, possibly present or within core habitat in the assessment area are either listed as “vulnerable” or “endangered” under the TSPA 1995 and/or EPBC 1999. Further assessment of the presence of these species and the significance of this habitat for the target species is required to be able to determine the optimum design plan. It may be possible to avoid direct impacts or impacts



on habitat by retaining designated reserve areas (for example the dam and patch of oldgrowth) with linking corridors for dispersal to external areas. Applying and obtaining a threatened fauna permits under the *TSPA 1995* may be required as part of that process and potentially referral under the *EPBC 1999*.

Rezoning alone will not impact on the values previously recorded on the title or those likely to be present on the title. Further assessment of the area and targeted species is required if development other than rezoning is proposed. Intensification of agriculture on the site under the current zoning has the potential to have a greater impact on threatened flora and fauna if Light Industrial developments include retention of native vegetation within the site.

### **Conclusions**

Land Capability for the area proposed for rezoning on the subject titles (30.8ha) is assessed as Class 5+6 (21.3ha) with approximately 9.5ha already converted to light Industrial use.

The primary production value of the land is insignificant in a local and regional context.

Immediately adjacent land is of marginal production value with only the land to the north east and land to the south west having agricultural characteristics. Land Capability limitations would restrict the cropping frequency and duration particularly in proximity to the boundaries with the subject land and water resource limitations indicates any cropping activity would be mainly limited to dryland. Immediately adjacent land is likely to remain as grazing. It is anticipated that there would be no impacts from rezoning, however there may be dust and noise resulting from future light industrial use. It is unlikely that this would impact on the capacity to undertake cropping activity or continue with the current existing grazing activity.

As rezoning alone will not impact on natural values the Natural Values assessment was limited to providing confirmation of areas requiring further assessment and species to target prior to any future development.

No threatened vegetation communities were identified. Gorse is present throughout the assessment area and there are isolated patches of ragwort and slender thistles.

Six flora species and one fauna species have been previously recorded on the title. An additional seven flora species and seven other fauna species were considered as potentially present within the study area. The study area has core habitat characteristics for three of the additional seven fauna species.

Further assessment is required to determine the extent and distribution of species and clusters, and core habitat particularly higher priority species to be able to determine optimum design plan for future development. It may be possible to design future development to minimise direct impact on some higher priority clusters, or core habitat

areas for example the patch of old growth and dam. Given the extent and proliferation of threatened flora records to date on the assessment area and the likelihood of the area providing core habitat for a number of higher priority threatened fauna species it is inevitable that there will be direct impacts on some species if the area is developed for future light industrial use. Applying and obtaining a threatened flora permit and possibly a threatened fauna permit under the *TSPA 1995* will be required as part of that process and potentially referral under the *EPBC 1999*.

Rezoning alone will not impact on the values previously recorded on the title or those likely to be present on the title. Further assessment of the area and targeted species is required if development other than rezoning is proposed.

### References

- DPIPWE. (2009/10). Retrieved April 17, 2015, from The Groundwater Information Access Portal: <http://wrt.tas.gov.au/groundwater-info/>
- DPIPWE. (2007, November). Land Capability of Tasmania Dataset. Department of Primary Industries, Parks, Water and Environment.
- DPIPWE. (2013). *Tasmanian Register of Water Licences and Dam Permits*. Retrieved 2013, from Water Information Management System: <http://wims.dpiwe.tas.gov.au>.
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Appendix 1. Maps

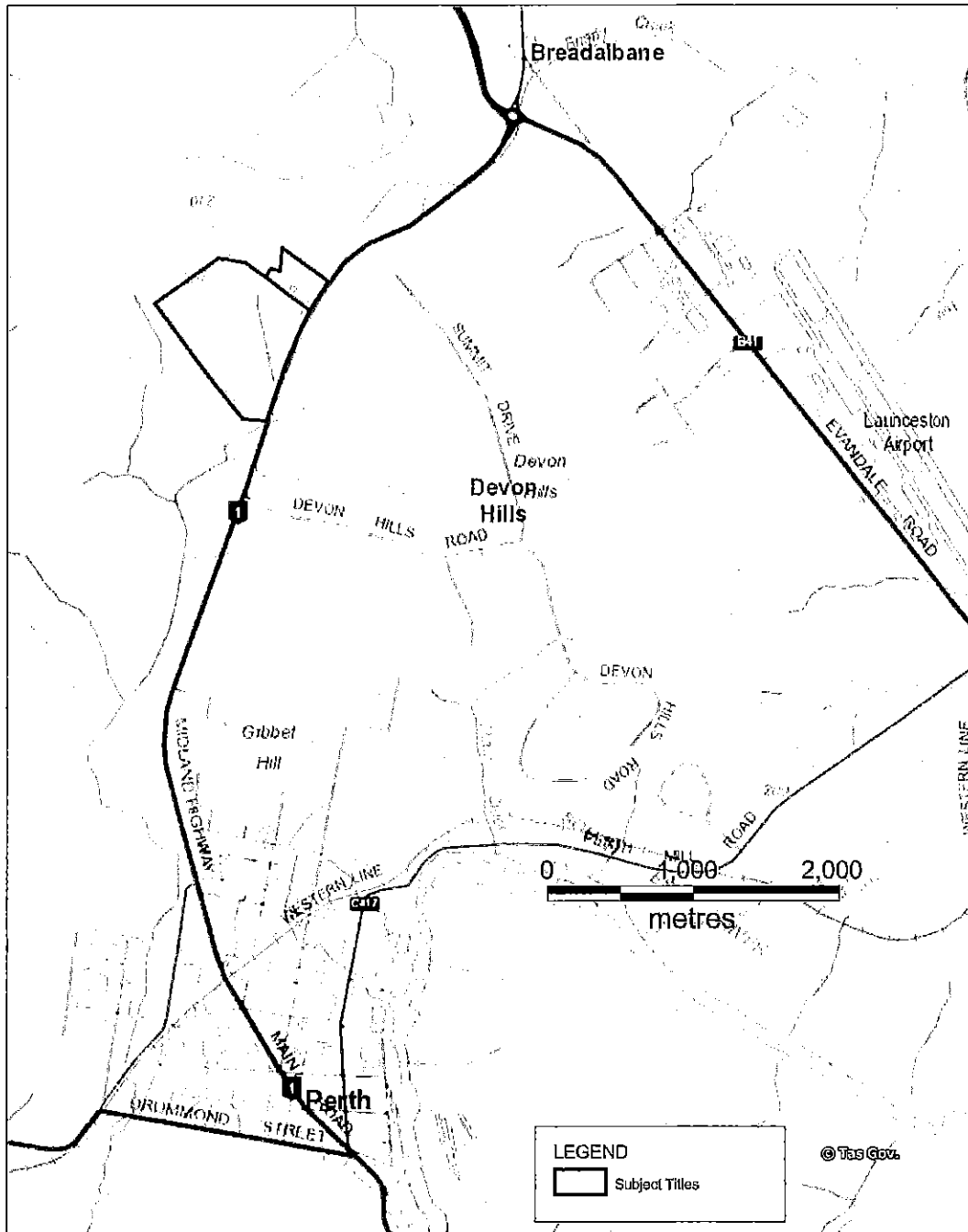


Figure 1. Location

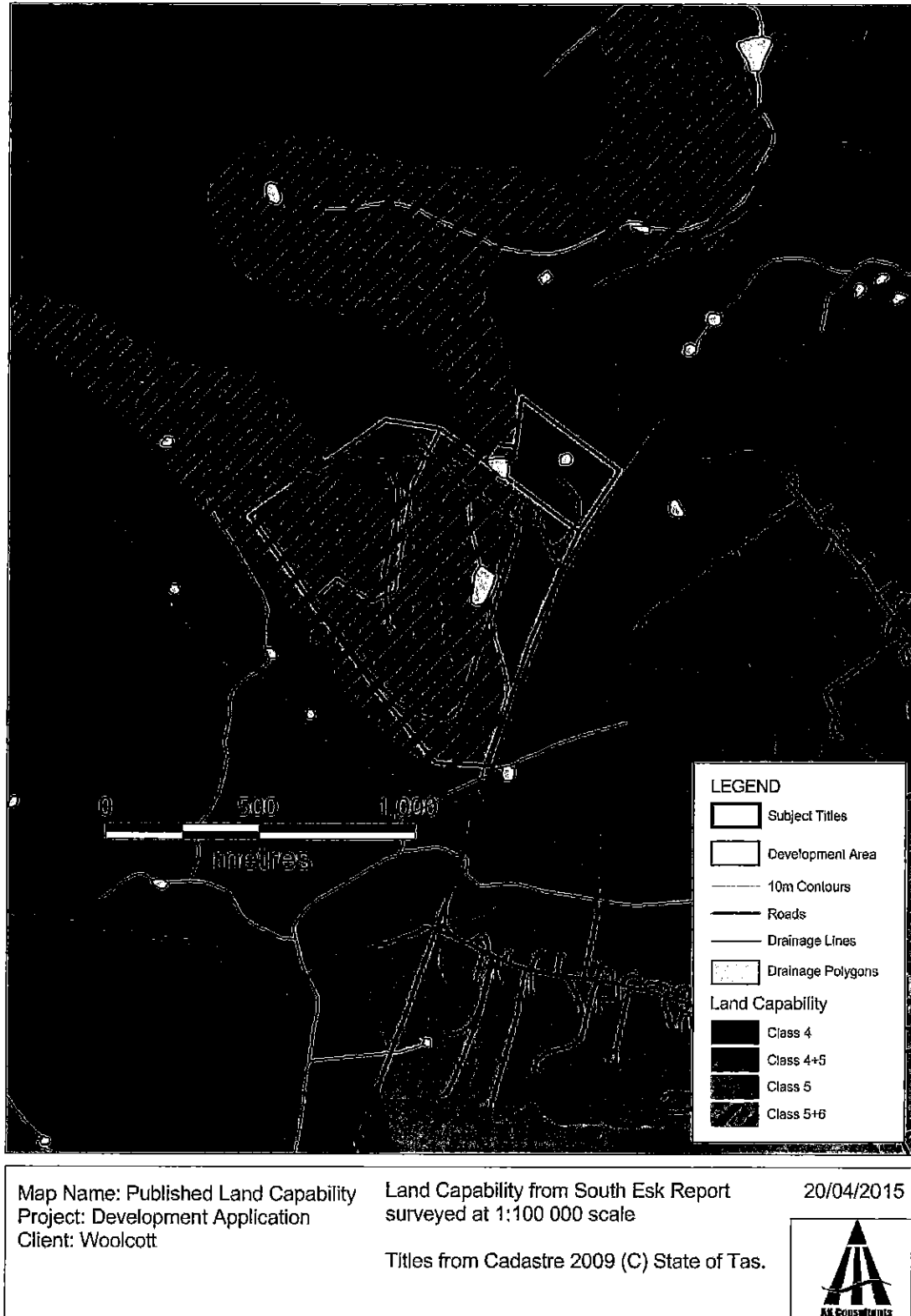


Figure 2. Published Land Capability



Figure 3. Aerial Image from LIST. Subject titles in Blue, Development Area in Red & Private Cadastre Parcels in Pink.

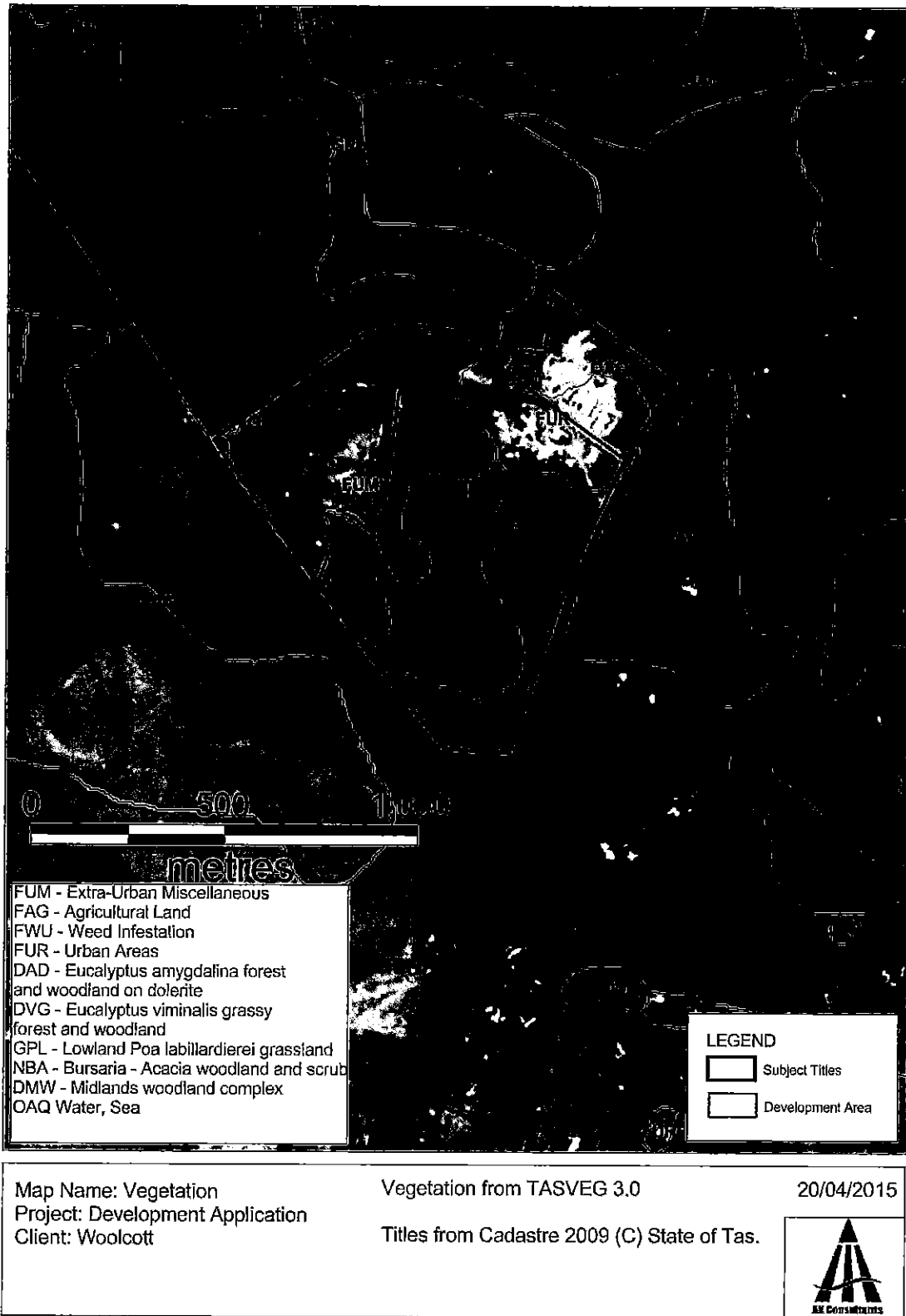


Figure 4. Vegetation on subject title and surrounds from TASVEG 3.0.

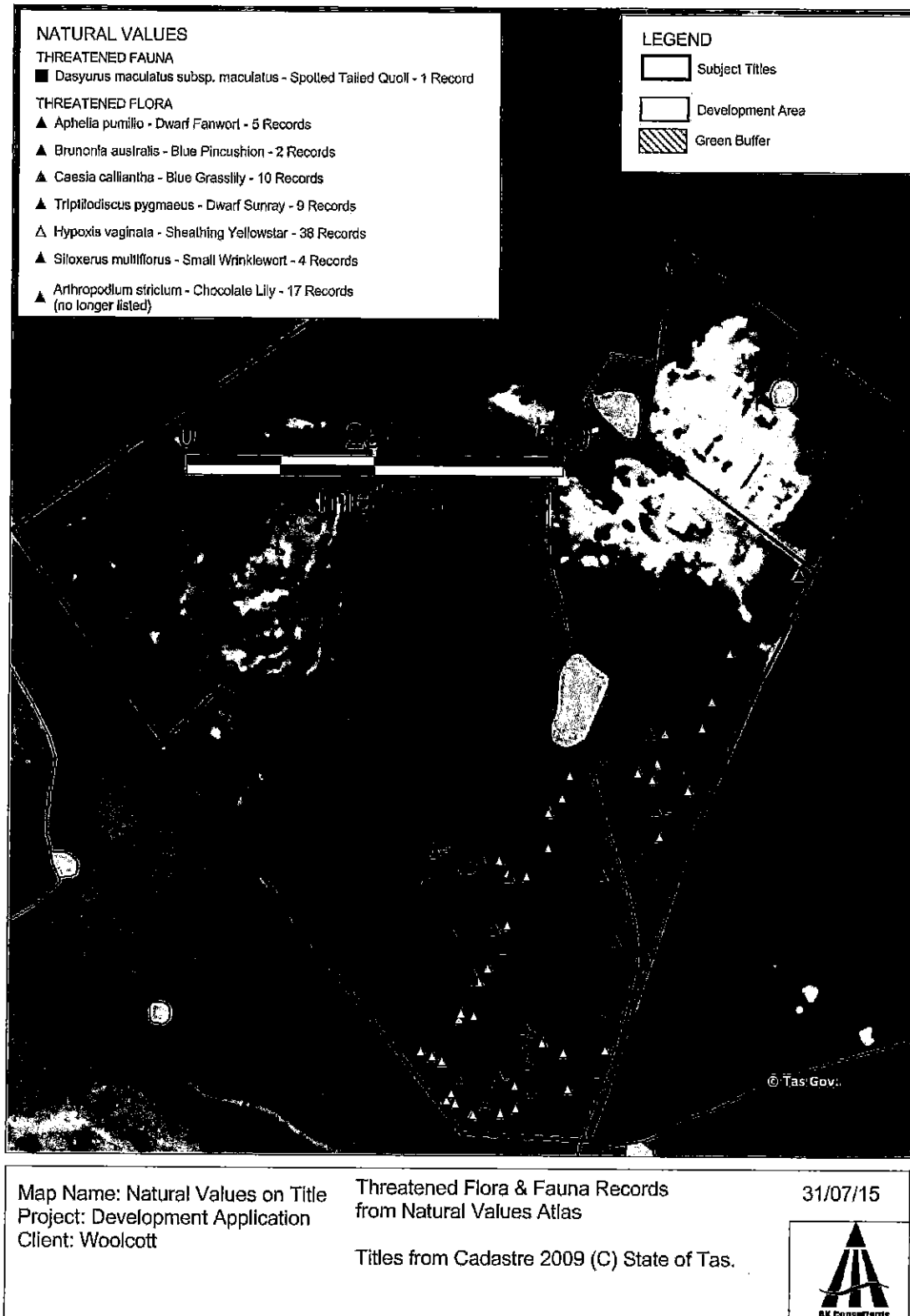
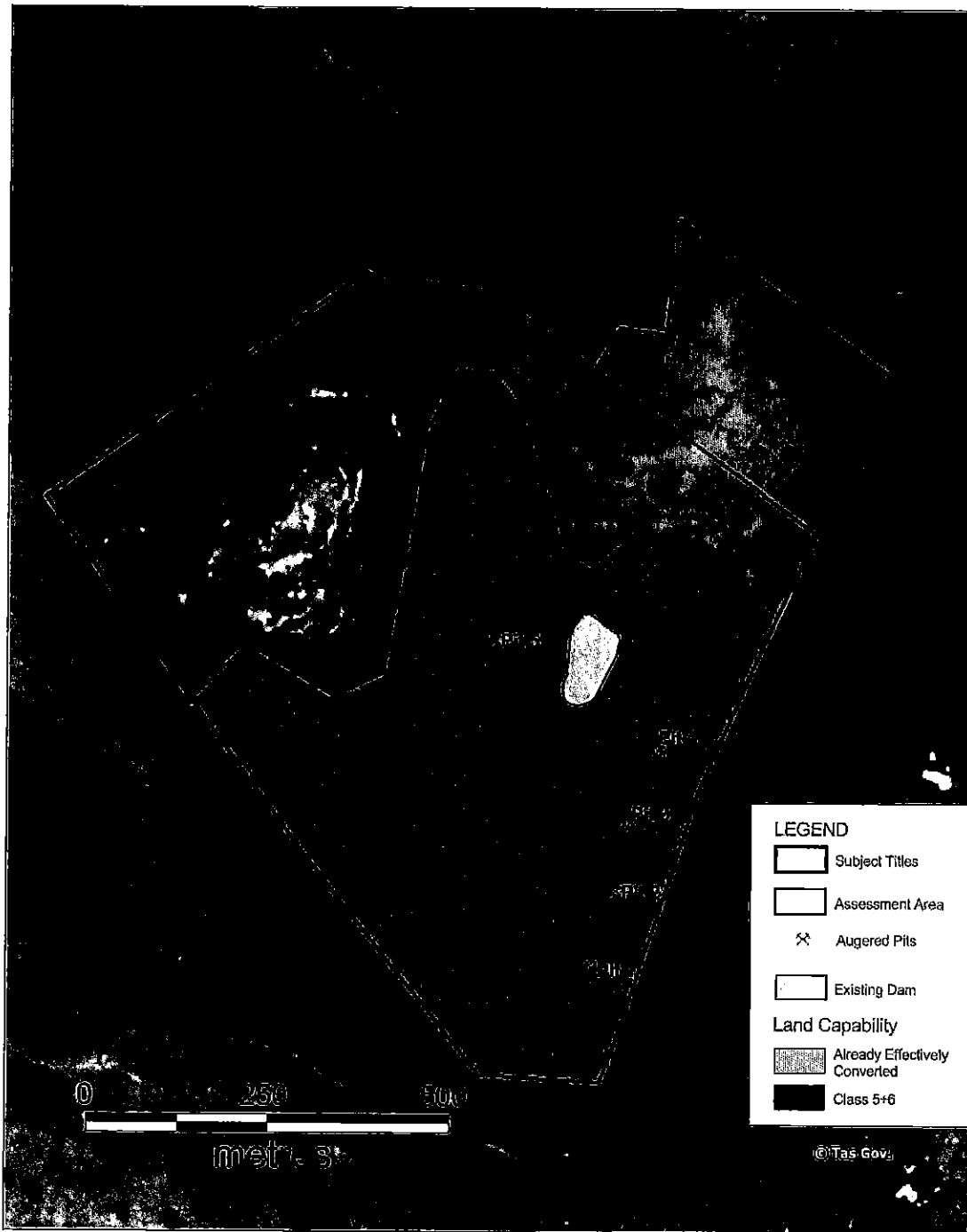


Figure 5. Threatened Flora & Fauna Species on subject title.



Map Name: Assessed Land Capability Land Capability assessed by AK Consultants 24/04/2015  
 Project: Development Application  
 Client: Woolcott Titles from Cadastre 2009 (C) State of Tas.




Figure 6. Assessed Land Capability by AK Consultants.



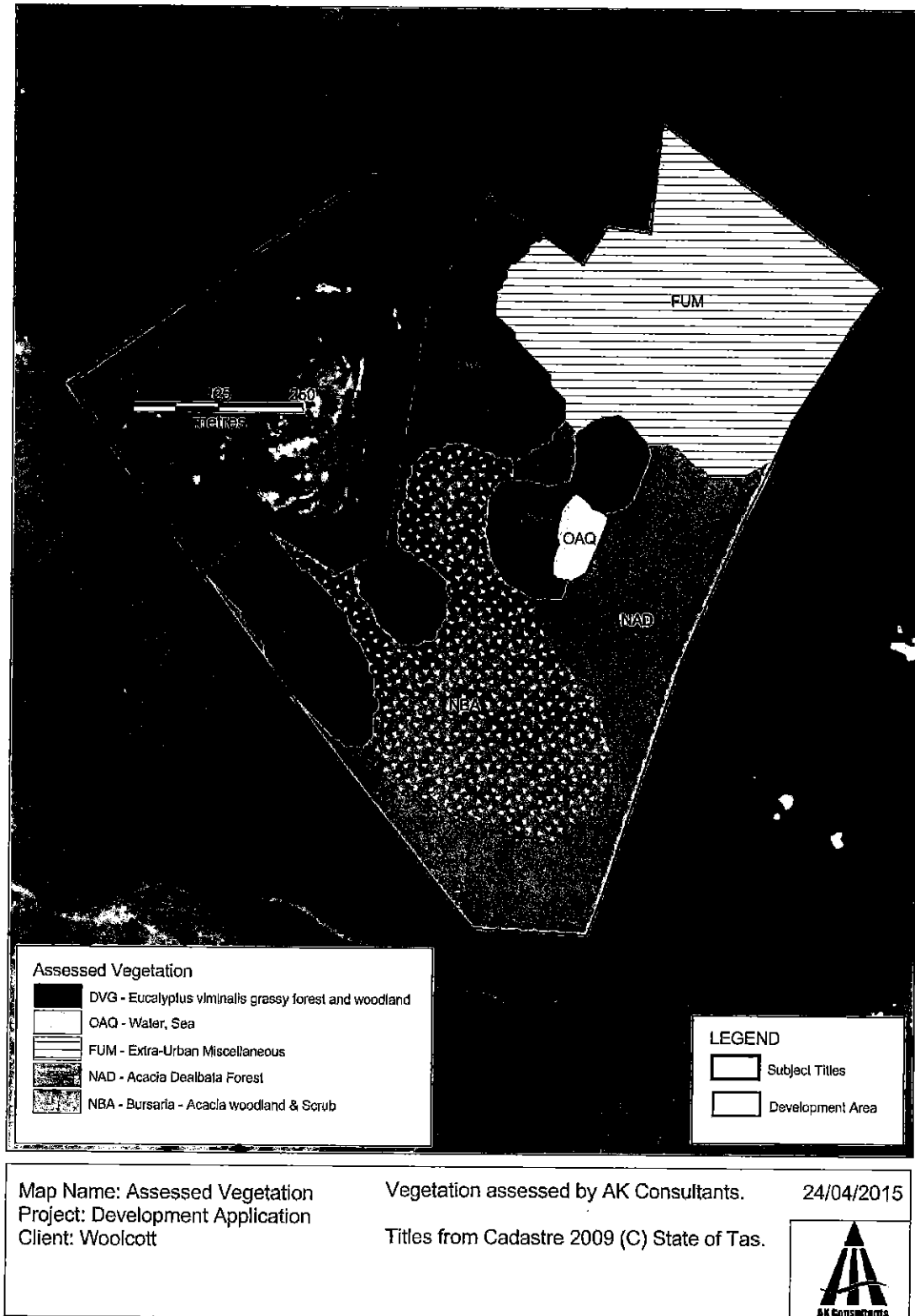


Figure 7. Assessed Vegetation by AK Consultants.



Figure 8. Development Proposal Plan.

## Appendix 2. Typical soil profile description



Site: CT 13242/1  
 Date: 21/04/15  
 Pit 2: near highway  
 Flood risk: Minor  
 Altitude: 195m  
 Slope: 5%  
 Morphology: slope  
 Surface condition: native pasture  
 Halophytic species: Nil

Plate 1: Pit 2

### Profile description pit 2

| Depth (cm) | Munsell Colour | Colour                  | Texture | Structure | Other features                              |
|------------|----------------|-------------------------|---------|-----------|---|
| 0 - 20     | 10yr 3/2       | Very dark greyish brown | SL      | M         | Some ironstone nodules                      |
| 20 - 30    | 10yr 4/3       | Brown                   | SCL     | W         | Some ironstone nodules.                     |
|            |                |                         |         |           | Hardpan on top of Clay<br>Auger refusal @30 |

### Comments:

A dark greyish brown Sandy Loam surface horizon over a weakly structured fine Sandy Clay Loam. It is assumed the B horizon is a tough Clay layer, however, at the time of the site visit the dry nature of the profile resulted in auger refusal at 30cm coinciding with the clay layer assumed to be at that depth. This profile conforms with the "Eastfield Association" as described by (Spanswick & Zund, 1999). This profile is present on the entire assessment area.

Pit 2 is the only location where this depth was reached. Four other pits were augered with auger refusal due to stone occurring at depths of 10 – 15cm in the area that is mapped as Class 5 in the published information at a scale of 1:100 000. The frequency and abundance of stones (200 – 600mm) is variable and is assessed at 35 – 70%. There are larger boulders and rock outcrops interspersed with areas of subsurface stone. This dictates a Land Capability classification of Class 5+6.

Appendix 3: Photographs



Plate 2. View south near eastern boundary across the lower slopes of the assessment area. Unimproved regenerating cleared land. Highway on left.



Plate 3. Small stock water hole between highway and entry road. Note surface stone.

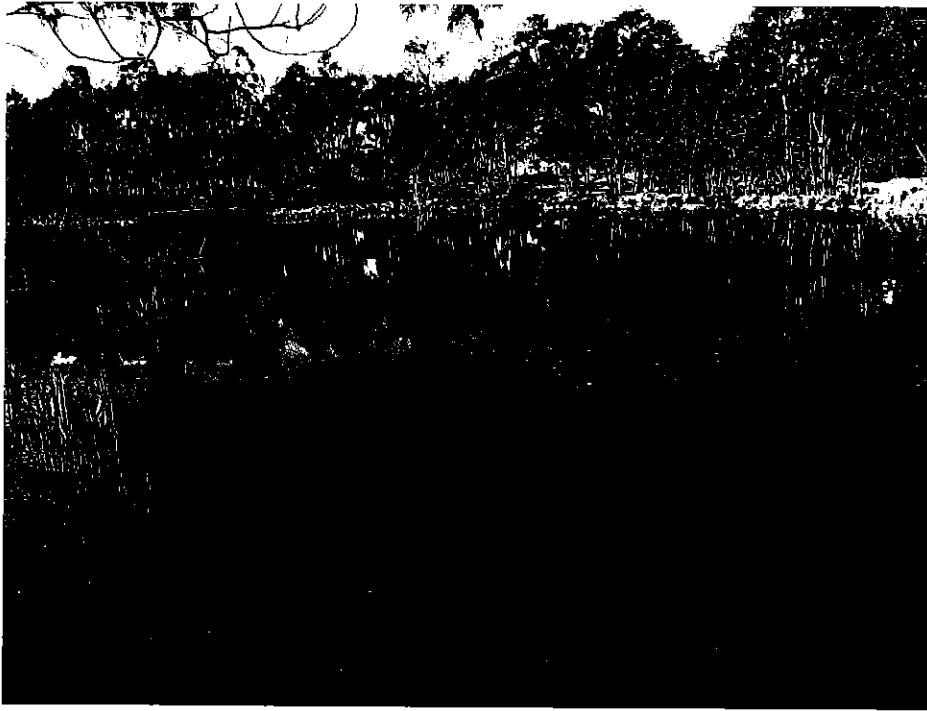


Plate 4. Dam on CT 13242/1. Approximately 2ML.



Plate 5. Old growth dead Eucalypt with nesting hollow.



**Plate 6. Class 6 + 5 land on slope in clearing in Bursaria – Acacia woodland scrub.**



**Plate 7. Gorse**



**Plate 8. View across adjacent land to the west. Note band of rock outcrop in centre of photo**



**Plate 9. Dead Eucalypt, near dam.**

#### Appendix 4: Protocol for Land Capability Assessment used by AK Consultants

This protocol outlines the standards and methodology that AK Consultants uses to assess Land Capability.

In general, we follow the guidelines outlined in the Land Capability Handbook (Grose 1999) and use the survey standards outlined in the Australian Soil and Land Survey Handbooks to describe (McDonald, et al. 1998), survey (Gunn, et al. 1988) and classify (Isbell 2002) soils and landscapes.

Commonly we are requested to assess Land Capability in relation to local government planning schemes. As such the level of intensity of the investigation is usually high and equivalent to a scale of 1:25 000 or better. The choice of scale or intensity of investigation depends on the purpose of the assessment. As the scale increases (becomes more detailed and the scale is a smaller number), the number of observations increases.

An observation can be as much as a detailed soil pit description or as little as measuring the gradient of an area using a clinometer or the published contours in a Geographical Information System and includes soil profile descriptions, auger hole descriptions, and observations confirming soil characteristics, land attributes or vegetation. The table below shows the relationship between scale, observations, minimum distances and areas that can be depicted on a map given the scale and suggested purpose of mapping.

| Scale      | Area (ha) per observation | Minimum width of map unit on ground | Minimum area of map unit on ground | Recommended use  |
|------------|---------------------------|-------------------------------------|------------------------------------|--|
| 1:100 000  | 400ha                     | 300m                                | 20ha                               | Confirmation of published land capability mapping                        |
| 1 : 25 000 | 25ha                      | 75m                                 | 1.25ha                             | Assessments of farms, fettering or alienation of Prime Agricultural Land |
| 1 : 10 000 | 4ha                       | 30m                                 | 2 000m <sup>3</sup>                | Area assessments of less than 15ha                                       |
| 1 : 5 000  | 1ha                       | 15m                                 | 500m <sup>3</sup>                  | Site specific assessments for houses and areas less than 4ha             |
| 1 : 1 000  | 0.04ha                    | 3m                                  | 20m <sup>3</sup>                   | Shown for comparison purposes  |

Based on 0.25 observations per square cm of map, minimum width of mapping units 3mm on map as per (Gunn, et al. 1988).

#### Assessment methodology

With all assessments we examine a minimum of three observations per site or mapping unit and determine Land Capability on an average of these observations.

Land Capability is based on limitations to sustainable use of the land, including the risk of erosion, soil, wetness, climate and topography. The most limiting attribute determines the Land Capability class. This is not always a soil limitation and thus soil profile descriptions are not always required for each mapping unit. For example, land with slopes greater than 28%, areas that flood annually and areas greater than 600m in elevation override other soil related limitations.

The availability of irrigation water can affect the Land Capability in some areas. An assessment of the likelihood of irrigation water and quality is made where it is not currently available.

As a minimum all assessment reports include a map showing the subject land boundaries, observation locations, published contours and Land Capability.

#### Definitions

##### *Land Capability*

A ranking of the ability of land to sustain a range of agricultural land uses without degradation of the land resource (Grose 1999).



**Protocol References**

Grose, C J. *Land capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania*. Second Edition. Tasmania: Department of Primary Industries, Water and Environment, 1999.

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Isbell, R F. *The Australian soil classification*. Revised Edition. Melbourne: CSIRO Publishing, 2002.

McDonald, R C, R F Isbell, J G Speight, J Walker, and M S Hopkins. *Australian Soil and Land Survey Field Handbook*. Second Edition. Canberra: Australian Collaborative Land Evaluation Program, CSIRO Land and Water, 1998

## Appendix 5 – Land Capability Definitions

Land capability Class definitions from Grose CJ (2nd Ed.) 1999, *Land Capability Handbook – Guidelines for the Classification of Agricultural Land in Tasmania*. 2<sup>nd</sup> Ed, Dept of Primary Industries Water and Environment.

**CLASS 1** - Land well suited to a wide range of intensive cropping and grazing activities. It occurs on flat land with deep, well drained soils, and in a climate that favours a wide variety of crops. While there are virtually no limitations to agricultural usage, reasonable management inputs need to be maintained to prevent degradation of the resource. Such inputs might include very minor soil conservation treatments, fertiliser inputs or occasional pasture phases. Class 1 land is highly productive and capable of being cropped eight to nine years out of ten in a rotation with pasture or equivalent without risk of damage to the soil resource or loss of production, during periods of average climatic conditions.

**CLASS 2** - Land suitable for a wide range of intensive cropping and grazing activities. Limitations to use are slight, and these can be readily overcome by management and minor conservation practices. However the level of inputs is greater, and the variety and/or number of crops that can be grown is marginally more restricted, than for Class 1 land.

This land is highly productive but there is an increased risk of damage to the soil resource or of yield loss. The land can be cropped five to eight years out of ten in a rotation with pasture or equivalent during 'normal' years, if reasonable management inputs are maintained.

**CLASS 3** - Land suitable for cropping and intensive grazing. Moderate levels of limitation restrict the choice of crops or reduce productivity in relation to Class 1 or Class 2 land. Soil conservation practices and sound management are needed to overcome the moderate limitations to cropping use.

Land is moderately productive, requiring a higher level of inputs than Classes 1 and 2. Limitations either restrict the range of crops that can be grown or the risk of damage to the soil resource is such that cropping should be confined to three to five years out of ten in a rotation with pasture or equivalent during normal years.

**CLASS 4** - Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimise degradation.

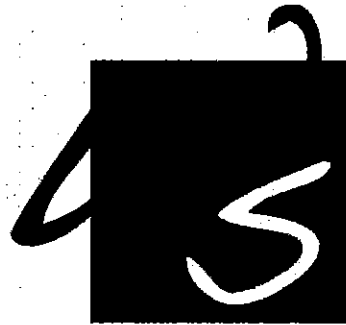
Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent, during 'normal' years to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited. (NB some parts of Tasmania are currently able to crop more frequently on Class 4 land than suggested above. This is due to the climate being drier than 'normal'. However, there is a high risk of crop or soil damage if 'normal' conditions return.)

**CLASS 5** - This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be possible. The land may have slight to moderate limitations for pastoral use. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.

**CLASS 6** - Land marginally suitable for grazing because of severe limitations. This land has low productivity, high risk of erosion, low natural fertility or other limitations that severely restrict agricultural use. This land should be retained under its natural vegetation cover.

**CLASS 7** - Land with very severe to extreme limitations which make it unsuitable for agricultural use

ANNEXURE 9: Impact Assessment



# **WOOLCOTT SURVEYS**

**REPORT ON IMPACT ON LOW DENSITY  
RESIDENTIAL AREA**

**REQUEST TO AMEND A PLANNING SCHEME  
16523 and 16525 Midland Highway, Breadalbane**

**For  
Digga Constructions**

July 2015

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**Impact of Quarry on Light Industrial Uses ..... 8**  
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## Introduction

It is proposed to amend a Planning Scheme for an industrial based site/sites with frontage to the Midland Highway between the Breadalbane Roundabout and Perth.

The site is currently used for a brick manufacturing outlet, a major depot for a construction company and a hard rock quarry.

The subject site is illustrated in figure 1 below.



Figure 1 – subject site – Woolcott Surveys

In a request for further information Council have asked for:

*An assessment of potential land use conflict with quarry on site and the Devon Hills residential estate, by uses permissible in the Light Industrial zone.*

## Proposal

It is proposed to amend the zoning of approx. 32 ha of land from Rural Resource use to Special Area Plan (Translink Area 8). The proposed development will be based around three current industries which are evident on the site – a brick works, a contractor's depot (included in the proposal) and a quarry (not included in the proposal).

A draft possible layout is shown at figure 2 – this plan is included as an indicative layout only and the subdivision is not part of this proposal.

The layout is also based around the current Midland Highway road alignment. It is recognized that the final layout will be determined by the final alignment of the soon to be redeveloped Midland Highway.



Figure 2 – Possible Light Industrial Layout – for discussion only.

## Subject Land

### *Title Reference*

|                         |                                       |
|-------------------------|---------------------------------------|
| <b>Property Address</b> | 16523 Midland Highway, Perth TAS 7330 |
| <b>Property ID</b>      | 6393538                               |
| <b>Title Reference</b>  | 13242/1                               |

|                         |                                  |
|-------------------------|----------------------------------|
| <b>Property Address</b> | 16525 MIDLAND HWY PERTH TAS 7300 |
| <b>Property ID</b>      | 2505117                          |
| <b>Title Reference</b>  | 141442/1                         |

### *Land Area*

The land area is 32 ha

## Use of Site and Surrounding Uses

### *Use of site and surrounding lands*

The subject site is used for:

- Rough Grazing
- Quarry
- Brickworks
- Contractors Depot

The surrounding lands are used for:

- Rough grazing to the North, North east and West
- Low Density Residential to the East and South

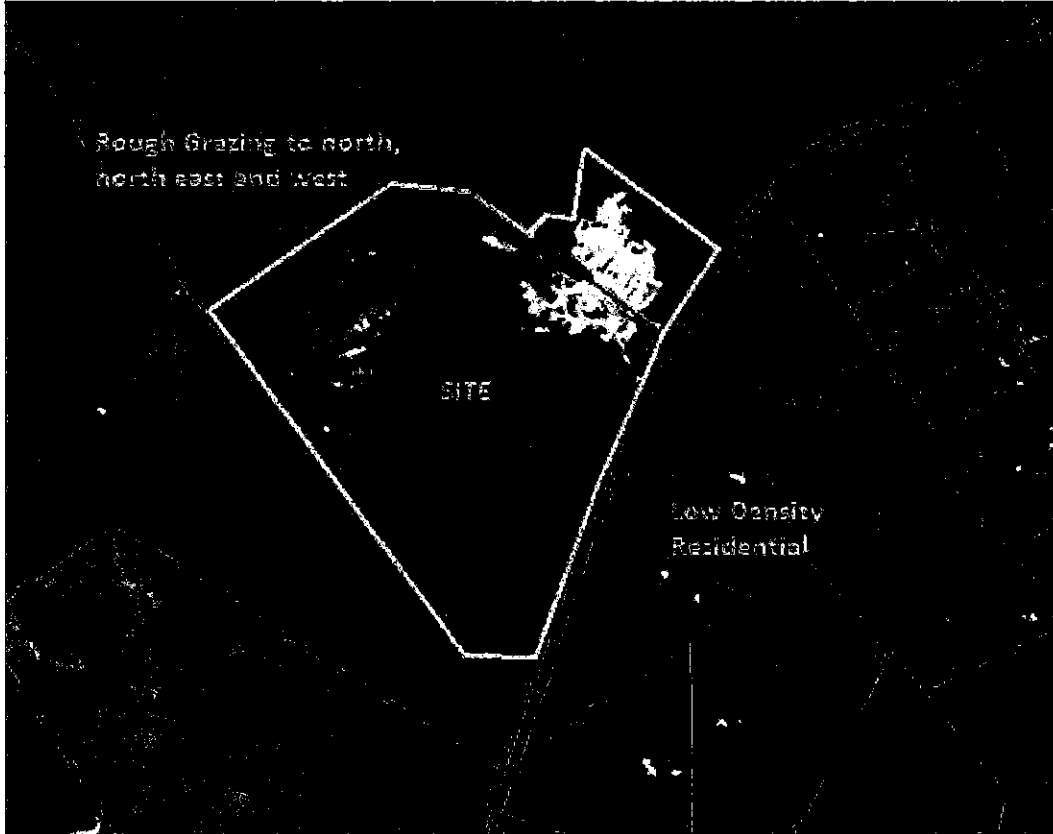


Figure 3 – Uses of land

## **Impact of Proposed Special Area Plan (SAP)**

### ***Proposed Use***

The proposal is for a Special Area Plan (Translink Area 8) based around a light industrial use of the subject site and uses to reflect the purpose of the SAP.

### ***Light Industrial Use***

An SAP has a clear distinction from General Industry. Firstly, in the Northern Midlands Planning Scheme the maps offer up both Translink SAP and General Industrial zone.

The Planning Scheme then defines the two industrial uses:

### ***Light Industrial Use***



*Purpose*

- *To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses.*
- *To focus light industrial use and development into appropriate areas suitable for its needs.*
- *To provide for 'non-industrial' uses that either support, supply or facilitate industrial development.*

**General Industrial Use***Purpose*

- *To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.*
- *To focus industrial use and development into appropriate areas suitable for its needs.*
- *To provide for 'non-industrial' uses that either support, supply or facilitate industrial development.*

The main divergence is the clause which talks about impact on the amenity of surrounding uses.

The proposed SAP picks up wording from the Light Industrial zone adds a new purpose into Translink:

*Provide opportunities for a light industrial area to cater for the needs of Perth and Longford and to capitalize on the existence of an existing hard rock reserve, the related industries and the realigned Midland Highway.*

Light Industry (and by inclusion the proposed SAP) is often referred to as a use which can operate with no impact on the amenity of residential areas. Indeed Light Industrial zones are often used as a buffer between sensitive uses and uses with a greater impact.

**Matters to Consider**

In assessing the impact of one use on another it is prudent to examine the matters which need to be considered in making such an assessment. The Planning Scheme gives some guidance in regard to this matter:

- Uses must be set back 100m from sensitive uses
- Matters to consider are - emissions including noise, smoke, odour, dust and illumination.
- Impact of current features on amenity – in this case the Highway and the current uses.

**Distances between Subject Site and Sensitive Uses**

By reference to the LIST the distance between the subject site and the sensitive uses can be defined.

All lots within the Low Density Residential use facing the subject site have been developed – therefore the sensitive receptor is easily defined.

The closest sensitive receptor is 147m from the boundary of the subject land. The furthest away is 270m.

This exceeds the distance specified within the Planning Scheme (Clause 24.3.1 Emissions).

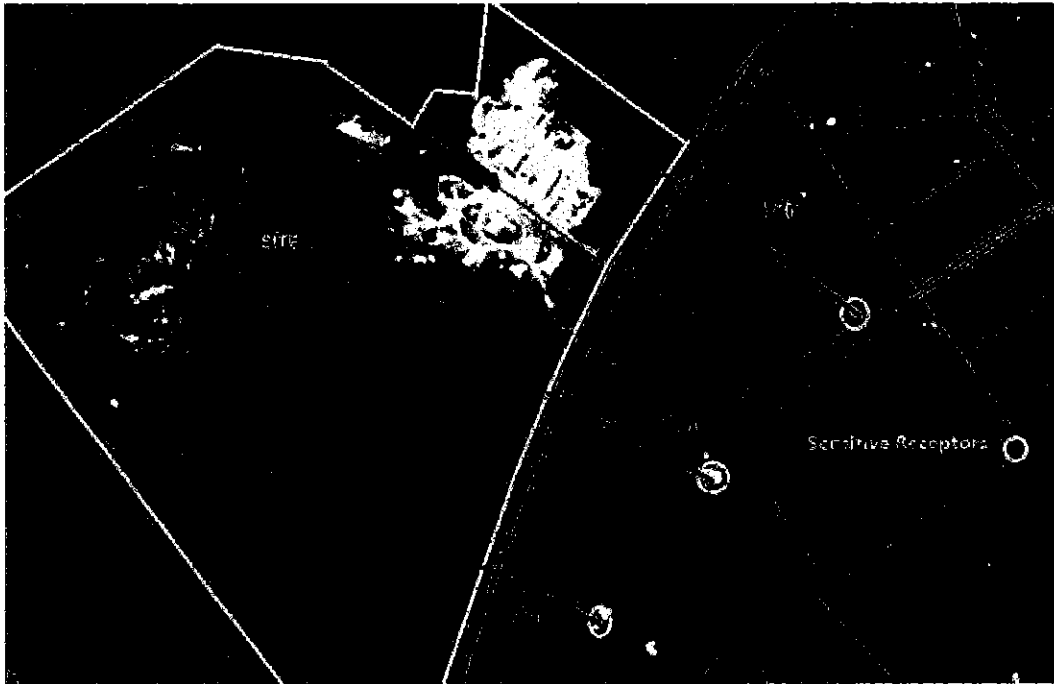


Figure 4 – Distances from site to sensitive receptors

### **Noise**

This is an application for rezoning only. Noise levels will have to be assessed against each proposed use. Given the purpose included in the SAP, in particular - *where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses* – to be considered to locate within this area any use would have to meet the purpose of the zone.

### **Smell**

This is an application for rezoning only. The generation of smell from a given use will have to be assessed against each proposed use. Given the purpose included in the SAP, in particular - *where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses* – to be considered to locate within this area any use would have to meet the purpose of the zone.

### **Dust**

This is an application for rezoning only. Processes which generate dust will have to be assessed against each proposal. Given the purpose included in the SAP, in particular - *where off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses* – to be considered to locate within this area any use would have to meet the purpose of the zone.

***Light Spill***

Not included in the list of matters to consider in the Planning Scheme is light spill from security lights and the like. This again can only be assessed at the time of lodgment of a development application for a particular use. It is however normal practice to condition permits so as light spill is contained within the specific site via baffles.

***Existing Uses***

There are three existing uses on site which have their own impacts on sensitive uses. A brickworks has an attenuation distance of 200m from sensitive uses (clause Table E11.1). The existing brickworks has an actual distance in excess of 200m from the sensitive uses.

A contractors depot does not have a defined attenuation distance under the same clause.

A quarry has an attenuation distance of 1000m (a hard rock quarry – with blasting). The quarry is within the defined attenuation distance being only 650m from the nearest receptor.

Given that, any use within the SAP will have less impact on the sensitive receptors than the existing uses.

***Midland Highway***

The Midland Highway splits the subject site from the sensitive receptors. It is a key factor in assessing the impact on amenity of sensitive uses. The road is an uncontrolled source of noise and is by far the greatest single source of noise in this area. Heavy transports operating all hours of the day and night create noise accelerating and decelerating in this area.

The proposed works to the Highway will add further sources of noises and dust to this area. These works will have greater impact than any emissions from uses within the SAP.

**Impact of Quarry on SAP Uses**

In many respects the development of land between the quarry and the Devon Hills rural residential area will have a positive impact on amenity – the intervening lots, buildings deadening further any noise from the quarry.

The question is what impact will the quarry have on the SAP uses?

The only tangible impact will be on footing and construction of sheds. Due to likely blasting in the quarry (hard rock) full engineering designs of footings will need to be considered with each building lot.

Dust and noise should have little impact due to the screening of the current quarry layout and the likely moving of the working face.

Blasting will require notification to neighbours and can be programmed to occur at given times and other actions worked around those blasting times.

In all the quarry should have little impact on SAP uses on the subject site.

## **Conclusion**

The proposal relates to light industrial type uses within a defined site. The Planning Scheme defines the purpose of Light Industrial uses (and these have been included in the SAP) and how they interact with sensitive uses. The proposed SAP states - *off-site impacts are minimal or can be managed to minimise conflict or impact on the amenity of any other uses.*

Specific management measures can only be imposed when the final use is known – at the time of Development Applications.

As a general principle it is clear the proposed SAP use can be managed on this site so as there is no impact on the amenity of the sensitive uses in the area.