Attachment 3 - 574 Meander Valley Road Prospect
Planning Report (Pages = 77)

‘Strathroy’
574 Meander Valley Road, Prospect

PLANNING REPORT

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December 2014. Amended May 2015

Prepared for Beaumont Percival Grubb

By Integrated Planning Solutions Australia

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APPENDICES

1. Introduction

This planning report has been prepared by Integrated Planning Solutions on behalf of Beaumont Percival Grubb in support of an application to redevelop the land on lot 1 on Plan 114487, in Certificate of Title, Volume 114487, Folio 1; commonly known as 574 Meander Valley Road, Prospect. ('Subject Site') The application seeks to rezone part of the Subject Site to 'Light Industrial' (Lot 1) and 'General Industrial' (Lots 2, 3 and 4), with the remainder of the title to remain 'Rural Resource'.

Refer to the Certificate of Title in Appendix 1 and the Proposed Plan of Subdivision prepared by 6ty Surveyors.

This report assesses the planning merits of the proposal and its consistency with the relevant planning policies and controls. In preparing this report, the site and surrounds have been inspected and the planning considerations assessed against both the State and Local Planning Policies including the State Government and northern regional group of council's strategic direction for the area as well as the *Launceston Interim Planning Scheme* as it declared for the City of Launceston and effective from 29 April 2015.

To assist in preparing the industrial rezoning application and 4-lot subdivision proposal presented in this planning permit application, the applicant has engaged the services of various technical consultants and engaged with key stakeholders. They are:

- 6ty Surveyors in collaboration with IPD Consulting to prepare the design proposal for the partial rezoning and associated survey and proposed plan of subdivision for the additional 4 lots;
- Integrated Planning Solutions to provide planning advice and prepare the planning report for the proposed rezoning and 4-lot subdivision;
- Cardno Traffic Engineers to provide traffic planning and engineering advice, survey and assessment of the traffic conditions in the precinct and to prepare a Traffic Report for the proposal;
- AKS Forest Solutions Pty Ltd for the flora and fauna habitat assessment;
- Catherine Murdoch for the Environment Impact Assessment;
- Rebecca Green and Associates in association with Ground Proof Mapping for the Bushfire Hazard Assessment Report and Bushfire Hazard Management Plan;
- Aboriginal Heritage Tasmania (AHT) who undertook an aboriginal cultural heritage assessment at the Subject Site;
- AK Consulting who provided an updated land capability assessment of the site;
- TasNetworks who have outlined they have no objections to the proposed rezoning and subdivision development; and
- OPTEON Consultants, who undertook an economics assessment of the proposal.
- A scenic management assessment of the proposal was also undertaken.

This report should be read in conjunction with the documentation provided by the above consultants and stakeholders.

2. Urban and Regional Context

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2.1 Subject Site

The Subject Site is located on a large irregularly shaped parcel of land at 574 Meander Valley Road, Prospect. Situated on the south eastern frontage to the Bass Highway, the total area of the Subject Site is approximately 196 hectares. The frontage to the Bass Highway spans approximately 1429.3 metres. The rear of the site spans approximately 1409.4 metres and the depth is approximately 1422.8 metres. The adjoining properties to the Subject Site are Kate Reed Reserve (COT 202909/1) to the north and north east, 17,293 Midland Highway (COT 113923/1) and 17623 Midland Highway (COT 113923/1) to the east, 17115 Midland Highway (COT 47310/1) and 17115 Midland Highway (COT 122424/1) to the south and 49 Meander Valley Road (COT 168107/1). The site is constrained by its topography, which has a significant drop from east to west varying across the site from the Bass Highway to the hinterland.

The Subject Site is contained on the one Certificate of Title, Volume 114487, Folio 1. There are three noted easements on this title (a pipelines easement B780900, benefitting easement over the pipeline C526614, and a right of carriage way easement C742811) however, these are not on the Subject Site. There is however a 'Wayleave easement' that crosses the Subject Site from east to west as annotated on the survey plan, which has been taken into consideration in laying out the proposed plan of subdivision. To our knowledge, there are no other encumbrances on the land.

Refer to the survey drawings prepared by 6ty Surveyors and the Certificate of Title in Appendix 1.

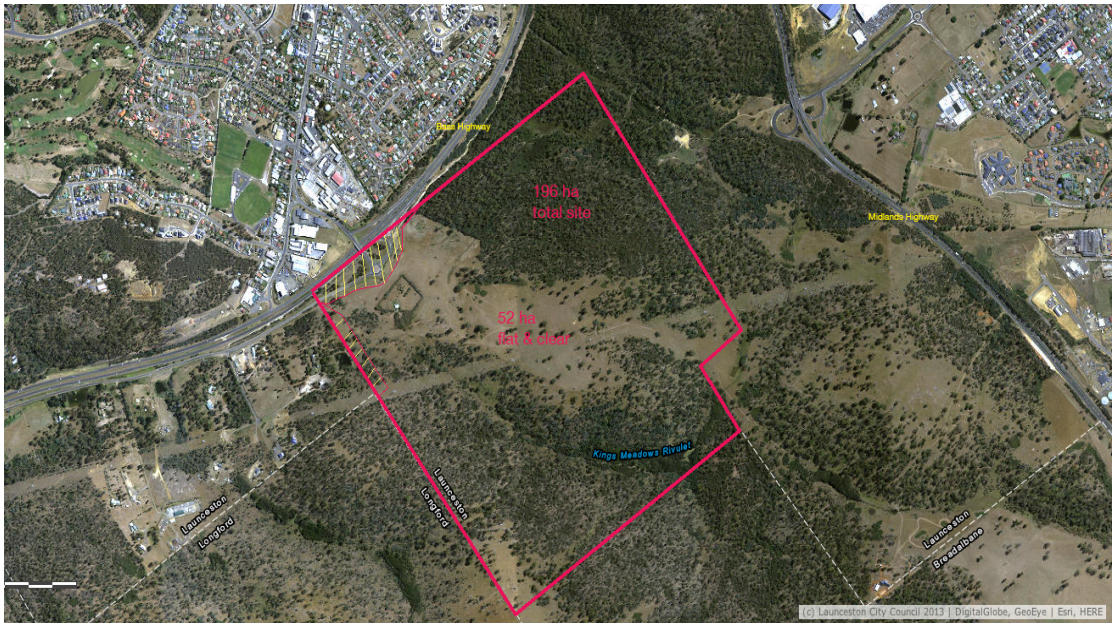
Presently, the Subject Site has a small dwelling on it accessed by a gravel driveway from Meander Valley Road south of the Bass Highway Prospect interchange. All major trunk services for the dwelling and rural parcel are existing. The Subject Site has been used for rural agricultural grazing purposes for many years.

2.2 Surrounding environs

The Subject Site is well serviced by various facilities, local amenities and regional road network.

Located in the northern Tasmanian municipality of Launceston, the Subject Site, is located approximately 9.7 kilometres south west of Launceston's CBD, and approximately 15.4 kilometres from Launceston Airport, the site is centrally and strategically positioned for an industrial agribusiness commercial park. The area is well serviced by major arterial roads, such as the Bass Highway towards Devonport, and Midland Highway towards the Launceston Airport and Hobart. The Subject Site has direct frontages to the Bass Highway Prospect Interchange and Meander Valley Road. This road network enables excellent access to the capital servicing cities, and the Northern Tasmanian region, which is well known for its industrial agricultural contribution to Tasmania, nationally and abroad.

The surrounding area is generally characterised by a mix of rural and agricultural land holdings (to the south and east), park land (Kate Reed State Recreation Reserve Area to the north and north east), industry and commercial businesses (the Prospect Vale industrial area to the west and north west across Bass Highway) and a mix of single and double storey residential dwellings (further to the north across the Bass Highway).



2.2.1 To the north/ northeast

The Subject Site adjoins rural land to the north, which spans approximately 778.9 metres and northeast, which spans approximately 1465.1 metres. The Kate Reed State Recreation Area is situated further north of the Certificate of Title to which the Subject Site is part in this direction.

2.2.2 To the east

The Subject Site adjoins rural land to the east.

2.2.3 To the south/ southeast/ southwest

Immediately abutting the Subject Site to the south is more rural land. The boundary to the southeast is approximately 1409.4 metres in length. The boundary to the southwest is approximately 1015.6 metres in length.

2.2.4 To the west/ northwest

The Subject Site enjoys a somewhat jagged frontage to Meander Valley Road and the Bass Highway Prospect Interchange. This road frontage spans approximately 1582.7 metres. The Bass Highway is a State Highway road linking Launceston with the North West Coast. In this location, the Highway is constructed as a duplicated freeway with two traffic lanes in each direction and sealed shoulders. Meander Valley Road is a standard two-way arterial road that provides a parallel route to Bass Highway between Prospect Vale and Deloraine.

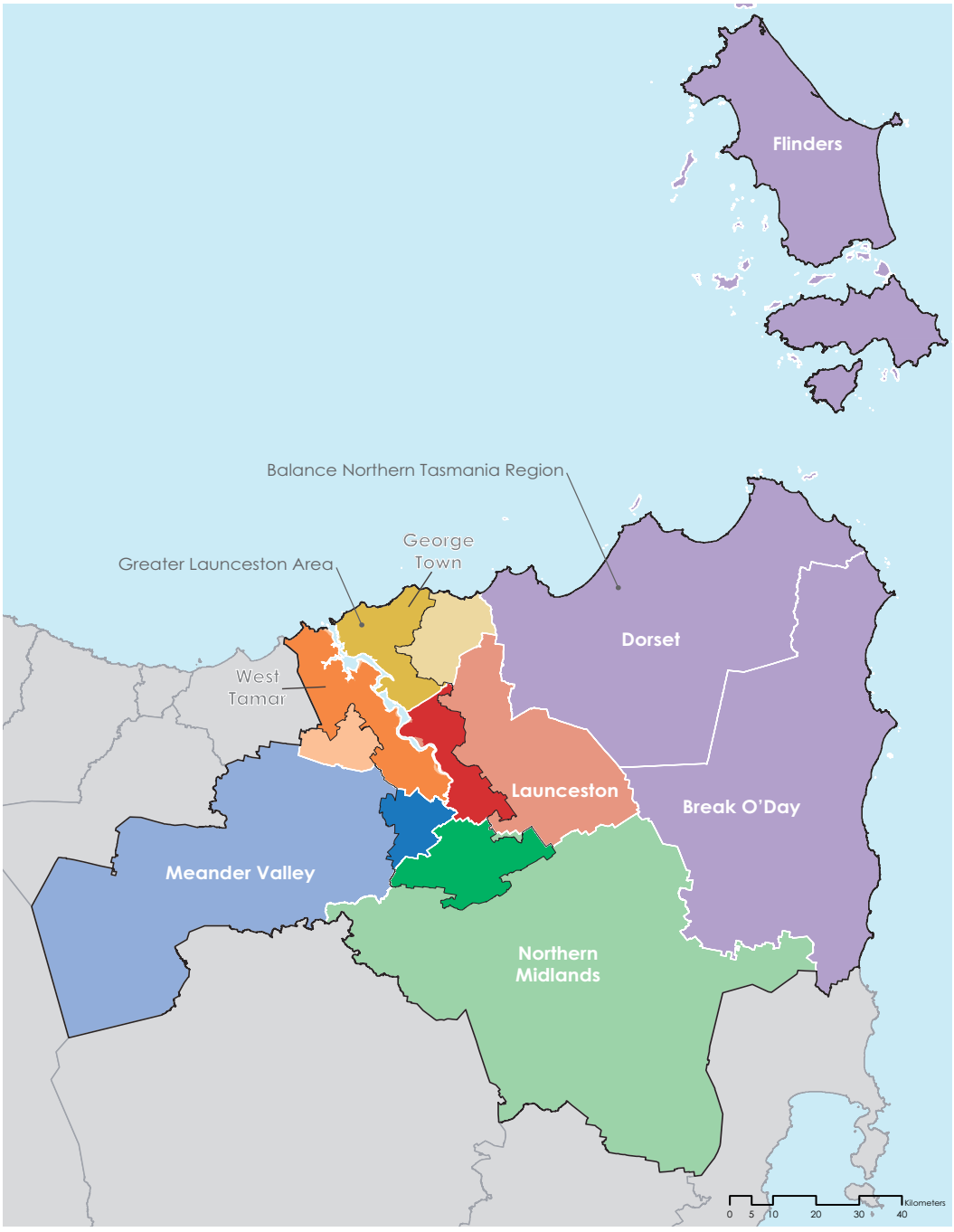
Land opposite the Subject Site is occupied by a mixture of industrial and commercial uses reflective of the Industrial zoning as part of the Prospect Vale Industrial area.

Refer to photographs of the site and surrounds in Appendix 2.

2.3 The region

In a broader regional context, the Subject Site is strategically located in the centre of the northern Tasmanian region.

Regional Context Map



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3. Proposal

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The proposal seeks approval for a combined:

1. rezoning (From Rural Resource Zone to a mix of Light Industrial (Lot 1, which abuts Meander Valley Road near the Bass Highway Prospect Interchange) and General Industrial (Lots 2, 3 and 4), with the remainder of the lot to remain Rural Resource Zone; and
2. development approval for a four-lot subdivision in accordance with the proposed plans of subdivision prepared by 6ty Surveyors.

Refer to the survey drawings prepared by 6ty surveyors.

This application is consistent with the planning process under the *Land Use Planning and Approvals Act 1993* ("the Act") and the *Interim Launceston Planning Scheme 2015* as declared for the City of Launceston and effective from 29 April 2015.

The strategic justification for the rezoning and associated design response criteria for the subdivision should be assessed in conjunction with the survey plans, the proposed plan of subdivision drawings, scenic management assessment, the accompanying technical traffic engineering assessment, flora/ fauna, environment impact assessment and bushfire hazard assessment and management reports and their associated addendum reports, the land capability assessment of the site as well as the economics assessment of the proposal and the correspondence from Aboriginal Heritage Tasmania (AHT), and TasNetworks, together with this planning report as part of the application.

3.1 Proposed rezoning

The rezoning proposal is responsive to the Subject Site and surrounding environs. The proposed combination of the 'Light Industrial' Zone for Lot 1 and 'General Industrial' Zone for lots 2, 3 and 4 have merit and are justified from a strategic planning perspective having regard to the planning principles that must be considered for such applications.

For the detailed response to the justification for the rezoning please refer to the 'Planning Considerations' in section 5 of this report.

3.1.1 The economics – supply and demand

As part of the consideration for a planning scheme amendment, the economic justification for the proposed amendment must be considered.

The proposed rezoning to the Subject Site changes a part of the land controls (zone) on Certificate of Title Volume 114487, Folio 1, commonly known as 574 Meander Valley Road, Prospect, from Rural Resource to a combination of Light industrial Zone and General Industrial Zone. This proposed rezoning is responsive to the 50 year strategic planning objectives outlined in the *City of Greater Launceston's Strategic Plan.*

The proposed industrial zones have been given much thought and consideration both from a strategic planning context, having regard to adjoining land uses and the surrounding environmental context, as well as the economics perspective. In assessing the merits of the proposed planning scheme amendment from an economics perspective an assessment of the proposal having regard to the supply and demand for industrial land has been undertaken. The key findings and justifications have been outlined in the economics assessment prepared by OPTEON Consultants.

Refer to the OPTEON report.

In summary, as the OPTEON report concludes, "…'Strathroy' offers strategic advantages to accommodate a new agribusiness and related services industrial park. Based upon our analysis, we consider that the 'Strathroy' land is well suited to the proposed development concept and longer term staged release and development. Further we do not consider that there currently is a long term oversupply of industrial land of this type, within this location". (p21 and 22 of the OPTEON report)

This conclusion is consistent with various regional plans including the most recent, the *Northern Tasmania Industrial Land Strategy* (August 2014), which outlines the current and projected 50 year growth of various industries including the farming and agricultural industry and the need for industrial land in the region to host key farming and agricultural industries associated with this sector over the next 50 years.

For more details on the regional plans refer to the 'Planning Context' in section 4 of this report.

And so, the economic case for supporting the proposed combination of Light Industrial and General Industrial Zones at the Subject Site as a direct response to the projected long-term growth becomes clear. Consistent with the *Northern Tasmania Industrial Land Strategy* (August 2014), and in particular the *Greater Launceston Plan* the proposed rezoning is responsive in the planning context.

In the present market, there is a substantive demand for strategically located sites that are well linked to the intermodal transport network in the region for agricultural industrial uses. Innovative firms are commonly geographically concentrated and tend to cluster in specific areas in order collaborators in key areas of research and development. The current supply of industrial land in the northern region of Tasmania to accommodate this sector is unsatisfactory – scattered about the region in small and inaccessible parcels often impacted by the buffer requirements of more sensitive uses. The Subject Site is strategic and responsive to the economic demand for industrial land required to meet the growing demands of the agricultural industrial sector now and in the years to come. Refer to the comparison and differentiation of key sites analysis in the OPTEON Economics Report. (p20)

This demand and support for the proposed industrial rezoning is confirmed by various key local agricultural businesses. *Refer to the letters from some of the farming and agricultural industry's biggest players in Appendix 5; Roberts (Rural Co), TP Jones & Co, the Australian Wool Network, Seedhouse, Irrigation Tasmania, Macquarie Oil and Co, Hudson Civil Products and the Tasmanian Farmers and Growers Association (TFGA).*

3.1.2 Environmental context

The strategic planning consideration from an environmental context for the Subject Site is important. Accordingly, the proposed rezoning and subdivision application has been assessed by environmental flora and fauna habitat specialists, bushfire, agricultural and heritage experts.

Vegetation, Flora, Fauna and Biodiversity

The environment assessment, which considers the relevant flora, fauna and biodiversity at the Subject Site, indicated that "…no threatened vegetation communities listed under the *Nature Conservation Act 2002* or the *Environment Protection and Biodiversity and Conservation Act 1999 (Clth)* were identified within the development site." The report outlines that "…three threatened flora species listed under the *Threatened Species Protection Act 1995 (Tas)* were recorded in the study area (Arthropodium strictum – Chocolate lily, Hypoxis vaginata var brevistigmata – Sheathing Yellow Star, and Caesia Caliantha – Blue grasslily). "All three are listed as rare but are regionally abundant in the north and Midlands. A permit to take has been issued by the Department of Primary Industries, Parks, Water and Environment for threatened species across the site including the southern sediment basin. No threatened flora listed on the *Environment Protection and Biodiversity Conservation Act 1999 (Clth)* were identified." (p2)

"The area… provides marginal foraging habitat for three threatened fauna species, wedge-tailed eagle, eastern barred bandicoot and the spotted tail quoll. Whilst it is possible that the site may in the future provide suitable nesting habitat for the threatened masked owl given the better quality habitat for the species that adjoins the Strathroy Agri Park, the habitat present at the site is not considered significant or critical for the species. As the trees present are isolated paddock trees there is a possibility that they will succumb to die back or other factors such as lightning strike. Hence there is no conclusive guarantee that any or all of the trees will develop into suitable nesting habitat for the species. The project will minimise clearing and not impact on the 174 hectare remnant that surrounds the proposed subdivision area. Hence the project will cause no significant change to the existing habitat values of these remnants. Accordingly, there will be no significant land-use change or clearing resulting from the development proposal." (p10)

"The environmental commitments described in this report will ensure that listed species will not be impacted by the proposal. The combination of infrastructure design and construction operational controls will ensure that the proposed rezoning and subdivision will not have a significant impact on any listed threatened species."(p10)

The vegetation and fauna habitat assessment undertaken by AKS Forest Solutions confirmed the conclusions in the Environmental Impact Assessment quoted above and further confirm that "no threatened vegetation communities listed under the Nature Conservation Act 2002 were recorded in the study area". (p2)

Refer to the Flora & Fauna Habitat Assessment prepared by AKS Forest solutions and the Environmental Impact Assessment prepared by Catherine Murdoch.

Bushfire

The Subject Site has also been assessed for bushfire threat. “Based on the generally low BAL classifications (between 12.5 – 19) the likelihood of the site being threatened by bushfire is low. Under extreme fire weather conditions future buildings at the site may be subject to fire however, bushfire protection mitigation measures have been taken to ensure the impact of any fire is low. The proposed location, topography and subdivision layout is good therefore minimising fire risk at the site.”

The proposal also considers the impact of any future subdivision. Whilst this is not what is being applied for in this proposal, an assessment of an indicative subdivision layout has been undertaken to ensure the proposal meets all the relevant standards both now and in the future. As outlined in the bushfire addendum report, “…even though each future indicative lot contains a significant large area within BAL-Low, or BAL-12.5 or BAL-19, there are a number of the lots, around the perimeter that have a “building exclusion zone”. Within this area there can be positioned non-habitable buildings and structures provided that there is a minimum separation with a habitable building or structure of at least 6 metres; other useable areas associated with future permissible uses that are not buildings or structures such as car parking; or open storage areas, for example.

Other options to reduce or mitigate the “building exclusion zone” at a later stage of subdivision (further than the 4 lots provided as part of this submission) and/or building stage upon each lot could see alternatives, such as a conversion of the vegetation group, such as forest to woodland by reduction of the fuel load, although threatened species will need further investigation for this option. Alternatively a grassland fire buffer could be implemented outside the boundaries of the subdivision.

It is deemed unnecessary to undertake any of the aforementioned mitigation measures at this stage, as the proposal clearly demonstrates that each lot is suitable for future permissible uses by way of rezoning the subject site. It is demonstrated that future indicative lots can be built on with habitable buildings to a low to medium risk level in terms of bushfire protection.” *Refer to the Bushfire hazard Assessment Report & Bushfire Hazard management Plan Addendum.*

“The implementation of safe access and egress routes for each lot, establishment of water supply and construction of future buildings will be done in accordance with the requirements outlined in AS 3959-2009 Construction of Buildings in Bushfire Prone Areas. The provision of a Bushfire Management Plan for the site will ensure any fire risks to future development on the land will be minimal. On this basis, the proposal appropriately responds to the Bushfire Code.” (p3 Bushfire Hazard Assessment Report and Bushfire Hazard Management Plan.)

Land Capability

An updated land capability assessment of the site has been completed and there are no issues with what has been proposed.

In fact, the consultants have concluded “…The development area is a mix of Class 4, Class 4+5, Class 5 and Class 6 and is relatively limited for agricultural use due to Land Capability limitations, lack of an irrigation water resource and isolation from the main farming area. There is no Prime Agricultural Land (Class 1 - 3) within the development area or in the vicinity

of the development area." (Correspondence from Astrid Ketelaar dated 27 February 2015).

Refer to correspondence from AK Consultants.

Aboriginal Cultural Heritage and European Heritage

Aboriginal Heritage Tasmania (AHT) completed a search of the Aboriginal Heritage Register (AHR) and has advised that "…there are no Aboriginal heritage sites recorded within or close to the property. Due to a review of previous reports it is believed that the area has a low probability of Aboriginal heritage being present." (Correspondence from Samuel Dix dated 23 February 2015) They concluded that "…there is no requirement for an Aboriginal heritage investigation and AHT have no objection to the project proceeding".

There are no European buildings at the Subject Site affected by a heritage overlay and therefore there is no requirement to undertake a European cultural heritage study.

Refer to the correspondence from AHT.

Based on our expert's conclusions, the proposed rezoning and subdivision is considered acceptable in the existing environmental context.

Refer to the reports prepared by AKS Forest Solutions Pty Ltd for the flora and fauna habitat assessment, Catherine Murdoch for the Environment Impact Assessment; Rebecca Green and Associates in association with Ground Proof Mapping for the Bushfire Hazard Assessment Report and Bushfire Hazard Management Plan; Astrid Ketelaar from AK Consultants for the land capability assessment; Samuel Dix from Aboriginal Heritage Tasmania, who undertook an aboriginal cultural heritage and european heritage assessment at the Subject Site and Opteon Property Group who undertook an economics assessment of the project.

3.2 Proposed subdivision layout

The subdivision proposes four (4) super lots. Influenced by the surrounding natural environment (including the natural contours of the land) the proposed subdivision layout is responsive to the topography of the Subject Site and both the existing infrastructure on the land (drainage and power line easements) as well as the reserved infrastructure proposed for the future (Kings Meadows Link connection). This will ensure the proposed rezoning and subdivision layout will work now and in the future.

3.2.1 Lot 1

Lot 1 is located on the northern most part of the Subject Site with frontage to Meander Valley Road. Approximately 7.6 hectares in area, Lot 1 will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. Lot 1 is proposed to be rezoned from the Rural Resource Zone to the Light Industrial Zone.

3.2.2 Lot 2

Lot 2 is located in the south western corner of the Subject Site with some frontage to Meander Valley Road. Lot 2 is approximately 17.5 hectares in size, and will be accessed through an internal road network off a new eastern approach to the

Prospect interchange roundabout. An existing power line easement traverses the boundary of this lot to the south east and a detention basin is proposed to the south of this lot. Lot 2 is proposed to be rezoned from the Rural Resource Zone to the General Industrial Zone.

3.2.3 Lot 3

Lot 3 is located in the hinterland of the Subject Site to the east. Lot 3 is the largest of the four lots with an area of approximately 19.7 hectares. Lot 3 will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. An existing power line easement traverses the boundary of this lot to the south east. Lot 3 is proposed to be rezoned from the Rural Resource Zone to the General Industrial Zone.

3.2.4 Lot 4

Lot 4 is approximately 8 hectares in area. Located in the hinterland of the Subject Site, the lot will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. Lot 4 is proposed to be rezoned from the Rural Resource Zone to the General Industrial Zone.

Refer to the proposed plan of subdivision prepared by 6ty Surveyors.

3.2.5 Staging of the 4-lot subdivision

The four-lot subdivision is proposed to be staged. TasWater has indicated they have a scheduled timetable of works. The staging of the 4 lot subdivision is proposed to be staged in sink with TasWater's sequencing of infrastructure works.

All the infrastructure required for the function of each stage will be delivered at that stage prior to final certification of the Certificate of Title for the lot relating to that stage. It is considered acceptable that the delivery of the relevant infrastructure will be in accordance with the relevant Australian Standards for the functional capacity of each lot at that stage at that point in time.

However, should:
(a) the subdivision be delivered ahead of the TasWater sequencing; or
(b) one or more of the four lots be further subdivided requiring additional capacity,
…then the applicant/ owner of the lot requiring the infrastructure or additional capacity will be required to either pay or deliver the said infrastructure prior to final certification of the Certificate of Title of the lot/ further subdivision. This is considered fair and equitable and it consistent with precedent for subdivision applications of this nature.

This approach to the staging enables any future planning of the Subject Site whether that is around the delivery of the currently proposed staging of the four- lot subdivision or any future further subdivision application of any of the four lots to be adaptive at any point in time.

3.3 Engineering Design and Servicing

This planning application for the subdivision is for four 'super lots'. At this stage, it is unclear that any further subdivision will occur.

In any case, our engineers have ensured that the subdivision design, layout and servicing requirements not only meet the planning scheme requirements for the 4 lot

subdivision but for any further subdivision in the future should this occur.

Refer to our engineer's assessment of the proposal against the scheme requirements for reticulated sewerage and industrial trade waste, reticulated water and the design layout relative to the Kings Meadows Rivulet.

Refer to the memo prepared by IPD Consulting.

In short, the detailed plans prepared by 6ty Surveyors illustrate a concept servicing plan for the function of the sewerage, water and other utilities infrastructure based on the proposed 4 lot layout.

In his memo, our project engineer states that "…the servicing plan indicates that several sewerage pumping stations are required, however overall the area can be serviced. At present the area would be pumped to the Blackstone (Prospect vale) WWTP catchment, however during detailed design, TasWater may decide that only a portion of flow goes to the Blackstone WWTP and instead a portion is diverted to the Ti Tree Bend WWTP catchment. We note that this issue is highly dependent on the Greater Launceston Waste Water Treatment Plant Rationalisation strategy, which TasWater are currently undertaking. Either option is appropriate, its just a matter of TasWater's preference. Based on the Water Services Association of Australia, WSA 02 (Sewerage Code), we consider 150EP / Ha can be used for flow estimation for the future industrial land. Based on a EP flow rate of 180L/EP/day, this flow equates to an Average Dry Weather Flow (ADWF) of 16.5 L/s, which indicates that a split sewage flow (ie portion to Blackstone WWTP and portion to Ti Tree Bend WWTP is likely to be required, depending upon the final detailed design approach, to ensure the downstream infrastructure is not impacted adversely."

On the subject of reliable access to sufficient quantities of reticulated water with adequate pressure to provide for industrial processes and firefighting purposes, our engineers have stated "Water Supply would come from the Casino Reservoir which is at an elevation of approximately, RL230. The site being developed is generally at RL 180, hence a static head of 50m (500kPa) is available. A industrial development requires a minimum pressure of 250kPa for both water supply and fire fighting purposes. TasWater would need to confirm the minimum available pressures during detailed design, and if the available operating pressures dropped below 250kPa, then a booster pump station would be required. This is not "special" and a similar situation occurred during the development of the TransLink development (sub division at the Launceston Air Port). Based on the Water Services Association of Australia, WSA 03 (Water Code) the likely peak water usage is in the order of 0.4L/s/Ha to 2.4 L/s/Ha." The subdivision design has also considered the sensitivities around the Kings Meadows Rivulet and the proposal proactively responds to the Water Quality Code and its requirements. *Refer to the IPD Consulting Memo.*

TasNetworks and the owner/applicant of the land are in ongoing communication regarding the management strategy around the electricity transmission easement at the Subject Site. Both TasNetworks and the owner/ applicant have agreed that the final design and configuration of future lots with respect to how they interact with the above ground infrastructure can be dealt with by way of condition to any permit. Importantly, TasNetworks have no objections to the proposed rezoning and subdivision development. We understand TasNetworks communicated this to Launceston City Council via email on 28 January 2015. *Refer to the correspondence provided from TasNetworks enclosed.*

Council can only assess what is being applied for presently. The strategic assessment for the merit of the rezoning and four-lot subdivision has been provided as part of this application. It has been demonstrated that the proposed rezoning and four lot subdivision is feasible and practical. Our engineers have within reason ensured that the current proposal will be feasible both now and in the future should the lots be further subdivided. For example, the traffic generation has been based on an indicative building footprint across the 4 super lot areas – this is a conservative approach. Refer to the traffic report already submitted to Council. In practice, a finer grain subdivision leads to more inefficiencies in site layout and building area, and hence, generally lesser traffic generation. Should the proposed four lots be further subdivided into the future, council will have the opportunity to assess any additional subdivision at that time under the *Launceston Interim Planning Scheme*.

3.4 Traffic engineering scheme

The proposed access, egress and traffic engineering solution is not only consistent with the Interim *Launceston Planning Scheme 2015* but is responsive to the construction of the future Kings Meadows Link Road. The traffic design layout and function has been discussed and determined in consultation with traffic experts at Council (Harry Galea) and the Department of State Growth (Richard Burke).

It must be understood that the current cross section of the proposed link road reserve is appropriate to deliver a sufficient standard road in line with the intent of the future link road and does not unreasonably prejudice the long term delivery of the balance of the link road.

Overall, as outlined in the Traffic Engineering report prepared by Cardno "…the additional traffic as a result of the proposed subdivision can be accommodated by the existing road network without substantive impact on the operation of the road network and without the need to undertake additional external works." (p27)

Refer to the Cardno Traffic Engineering Report.

3.5 Landscaping scheme

Impact to the vista along the Bass Highway as a result of the proposed 4 lot subdivision will be minimal. Still, with the view of protecting the vista along the Bass Highway, which is presently made up of a combination of rural and light industrial uses, landscaping is proposed as part of this development proposal along the Bass Highway. This landscaping scheme will provide an opportunity to integrate any future built form within the proposed subdivision with the surrounding character and natural streetscape environment.

To better understand the impact of any future built form to the area, a Scenic Impact Assessment was undertaken.

Refer to the Scenic Impact Assessment.

The Scenic Impact Assessment illustrates that visual impact to the closest residential properties on the northern side of the Bass Highway (opposite the Subject Site) would be quite minimal.

The integration of additional landscaping with the road reserve along the Bass Highway will allow the landscaping design to flourish in a manner that is consistent with the natural environs. It is expected that the proposed landscaping treatment will include a range of native vegetation types, ground cover, shrubs and taller canopy trees in keeping with the Vegetation Character for the Prospect Vale precinct. This proposed landscaping will obscure any visual impact from any of the key vantage points to the scenic corridor along the Bass Highway.

It is proposed that a detailed landscaping plan will be submitted by way of condition to the Development Approval for the subdivision application.

4. Planning Context

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4.1 Site Planning Controls

The statutory planning controls as well as the state and regional planning objectives must be considered as part of any planning application. This section provides an overview of the key controls in the Interim Launceston Planning Scheme 2015 and the State and regional planning objectives that are applicable to Northern Tasmania.

4.1.1 Zone

The Subject Site is located in a Rural Resource Zone ("RRZ"). Portions of the Subject Site are proposed to be rezoned to the Light industrial Zone ("LIZ") (Lot 1) and portions to the General Industrial Zone ("GIZ").

Refer to Appendix 3 for the full extracts of the RRZ, LIZ and GIZ.

4.1.2 Overlays and Codes

The land is subject to three overlays. These are the Priority Habitat Overlay and the Native Recreation Area, on part of the lot to the north (which is due to the Kate Reed Reserve Recreation Area) and the Scenic Management Area Overlay, which affects the site on part of the frontage to Meander Valley Road.

The following codes are considered relevant to the planning considerations proposed. The Bushfire Prone Areas Code (E1-0), the Road and Railway Assets Code (E4.0), the Car Parking and Sustainable Transport Code (E6.0), the Scenic Management Code (E7.0), the Biodiversity Code (E8.0), the Water Quality Code (E9.0) and the Recreation and Open Space Code (E10.0).

Refer to Appendix 4 for the overlay map and the full extract of these codes.

4.2 State and Regional Planning Objectives

Both the *Land Use Planning Approvals Act 1993 (Tas)* and the *State Policies and Projects Act 1993 (Tas)* sit within Tasmania's Resource Management and Planning System (RMPS). The objectives of the RMPS are to:

(a) promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;
(b) provide for the fair, orderly and sustainable use and development of air, land and water;
(c) encourage public involvement in resource management and planning
(d) facilitate economic development in accordance with the objectives set out in the above paragraphs; and
(e) promote the sharing of responsibility for resource management between the different spheres of government, the community and industry in the State.

The objectives of the *Land Use Planning Approvals Act 1993 (Tas)* (LUPAA) in addition to the RMPS objectives are to (Part 2, Schedule 1):

(a) require sound strategic planning and coordinated action by State and local government;
(b) establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;
(c) ensure that the effects of the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;
(d) require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;
(e) provide for the consolidation of approvals for land use or development and related maters, and to coordinate planning approvals with related approvals;
(f) secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;
(g) conserve those buildings, areas or places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
(h) protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community; and
(i) provide a planning framework, which fully considers land capability.

State Policies and Projects Act 1993 (Tas)

The *State Policies and Projects Act 1993 (Tas)* (SPP Act) provides for Tasmanian Sustainable Development Policies, the integrated assessment of projects of State Significance, for State for the Environment Reporting and for related purposes. There are only three state policies in Tasmania:

The State Policy on Protection of Agricultural Land (2009)

This policy seeks to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognises the particular importance of prime agricultural land. There is an abundance of potentially available agricultural land in Northern Tasmania, which consists of both prime and nonprime agricultural land classes. The policy requires land that is nonetheless significant from a local or regional point of view to be recognised and protected, particularly where within an existing or proposed irrigation district. The policy outlines that use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependant on the soil as a growth medium. It is however noted that the policy does not rule out the conversion of significant, or even prime, agricultural land to other uses, but there needs to be demonstrable benefits to the region.

The State Policy on Water Quality Management (1997)

This policy seeks to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development.

The State Coastal Policy (1996)

This policy attempts to implement the sustainable development objectives of the

RMPS in coastal areas. A new Coastal Policy is in development.

4.3 The Strategic Planning Context – Regional Plans

The planning considerations in this proposal should have regard to both the state planning policy framework as well as the local planning policy framework as outlined in the *Interim Launceston Planning Scheme 2015* ("the Interim Scheme") as declared for the City of Launceston and effective from 29 April 2015. The Scheme sets out the requirements for use or development of land in accordance with *the Land Use Planning and Approvals Act 1993*. The maps show how land is zoned and the Scheme sets out the provisions that apply to use or development of land. The provisions in this planning scheme should be read together with the Act.

Northern Tasmania Industrial Land Strategy (August 2014)

The *Northern Tasmania Industrial Land Strategy* (August 2014) 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 in the next 15 to 30 years. The objective of this strategy 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".[1]

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

- sustainable economic and spatial development with consideration for (i) natural values, water supply and catchment and natural hazards, (ii) significant agriculture land, and (iii) livability and a pleasant, efficient and safe working, living and recreational environment;
- efficient use of existing infrastructure capacities where possible
- a less dispersed settlement pattern
- equitable access to jobs
- the integration of land use and transport infrastructure planning.

"Industrial precincts need to be positioned and developed in a way that they support these objectives, while they also support the collocation 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 precincts is particularly relevant to address issues with compatibility of use, amenity issues such as 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." [2]

The strategy identifies the 'Prospect' precinct as 'locally significant' and has identified the 'Prospect Vale industrial precinct' as potentially suitable for rezoning and redevelopment.[3] From a strategy context perspective the document outlines a review of relevant planning objectives at local, regional and State level undertaken to ensure the Northern Tasmanian Industrial Land Strategy aligns with the wider planning context. It is concluded that the overall objectives are in line with and supports the reviewed State and regional planning objectives.

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1 p1 Northern Tasmania Industrial Land Strategy .August 2014

2 p1 Northern Tasmania Industrial Land Strategy .August 2014

3 p2 Northern Tasmania Industrial Land Strategy .August 2014

The strategy states that "…from the analysis of state and regional land use planning policies it is concluded that – industrial precincts should be positioned and developed in a sustainable way, while they also support the collocation of appropriate industrial uses to promote innovation, - industrial precincts need to be strategically positioned to ensure better use of available industrial land and possible transition of uses to benefit and complement the economic or urban environment of sites – Redevelopment or transition of uses is particularly relevant to address compatibility of uses, amenity of issues, inner city revitalization and consolidation for residential and commercial activities. The redevelopment and reuse of derelict sites should be supported where beneficial, and with the use of the available planning instruments". [4]

The strategy identifies food and agriculture amongst many of the opportunities around the development of industrial land. "The irrigation schemes enable more intensified and more reliable agricultural production, a shift towards higher niche products and fresh commodities. As a result of economic growth and the emergence of a huge middle class in China, demand for high quality food products for the export market is likely to grow significantly. Opportunities for diversification and value-adding in the region include:

- Growing high-value commodity crops, for example poppies, pyrethrum, fennel and parsley, GM free canola, soft fruits, specialty vegetables and prime lambs;
- Value adding to new crops such as lucerne production and pelletisation, industrial hemp production and processing, essential oil production, ethanol from sugar beet, targeting specific high-value market, such as quality assurance endorsement, provenance branding, eco labeling or organic certification.
- The wine and dairy sectors in particular have been identified as offering enormous potential in the northern region for industry expansion." [5]

The strategy also identifies the Bass and Midlands highways are the main regional road corridors connecting Northern Tasmania with the south and the north-west of the state. The Subject Site is well placed in amongst the key transport connections for the region.

The strategy defined "Industrial activity …as '…the manufacturing, assembling, processing, storage and distribution of products and goods. It can include wholesaling and retailing and may include some uses associated with primary and energy production". [6]

The Subject Site is an identified precinct with potential redevelopment for industrial purposes within the region due to its location and connectivity for commercial agricultural entities and other related industries. The precincts assessment has been based on the following criteria:

- Vacant land – parcels and lots sizes
- Proximity to population centres
- Opportunity for co-location
- Availability of services

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[4] p16 Northern Tasmania Industrial Land Strategy .August 2014

[5] p23 & 24. Northern Tasmania Industrial Land Strategy .August 2014. "Wine and food tourism have strong growth potential in the region through wine route and food trail/ farm gate initiatives (Department of Economic Development, Tourism and the Arts, 2012, p46).

[6] P28 Northern Tasmania Industrial Land Strategy .August 2014

- Connectivity to major (planned) infrastructure
- Proximity to resources
- Statutory planning constraints

Refer to section 4 of the Northern Tasmania Industrial Land Strategy. (August 2014).

In section 5, the *Northern Tasmania Industrial Land Strategy (August 2014)* outlines the objectives of the industrial land strategy "…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".[7] It is the intention of industrial precincts to be "…sustainable economic and spatial developments with consideration for natural values, water supply and catchment and natural hazards, significant agricultural land, livability and a pleasant efficient and safe working, living and recreational environment; efficient use of existing infrastructure capacities where possible; a less dispersed settlement pattern, equitable access top jobs, the integration of land use and transport infrastructure planning." [8]

The Subject Site at Meander Valley, is cited as a "…regionally significant precinct for future industrial growth in northern Tasmania". [9]

Greater Launceston Plan (January 2014)

The Greater Launceston Plan (the "GLP") is a "…a community vision and evidence – based framework for the sustainable development of Launceston and its suburbs and localities over the next 20 years and beyond".[10] The Council and its representative have on numerous occasions indicated that this plan identifies the strategic plan of the city over the next 50 years.

"Sustainable prosperity for greater Launceston will be achieved by consolidating and building nationally and internationally recognised strategic advantages for the region through a focus on creativity and innovation, maintaining exceptional environmental and livability qualities and ensuring a diverse, connected and inclusive region."[11]

The preferred optimal requirements for future the future development of greater Launceston and linkages to the wider region are noted as:

- effective provisioning of land requirements
- urban consolidation
- central city focus
- accessible robust communities
- structured metropolitan development
- open space and shared pathways
- activity centres
- regional nodes and employment areas
- gateways and inter-regional access
- strategic foresight
- resource conservation

The Regional Framework Plan incorporated in the GLP illustrates the Subject Site as

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7 p42. Northern Tasmania Industrial Land Strategy .August 2014

8 p43. Northern Tasmania Industrial Land Strategy .August 2014

9 p47. Northern Tasmania Industrial Land Strategy .August 2014

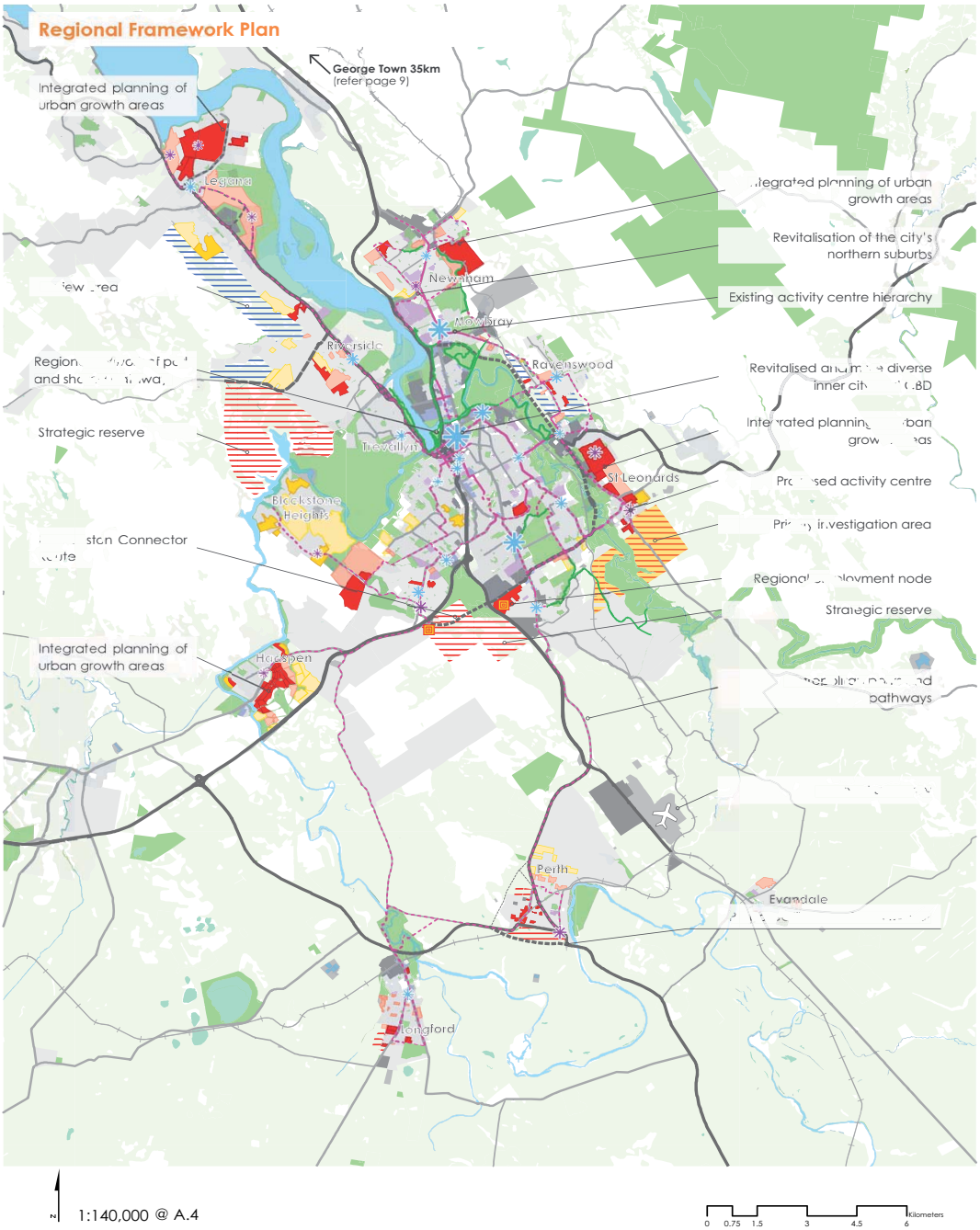
10 p1. Greater Launceston Plan .January 2014.

11 P4. Greater Launceston Plan .January 2014.

being earmarked as a priority investigation area, for employment.
Refer to the Regional Framework Plan as illustrated in the GLP below.

The Launceston Connector Route, (one of the key infrastructure projects outlined in the GLP which is intended to link the four national and state highways that converge at Launceston) is also proposed to go through part of the Subject Site.

The GLP is still undergoing revisions and resolutions following the public engagement and review process. Statutory implementation of the GLP is proposed thereafter although a detailed timeframe of exactly when this may occur is unclear.



Other documents that have been considered as part of this proposal are *Industrial Land use Strategy* (2006), the *Launceston Industrial Strategy 2009 – 2029* (2010), *Regional Land Use Strategy of Northern Tasmania* (20 September 2013)

Regional Land Use Strategy of Northern Tasmania (20 September 2013)
The vision in this document is "…to create a region that through innovation and strong partnerships makes intelligent use of its natural advantages to create a positive affordable and competitive future for all our communities. By joining together, Northern Tasmanian councils and communities can create platforms for sustainable economic prosperity while maintaining our beautiful and unique environmental assets. We will enhance the region's attractiveness as a place to live, invest and visit; and seek to enhance the quality of life for all both now and into the future".[12] The four key regional goals in the document are:

- Facilitating economic competitiveness and innovation – productivity.
- Enhancing livability
- Maximising sustainability to develop community resilience.
- Providing strategic and transparent leadership – integrated governance.

The following strategic directions outline how specific goals will be addressed in the document:

- Capitalise upon the region's sources of competitiveness by identifying future sustainable competitive advantage (Strategic Direction 1)
- Adopt an integrated and coordinated approach to all of government infrastructure, transport and land use planning (Strategic Direction 2)
- Develop a thorough understanding of key industry needs, including future demand and spatial (location) requirements (Strategic Direction 3)
- Develop an Urban Growth Boundary Area and settlement strategy (Strategic Direction 4)
- Respond to socio-demographic change (Strategic Direction 5)
- Value local character (Strategic Direction 6)
- Enhance social inclusion (Strategic Direction 7)
- Recognise and respond to the region's unique environment (Strategic Direction 8)
- Develop planning scheme provisions to advance sustainable development, adapt to and mitigate the impacts of climate change and reduce energy emissions (Strategic Direction 9)
- Increase regional leadership (Strategic Direction 10)

Northern Regional Land Use Strategy (2013)
As outlined in Part A (Purpose and Objectives) of the Interim Scheme, the Northern Region is comprised of the eight municipal areas of the Launceston, Northern Midlands, Meander Valley, West Tamar, George Town, Dorset, Break O' Day and Flinders councils. The Northern Regional Land Use Framework provides strategic context at a regional level for planning schemes within the region and contains strategies for the future use and development of land within the region.

The Northern region is characterised by a distinct settlement hierarchy with the urban area of Greater Launceston as the higher order and dominant population centre,

[12] Regional Land Use Strategy of Northern Tasmania . 20 September 2013

together with towns, villages and hamlets. Settlements are generally separated by natural or productive rural areas and have their own character and identity. Regional strategies advocate that settlements support local and regional economies, concentrate the investment in the improvement of services and infrastructure and enhance the quality of life in those centres. The Northern region has significant natural and cultural assets including areas of important biodiversity, areas and sites of cultural heritage, important landscapes and recreation opportunities, and natural resources, which are integral to the consideration of the strategic use of land.

This planning scheme is based on the Regional Model Planning Scheme, derived from the Regional Land Use Framework, the mechanisms by which land use strategies for sustainable economic, environmental and social outcomes are delivered at a Regional level, through the appropriate allocation of zones and the inclusion of regionally consistent development controls for use and development.

The application of zoning responds to the unique circumstances of the Northern Region with the settlement hierarchy reflected in some zones only being relevant to the population densities of Launceston urban area and the principal use of the Rural Resources Zone reflecting the highly dispersed and variable nature of the Region's productive rural resources. Each of the zones contains regionally consistent core elements in the provisions that respond to the regional strategies.

The Regional Land Use Strategy objectives as they are set out in the Interim Scheme are as follows:

- To maintain the primacy of Launceston City in Tasmania and in the Northern Tasmania Region
- To maintain Launceston as the business and commercial heart of the region
- To manage growth for a changing population
- To promote social inclusion
- To promote a nationally important heritage city
- To have regard to public spaces and public life
- To maximise the effectiveness of transport networks
- To maximise the efficiency of infrastructure
- To maintain and improve the quality of the natural environment
- To manage natural hazards
- To manage climate change

Industrial Land Study Northern Tasmania (May 2013)

The *Regional Land Use Strategy Northern Tasmania* (September 2011) identifies the need to investigate further the supply and demand of sufficient and suitable industrial land for the regional and its municipalities. "Strategic industrial and economic changes as well as major industrial development opportunities drive the need to fully understand industrial needs and capacities in the region and to strategically plan for industrial land in order to accommodate economic growth opportunities".[13]

As outlined in the aim of this document, "…the strategic planning goal in regards to industrial land is to ensure here is a sufficient long-term supply of industrial land in northern Tasmania thereby ensuring that the continued economic development of the region is not impeded by either a shortage of industrial land or by having to utlise less

[13] p1. Industrial Land Study Northern Tasmania .May 2013.

suitable land for industrial purposes in the future".[14]

The *Industrial Land Study Northern Tasmania (May 2013)* provides the following:

- a socio-economic context for the region in terms of population by age, labour force participation and employment and employment by sector.
- an overview of industrial development in Northern Tasmania.
- consideration of the industrial land demand projections in late 2011 by the Department of Economic Development, Tourism and the Arts providing a short, medium and long term demand projections for Northern Tasmania and its municipalities.
- findings of the industrial land audit.
- conclusions in regards to any quantitative and qualitative shortfalls and or oversupplies of industrial land and strategic considerations for future regional industrial land use strategy.

Northern Tasmania comprises eight municipalities (Break O'Day, Doreset, Flinders Island, George Town, Launceston, Meander Valley, Northern Midlands and West Tamar). Based on the 2011 Census, of the total population for Northern Tasmania (137,560 people[15]), the labour force (measured by the total number of aged 15 and over who are willing and able to work) was counted as 64,082 people. The average level of labour force participation in Northern Tasmania is 60 per cent.[16]

Employment by industry data provides an understanding of the economic strengths and specialiasations of regions. In Northern Tasmania, the industries of agriculture and manufacturing are relatively strongly represented.[17] Despite increased pressure on agriculture and manufacturing, "…Northern Tasmania continues to specialise in Agriculture, Forestry and Fishing and Manufacturing… increasing from 2006 to 2011…"[18] despite a decline in employment in these industries. "The roll out of the irrigation schemes, a possible re-instatement of the container connection from Bell Bay to the Port of Melbourne and (importantly) investment in high value adding industries and education may turn the economic tide. A possible improvement of global market conditions in the longer term may also improve the region's position".[19]

The Subject Site is within close proximity of allocated industrial land in the Prospect Vale and Prospect precincts.[20] This land area is 7.5 hectares.[21] *The Industrial Land Study Northern Tasmania (May 2013)*, specifies that "…there are a number of opportunities and challenges that need to be faced when planning and providing for sufficient and suitable industrial land to support regional economic growth. The key issues related to – supporting sustainable economic growth and consolidated land use patterns, - potential for land use conflict, -potential impacts of climate change, - capturing possible flow-on effects from the roll-out of the regional irrigation schemes, and – responding to emerging trends and developing industry types." [22]

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14 p1. Industrial Land Study Northern Tasmania .May 2013.

15 P3. Industrial Land Study Northern Tasmania .May 2013.

16 P3. Industrial Land Study Northern Tasmania .May 2013.

17 P9. Industrial Land Study Northern Tasmania .May 2013.

18 P9. Industrial Land Study Northern Tasmania .May 2013.

19 P10. Industrial Land Study Northern Tasmania .May 2013.

20 P18. Industrial Land Study Northern Tasmania .May 2013.

21 P19. Industrial Land Study Northern Tasmania .May 2013.

22 P19 Industrial Land Study Northern Tasmania .May 2013.

Given the changes in the demand for industrial uses to no longer be included on agricultural properties and on mining and resources sites… there is an expectation of a steady expansion of food processing, transport and warehousing and industries servicing farms.[23] "In the short term, industrial land demand for Northern Tasmania is projected to lie between 28 and 48 hectares… in the medium term from 2011 to 2026, industrial land demand is expected to lie between 88 and 127 hectares".[24] According to the study, the total 'industrial precinct' land area in Northern Tasmania is 3,976 hectares.[25]

The policy outlined the following opportunities and challenges when planning and providing for sufficient and suitable industrial land to support regional economic growth:

- supporting sustainable economic growth and consolidated land use patterns
- potential for land use conflict
- potential impacts of climate change
- capturing possible flow on effects from the roll out of regional irrigation schemes
- responding to emerging trends and developing industry types.[26]

There have been a range of structural changes in the traditional light and heavy manufacturing sectors in Australia that have occurred over the past 20 years. Some of these changes and trends are expected to continue in the coming years. These changes include the focus on higher value products, emphasis on collocation and clustering of industries, changes in geographic development patterns and changes in organization. [27]

With respect to economic development, the plan stipulates that one of the key regional principles is "…to develop the economic and employment profile and role of Northern Tasmania as the logical major freight and tourist gateway for the whole of the state and as the key link between Tasmania and the rest of the mainland, particularly Melbourne." [28]

Key strategic transport corridors and assets in Northern Tasmania are:

- Bell Bay Port, as Tasmania's largest port it exported 3.1 million tones and imported 1.6 million tones in 2009.
- Launceston Airport.
- Midland Highway, as a key link between northern and southern Tasmania, and carrying up to 2.4 million tones in 2009.
- Bass Highway, as a key link between northern and northwest Tasmania, and carrying up to 3.6 million tones in 2009.
- Illawarra Road, as a key link between the Midland and Bass Highways and is designated in the State hierarchy as a trunk road, at the same level as the above.
- East Tamar Highway, as a key link in northern Tasmania – carrying up to 3.3

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23 P30. Industrial Land Study Northern Tasmania .May 2013.

24 P31. Industrial Land Study Northern Tasmania .May 2013.

25 P19. Industrial Land Study Northern Tasmania .May 2013.

26 P19-21. Industrial Land Study Northern Tasmania .May 2013.

27 P21-23. Industrial Land Study Northern Tasmania .May 2013.

28 P27. Industrial Land Study Northern Tasmania .May 2013.

million tones in 2009
- Batman Highway, Bridport Main Road and Frankford/ Birralee/ West Tamar Corridor are important regional roads connecting Bell Bay line, Western line, South line and Fingal line. The north east line is currently not operational.
- Gas pipelines infrastructure with connections in George Town, Bell Bay, Launceston, Longford, Westbury and Deloraine (Tas Gas 2013).
- These connections and intermodal points provide Northern Tasmania a strategic position with good access to the rest of the state and the mainland.[29]

The industrial land demand projects in this study do not include industrial uses on agricultural properties and on mining and resources sites. The projections are for industrial zoned land only and therefore are not reflective of the bigger picture demands for industrial land.

Launceston Industrial Strategy 2009 – 2029 (2010)
"To ensure Launceston has a coordinated supply of industrial land providing a choice of location to service the Launceston regional centre and to establish Launceston as the industrial centre of choice for new and emerging high technology and research and development industries".[30] Launceston City Council prepared this vision and guiding principles for land use planning for industrial areas.

The planning principles were:
- Deliver industrial development that provides employment opportunities and goods and services for communities, contributes to sustainable economic development, and respects environmental values.
- Capitalise on existing strengths and provide for appropriate emerging opportunities, rather than providing for unrealistic perceptions of demand or subsidizing uncompetitive operations that would result in a broader public cost.
- Recognise the private sector as the main driver for industrial development and engage it as a partner along with regional partners, government agencies and regulatory bodies, in order to collaboratively guide industrial development in appropriate directions.
- Ensure that the strategy is fully integrated with and supports other Council strategies and policies, in order to achieve common and complementary objectives.

The objectives were:
- Cater for Launceston's interests and complement rather than compete with eh industrial strategies of our regional partners, in order to deliver the most appropriate industrial developments in the most appropriate places and by utlising resources in the most sustainable way.
- Capitalise on existing strengths and capabilities by clearly identifying existing industrial sites, including brown field sits, for development; by identifying appropriate new land for industrial use in a way that is tailored to a realistic interpretation of demand; and by rationalizing the special distribution of industrial development.
- Develop relevant partnerships that collaboratively guide industrial development in appropriate directions within the context of the fluctuating supply of and

[29] P27. Industrial Land Study Northern Tasmania .May 2013.

[30] Launceston Industrial Strategy 2009 – 2029 (2010)

demand for industrial land, and new and emerging patterns of development.
- Integrated with and support council's land use, residential, infrastructure and economic strategies and other relevant strategies and policies.

Council's intention for implementation were to "…create opportunities through the planning scheme and by identifying and prioritizing areas within supporting policies and guidance. Council was seeking to develop partnerships in order to collaboratively guide industrial development in appropriate directions and coordinate activities in a collaborative way that enables this strategy along with complementary strategies and policies to deliver the most appropriate industrial developments, in the most appropriate places and by utilising resources in the most sustainable way".[31]

The purpose of policy is to assist the decision making process by setting out the broad strategic aims and objectives that the Interim Scheme is intending to achieve. As Part B (Administration) of the Interim Scheme sets out, it is envisaged that decision makers will seek to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development.

Northern Industrial Transport Plan (2013)

This plan provides a strategic framework to address high priority regional transport issues over the next 20 years while reflecting current economic challenges. The plan focuses on the highest priority strategies and actions, which will most benefit the region. These are:
- freight
- people
- land use planning
- environment
- tourism

The key priorities relevant to industrial development are freight and land use planning. The freight system revolves around supply and demand of industry, namely the location of the industrial areas and their linkages to the transport system as well as the current freight movements and how this demand will change in the future.

The goals for freight in northern Tasmania are:
- the delivery of a regional network that can cater for current and future freight requirements, including intrastate, interstate and international linkages. The freight network must support lowest cost, efficient and reliable supply chains.
- a safe freight transport system including road, rail, bridges, ports, airports and intermodal facilities.
- integrated, evidence based planning for the freight system, which provides a long term plan for the future.

The plan recognises that the location of residential and industrial areas, retail, education, employment and medical centres has a major impact on how people use the transport system. There is also the understanding that while it is sometimes necessary to provide solutions by upgrading roads or providing additional capacity, land use planning allows us to look at other solutions by supporting growth in areas with existing transport connections, better using the existing capacity rather than

[31] Launceston Industrial Strategy 2009 – 2029 (2010)

always building new infrastructure with significant cost.

The goals for land use planning for northern Tasmania are:

- greater integration of transport with economic and land use planning for the region at a strategic and operational level.
- protect the strategic function of regionally significant transport infrastructure
- transport investment and planning decisions in the region are informed by evidence-based strategic land use planning.

5. Planning considerations and strategic justification

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5.1 Overview

In determining the planning merits of the combined rezoning and subdivision proposal, there are three key questions that need to be addressed within a planning context for the Subject Site. These are:

- Is the proposed 'Light Industrial' and 'General Industrial' zone combination responsive to the local context and acceptable for the Subject Site? In other words, is the site suitable?

- Is the proposal consistent with the objectives of the State, Regional and Local Policies, Plans and Codes? In other words, does he proposal have strategic justification in a planning context?

- Will the proposed subdivision sit comfortably within its surrounds respecting its adjoining interfaces?

On the planning merits, it is concluded that the proposed rezoning is responsive to the local context and therefore the Subject Site is suitable for the proposed four lot subdivision. The proposal is consistent with the objectives and requirements of the State, Regional and Local Policies, Plans and Codes and the proposed subdivision will sit comfortably within its surrounds respecting its adjoining interfaces. A substantive number of technical reports have been undertaken in consultation with the input of a number of council officers. All these reports conclude to support the proposed rezoning and associated four-lot subdivision.

By way of summary, the application:

- Provides an amendment to the Rural Resource Zone on the Subject Site using a combination of zones (Light Industrial for Lot 1 and General Industrial for Lot 2) that are consistent with and responsive to the strategic land use planning objectives and principles in the immediate locale and the broader region.

- Is consistent with and responsive to the economic demands for appropriate industrial land enabling for the continued growth and employment opportunities in the farming and agricultural sector regionally, nationally and internationally.

- Is respective and responsive of the environmental assets in the region.

- Provides a transit and traffic solution that will ensure the subdivision will work both now and in the future.

- Is supported by the State, Regional and Local Planning Policies and Plans including the *Greater Launceston Plan* (January 2014) and the most recent *Northern Tasmania Industrial Land Strategy* (August 2014), particularly with regard to the supply, demand and location of industrial land in the region.

- Is consistent with and responsive to the objectives of the relevant Codes including the Bushfire Prone Areas Code (E1-0), the Road and Railway Assets Code (E4.0), the Car Parking and Sustainable Transport Code (E6.0), the Scenic Management Code (E7.0), the Biodiversity Code (E8.0), the Water Quality Code (E9.0) and the Recreation and Open Space Code (E10.0).

- Does not create any adverse off-site amenity impacts that are considered unreasonable.

- Achieves an excellent level of amenity for future businesses at the Subject Site.

Each of these matters and how exactly the proposed rezoning and four lot subdivision responds to the three aforementioned questions are outlined in more detail in this chapter.

5.2 Is the proposed 'Light Industrial', 'General Industrial' and 'Rural Resource' zone combination responsive to the local context and acceptable for the Subject Site? In other words, is the site suitable?

5.2.1 Rezoning: A combination of RRZ, LIZ and GIZ

RRZ

The purpose of the RRZ is "…to provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing; to provide for other use or development that does not constrain or conflict with resource development uses; to provide for economic development that is compatible with primary industry, environmental and landscape values; and to provide for tourism-related use and development where the sustainable development of rural resources will not be compromised."

The entire site is presently zoned RRZ. The area surveyed is predominantly agricultural land with patches of remnant forest, which has been highly disturbed over a long period of time. It is not intended to rezone the entire site, only a portion of the site least appropriate to be used for rural resource purposes. This is consistent with the purpose of the RRZ. As outlined in the land capability assessment, the development area is a mix of Class 4, Class 4+5, Class 5 and Class 6 and is relatively limited for agricultural use due to land capability limitations, lack of an irrigation water resource and isolation from the main farming area. There is no Prime Agricultural Land (Class 1 - 3) within the development area or in the vicinity of the development area proposed to be rezoned to LIZ or GIZ.

LIZ

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

Lot 1 is proposed to be zoned LIZ. From a strategic planning perspective Lot 1, (because of its proximity to the closest residential properties to the north on the other side of the Bass Highway), is the technical and logical best choice to locate uses that have a strong nexus to the RRZ and the GIZ, which generally have minimal off-site amenity impacts. This is consistent with and reflective of the purpose of the LIZ.

GIZ

The purpose of the GIZ is "…to provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighboring uses; to focus industrial use and redevelopment into appropriate areas suitable for its needs; to provide for 'non-industrial' uses that either support, supply or facilitate industrial development; and to ensure that environmental impacts of development are avoided, reduced or mitigated to reasonable levels."

There is a general demand for lots in the GIZ, which have the characteristics that the Subject Site offers. As outlined in the economic assessment, "…supply does not drive demand…. some of the industrial land currently available in Northern Tasmania does not appeal to the market due to factors including location, highway/ freight connectivity conflicting land use issues, availability of services and physical characteristics". The Subject Site is distinguished from other land zoned GIZ as it provides appeal due to these other characteristics. It also sits comfortably next to the RRZ and LIZ. For these reasons, the chosen zones are suitable and sit comfortably in the local context.

Refer to the full extracts of these zones in Appendix 3.

Strategic justification

The Subject Site is presently in the RRZ. Much of the Subject Site will remain in the RRZ. The very intention of the rezoning is to ensure the region's agricultural longevity commercially and economically through the introduction of two new zones (LIZ and GIZ). The introduction of the LIZ and GIZ will make provision for uses in this new group of zones that are grouped within the farming and agriculture sector to be stabled here. For these reasons, the Subject Site is suitable for the proposed rezoning and 4-lot subdivision application.

The proposed rezoning amendment is also consistent with and responsive to the local planning context. Of the Regional Plans, the two most relevant are the *Greater Launceston Plan* (January 2014) and the *Northern Tasmania Industrial Land Strategy* (August 2014).

The Regional Framework Plan in the *Greater Launceston Plan* (January 2014) illustrated the Subject Site as being earmarked as a priority investigation area for employment. Section 4 of the *Northern Tasmania Industrial Land Strategy* (August 2014), cites the Subject Site at Meander Valley, as a "…regionally significant precinct for future industrial growth in northern Tasmania".[32]

The Subject Site is an identified precinct with potential redevelopment for industrial purposes within the region due to its location and connectivity for commercial agricultural entities and other related industries. The precincts assessment has been based on the following criteria:

[32] p47. Northern Tasmania Industrial Land Strategy .August 2014.

- Vacant land – parcels and lots sizes
- Proximity to population centres
- Opportunity for co-location
- Availability of services
- Connectivity to major (planned) infrastructure
- Proximity to resources
- Statutory planning constraints

These characteristics are significant considerations when determining the appeal of industrial land to the market. The Subject Site ticks all the right boxes when undertaking this assessment both from an economic and planning perspective making the Subject Site suitable for the proposed combination of zones.

As outlined in the recent *Northern Tasmania Industrial Land Strategy* (August 2014), which has had input by all of the northern group of regional councils, including Launceston City Council, "…from the analysis of state and regional land use planning policies it is concluded that – industrial precincts should be positioned and developed in a sustainable way, while they also support the co-location of appropriate industrial uses to promote innovation, - industrial precincts need to be strategically positioned to ensure better use of available industrial land and possible transition of uses to benefit and complement the economic or urban environment of sites – Redevelopment or transition of uses is particularly relevant to address compatibility of uses, amenity of issues, inner city revitalization and consolidation for residential and commercial activities. The redevelopment and reuse of derelict sites should be supported where beneficial, and with the use of the available planning instruments".[33]

The Northern Tasmania Industrial Land Strategy also identifies food and agriculture amongst many of the opportunities around the development of industrial land.

The irrigation schemes enable more intensified and more reliable agricultural production, a shift towards higher niche products and fresh commodities. As a result of economic growth and the emergence of a huge middle class in China, demand for high quality food products for the export market is likely to grow significantly.

Opportunities for diversification and value-adding in the region include:

- growing high-value commodity crops, for example poppies, pyrethrum, fennel and parsley, GM free canola, soft fruits, specialty vegetables and prime lambs;
- value adding to new crops such as lucerne production and pelletisation, industrial hemp production and processing, essential oil production, ethanol from sugar beet, targeting specific high-value market, such as quality assurance endorsement, provenance branding, eco labeling or organic certification.
- The wine and dairy sectors in particular have been identified as offering enormous potential in the northern region for industry expansion."[34]

These findings are consistent with the economic supply and demand analysis provided in the Opteon Property Group economic assessment. Tasmania needs to focus on increasing the 3Cs - increasing competitiveness, capability (skills) and capacity (volume) in key sectors to get them on the trajectory to the top, right

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33 P16. Northern Tasmania Industrial Land Strategy .August 2014.

34 P23 & 24. Northern Tasmania Industrial Land Strategy .August 2014. "Wine and food tourism have strong growth potential in the region through wine route and food trail/ farm gate initiatives (Department of Economic Development, Tourism and the Arts, 2012, p46).

quadrangle. One of the key sectors is agriculture.[35]

The *Northern Tasmania Industrial Land Strategy (August 2014)* also identifies the Bass and Midlands highways are the main regional road corridors connecting Northern Tasmania with the south and the north-west of the state. The Subject Site is well placed in amongst the key transport connections for the region to be able to provide the region what it so desperately needs – an agri-park for the collocation of farming and agricultural industries.

It therefore becomes clear that the proposed positioning of the new zones is not only responsive to the economic demand from a strategic planning perspective but also from a land planning perspective having regard to the characteristics of the Subject Site and its surrounding environs and uses.

The proposed industrial agri-park in this location not only provides the much desired combination of zones, allowing for the co-location of related industrial agricultural industries but will provide the northern Tasmanian region the opportunity to grow agr-business in a way that is sustainable and provides much needed employment for the local community.

So in answering the key question; Is the proposed 'Light Industrial', 'General Industrial' and 'Rural Resource' zone combination responsive to the local context and acceptable for the Subject Site? In other words, is the site suitable? The answer is YES.

5.3 Is the proposal consistent with the objectives of the State, Regional and Local Policies, Plans and Codes? In other words, does he proposal have strategic justification in a planning context?

5.3.1 Consistency with the State and Regional Planning Objectives

The proposed amendment and four-lot subdivision application is a well-resolved design response, which promotes the attractiveness and diversity of the Launceston community by making provision for the continued commercial growth in agriculture and the provision of employment to the region. The proposal contributes to the achievement of the goals and principles in the State and Regional Planning Objectives and more particularly, the objectives of Tasmania's Resource Management and Planning System, where both the *Land Use Planning Approvals Act 1993 (Tas)* and the *State Policies and Projects Act 1993 (Tas)* sit.

It does this through:

- The provision of sustainable land use development that responds to natural and physical resources and the maintenance of ecological processes and genetic diversity. As outlined in all the technical reports, specifically the environmental, bushfire, land capability and heritage assessments, our engineers have spent considerable time in determining the 'best' location for the subdivision at the Subject Site and have ensure the design is respective of the existing environmental characteristics of the land.
- The provision for the fair, orderly and sustainable use and development of air,

[35] Lisa Deny 19/11/14 – Labour Productivity

land and water inclusive of public involvement in resource management and planning. The proposal has had much regard to the land uses adjoining and further beyond the Subject Site. This is evident by the choice and combination of zones proposed, the layout and design of the subdivision and the proposed provision of staging and services as part of the delivery of the 4-lots.

- Facilitating economic development in accordance with the strategic objectives and plans for the region. As outlined above, and, in more detail in the Opteon Property Group Economic Assessment, the proposal is responsive to the objective and projections in the *Greater Launceston Plan* and the *Northern Tasmania Industrial Land Strategy*.
- Incorporates and responds to the requirements and demands between the different spheres of government, the community and industry in the State. The very nature of this proposal is responsive to all the requirements and demands amongst key stakeholders. This is evident by the combination of zones, their proposed location and the design of the plan of subdivision and related utilities and services for the site both now and in the future.
- By responding to the strategic planning requirements for the region in a manner that is responsive to the directions of the State and local government. The proposal positively responds to the State and local government directions as outlined in this report – the proposed industrial rezoning will provided the employment being sought by the State and add value to the region by enabling complimentary industries to the agricultural sector. This is consistent with the objectives and projections in the *Greater Launceston Plan* and the *Northern Tasmania Industrial Land Strategy,* which mark the Subject Site as having future employment potential.
- By considering the surrounding environment as part of the proposal together with social and economic effects for the region as a result of the rezoning, and future use and development of land. The proposed combination of zones, consideration of the local environmental context (flora/ fauna and ecology, land capability, bushfire threat, aboriginal and european heritage) and possible future development has been considered. This is highlighted in the proposed plans of subdivision, which clearly illustrate possible indicative future subdivision and road layouts (even though this may never occur) and possible scenarios in all the technical reports.
- By providing a proposal that directly responds to land use and development planning and policy integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels. The rezoning and combined subdivision proposal is well integrated to the existing land use context. It is responsive to all the relevant policies as highlighted in this and other technical reports and will provided the much needed home for collocation of agricultural industries in a manner that will boost the local economy.
- By providing a proposal that consolidates and combines a rezoning application with a development approval for the subdivision of the site. The rezoning and subdivision combination will ensure the development at the Subject Site is delivered in a manner that is consistent with the strategic local and regional plans and those of the local service and utility organizations.
- The consideration of the subject site in the context of the surrounding environment to ensure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania. Safety has been considered in all aspects of the engineering and design of the Subject Site. This is highlighted in our engineers reports and fire

assessments.

- By planning for and making provision for public infrastructure and other assets to enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community in the future. As outlined in the technical documents provided by Cardno Engineers and IPD Consultants, the proposal has been 'future-proofed' in a manner that will ensure all roads and other public infrastructure will be available to the users of the Subject Site as well as adjoining users and the broader community.
- By providing a proposal, which fully considers and responds to land capability. Refer to the Land Capability report submitted as part of this application.

5.3.2 Consistency with the Local Policies and Plans

The Local Planning Policy Framework for Launceston reinforces the directions in the State and Regional planning objectives. Outlining a more localised strategy, the rezoning and subdivision proposal achieves key objectives from within this document, with a particular focus on the need for appropriate and strategically located industrial land in the region and the integration with the existing land use patterns, response to bushfire threat, road and traffic considerations including streetscape and biodiversity values along the Bass Highway as well as provision for public infrastructure and public utilities.

Specifically, the proposal achieves the objectives of the *Greater Launceston Plan* and the various codes through the following:

- Ensuring that opportunities are provided within the Launceston urban area to provide for the higher order facilities required by the population of Northern Tasmania. As highlighted in the economics report supply does not drive demand, rather, demand dictates supply. This proposal is responsive to the demands of various industrial organisations who are require an industrial agri-park that will enable the co-location of key agricultural and agri-related industries to do business. This will give the agricultural sector and the broader community in Launceston and the northern region an opportunity to be competitive in the broader national and international agricultural market. competitive advantage.
- Providing for efficient and accessible movement for people and goods from the Launceston urban area into the rural surrounds. Much consideration has been given to the traffic and pedestrian movements in and around the Subject Site and surrounding suburbs. Refer to the Traffic Engineering Report.
- Maintaining Launceston as the business and commercial heart of the region. By actioning the Greater Launceston Plan's objectives and projections for this site as an area for 'future industrial employment' now, at a time where there is a demand in the industrial agricultural sector to locate at the Subject Site, Launceston and the broader northern region will maintain its stronghold as being the cultural agricultural heart for the agricultural sector for the state and most likely will continue to attract opportunities at both e a national and international level , as we have seen recently (eg Irrigation Schemes, growth of the dairy industry locally and the Chinese procurement of agricultural services)
- Providing a range of employment opportunities for the community. The proximity of the Subject Site to the city of Launceston and the broader northern region will ensure that future employment opportunities at the

Subject Site are accessible. The proposed combination of zones will ensure that there will be a range of different types of employment opportunities, given there will be a range of uses at the Subject Site requiring the employ of people with a varying degree of skills, qualifications and experiences.

- Adapting to changing economic and environmental conditions, to attract and retain people with knowledge and entrepreneurial skills who will identify economic opportunities and contribute to driving innovation. As identified in the Opteon Economics Assessment, the opportunity to respond to the agricultural sector's demand is now. This demand is consistent with the projections of this land being used for industrial employment in the Greater Launceston Plan and the Northern Industrial Land Strategy, which presents this land as a relevant site for development over a substantive timeframe. It should be noted that the subdivision is proposed to be staged in accordance with the timeframes set by TasWater unless the demand for the delivery of the lots overtakes TasWater's timeframes.
- Ensuring there are no land use conflicts in the future. The proposed design and layout of the lots and the combination of the zones proposed will minimise any land use conflicts given the proximity of the closest sensitive uses to the Subject Site at present.
- Attracting the 'right' industrial development by providing choice and diversity in both location and uses to meet the expectations of the community and industry.
- Developing an attractive environment for entrepreneurs, businesses and skilled labour by identifying and utilising land available in the best locations for industrial and commercial development. The land at the Subject Site is attractive and appeals to the market because it can be easily distinguished to other industrial land in the region. Key factors of distinction include location, highway/ freight connectivity, minimal conflicting land use issues, availability of services and physical characteristics.
- Developing in conjunction with landowners, the community and local area plans in this case the greater Launceston Plan and the Northern Tasmania Industrial Land Strategy. Refer to the plans, which clearly identify the Subject Site as a parcel of land to investigate for future employment and industrial land.
- Responding in a consistent regulatory manner thereby reducing the complexities of assessing new investment. The permit applicant has taken much time and invested considerable money to enable council to assess the application under the new Interim Launceston Planning Scheme.
- Adapting by focusing on desirable outcomes rather than compliance with standards. The current proposal well and truly exceeds the required standards in order to achieve outcomes desired by various key stakeholders at the Subject Site.
- Minimising barriers to the establishment and ongoing growth of the farming and agricultural industry by ensuring flexible location and promotion of farm gate tourism. The delivery of this development in the proposed location will improve opportunities within the northern region of Tasmania for the farm and agricultural industry – this is evident in the letters provided by various key stakeholders in this sector.

5.3.3 Consistency with the Codes

In preparing the proposed rezoning and subdivision layout, much consideration has been given to the planning Codes relevant to the Subject Site.

E1.0 Bushfire-Prone Areas Code
The purpose of this code is "…to ensure that use and development is appropriately designed, located, serviced and constructed to reduce the risk to human life and property, and the cost to the community, caused by bushfire".

This purpose has been achieved and has been clearly responded to in the Bushfire Hazard Assessment prepared by Rebecca Green and Associates.

E4.0 Road and Railway Assets Code
The purpose of this code is to "…ensure that the use or development on or adjacent to a road or railway will not compromise the safety and efficiency of the road or rail network; maintain opportunities for future development of road and rail infrastructure; and reduce amenity conflicts between roads and railways and other use or development".

The proposed access and egress arrangements to the Subject Site and associated traffic management for the proposal has been given much consideration. The proposal is not only safe and efficient but also forward thinking in its design with provision made for the "…construction of the Kings Meadows Link Road between the Prospect and Kings Meadows interchange resulting in an improved operation of the Meander Valley Road/ Bass Highway on-ramp intersection and the Prospect interchange roundabout." Refer to the traffic planning and engineering advice, survey and assessment of the traffic conditions in the precinct in the Cardno Engineers Traffic Report for the proposal.

E6.0 Car Parking and Sustainable Transport Code
The purpose of this code is to "…ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; ensure access for cars and cyclists and delivery of people and goods in safe and adequate; ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; ensure that the design of car and cycle parking space and access meet appropriate design standards; and provide for the implementation of parking precinct plans".

As outlined in the Cardno Engineers Traffic Report, "…from the analysis undertaken, the additional traffic can be accommodated by the existing road network without substantive impact on the operation of the road network and without the need to undertake additional external works".

E7.0 Scenic Management Code
The purpose of this code is to "…ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and ensure that siting and design of development in designated scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape".

This code related to the Bass Highway scenic corridor. A scenic assessment of this corridor has been undertaken from key vantage points around the Subject Site and it is evident that the impact to this scenic corridor will be minimal particularly with the proposed landscaping scheme.

E8.0 Biodiversity Code

The purpose of this code is to "…protect, conserve and enhance the region's biodiversity in consideration of the extent, condition and connectivity of critical habitats and priority vegetation communities, and the number and status of vulnerable and threatened species; ensure that development is carried out in a manner that assists the protection of biodiversity by minimizing vegetation and habitat loss or degradation, appropriately locating buildings and works and offsetting the loss of vegetation through protection of other areas where appropriate".

As outlined in the AKS Forest Solutions Vegetation and Fauna Habitat Assessment and the Environmental Impact Assessment prepared by Catherine Murdoch, the proposed rezoning and subdivision application will have minimal impact on the biodiversity at the Subject Site. This has been confirmed in the Permit to Take issued by the Department of Primary Industries Parks, Water and Environment. Refer to the relevant correspondence from the Department of Primary Industries Parks, Water and Environment dated 19 March and 6 May 2015.

E9.0 Water Quality Code

The purpose of this code is to "…consider the impacts of development to limit adverse effects on wetland and watercourse ecosystems, flow regimes, water levels, biological activity and physical characteristics, the variety of flora and fauna, the role of wetlands and watercourses for water supply, flood mitigation, environmental protection, water regulation and nutrient filtering, as resources for recreational activities and as attractive features in the landscape, and improve the sustainable management of surface water through development".

Much consideration has been given to immediate and long-term effects on wetland and watercourse ecosystems as described in the purpose of the Water Quality Code. Detailed discussions have been had with the various referral authorities including TasWater about the proposed subdivision and the future functional uses at the site. Refer to the IPD Consulting Memorandum prepared by our project engineer detailing "…that reticulated sewerage and industrial waste can be accommodated at the Subject Site to accommodate the industrial levels of trade waste likely for agricultural processing. There will be a reliable access to sufficient qualities of reticulated water with adequate pressure to provide for industrial processes and firefighting purposes. The industrial processes are based on the highest possible use that would be expected to be located at the site. The design and layout of the 4-lot subdivision has had much regard to the Kings Meadows Rivulet. Substantial consideration has also been given to the water quality code. In our view, storm water can be managed on the site having regard to the minimum lot size permissible within the proposed zones".

E10.0 Recreation and Open Space Code

The purpose of this code is to "…consider the requirements of open space and recreation in the assessment of use or development with emphasis upon the acquisition of land and facilities through the subdivision process, implementation of

local open space strategies and plans to create quality open spaces, the creation of a diverse range of recreational opportunities via an integrated network of public open space commensurate with the needs of urban communities and rural areas, achieving an integrated open space network which provides for a diversity of experiences, and providing for appropriate conservation and natural values within recreation and open space".

The proposal had had much regard to the Kate Reed Reserve to the north and north east of the Subject Site. A significant buffer between the proposed industrial lots and the Kate Reed Reserve has been incorporated into the subdivision design. This buffer not only meets the standards but exceeds them thereby ensuring the Kate Reed Reserve will not be affected and uses will be able to continue to use the reserve in the short, medium and long term.

Refer to the full extract of these codes in Appendix 4.

Strategic Justification

The proposed rezoning and subdivision has had much regard to the Codes described above. The proposal is responsive and fully complies with these Codes.

In summary,

- The proposal has been assessed for bushfire threat in accordance with the objectives and requirements of the Bushfire Code. The BAL classifications are generally low (between 12.5 – 19) and therefore the likelihood of the site being threatened by bushfire is low. Still, mitigation measures have been taken in accordance with AS 3959-2009 to ensure any possible bushfire risk is minimised. Refer to the Bushfire Hazard Assessment Report and Bushfire hazard Management Plan prepared by Rebecca Green & Associates in association with Ground Proof Mapping.

- A full traffic impact assessment for the proposal has been undertaken in accordance with the standards. As outlined in the Cardno Traffic Engineering Report, the proposal positively responds to the capacity of the adjacent road network to accommodate traffic generated by the proposed subdivision, including allowing for future underlying traffic volume growth over a 10 year period. Internally, roads within the subdivision and individual site access will be delivered in conjunction with individual future land use applications. As outlined in Section 4.2, the primary internal road network and access to the Prospect Interchange provided for will ensure that all future roads can be delivered in accordance with relevant design standards and LGAT requirements and does not prejudice the ability to deliver the future Kings Meadows Link Road extension as identified within the Greater Launceston Plan. As such, the proposed subdivision is consistent with and does not prejudice the ability for future land use applications to comply with the requirements of E4.0 of the Interim Launceston Planning Scheme 2012.

- The Car Parking and Sustainable Transport Code has been considered as part of the traffic impact assessment. The subject subdivision and rezoning does not include specific land use or development applications and is limited to four super-lot areas and a primary internal road network with the potential for future applications. As discussed above, the primary internal road network allows for future roads to be delivered consistent with relevant design standards and

LGAT requirements, ensuring that compliance with the broader access considerations of the Car Parking and Sustainable Transport Code can be achieved. The finer grain land use standards outlined in E6.6 through E6.8 would be resolved as part of subsequent land use applications, with it expected that each such application would be responsible for demonstrating compliance with the relevant requirements and provisions.

- The key roadway, which triggers the Scenic Management Code is the Bass Highway. Landscaping is proposed as part of the development proposal for the subdivision. The landscaping scheme will provide an opportunity to integrate any future subdivision and built form within the proposed subdivision with the surrounding character and natural streetscape environment. The integration of landscaping with the road reserve will allow the landscaping design to flourish in a manner that is consistent with the natural environs. It is expected that the proposed landscaping treatment will include a range of native vegetation types, ground cover, shrubs and taller canopy trees in keeping with the Vegetation Character for the Prospect Vale precinct. A comprehensive plan will provide a good mix of plants to create an interesting regime throughout the site respectful of the vegetation character in the area allowing for a safe, attractive and functional environment for businesses. The proposed planting will also have low maintenance requirements once established. It is proposed that a detailed landscaping plan will be submitted by way of condition to the Development Approval for the subdivision application.

- A vegetation and fauna habitat assessment (AKS Solutions Pty Ltd) and an environmental impact assessment (Catherine Murdoch) have been undertaken for the Subject Site. The area surveyed is predominantly agricultural land with patches of remnant forest, which has been highly disturbed over a long period of time. No threatened vegetation communities listed under the *Nature Conservation Act 2002* were recorded in the study area. No threatened vegetation communities listed on the *Environment Protection and Biodiversity and Conservation Act 1999 (Clth)* were identified. Three threatened flora species listed under the *Threatened Species Protection Act 1995 (Tas)* were recorded (Arthropodium strictum – Chocolate lily, Hypoxis vaginata var brevistigmata – Sheathing Yellow Star , and Caesia Caliantha – Blue grasslily). All are listed as regionally abundant in the north and Midlands. No threatened flora listed on the *Environment Protection and Biodiversity Conservation Act 1999 (Clth)* were identified. The area provides marginal foraging habitat for three threatened fauna species, wedge-tailed eagle, eastern barred bandicoot and the spotted tail quoll. There is no significant habitat (nesting, denning) at the site that is critical to important populations of any of these species. Whilst it is possible that the site may in the future provide suitable nesting habitat for the threatened masked owl given the better quality habitat for the species that adjoins the Strathroy Agri Park, the habitat present at the site is not considered significant or critical for the species. As the trees present are isolated paddock trees there is a possibility that they will succumb to die back or other factors such as lightning strike. Hence there is no conclusive guarantee that any or all of the trees will develop into suitable nesting habitat for the species. The project will minimise clearing and not impact on the vegetation that surrounds the proposed subdivision area. Hence the project will cause no significant change to the existing habitat values of these remnants. Accordingly, there will be no significant land-use change or clearing resulting from the development

proposal. The environmental commitments described in the environmental reports will ensure that listed species will not be impacted by the proposal. The combination of infrastructure design and construction operational controls will ensure that the proposed rezoning and subdivision will not have a significant impact on any listed threatened species. This is confirmed in the Permit to Take issued by the Department of Primary Industries Parks, Water and Environment.

- The proposal will not affect any wetland or watercourse ecosytems. Much consideration has been given as part of the design and layout of the proposed subdivision with respect to existing vegetation, watercourses, storm water management, construction of roads, access, erosion and sedimentation and buffers to water catchments to ensure the development standards are met.

- The Recreation and Open Space Code is triggered as a result of the location of the Kate Reed Reserve to the north and north east of the Subject Site. The proposal has had much consideration of this public recreational reserve by maintaining a fairly significant buffer between the proposed industrial lots and the Kate Reed Reserve. This buffer not only meets the standards but exceeds them thereby ensuring the Kate Reed Reserve will not be affected and uses will be able to continue to use the reserve in the short, medium and long term.

5.4 Will the proposed subdivision sit comfortably within its surrounds respecting its adjoining interfaces?

The proposed 'super-lot' subdivision provides the 'big picture' strategic layout with appropriate access and services to enable a mix of farming and agricultural industries to collocate in the same locality in the future.

The subdivision solutions and performance criteria as outlined under both the LIZ and the GIZ are not only met but exceeded.

In summary:

- The subdivision layout provides sufficient useable area and dimensions to allow for likely parking demand in the future; loading, unloading, access and egress of emergency services and public transport.

- The subdivision layout will not unduly prejudice the future use or development of the Subject Site or adjoining land. The subdivision layout has had regard to known future state infrastructure projects (Road Link) and has ensured the site will work both with or without the delivery of these projects. The positioning of the proposed zones with the LIZ on the Bass Highway interface and the GIZ further south into the hinterland of the Subject Site will allow for a natural buffer to the more sensitive uses on the north eastern side of the Bass Highway.

- The subdivision layout appropriately responds to the topography and natural features of the Subject Site both from a buildability perspective as well as an environmental perspective. As illustrated in the survey plan for the Subject Site, lots have been cleverly positioned in a manner that is responsive to the terrain and fall of the land and the vegetation to the north adjoining the Kate Reed Reserve will largely remain intact.

- The subdivision layout, because of its positioning will allow for natural buffers to form around the Subject Site allowing for minimal off site amenity impacts in the future.

- There are no natural or culturally significant features on the Subject Site that will inhibit the proposed layout and design of the subdivision.

- The surrounding land uses and built form development have been considered in the design layout of the proposed subdivision.

- The subdivision is consistent with the local area objectives both within Launceston City Council and more broadly regionally within the northern group of councils.

- The subdivision provides appropriate frontage to the existing road network and proposes a road network that will connect in a manner that will be fit for purpose both now and in the future.

- Each lot has been designed to ensure it will be capable of disposal of storm water to a legal discharge point.

The Subject Site is also subject to a number of overlay controls and codes, which have been considered as part of the subdivision design proposal. The objectives and decision guidelines in each overlay and code as it relates to the statutory justification for the subdivision has been met.

Based on the demand from local agricultural industries, it is envisaged that the proposed super lots will be further subdivided in the future. Much consideration has been taken to ensure the design of the subdivision and provision of infrastructure and trunk services will be able to absorb any future subdivisions.

6. Conclusion

It is considered that the proposed combined rezoning and subdivision development is responding to the demand for industrial land in this location. With the subdivision design positively responding to the site and its surrounding context. The proposal should be supported for the following reasons:

- The proposal provides an amendment to the Rural Resource Zone on the Subject Site using a combination of zones (Light Industrial for Lot 1 and General Industrial for Lot 2) that are consistent with and responsive to the strategic land use planning objectives and principles in the immediate locale and the broader region.

- The proposal is consistent with and responsive to the economic demands for appropriate industrial land enabling for the continued growth and employment opportunities in the farming and agricultural sector regionally, nationally and internationally.

- The proposal is respective and responsive of the environmental assets in the region.

- The proposal provides a transit and traffic solution that will ensure the subdivision will work both now and in the future.

- The proposal is supported by the State, Regional and Local Planning Policies and Plans including the *Greater Launceston Plan* (January 2014) and the most recent *Northern Tasmania Industrial Land Strategy* (August 2014), particularly with regard to the supply, demand and location of industrial land in the region.

- The proposal is consistent with and responsive to the objectives of the relevant Codes including the Bushfire Prone Areas Code (E1-0), the Road and Railway Assets Code (E4.0), the Car Parking and Sustainable Transport Code (E6.0), the Scenic Management Code (E7.0), the Biodiversity Code (E8.0), the Water Quality Code (E9.0) and the Recreation and Open Space Code (E10.0).

- The proposal achieves an excellent level of amenity for future businesses at the Subject Site.

- The proposal does not create any adverse off-site amenity impacts that are considered unreasonable.

Appendix 1 - Certificate of Title

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Appendix 2 – Photographs of the site and surrounding environs

Appendix 3 - Zones

Appendix 4 - Overlays and Codes

Appendix 5 - Letters from key industries

Appendix 1 - Certificate of Title

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
114487	1
EDITION	DATE OF ISSUE
3	09-Aug-2007

SEARCH DATE : 03-Dec-2014
SEARCH TIME : 09.21 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 114487
Being the land described in Conveyance No.44/6195 (excepting the lands set out below)
Excepting thereout Lot 1 (S.P.18216)
Lot 1 (D.24830) Lot 2 (D. 53579)
Derivation : Part of 500Ac, Gtd. to Thomas Bransgrove.
Prior CT 4066/13

SCHEDULE 1

BEAUMONT PERCIVAL GRUBB

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
Benefiting easement: a right of carriageway over `RIGHT OF WAY' `B' on P.18987
Benefiting easement: a right of way over `RIGHT OF WAY' `B' on P.18987
B780900 Burdening easement: pipeline rights for THE RIVERS AND WATER SUPPLY COMMISSION over the land marked `PIPELINE EASEMENT' on P.114487 (Subject to the provisions contained therein) Registered 30-Jun-1995 at noon (MF:2321/340)
C526614 BENEFITING EASEMENT: pipeline rights over the Pipeline Easement shown on P.113922
C742811 BENEFITING EASEMENT:A right of carriageway over the Right of Way (Private) 6.00 wide shown passing through Lot 3 on SP150142 Registered 09-Aug-2007 at 12.07 PM
PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 10-May-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER FOLIO REFERENCE C.T. 4066-13 GRANTEE	**PLAN OF TITLE** LOCATION CITY OF LAUNCESTON CONVERTED BY PLAN No COMPILED BY NOT TO SCALE LENGTHS IN METRES	REGISTERED NUMBER **P 114487** APPROVED 19 DEC 1994 Recorder of Titles

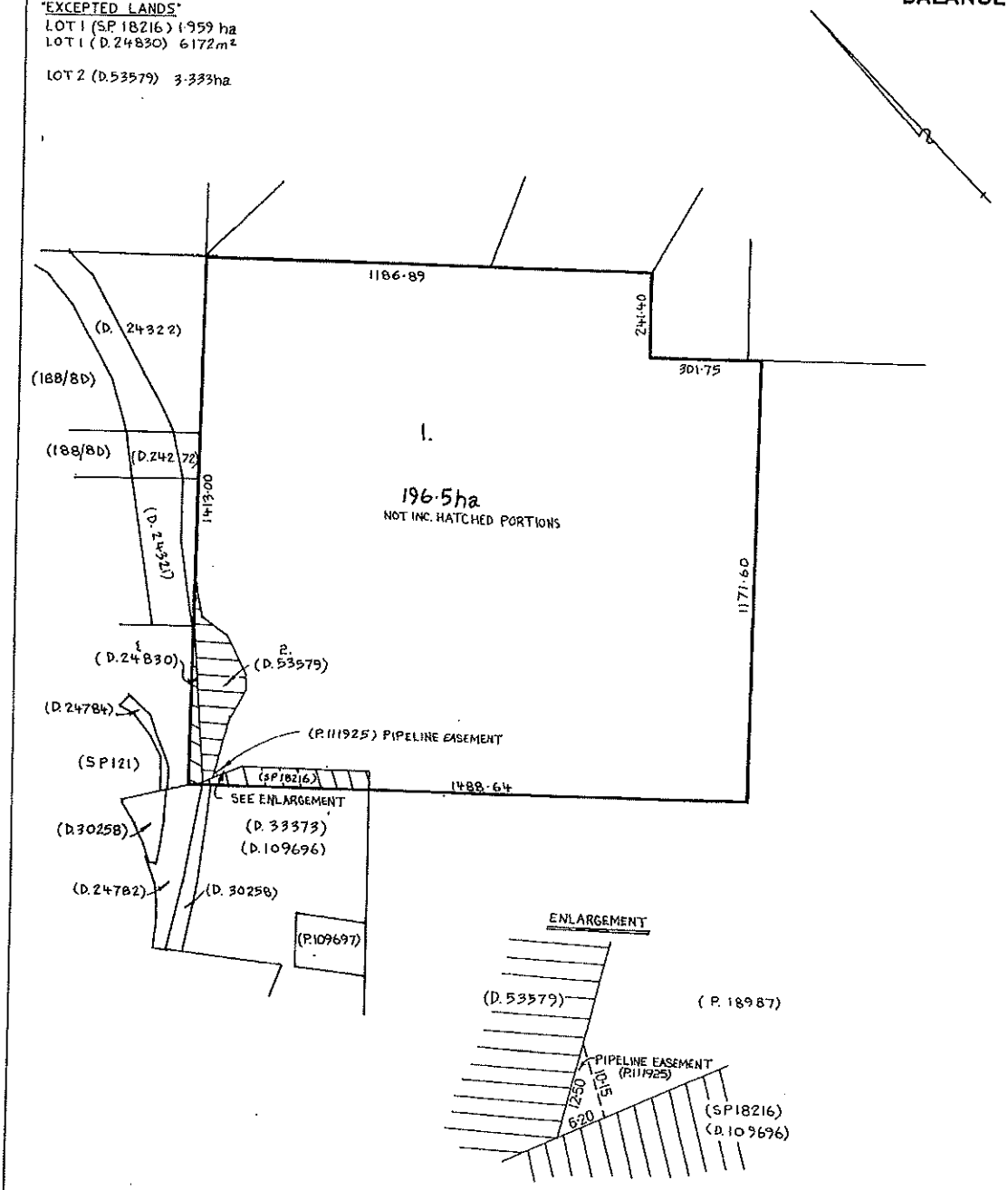
MAPSHEET MUNICIPAL CODE No. 54	LAST UPI No 6700	LAST PLAN No P.18987	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"
LOT 1 (S.P. 18216) 1·959 ha
LOT 1 (D. 24830) 6172m²

LOT 2 (D.53579) 3·333ha

BALANCE PLAN



A-142

Appendix 2 – Photographs of the site and surrounding environs

Appendix 3 - Zones

The Subject Site at 574 Meander Valley Road, Prospect.

Opposite the Subject Site.

Adjoining the Subject Site the north/northeast.

Adjoining the Subject Site to the west.

Opposite the Subject Site across the road from the Bass Highway.

5 June 2015

Mr Richard Jamieson
Manager Planning Services
Launceston City Council
PO Box 396
LAUNCESTON TAS 7250

CC: Mayor & Alderman, Robert Dobrzynski, Leanne Hurst, Phillipa Glover

Dear Mr Jamieson,

574 Meander Valley Road, Prospect (Subject Site): Permit Application DA0227/ 2015 – Response to further information

We act on behalf of Beaumont Percival Grubb, the applicant for this project. In response to your letter dated 27 May 2015 requesting further information pursuant to section 43E(1) of the *Land Use Planning and Approvals Act 1993 (Tas),* we provide this letter by way of response.

Land Owners Consent

Written consent from the land owner, Beaumont Percival Grubb, was provided to Council when the application was lodged on 12 May 2015 in accordance with section 43D of the *Land Use Planning and Approvals Act 1993 (Tas).* The consent Council is referring to is normally obtained as part of the referral process of the application to different referral agencies during the assessment of the planning application.

In any case, in the interests of time, and with the view of assisting Council with its referral duties, we note that both the Department of State Growth (formerly known as the Department of Infrastructure, Energy and Resources) and Meander Valley Council, have provided written consent for all works (both road, sewer and water main works) which may be required as part of the works associated with this proposal.

Refer to the attached correspondence from the Department of State Growth and Meander Valley Council.

Impacts on nearby Rural Living Zone

The overarching principles and objectives for the management of industrial activities in Tasmania are provided in the *Environmental Management and Pollution Control Act 1994* ('EMPCA'). In addition, specific requirements are contained in the various EMPCA Regulations, State Policies and in permits issued to industrial activities by Planning Authorities. The Environment Protection Authority ('EPA') is charged with formal responsibilities under the *Resource Management and Planning System* ('RMPS') to promote the fair, orderly and sustainable use and development of natural and physical resources and the maintenance of ecological processes and genetic diversity.

The EPA Division within DPIPWE, is responsible for ensuring that the state's pollution control laws are upheld, specifically by regulating the environmental impacts of 'Level 2' activities. Level 2 activities are those listed in Schedule 2 of EMPCA and can be operating with or without a Land Use Permit under the *Land Use Planning and Approvals Act 1993* (LUPAA). Level 2 activities are those industrial and municipal activities considered to have a high potential for emitting pollutants and/or causing environmental harm.

The assessment of separation distances between zones can only be undertaken in detail when a specific use and any relevant emissions from a point source of emission are known. Only at that point, can a full assessment (including any modeling) be undertaken from an environmental assessment perspective. We remind Council that the proposal to be assessed is not for any specific use, rather, it is for the introduction of two new zones; the Light Industrial Zone and the General Industrial Zone, and the subdivision of part of the Subject Site into 4 additional lots. Council will have every opportunity to understand whether a proposed separation distance to a specific use is acceptable at the time that an application is made to Council for a specific use and development on part, or all of the land, at which time a detailed assessment can be undertaken against the *Environmental Impacts and Attenuation Distances Code* under the *Interim Launceston Planning Scheme 2015.*

My conversations with the Tasmanian Planning Commission with respect to the application of this code and the Tasmanian Environment Protection Authority indicate that a nominal attenuation distance to a proposed zone cannot be assessed in detail until such time that a use is proposed. You cannot assess what may or may not be proposed in the future. These anomalies in the code are confirmed by the Planning Taskforce.

With reference to the *Launceston Planning Scheme 2015,* we note that under the *Environmental Impacts and Attenuation Distances Code,* attenuation distances are applied when assessing whether a use is compatible "...to ensure that potentially incompatible uses are separated by a distance sufficient to mitigate any adverse effects". On this basis, the following assessment against E11.6.1 of the code was undertaken with reference to 'use standards' and should be read in this context only.

Clause E11.6 Use Standards		
Clause E11.6.1 Attenuation Distances		
Objective: To ensure that potentially incompatible uses are separated by a distance sufficient to mitigate any adverse effects.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 No acceptable solution	P1 Sensitive use or subdivision for sensitive uses within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 or a buffer area shown on the planning scheme overlay maps, must demonstrate that there will be no environmental nuisance or environmental harm, having regard to: (a) a site-specific study that considers: (i) the degree of encroachment; (ii) the location of the boundaries of the site of the sensitive use or subdivision; (iii) the location of the sensitive use; (iv) the location of the boundaries of the site on which the activity is located; (v) the location of the area on which the activity is undertaken; (vi) the nature of the activity being protected by the attenuation area or buffer area; (vii) the degree of hazard or pollution that may emanate from the activity; and (viii) the measures within the use to mitigate impacts of the activity on the sensitive use; and (b) any advice provided in writing from the owner or operator of the	**ACHIEVED** It is important to note that this application is for the rezoning of the Subject Site from Rural Resource to a combination of Light Industrial and General Industrial combined with a 4 lot subdivision application. It is also important to note that future occupants of the 4 lots will be required to obtain development approvals for the use and development works at the Subject Site, which will enable the Planning Authority to assess the use and development works against the performance criteria' in the *Environmental Impacts and Attenuation Code* with much more rigour. Given the current amenity in the locale, that which is experienced by residents on a heavily transited state road and one that is already characterised by a mix of industries, it is unlikely the proposal will pose an environmental risk to existing residents in the area. Table E11.1 in the *Environmental Impacts and Attenuation Code* outlines different separation distances ranging from 50 metres to 3000 metres, depending on the use. The activities listed in the table are those with the potential to create environmental

	activity; and (c) any advice provided in writing by the Director of the Environment Protection Authority.	harm or environmental nuisance or impact on sensitive uses by industrial uses. It is expected that a detailed assessment of the future use should take place in the next phase of the development approvals for each use on each lot at the Subject Site. My conversations with both the Tasmanian Planning Commission and the EPA confirm this. In context, the most sensitive uses (residential) are located approximately 150 metres to the west of the boundary from lot 2 at 49 Meander Valley Road and 120 metres north of lot 1 in the residential housing development in Prospect. The Subject Site is located in an area where substantial buffers already exist between it and these sensitive uses. These buffers include, the natural topography of the land, which slopes away from these uses, as well as the existing vegetation and infrastructure buffers, which attenuate the separate. Of particular note is the fact that the lot opposite the site to the north (lot 1) is proposed to be zoned Light Industrial, which will inhibit any uses that might be of a heavy industrial nature, and the lot adjacent to the property to the west adjoins a proposed 200 metre vegetated buffer, which will also mitigate any off site amenity impacts from the uses on lot 2. Given the proposal is for an agri-industrial park, the uses are not likely to require separation distances that will be likely to pose such a hazard as to impact on the amenity currently enjoyed by these residents.
A2 Activities listed in Tables E11.1 and E11.2 must be set back the minimum attenuation distance listed in Tables E11.1 and E11.2 for that activity from: (a) any existing sensitive use; or (b) a boundary to the General Residential, Inner Residential, Low Density Residential, Rural Living, Environmental Living, Urban Mixed Use, Village, Local Business, General Business, Central Business, Commercial and Major Tourism zones	P2 Activities listed in Tables E11.1 and E11.2 must demonstrate that there will be no environmental nuisance or environmental harm, having regard to a site-specific study that has regard to: (a) the degree of encroachment; (b) the nature of the activity being protected by the attenuation area; (c) the degree of hazard or pollution that may emanate from the activity; (d) the location of the boundaries of the site on which the activity is proposed to be undertaken; (e) the location of the activity with the potential to create environmental harm or nuisance; (f) the location of any existing sensitive uses; (g) the location of a boundary to the General Residential, Inner Residential, Low Density Residential, Rural Living, Environmental Living, Urban Mixed Use, Village, Local Business, General Business, Central Business, Commercial and Major Tourism zones; and (h) whether any land is to be irrigated	**NOT APPLICABLE**

	by effluent.	

I note that there are no development standards in this code.

Given the limitations of the statutory instruments in place, for the purposes of assessing the current combined rezoning and 4 lot subdivision application, it is clear that the proposal acceptable and sustainable in the environmental context with no risk of any conflict arising between uses in the locale.

E4.0 Road & Railway Assets Code
Despite there not being any change to the conclusions in the traffic impact assessment for the project, please note that our traffic engineer has amended the report references from the *Launceston Interim Planning Scheme 2012* to *Launceston Interim Planning Scheme 2015.*

The updated report has been enclosed for Council's reference.

E10.0 Open Space Code
As agreed in our meeting on 18 March 2015 (refer to p2 of the minutes from that meeting dated 18 March), Council officers were going to refer the matter to Council's Parks and Recreation Department to understand Council's preference between a payment under Division 8 of the *Local Government (Building & Miscellaneous Provisions) Act 1993 (Tas)* or the provision of land for the use of public open space.

We are yet to be provided with any formal correspondence relating to this matter from Council's officers.

Infrastructure Requirements
Refer to the attached correspondence from IPD Consulting.

Planning Scheme Assessment
Whilst a detailed assessment of the proposed subdivision against the General Industrial, Light Industrial and Rural Resource Zones under the Launceston Interim Planning Scheme 2015 was provided in the planning report submitted to Council on 12 May 2015, we have provided a detailed assessment of the application against each of the specific clauses under each zone in a table format so there is no confusion.

Please refer to the attached assessment against clauses 24.4.5 – 24.4.8 (Light Industrial Zone), clauses 25.4.5 – 25.4.8 (General Industrial Zone), and clauses 26.4.2 – 26.4.4(Rural Resource Zone) relating to the subdivision component of the application under the *Launceston Planning Scheme 2015.*

Council should now have more than sufficient information required for the proposal to be presented to Council in accordance with the statutory process. Not taking the application through the statutory process under the *Land Use Planning and Approvals Act 1993 (Tas)* in a fair, transparent and just manner would be an obstruction of natural justice and we take this opportunity to caution Council accordingly.

Further, the nominated applicant in this application is Beaumont Percival Grubb, care of Integrated Planning Solutions Australia. Going forward, in accordance with the statutory requirements and as is professionally courteous, we would request that Council maintain all correspondence on any matter relevant to this application to the nominated

applicant. This includes any requests to meet any of our team technical specialists so that the appropriate personnel can attend and all relevant queries can be accordingly responded to. We would also take this opportunity to formally request Council to arrange (a) a meeting with TasWater as a matter of urgency and (b) a formal briefing of the proposal to the Mayor and Alderman as requested earlier this year; and (c) an outline of Council's proposed timeframes for the assessment of the proposal including the key milestone dates the application will be reviewed at Council's SPPC meeting and when the application will be heard at the Launceston City Council meeting.

Should you have any queries regarding any of the above, please do not hesitate to contact me on 0422 811 611.

Yours sincerely

Gregoria Todaro.

Gregoria Todaro

BA.LLB, Ma Planning & Environment, Dip Legal Practice

MPIA CPP, MVPELA, MUDIA

Integrated Planning Solutions Australia

LIGHT INDUSTRIAL ZONE		
Clause 24.4.5 Lot size & Dimensions		
Objective: To ensure: (a) the area and dimensions of lots are appropriate for the zone; and (b) adjoining land, especially residential zones, is protected from adverse impacts on amenity.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1.1 Each lot, or a lot proposed in a plan of subdivision, must: (a) have a minimum area of no less than 1 000m2; and (b) be able to contain 20m diameter circle with the centre of the circle not greater than 20m from the frontage; or **A1.2** Each lot, or a lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or (b) be required for the provision of public utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and **A1.3** Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks	**P1** Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use having regard to: (a) development of buildings on the lots; (b) the likely location of buildings on the lots; (c) the accessibility for vehicles providing for supplies, waste removal, emergency services and public transport; (d) the topography of the site; (e) the presence of any natural hazards; and (f) the existing pattern of development in the area.	Lot 1 is proposed to be rezoned from the Rural Resource Zone to the Light Industrial Zone. Lot 1 is located on the northern most part of the Subject Site with frontage to Meander Valley Road. Lot 1 will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. The lot is 7.6 hectares in size, providing sufficient useable area and dimensions for uses that would be permissible in the LIZ. There is a substantial distance between lot1 and the closest residential dwellings to the north on the other side of the Bass Highway, which as a distinct buffer between the zones. The natural topography of the land is such that there is a significant drop from east to west and between the site and existing residences to the north providing an acceptable separation between uses thereby minimising any potential for adverse amenity impacts. The proposed setbacks are deemed acceptable under the Scheme. Whilst no building works are proposed as part of this application, the proposal has had regard to the siting of future buildings on site, with an indicative plan for future subdivision prepared and assessed against the requirements of the scheme. The lot has been planned and designed so that there is an excellent level of amenities to existing and future occupants with the provision of appropriate access and egress to and from the lot providing for an excellent level of amenity. Refer to the traffic impact assessment prepared by Cardno. The lot is well serviced by various facilities, local amenities and the regional road network and has access to all major trunk services.

		On this basis, the objective of this clause is met.
A2 Subdivision must not be located on the boundary of the General Residential, Inner residential, Low Density Residential, Environmental Living, Rural Living, Urban Mixed Use or Village zones.	**P2** Each lot, or a lot proposed in a plan of subdivision, must be designed to minimise the potential for nuisance or loss of amenity for adjacent lots having regard to: (a) the lot layout and design; (b) the existing pattern of development in the area; (c) the ability for buildings to be erected in accordance with the development standards; (d) the proposed use of the lot; (e) the use of the adjoining lots; (f) the topography of the site; (g) the physical separation to surrounding sensitive land uses; (h) compatibility with the existing pattern of development in the area; (i) the orientation of the lot; (j) access considerations; and (k)the accessibility for vehicles providing for supplies, waste removal, emergency services and public transport	The acceptable solutions and criteria for this clause have been met. The lot layout, orientation and design is complimentary to the existing subdivision pattern and uses in the area and therefore the proposal is compatible from a land use planning perspective.
Clause 24.4.6 Frontage & Access		
Objective: To ensure that lots provide: (a) appropriate frontage to a road; (b) safe appropriate access suitable for the intended use of the new lot.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 10m.	**P1** Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-of-carriageway, of no less than 3.6m width, having regard to: (a) the width of frontage proposed, if any; (b) whether any other land has a right-of-carriageway as its sole or principal means of access over the frontage; (c) the number of immediately adjacent rights-of-carriageway;	As outlined in the traffic impact assessment, the orientation and layout of the lot appropriately responds to the existing and future road network. The lot has an acceptable road frontage, which will allow for safe and efficient functionality and usability of the frontage and appropriate access for the intended use of the lot thereby meeting the requirements of this clause. We note that both the traffic and road engineers from State Growth and Launceston City Council are supportive of the road layout, design and functionality.

	(d) the topography of the site; (e) the proposed use of the lot; (f) the construction and maintenance of the road; (g) the existing pattern of development in the surrounding area; (h) the functionality and usability of the frontage; (i) the anticipated nature of the vehicles likely to access the site; (j) the ability to manoeuvre vehicles on the site; (k) the accessibility for vehicles providing for supplies, waste removal, emergency services and public transport; and (l) the advice of the road authority.	
A2 No acceptable solution.	**P2** Each lot is provided with reasonable vehicular access from a carriageway to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic, including pedestrians; (d) the character of the area; and (e) the advice of the road authority.	The requirements of this clause have been met. The proposed lot is afforded an excellent level of access and egress to the road network, which is safe and efficient for all road uses including pedestrians. Again, we note that both the traffic and road engineers from State Growth and Launceston City Council are supportive of the road layout, design and functionality.
Clause 24.4.7 Discharge of stormwater		
Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.	**P1** All stormwater runoff is to be collected and discharged from the subdivision in a manner that will not cause adverse impacts, having regard to: (a) the location of the discharge point (if any); (b) the stormwater flow paths both internal and external to the site (c) the location of building areas within the site;	The proposed plan of subdivision has had much regard to the connection of all services and utilities (including the drainage and discharge of stormwater) to each lot both now and in the future should capacity increase (even though the assessment should be for the four lots). This conservative approach ensures that the lots will be future proofed for any further subdivision that may or may not occur later on. Refer to the advice provided by IPD Consulting.

	(d) the topography of the site (e) the characteristics of the site, including rainfall; (f) the development on the site and adjoining land; (g) the additional runoff from the subdivision development and likely future development of the land; and (h) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision	
A2 The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.	**P2** Stormwater discharge flows from the subdivision are mitigated to a level that the public stormwater system can accommodate, having regard to: (a) the location of the discharge point (if any); (b) the stormwater flow paths both internal and external to the site; (c) the topography of the site; (d) the characteristics of the site, including rainfall; (e) the development of the site; (f) the additional runoff from the subdivision development and likely future development of the land; and any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision. (g)	We have requested from both Council and TasWater to provide our team with the flows and capacity data of the existing drainage network in and around the Subject Site. This is still outstanding. In any case, the proposed drainage system for the subdivision has been designed so that the 4 lot subdivision is not just functional for the four lots but also for additional lots should the 4 lots be further subdivided.
Clause 24.4.8 Water & sewerage services		
Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.	**P1** No performance criteria.	The proposed plan of subdivision has had much consideration of water and sewerage services. The objective of this clause has been met. Refer to the advice provided by IPD Consulting together with the services plan submitted to Council which outlines the functionality of the services both for the 4 lot subdivision now and for the indicative

		subdivision should this be required in the future.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.	**P2** No performance criteria.	As outlined above, the objectives of this clause have been met.
GENERAL INDUSTRIAL ZONE		
Clause 25.4.5 Lot size & Dimensions		
Objective: To ensure: (a) the area and dimensions of lots are appropriate for the zone; and (b) adjoining land, especially residential zones, is protected from adverse impacts on amenity.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1.1 Each lot, or a lot proposed in a plan of subdivision, must: (a) have a minimum area of no less than 1000m^2; and (b) be able to contain 20m diameter circle with the centre of the circle be no greater than 20m from the frontage; or **A1.2** Each lot, or a lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, an agency, or a	**P1** Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use having regard to: (a) development of buildings on the lots; (b) the likely location of buildings on the lots; (c) the accessibility for vehicles providing for supplies, waste removal, emergency services and public transport; (d) the topography of the site;	Lots 2, 3 and 4 are proposed to be zoned General Industrial Zone from Rural Resource Zone. Lot 2 is located in the south western corner of the Subject Site with some frontage to Meander Valley Road. Lot 2 is approximately 17.5 hectares in size, and will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. An existing power line easement traverses the boundary of this lot to the south east and a detention basin is proposed to the south of this lot. Lot 3 is located in the hinterland of the Subject Site to the east. Lot 3 is the largest of the four lots with an area of approximately 19.7 hectares. Lot 3 will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. An existing power line easement traverses the boundary of this lot to the south east.

municipality; or (b) be required for the provision of public utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and **A1.3** Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.	(e) the presence of any natural hazards; (f) the existing pattern of development in the area; and (g) the future use or development of the site or adjoining land.	Lot 4 is approximately 8 hectares in area. Located in the hinterland of the Subject Site, the lot will be accessed through an internal road network off a new eastern approach to the Prospect interchange roundabout. Lot 4 is proposed to be rezoned from the Rural Resource Zone to the General Industrial Zone The size of lots 2, 3 and 4 provide sufficient useable area and dimensions for uses that would be permissible in the GIZ. There is a substantial distance between these lots and the closest residential dwelling to the west at 49 Meander Valley Road and to the north on the other side of the Bass Highway, in Prospect. The nearest residential dwellings have distinct buffers to the proposed industrial lots. The natural topography of the land is such that there is a significant drop from east to west. Lot 2 proposes a 200 metre buffer within the boundary to the adjoining boundary of 49 Meander Valley Road. There is also a considerable separation between these lots and the residential dwellings to the north. Based on various factors, including the topography of the land, the existing and proposed vegetation buffers and the low likelihood of future uses on the lots having an adverse amenity impact , it is considered, that the separation distances between the zones is acceptable under the Scheme. Whilst no building works are proposed as part of this application, the proposal has had regard to the siting of future buildings on site, with an indicative plan for future subdivision prepared and assessed against the requirements of the scheme. The lots have been planned and designed so that there is an excellent level of amenity to existing and future occupants with the provision of appropriate access and egress to and from the lots providing for an excellent level of amenity. Refer to the traffic impact assessment prepared by Cardno. The lots are well serviced by various facilities, local amenities and the regional road network and have access to all major trunk services. On this basis, the objective of this clause is met.

A2 Subdivision must not be located on the boundary of the General Residential, Inner Residential, Low Density Residential, Environmental Living, Rural Living, Urban Mixed Use or Village zones.	**P2** Each lot, or a lot proposed in a plan of subdivision, must be designed to minimise the potential for nuisance or loss of amenity for adjacent lots, having regard to: (a) the lot layout and design; (b) the existing pattern of development in the area; (c) the ability for buildings to be erected in accordance with the development standards; (d) the proposed use of the lot; (e) the use of the adjoining lots; (f) the topography of the site; (g) the physical separation to surrounding sensitive land uses; (h) compatibility with the existing pattern of development in the area; (i) the orientation of the lot; (j) access considerations; and (k) the accessibility for vehicles providing for supplies, waste removal, emergency services and public transport.	The acceptable solutions and criteria for this clause have been met. The layout of the lots, orientation and design is complimentary to the existing subdivision pattern and uses in the area and therefore the proposal is compatible from a land use planning perspective.
Clause 25.4.6 Frontage & Access		
Objective: To ensure that lots provide: (a) appropriate frontage to a road;		

(b) safe appropriate access suitable for the intended use of the new lot.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 10m.	**P1** Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-of-carriageway, of no less than 3.6m width, having regard to: (a) the width of frontage proposed, if any; (b) whether any other land has a right-of-carriageway as its sole or principal means of access over the frontage; (c) the number of immediately adjacent rights-of-carriageway; (d) the topography of the site; (e) the proposed use of the lot; (f) the construction and maintenance of the road; (g) the existing pattern of development in the surrounding area; (h) the functionality and usability of the frontage; (i) the anticipated nature of the vehicles likely to access the site; (j) the ability to manoeuvre vehicles on the site; (k) the accessibility for vehicles providing for supplies, waste removal, emergency services and public transport; and	As outlined in the traffic impact assessment, the orientation and layout of the lots appropriately responds to the existing and future road network. The lots have an acceptable road frontage which will allow for safe and efficient functionality and usability of the frontage and appropriate access for the intended use of the lots thereby meeting the requirements of this clause. We note that both the traffic and road engineers from State Growth and Launceston City Council are supportive of the road layout, design and functionality

	(l) the advice of the road authority.	
A2 No acceptable solution.	**P2** Each lot is provided with reasonable vehicular access from a carriageway to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic, including pedestrians; (d) the character of the area; and (e) the advice of the road authority.	The requirements of this clause have been met. The proposed lots are afforded an excellent level of access and egress to the road network, which is safe and efficient for all road uses including pedestrians. Again, we note that both the traffic and road engineers from State Growth and Launceston City Council are supportive of the road layout, design and functionality.
Clause 25.4.7 Discharge of stormwater		
Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.	**P1** All stormwater runoff is to be collected and discharged from the subdivision in a manner that will not cause adverse impacts, having regard to: (a) the location of the discharge point (if any); (b) the stormwater flow paths both internal and external to the site; (c) the location of building areas within the site; (d) the topography of the site;	The proposed plan of subdivision has had much regard to the connection of all services and utilities (including the drainage and discharge of stormwater) to each of the lots both now and in the future should capacity increase (even though the assessment should be for the four lots). This conservative approach ensures that the lots will be future proofed for any further subdivision that may or may not occur later on. Refer to the advice provided by IPD Consulting.

	(e) the characteristics of the site, including rainfall; (f) the development on the site and adjoining land; (g) the additional runoff from the subdivision development and likely future development of the land; and (h) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.	
A2 The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.	**P2** Stormwater discharge flows from the subdivision are mitigated to a level that the public stormwater system can accommodate, having regard to: (a) the location of the discharge point (if any); (b) the stormwater flow paths both internal and external to the site; (c) the topography of the site; (d) the characteristics of the site, including rainfall; (e) the development of the site; (f) the additional runoff from the subdivision development and likely future development of the land; and (g) any onsite storage devices, detention basins or other water	We have requested from both Council and TasWater to provide our team with the flows and capacity data of the existing drainage network in and around the Subject Site. This is still outstanding. In any case, the proposed drainage system for the subdivision has been designed so that the 4 lot subdivision is not just functional for the four lots but also for additional lots should the 4 lots be further subdivided.

Clause 25.4.8 Water & sewerage services		
Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.	**P1** No performance criteria.	The proposed plan of subdivision has had much consideration of water and sewerage services. The objective of this clause has been met. Refer to the advice provided by IPD Consulting together with the services plan submitted to Council which outlines the functionality of the services both for the 4 lot subdivision now and for the indicative subdivision should this be required in the future.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.	**P2** No performance criteria.	As outlined above the objectives of this clause have been met.
RURAL RESOURCE ZONE		
Clause 26.4.2 Lot size & dimensions		
Objective: To ensure that subdivision is only to: (a) improve the productive capacity of land for primary industry uses; or (b) enable Resource processing use where compatible with the zone; or (c) facilitate use and development for allowable uses in the zone; and (d) enable natural and cultural heritage protection.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1.1 Each lot, or a lot on a plan of subdivision, must: (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or	**P1.1** Each lot, or a lot on a plan of subdivision, must have sufficient useable area and dimensions suitable for Resource development use, having regard to: (a) not materially diminishing the productivity of the land;	The rest of the Subject Site will remain Rural Resource Zone. As outlined in the Land Capability Assessment, the development area is a mix of class 4, class 4+5, class 5 and class 6 and is relatively limited for agricultural use due to land capability limitations, lack of irrigation water resource and isolation from the main farming area hence the application for the combined application of Light and General Industrial zones and the 4 lot subdivision.

(b) be required for the provision of public utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and **A1.2** Lots must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.	(b) the capacity of the new lots and the balance lot for productive agricultural use; (c) any topographical constraints to agricultural use; (d) current irrigation practices and the potential for irrigation; and (e) have an area of no less than 35ha and be able to contain a minimum inscribed circle of no less than 100m in diameter; or **P1.2** Each lot, or a lot on a plan of subdivision, must have sufficient useable area and dimensions that comply with a non-Resource development use other than Residential uses, approved under this scheme, having regard to: (a) the development area of the approved use; and (b) any conditions of approval; or **P1.3** Each lot, or a lot on a plan of subdivision, must have sufficient useable area and dimensions to facilitate the protection of a place of Aboriginal, natural or historic cultural heritage; or **P1.4** A dwelling existing at the effective date, may be excised, where: (a) the balance land is no less than 35ha, or through consolidation with adjoining land is no less than 35ha;	The remainder of the land (zoned RRZ), will continue to be used for grazing and occasional cropping purposes. There is a natural topographical and vegetative buffer between the proposed 4 lots and the remainder of the parcel to remain Rural Resource Zone. There are no adverse amenity impacts to the existing dwellings on adjoining lots as the separation distances between uses is considered acceptable under the Scheme. No building works are proposed as part of this application nor is there likely to be significant development works on this land in the future. The remaining lot has been planned and designed so that there is an excellent level of amenity on site with the provision of appropriate access and egress to and from the lot. Refer to the traffic impact assessment prepared by Cardno. The lot is well serviced by various facilities, local amenities and the regional road network and has access to all major trunk services. On this basis, the objective of this clause is met.

	(b) an agreement pursuant to section 71 of the Act is entered into and registered on the title preventing future Residential use where there is no dwelling on the balance lot; (c) any existing dwellings must meet the performance criteria for setback standards to new boundaries of clause 26.4.1; and (d) excised lots are no greater than 12.5ha; or **P1.5** Subdivision not creating additional lots and not meeting the requirements of clause 9.3 may be approved, having regard to: (a) the size, shape and orientation of the lots; (b) the setback to any existing buildings; (c) the capacity of the lots for productive agricultural use; (d) any topographical constraints to agricultural use; and (e) current irrigation practices and the potential for irrigation.	
Clause 26.4.3 Frontage & Access		
Objective: To ensure that lots provide: (a) appropriate frontage to a road; and (b) safe and appropriate access suitable for the intended use.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than	**P1** Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-	As outlined in the traffic impact assessment, the orientation and layout of the remaining land appropriately responds to the existing and future road network. The land has an acceptable road frontage which will allow for safe and efficient functionality

A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.	**P1** Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-of-carriageway, of no less than 3.6m width, having regard to: (a) the width of frontage proposed, if any; (b) whether any other land has a right-of-carriageway as its sole or principal means of access over the frontage; (c) the number of immediately adjacent rights-of-carriageway; (d) the topography of the site; (e) the proposed use of the lot; (f) the construction and maintenance of the road; (g) the existing pattern of development in the surrounding area; and (h) the advice of the road authority.	As outlined in the traffic impact assessment, the orientation and layout of the remaining land appropriately responds to the existing and future road network. The land has an acceptable road frontage which will allow for safe and efficient functionality and usability of the frontage and appropriate access for the intended use of the lot thereby meeting the requirements of this clause. We note that both the traffic and road engineers from State Growth and Launceston City Council are supportive of the road layout, design and functionality.
A2 No acceptable solution.	**P2** Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic;	The requirements of this clause have been met. The proposed lot is afforded an excellent level of access and egress to the road network, which is safe and efficient for all road uses including pedestrians. Again, we note that both the traffic and road engineers from State Growth and Launceston City Council are supportive of the road layout, design and functionality.

Clause 26.4.4 Wastewater management		
Objective: To ensure each lot provides for appropriate wastewater disposal.		
Acceptable Solutions	**Performance Criteria**	**Assessment**
A1 No acceptable solution.	**P1** It must be demonstrated that each lot, or a lot proposed in a plan of subdivision, is capable of accommodating an on-site wastewater management system for the intended use, which does not have adverse environmental impacts	The proposed plan of subdivision has had much consideration of waste water management. Each lot will have appropriate waste water disposal amenity thereby, meeting the objectives of this clause. Refer to the advice provided by IPD Consulting together with the services plan submitted to Council, which outlines the functionality of the services both for the 4 lot subdivision now and for the indicative subdivision should this be required in the future as well as the functionality of the remaining rural resource parcel on the site.