dorset COUNCIL

Scottsdale

Structure Plan

2024-2044

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Acronym List	
Acronym	**Meaning**
LGA	Local Government Authority
SPG	Structure Plan Guidelines
RMPS	(Tasmanian) Resource Management and Planning System
LUPA Act	Land Use Planning and Approvals Act 1993
TPS	Tasmanian Planning Scheme
SPP	State Planning Provision

Acronym List	
LPS	Local Provisions Schedule
NTRLUS	Northern Tasmania Regional Land Use Strategy
WTP	Water Treatment Plant
STP	Sewer Treatment Plant
NTILS	Northern Tasmania Industrial Land Strategy 2014
TPP	(Draft) Tasmanian Planning Policies

1. Introduction

1.1 Foundation of the Structure Plan

Dorset Council (**'Council'**) has identified the need to prepare a structure plan for the Scottsdale township.

A major catalyst for the preparation of the structure are the findings of the Northern Tasmania Residential Demand and Supply Study completed by REMPLAN in January 2024 (**'REMPLAN Report'**) which signals that the Dorset local government area (**'LGA'**) will exhaust all residential land supply by 2035.

Specifically, the REMPLAN Report identifies that Scottsdale has a low supply of residential land and that estimated land supply to accommodate forecasted residential growth will predominately be provided through subdivision of existing small to medium sized lots, the majority of which are currently occupied with dwellings. This type of land supply is not adequate to rely upon due to supply being dispersed across several different landholdings which are often small and non-contiguous, as well as having variable ownership and physical servicing needs. This creates uncertainty as to when or if such land will be developed for supply to be realised which is further compounded by landowner interest or willingness to develop their land. That is, land that is appropriately zoned for, and capable of, residential subdivision development does not directly translate into supply on the basis that long tenured land owners typically lack interest or willingness to develop their land.

Critically, the REMPLAN Report concludes that if forecast demand (population growth) eventuates in the medium term and new lots from subdivision of existing residential land supply do not come to market, Scottsdale could experience dwelling shortages sooner than forecast, resulting in depressed population growth which will have significant consequences for the Scottsdale community and Dorset LGA more broadly.

Creation of a structure plan for Scottsdale is therefore an important and defining step for Dorset to alter its current trajectory of compressed population growth by ensuring there is sufficient and appropriately zoned land to facilitate, encourage and complement sustainable population growth.

1.2 Purpose of the Structure Plan

The Tasmanian Planning Policies defines a Structure Plan as *a plan of a settlement, or part of a settlement, that is proposed for growth or renewal and which describes how use, development and infrastructure will be integrated in an orderly manner*[1].

Structure plans can take a variety of shapes and forms depending on the particular planning outcome that is being sought. In this instance, the Scottsdale Structure Plan (**'Structure Plan'**) will provide a planning framework that will guide preferred land use and development within specific areas of Scottsdale with a focus on the provision of suitably located land to accommodate additional or intensified residential and industrial growth which will be necessary to support the ongoing needs of Scottsdale and the Dorset LGA more broadly.

The spatial extent of the Structure Plan investigation area is illustrated in Figure 1.

The Structure Plan focuses on reviewing existing land use zones within the investigation area to ensure there is sufficient and appropriately zoned residential and industrial land to avoid the projected shortfall in residential land supply from 2035 (as well as providing residential land beyond this period) along with ensuring there is sufficient and appropriately zoned and located industrial land to cater for, and respond to, existing and future demand for industrial activities.

Key aims of the Structure Plan include:

[1] Draft Tasmanian Planning Policies, March 2023, Page 63.

- Reviewing existing residential zoned land within the investigation area to ensure that it is fit for purpose, or appropriate for its location;

- Identifying land within the investigation area that is capable of supporting additional growth for residential, commercial and industrial purposes and where land use conflict and impacts on natural values, resources and hazards can be appropriately managed or minimised;

- Investigating existing infrastructure and services to ensure it has capacity to accommodate future proposed growth or, where infrastructure and services are overcapacity, identify necessary upgrades that will be required to accommodate future proposed growth; and

- Providing a framework for future growth of residential, commercial and industrial land within Scottsdale including recommendations for future planning scheme amendments to prioritise and direct growth.

Figure 1 - aerial image illustrating the spatial extent of the Structure Plan investigation area.

The Structure Plan is a high-level, predominately strategic, planning framework that seeks to shape preferred future land use and development within Scottsdale. It provides an analysis of land within the investigation area that has been identified to accommodate future growth to inform land use suitability and infrastructure requirements for future residential and industrial use and development.

Importantly, the structure plan process is not an active rezoning or planning scheme amendment pursuit. Rather, it is a platform that will inform the application of future land use zones and other applicable planning controls required to accommodate sustainable population growth.

Benefits of the Structure Plan include:

- Mapping existing land use patterns within Scottsdale and identifying opportunities for consolidation and infill development of residential land within the settlement area;

- Ensuring there is an appropriate amount of suitably zoned and located land for a diversity of land uses and the provision of housing in a range of types and sizes;

- Monitoring land supply and development within Scottsdale;

- Coordination of land development including infrastructure and services within Scottsdale; and

- Providing certainty with respect to land supply and development.

Importantly, the Structure Plan seeks to represent a proactive, rather than reactive, planning framework to instil agility into Council's planning and land use decision making process when responding to localised land use trends within Scottsdale.

1.3 Structure Plan Timeframe

The Structure Plan will provide a framework for future growth of residential and industrial land use within Scottsdale to 2044, although it is intended for the Structure Plan to have currency beyond 2044 insofar as it will continue to guide the preferred location and sequencing of residential (and industrial) growth within Scottsdale beyond 2044 until such time as the growth areas have been fully exhausted.

1.4 Council Endorsement

Adopted by Council:

- Date:
- Minute:
- Reference:

2. Policy Framework

2.1 Structure Plan Guidelines

The Structure Plan has been developed under the auspices of the Structure Plan Guidelines[2] (**'SPGs'**) prepared by the State Planning Office.

The purpose of the SPGs are to provide a consistent framework to guide the preparation of structure plans at the local strategic planning level. They are not intended to prescribe a single methodology that should be rigorously followed for the structure planning process. However, they provide core elements that are important and needed to deliver informed and holistic structure plans that involve an appropriate level of investigation, analysis and stakeholder engagement.

Structure plans are an important mechanism in the articulation and implementation of key strategies and policies within the context of the Tasmanian Resource Management and Planning System (**'RMPS'**), however they are not one of the statutory instruments of the RMPS.

Notwithstanding this, structure plans should be consistent with, and reflect the broader planning policy and legislative framework of the RMPS. The basis for structure plans to be consistent with the RMPS and consideration of each of the statutory planning instruments created under the RMPS within the context of the Structure Plan are set out below.

2.2 Tasmanian Resource Management and Planning System

The RMPS sets out the overarching objectives for the use and development of all land within Tasmania. The hierarchy of land use planning instruments derived from the RMPS is illustrated in Figure 2.

The *Land Use Planning and Approvals Act 1993* (**'the LUPA Act'**) effectively underpins the RMPS and sets out the legislative framework for the making of statutory land use instruments. These instruments are detailed in Table 1.

Table 1 - Statutory planning instruments created by the LUPA Act.

Statutory Instrument	*Land Use Planning and Approvals Act 1993*	
	Part	Section(s)
Tasmanian Planning Policies	2A	12A-12I
Regional Land Use Strategy	1	5A
Tasmanian Planning Scheme	2	9-12
State Planning Provisions	3	13-30T
Local Provisions Schedule	3A	31-35T

Within the context of Figure 2, instruments listed at the top of the hierarchy provide the overarching strategic and policy context for the use and development of land. The instruments at the bottom of the hierarchy provide specific detail and statutory controls for the use and development of land.

Structure plans sit at the interface between the suite of strategic instruments including Regional Land Use Strategies and the Tasmanian Planning Policies and the statutory instruments which primarily encompasses the Tasmanian Planning Scheme, where they are developed to be consistent with and

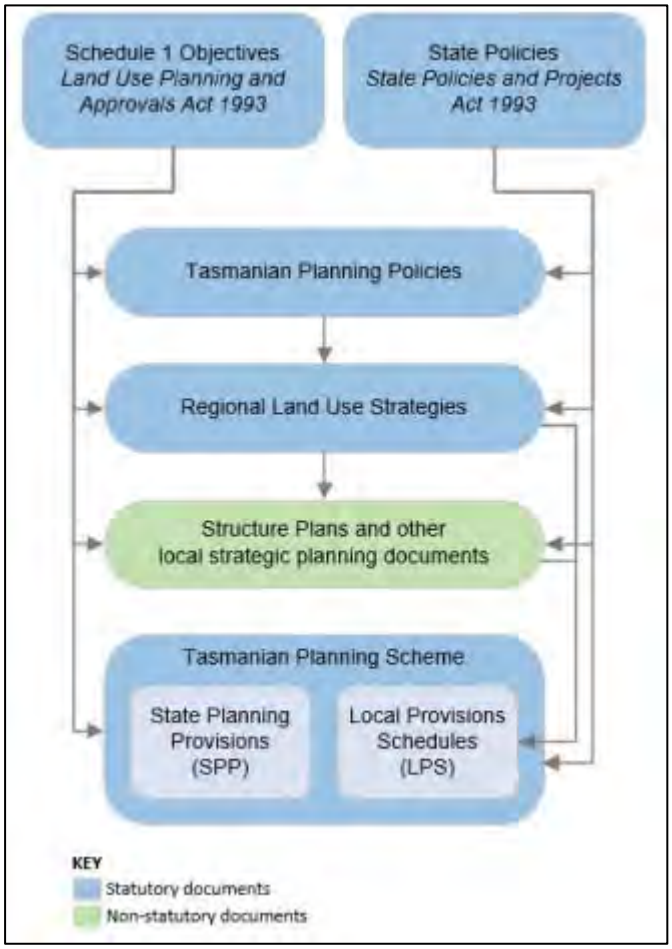
[2] Structure Plan Guidelines Draft November 2022 State Planning Office Department of Premier and Cabinet.

reflect high-level land use strategy and policy whilst concurrently aligning with specific statutory land use and development controls.

In essence, structure plans absorb and synthesise the high-level policies and strategies to inform the application of land use zoning, and guide the development of other specific land use and development controls for a defined area which are implemented under the Tasmanian Planning Scheme through municipal Local Provisions Schedules.

They are the nexus between policy and action.

Figure 2 - Hierarchy of RMPS planning instruments.



Source: Structure Plan Guidelines Draft November 2022.

2.3 Schedule 1 of the LUPA Act

The LUPA Act mandates that all planning instruments made under it are required to further the objectives of the RMPS which are set out in Schedule 1 of the LUPA Act (refer to Table 2).

Table 2 - Requirement of statutory instruments to further the objectives of the RMPS.

Statutory Instrument	Section of the LUPA Act requiring instrument to further the objective of the RMPS	
	Part	Section
Tasmanian Planning Policies	2A	12B(4)(a)
Regional Land Use Strategy	1	5A(3A)(a)
Tasmanian Planning Scheme	(by virtue of consisting of the SPPs and a LPS)	

State Planning Provisions	3	15(2)(b)
Local Provisions Schedule	3A	34(2)(c)

The objectives of the RMPS are reproduced in Table 3 below.

Table 3 - Objectives of the Tasmanian Resource Management and Planning System.

SCHEDULE 1 – Objectives
PART 1 – Objectives of the Resource Management and Planning System of Tasmania
1. The objectives of the resource management and planning system of Tasmania are - (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and (c) to encourage public involvement in resource management and planning; and (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) ; and (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State
2. In clause 1 (a) , sustainable development means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while - (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

In addition, Part 2 of Schedule 1 set out the objectives of the planning process established by the LUPA Act which are intended to support the key objectives of the RMPS.

Sustainable development underpins the RMPS and the Structure Plan must facilitate the sustainable development of land within Scottsdale in accordance with the objectives.

2.3.1 Structure Plan Consistency with Objectives of RMPS

The Structure Plan has been prepared to be consistent with, and reflect the broader planning policy and strategic framework of the RMPS including the (Draft) Tasmanian Planning Policies and the Northern Regional Land Use Strategy whilst aligning with the regulatory aspects of the Tasmanian Planning Scheme. By virtue of each of these planning instruments being established to further the objectives of the RMPS, the Structure Plan also furthers the objectives of the RMPS.

2.4 Tasmanian Planning Policies

The Draft Tasmanian Planning Policies (**'TPPs'**), which have not yet been implemented are a central component of the RMPS providing strategic direction on land use planning matters. The purpose of the TPPs are to provide a consistent planning policy framework that will guide planning outcomes delivered

through the strategic and regulatory elements of the RMPS. In this regard, strategic and regulatory planning instruments of the RMPS including the applicable regional land use strategy and the Tasmanian Planning Scheme (**'TPS'**), comprising the State Planning Provisions (**'SPPs'**) and the Local Provisions Schedule (**'LPS'**), are all required to be consistent with the TPPs.

Section 12B(2) of the LUPA Act establishes a broad range of matters that a TPP may relate to under the following themes:

- the sustainable use, development, protection or conservation of land;
- environmental protection;
- liveability, health and wellbeing of the community;
- any other matter that may be included in a planning scheme or a regional land use strategy.

The TPPs include objectives, strategies and implementation statements to support the delivery of strategic land use planning outcomes. The TPPs include seven (7) policy topics which are supported with an objective describing the intent of the policy topic and a suite of strategies which describe how the objective will be achieved. Some TPP policy topics include an implementation statement which specifies how the strategies ought be implemented.

In addition to detailing the specific policy topics and strategies, the TPPs also include application guidelines in accordance with section 12B(3) of the LUPA Act which provide a series of principles which are intended to provide guidance when applying the policies to formulate all planning instruments that are required to be consistent with the TPPs, including amendments to Local Provision Schedules.

Notably, the application principles specify that there is no order or hierarchy associated with the application of the TPPs and that no single TPP policy or strategy should be read in isolation from another to imply a particular action or consequence. Where the application of the TPPs to a particular planning matter results in competing interests or conflicts between a TPP topic or specific strategy, the application guidelines call for resolution to be based on balanced consideration and judgement derived from evidence having regard to the overall purpose of the TPPs and the particular planning outcome that is being sought within the context of the broader strategic and regulatory land use and planning framework. Furthermore, there will be instances where a TPP policy or strategy is not specifically relevant or applicable to a particular planning outcome which is being sought.

It is within this context, responses in relation to how the Structure Plan is considered to achieve consistency with the objective and strategies of the TPPs are provided in Table 4 below.

Table 4 - Consistency of the Structure Plan with Tasmanian Planning Policies.

Policy Topic	Policy Application	Policy Objective
1.0 Settlement		
1.1 Growth	1.1.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.	1.1.2 To plan for settlement growth that allocates land to meet the existing and future needs of the community and to deliver a sustainable pattern of development.
Response The Structure Plan encompasses the Scottsdale settlement which is identified as a Satellite Settlement – Regional Service Centre within the *Northern Tasmanian Regional Settlement Hierarchy* in the Northern Tasmania Regional Land Use Strategy[3] (**'NTRLUS'**). The Growth policy is therefore directly applicable to the Structure Plan.		

[3] The Northern Tasmania Regional Land Use Strategy is detailed in Section 2.5.

Policy Topic	Policy Application	Policy Objective

The Growth Policy seeks to identify regional settlement hierarchies and to prioritise growth of settlements that are within the higher tiers of the settlement hierarchy[4].

Strategy 1.1.3(1) requires settlements to provide for at least a 15 year supply of land that is available, identified or allocated for the settlement's existing and forecast demand for residential, commercial, industrial, recreational and community land needs.

Implementation Guideline 1.1.4 specifies that the 15 year land supply should be provided within a 20 year supply framework which allows for a 5 year buffer to be instated to accommodate unforeseen lags associated with the practical delivery of land to the market. The Implementation Guideline also encourages settlement growth boundaries to be identified and implemented to define the spatial extent of the 20 year land supply with a strong focus on infill, consolidation and intensification strategies to accommodate growth within existing growth or settlement boundaries.

This approach is reinforced by Strategies 1.1.3(2), (5), (7) and (11). Strategy 1.1.3(10) also encourages the consolidation and concentration of commercial, retail and entertainment activities within established activity centres that are accessible by public and active transport.

The Structure Plan directly aligns with the Growth Policy. The REMPLAN Report identifies that Scottsdale will exhaust all available residential land by 2035 leaving a current supply of approximately 11 years. Subsequently, there is a real need to identify land within Scottsdale that is appropriate and capable of accommodating residential growth to achieve the requisite 20 year supply required by the Growth Policy.

The Structure Plan prioritises and encourages land that is capable of infill development, consolidation or intensification within the parameters of the established Scottsdale settlement boundary. In this regard, the Structure Plan investigation area follows the perimeter of the urban zones of Scottsdale. Non-urban zones[5] that are captured within the investigation area include Rural Living zoned land along the north-eastern side of Ringarooma Road between Union Street to the north and Austins Road to the south and at the southern end of Ada Street, a pocket of Agriculture zoned land at 58-60 George Street between Northbourne Park and Beattie Street, and a larger parcel of Agriculture zoned land on the south-western side of Ringarooma Road between Northeast Park and Careys Road.

All land within the investigation area that has been identified as being capable of supporting additional growth is considered to be within the Scottsdale urban growth area based on one or more of the following factors:

- it is land that is assigned to an urban zone;
- it is land that is contiguous to, and does not extend beyond, the outer perimeter of established urban zones;
- it is land that is contiguous to the urban area of Scottsdale and has been assigned to the Rural Living zone;
- it is land that has been developed and used for non-agricultural purposes; and
- it is land that is under-utilised within the context of its existing pattern of use and development and access to services and infrastructure.

Overall, the areas that have been identified as being capable of supporting additional residential growth are located within the established urban growth area of Scottsdale. Preliminary investigations indicate that the identified residential growth areas are capable of providing between approximately 350 residential lots providing a proximately 35 to 40 years of residential land supply.

[4] Strategies 1.1.3(3) and (4).
[5] Clause C10.3.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
The Structure Plan includes opportunity to further consolidate and concentrate commercial and retail use and development within the activity centre through supply of additional Urban Mixed Use zone in areas that already support a pattern of mixed use or within areas where mixed use is encouraged and will provide linkages and connectivity between the activity centre and peripheral community uses and services including the North East Soldiers Memorial Hospital and the Scottsdale Show and Recreation grounds. The Structure Plan also seeks to provide for supply of additional Light Industrial zoned land within Scottsdale which is required due to existing Light Industrial zoned land within Scottsdale being fully utilised and to provide a different industrial land offering to the General Industrial zoned land located to the south of Scottsdale along Tasman Highway at Ling Siding and Tonganah which is not serviced by reticulated water or sewer infrastructure. Finally, the Structure Plan aligns with Strategy 1.1.3(6) where it seeks to provide for the effective planning and management of land use and development within Scottsdale to promote and support sustainable population growth.		
1.2 Liveability	1.2.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.	1.2.2 To improve the liveability of settlements by promoting a pattern of development that improves access to housing, education, employment, recreation, nature, health and other services that support the wellbeing of the community.
Response The Structure Plan supports the Liveability Policy. Scottsdale is identified as a District Service Centre within the *Regional Activity Centre Hierarchy* in the NTRLUS. It has the highest concentration of employment for Dorset across all facets within the business, retail, industrial, and community service sectors. Scottsdale also has a range of established open space networks, cultural, recreational and community facilities that support wellbeing, social cohesion, cultural identity and understanding within its residential population. The areas that have been identified as being capable of supporting additional residential growth are located within the established settlement boundary of Scottsdale. These areas are able to be connected into the existing road and active transport network which includes the State highway incorporating King Street and Ringarooma Road, the arterial road associated with George Street, local roads and the North East Rail Trail. The Structure Plan seeks to concentrate residential and employment land within the established settlement boundary of Scottsdale which comprises a broad array of facilities that support liveability for existing and future residents which will strengthen the population base, in turn bolstering the existing and future services that are offered within Scottsdale. The Structure Plan therefore responds directly to Strategy 1.2.3(1).		
1.3 Social Infrastructure	1.3.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.	1.3.2 To support the provision of adequate and accessible social infrastructure to promote the health, education, safety and wellbeing of the community.
Response The Structure Plan reviews the existing pattern of land use within Scottsdale including land that is assigned and developed for community purposes. Scottsdale contains a good range of community		

Policy Topic	Policy Application	Policy Objective
facilities and services including a district hospital, public library, primary and secondary school, aquatic centre and large recreational ground. There is also capacity (being vacant or underutilised land) within land that contains existing community and public facilities to accommodate future use and development as demand requires. The Structure Plan therefore responds directly to Strategy 1.3.3(1) The Structure Plan seeks to concentrate residential and employment land within the established settlement boundary of Scottsdale where established social infrastructure is available and accessible.		
1.4 Settlement Types	1.4.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth.	1.4.2 To plan for the sustainable use and development of settlements that have particular environmental characteristics or values.
Response The Structure Plan will build upon the established character of Scottsdale. The areas that have been identified as being capable of supporting additional residential growth are located within the established settlement boundary of Scottsdale. Growth that is promoted through the Structure Plan avoids expansion into high productive agricultural land which surrounds the settlement forming Scottsdale's distinct bucolic character and setting. The Structure Plan seeks to contain growth within the established settlement boundary of Scottsdale which is predominately defined by the outer perimeter of existing urban zone boundaries as well as the pattern of established use and development within outer areas of the Scottsdale township. The Structure Plan therefore directly responds to or is consistent, with Strategies 1.4.3(1) and (5).		
1.5 Housing	1.5.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth.	1.5.2 To provide for a sufficient supply of diverse housing stock, including social and affordable housing, that is well-located and well-serviced to meet the existing and future needs of the Tasmanians.
Response The Structure Plan aligns with the Housing Policy. A key focus of the Structure Plan is to provide additional residential land supply within Scottsdale to meet the requirements of the Growth Policy. The areas that have been identified as being capable of supporting additional residential growth are located within the established settlement boundary of Scottsdale and are able to be connected to, and integrated with, established infrastructure and services, employment and key community facilities consistent with the *Regional Settlement Hierarchy* and *Regional Activity Centre Hierarchy* of the NTRLUS. The Structure Plan supports the introduction of additional General Residential and Low Density zoned land which allow for a range of housing types including for social and affordable housing options. The General Residential zone, which promotes higher density housing options, will be located in areas contiguous to existing General Residential zoned land which surrounds, and is proximate to, the activity centre. The Low Density Residential zone, which promotes lower density housing development, is generally located further away from the activity centre or where there are topographical constraints associated with ease of access to the activity centre, which is consistent with the existing pattern of residential development within Scottsdale where it graduates from higher density within the centre of the Scottsdale township to (generally) lower densities on the periphery of the township.		

Policy Topic	Policy Application	Policy Objective
The Structure Plan therefore directly responds to, or is consistent with, Strategies 1.5.3(1), (2) and (5).		
1.6 Design	1.6.1 Statewide.	1.6.2 To create functional, connected and safe urban spaces that positively contribute to the amenity, sense of place and enjoyment experienced by the community.
Response The Structure Plan indirectly accords with the Design Policy. In this regard, the planning outcome sought by the Structure Plan does not involve matters relating to urban design, public realm activation or categorisation of specific characters or values of Scottsdale. Notwithstanding this, future development of land identified for residential, commercial and industrial use will be required to comply with building and subdivision standards of the TPS for the underlying zone which contain development standards that relate to the provision of buildings and subdivisions that respond to and promote positive urban design outcomes including residential amenity, streetscape character and connectivity of public spaces. The Structure Plan supports the introduction of Specific Area Plans (**'SAP'**) over land that has been identified for new residential growth or intensification of residential use that comprise several lots. Use of SAPs within this context promotes efficient use of urban land and encourages subdivision design that provides for a functional layout as well as providing coordination and connectivity between lots that are not in common ownership. The Structure Plan is therefore consistent with Strategies 1.6.3(1) and (8).		
2.0 Environmental Values		
2.1 Biodiversity	2.1.1 Statewide.	2.1.2 To contribute to the protection and conservation of Tasmania's biodiversity.
Response The Structure Plan protects local biodiversity values. Protection and conservation of biodiversity values is integrated into the current RMPS. In this regard, the TPS contains zones and codes that expressly manage biodiversity values which apply to the investigation area through the lens of the Dorset LPS. Specifically, the Landscape Conservation zone, Environmental Management zone and Natural Assets code of the TPS all seek to protect, conserve and manage landscape and environmental values. The investigation area does not contain land assigned to the Landscape Conservation or Environmental Management zone. With respect to the Natural Assets code, the Investigation are contains a small amount of land that is mapped as a Priority Vegetation Area which corresponds with the following locations: • the southern end of the North East Rail Trail within proximity to Careys Road where it is contained to the casement of the corridor; • the entirety of Northeast Park which is a conservation area declared under the *Nature Conservation Act 2002*; • along the northern and southern sides of Tuckers Creek between Northeast Park and the eastern end of Union Street which extends perpendicularly from George Street opposite the junction with King Street.		

Policy Topic	Policy Application	Policy Objective
The Structure Plan will not remove the application of the Priority Vegetation Area in these locations. However, recommendations of the Structure Plan to rezone the north-eastern side of Ringarooma Road on the northern and the southern side of Tuckers Creek from Rural Living to Low Density Residential will eliminate consideration of vegetation removal within the Priority Vegetation Area where it is not associated with subdivision of land[6]. Notwithstanding this, the Priority Vegetation Area mapping that extends into the land recommended to be rezoned to Low Density Residential predominately comprises cleared land that is managed at a 'hobby farm' level with riparian vegetation being located along the banks of Tuckers Creek. Accordingly, there will be a minimal amount of native vegetation within the mapped Priority Vegetation Area of building areas of future lots which will minimise impacts upon biodiversity associated with any future development of the land that is facilitated by the Structure Plan. More broadly, land that has been identified to future accommodate residential growth comprises modified agricultural land (FAG) or modified regenerating cleared land (FRG) in accordance with TASVEG 4.0[7] vegetation classification data which has been verified during a series of site visits. Land that has been identified to be rezoned from Agriculture to Light Industrial at 54 Ringarooma Road, in addition to comprising modified agricultural land (FAG), contains modified extra-urban miscellaneous land (FUM) and modified unverified plantation land (FPU). This land also contains the only patch of remnant vegetation within the areas that have been identified to accommodate additional growth. The spatial extent of vegetation mapping is illustrated in Figure 7 under Section 3.1.2. The remnant vegetation within 54 Ringarooma Road is an approximately 3.5ha area of *Eucalyptus obliqua* forest with broad-leaf shrubs (WOB vegetation community). WOB is not a threatened vegetation community listed under the *Nature Conservation Act 2002* and *E. obliqua* is not a species listed under the *Threatened Species Protection Act 1995*. Furthermore, the WOB vegetation community is not regulated under current statutory planning controls. In this regard, this vegetation is not identified as a Priority Vegetation Area under the Natural Assets code of the Dorset LPS on the basis that the Priority Vegetation Area overlay mapping does not apply to the Agriculture zone pursuant to clause C7.2.1(c) of the TPS, which is the current zone of 54 Ringarooma Road. The Structure Plan identifies this land as being suitable for the application of the Light Industrial zone. Similar to the Agriculture zone, the priority Vegetation Area overlay mapping does not apply to the Light Industrial zone in accordance clause C7.2.1(c) of the TPS. Accordingly, the Structure Plan will protect local biodiversity values by directing new growth areas to land that has been modified, avoiding land that contains threatened vegetation communities and plant species and not changing or weakening existing development controls over land that contains remnant or native vegetation, satisfying Strategies 2.1.3(2), (3) and (5). Overall, risks and impacts to local biodiversity values within Scottsdale remain unchanged within the context of the Structure Plan.		
2.2 Waterways, Wetlands and Estuaries	2.2.1 Statewide.	2.2.2 To protect and improve the quality of Tasmania's waterways, wetlands and estuaries.
Response The Structure Plan protects local waterways.		

[6] Clause C7.2.1(c)(xii), Tasmanian Planning Scheme.

[7] Pursuant to Guideline No. 1 Local Provisions Schedule (LPS): zone and code application (June 2018) the application of the Priority Vegetation Area is based on the TASVEG 3.0 mapping data which has been superseded by the 4.0 version of the mapping data. TASVEG 4.0 is therefore considered to be the most accurate dataset with respect to the identification and mapping of biodiversity values within Tasmania.

Policy Topic	Policy Application	Policy Objective
Protection and management of waterways is integrated into the current RMPS through the application of the Waterway Protection Area overlay map under the Natural Assets code of the Dorset LPS. The only area of the investigation area that includes land within a Waterway Protection Area along each side of Tuckers Creek for a distance of 30m from the centre line of the creek (60m diameter in total). A small amount of the Waterway Protection Area crosses into the adjoining lots that are recommended to be rezoned from Rural Living to Low Density on the north-eastern side of Ringarooma Road. Notwithstanding, any future development of land within the Waterway Protection Area whether under the Rural Living zone or under the Low Density zone enabled by the Structure Plan will be subject to the development controls of the Natural Assets Code which seek to minimise impacts on water quality and the broader natural values of waterways. Overall, the current risks and protections afforded to local waterways within Scottsdale will remain unchanged by the Structure Plan, affording consistency with Strategies 2.2.3(1) and (4).		
2.3 Geodiversity	2.3.1 Statewide.	2.3.2 To protect and conserve land containing high conservation value geodiversity and to promote natural geological, geomorphological and soil processes that support broader, and more balanced, ecological functions.
Response The Structure Plan investigation area is not known to contain any high conservation value geodiversity or localised natural geological, geomorphological or soil processes that support or maintain local ecological functions. The Geodiversity Policy is therefore not applicable to the Structure Plan.		
2.4 Landscape Values	2.4.1 Statewide.	2.4.2 To protect and enhance significant landscapes that contribute to the scenic value, character and identity of a place.
Response The Structure Plan investigation area does not contain any mapped cultural, ecological, geological or aesthetic landscapes or scenic areas. However, the investigation includes the southern end of Ringarooma Road and the northern end of Tasman Highway which are mapped as a Scenic Road Corridor under the Dorset LPS (refer to Figure 8 under Section 3.1.2 and Figure 32 under Section 4.3.2.6) The Structure Plan will see the extent of the Scenic Management Road Corridor on the south-eastern end of Tasman Highway and Ringarooma Road between Careys Road and Northeast Lane and north-west from Austins Road being removed from the Dorset Local Provision Schedule. This is because the Scenic Road Corridor does not apply to the Low Density Residential and Light Industrial zones which are recommended to be applied to the north-eastern and south-western sides of Tasman Highway and Ringarooma Road as part of the Structure Plan[8].		

[8] Clause C8.2.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
The character, visual sensitivity and quality of this section of Scenic Road Corridor within the context of Tasman Highway is assessed as being low. It is land that is on the southern periphery of the Scottsdale settlement where it transitions into a small area of mixed rural living, agriculture and forested land before reaching the Ling Siding General Industrial zone. Any scenic values of this section of the Scenic Road Corridor are therefore already fragmented and do not readily reflect a specific character, quality or identity. Removal of this section of Scenic Road Corridor from the Dorset LPS is not considered to have a detrimental impact on the scenic value of the Scottsdale settlement or the Tasman Highway which transects a vast and diverse array of values. The Structure Plan is therefore considered to be consistent with the Strategies of the Landscape Values Policy.		
2.5 Coasts	2.5.1 Applies to the Coastal Zone as defined in the *State Coastal Policy 1996*, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the highwater mark.	2.5.2 To promote the protection, conservation and management of coastal values.
Response The State Coastal Policy 1996 defines the term 'Coastal Zone' as, *under the State Coastal Policy Validation Act 2003, a reference in the State Coastal Policy 1996 to the coastal zone is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark*. Scottsdale is located approximately 17km inland from the nearest coastline and is therefore not located within the Coastal Zone. The Coasts Policy is therefore not applicable to the Structure Plan.		
3.0 Environmental Hazards		
3.1 Bushfire	3.1.1 Statewide.	3.1.2 To prioritise the protection of human life and to support the resilience of settlements and communities by reducing the potential impacts of bushfire on life, property and infrastructure.
Response The Structure Plan responds to the Bushfire Policy. Management of bushfire risk is integrated into the current RMPS through the application of the Bushfire-Prone Areas code of the Dorset LPS. The southern end of the investigation area is identified as a Bushfire-Prone Area under the Dorset LPS (refer to Figure 11 under Section 3.1.3.2). It is not practical to avoid other areas of Scottsdale to accommodate residential growth that are not within a Bushfire-Prone Area because these are areas are identified as prime agricultural land which the Structure Plan prioritises for protection. The areas that have been identified as being capable of supporting additional residential growth that are within the Bushfire-Prone Areas overlay mapping mostly comprise modified agricultural or regenerating land which is managed through agricultural use or frequent vegetation management practices.		

Policy Topic	Policy Application	Policy Objective
This type of land and vegetation composition poses significantly less risk than other types of bushfire-prone vegetation communities including scrubland, woodland and forest vegetation. In this regard, the Structure Plan avoids land that is exposed to high risk bushfire hazards. Notwithstanding this, future intensification of the land identified for residential growth within the Structure Plan that is within a Bushfire-Prone Area will be subject to development controls of the Bushfire-Prone Areas code of the TPS which contains best practice bushfire protection measures relating to vehicle access and road design, water supply for fire-fighting purposes and the implementation of hazard management areas. The Structure Plan is located within a water serviced area which will allow the extension of reticulated water to future residential subdivisions including the provision of fire-fighting hydrants. Risk is also generally mitigated by virtue of reasonable buffers between large, forested areas which are broken up by agricultural land. Overall, the Structure Plan avoids designating land for residential purposes that is exposed to significant bushfire risk affording consistency with Strategies 3.1.3(1), (3) and (4).		
3.2 Landslip	3.2.1 Statewide.	3.2.2 To reduce the risk to people, property and the environment from the adverse impacts of landslip hazards.
Response The Structure Plan responds to the Landslip Policy. Management of landslip risk is integrated into the current RMPS through the application of the Landslip Hazard code of the Dorset LPS. The current landslip hazard management system that is integrated into the RMPS was developed in 2013 by the Department of Premier and Cabinet (**'DPAC'**) in conjunction with Mineral Resources Tasmania (**'MRT'**). The landslip hazard management system comprises an overarching Landslide Planning Report, Landslide Map Hazard Bands and the landslip hazard statutory overlay. Management of risks associated with landslip is informed and delivered through the Landslip Hazard Code of the TPS. The Landslip Hazard Code applies to all use and development within a landslip hazard area identified on the landslip hazard statutory overlay maps which are a component of the TPS. The landslip hazard management system is undergoing review where amendments to the statutory controls will be implemented through the SPPs[9]. The current landslip hazard management system and the review and amendment process inherently align with the strategies of the Landslip Policy. The investigation area of the Structure Plan includes small and irregular nodes of low landslip statutory overlay hazard bands in the south eastern segment (refer to Figure 10 under Section 3.1.3.1). Land that is identified for residential intensification on the north-eastern side of Ringarooma Road between Austins Road and Tuckers Creek and between Tuckers Creek and Union Street contains some of the low landslip hazard bands. The low hazard bands represent the lowest level of risk in terms of susceptibility to landslip. Notwithstanding this, future development of the land identified for residential growth within the Structure Plan that is within a low landslip hazard band will be subject to development controls of the Landslip Hazard Code of the TPS which contains best practice protection and mitigation measures to minimise landslip risk to a tolerable level. Overall, the Structure Plan avoids designating land for residential purposes that is exposed to significant landslip risk affording consistency with Strategies 3.2.3(1), (2), (3) and (4).		

[9] https://www.mrt.tas.gov.au/geoscience/engineering_geology/accordion/landslide_planning_map_update

Policy Topic	Policy Application	Policy Objective
3.3 Flooding	3.3.1 Statewide.	3.3.2 To minimise the impact of flood hazards that have the potential to cause harm to human life, property and infrastructure and to reduce the cost to the community as a result of flood events.
Response The Structure Plan responds to the Flood Policy. Management of flood risk is integrated into the current RMPS through the application of the Flood-Prone Areas Hazard code of the Dorset LPS. The Flood-Prone Areas Hazard overlay map is based on known 1% annual exceedance probability (**'AEP'**). Base data associated with the Flood-Prone Areas Hazard code has been informed by a series of flood studies and mapping exercises as part of the Tasmanian Floor Mapping Projects overseen by the Tasmanian State Emergency Service (**'SES'**)[10]. The investigation area does not contain any flood-prone area statutory hazard bands. The likely area of the investigation area that could be subject to a 1% Annual Exceedance Probability (**'AEP'**) flood is the area adjacent to the southern side of Tuckers Creek on the eastern side of Ringarooma Road. A localised flood study of the catchment that forms Tuckers Creek has not been undertaken. However, much of the land that is earmarked for residential intensification proximate to Tuckers Creek sits upwards of approximately 10m Australian Height Datum (**'AHD'**) above the resting creek level which is likely to mitigate potential flood risk associated with future development of this land given the relatively small catchment size associated with the creek. The SES were engaged with as part of the targeted stakeholder consultation process (refer to Section 5.1). Initial comments from the SES did not elucidate any new details relating to flood risk within the investigation area. During the public exhibition period, the SES maintained its position with respect to Scottsdale benefitting from a strategic land-use analysis of the broader areas of Scottsdale. It is considered that the Structure Plan achieves this objective. Overall, the Structure Plan avoids designating land for residential purposes that is exposed to known and significant flood risk affording consistency with Strategies 3.3.3(1) and (2).		
3.4 Coastal Hazards	3.4.1 Applies to the Coastal Zone as defined in the *State Coastal Policy 1996*, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the highwater mark.	3.4.2 To minimise the risks associated with coastal erosion and coastal inundation caused by climate change induced sea level rise by incorporating avoidance, mitigation and adaptation strategies into land use planning.
Response The State Coastal Policy 1996 defines the term 'Coastal Zone' as, *under the State Coastal Policy Validation Act 2003, a reference in the State Coastal Policy 1996 to the coastal zone is to be taken as a reference to State waters and to all land to a distance of* ***one kilometre inland*** *from the high-water mark*. Scottsdale is located approximately 17km inland from the nearest coastline and associated high-water mark and is therefore not located within the Coastal Zone. The Coastal Hazards Policy is therefore not applicable to the Structure Plan.		

[10] https://www.ses.tas.gov.au/about/risk-management/flood-risk-management/tasmanian-flood-mapping-project-reports/

Policy Topic	Policy Application	Policy Objective
3.5 Contaminated Air and Land	3.5.1 Statewide.	3.5.2 To consider the impacts of past, present and future land use and development that has involved, or is proposed to involve, potentially contaminating activities, and to minimises the risk of harm to human health, property and the environment arising from exposure, or potential exposure, to contaminants or nuisances caused by those activities.
Response The Structure Plan is consistent with the Contaminated Air and Land Policy. Sites that contain known potentially contaminating activities[11] within the investigation area have been identified. Land that is earmarked for residential growth is either existing residential zoned land or land that has previously been used for agricultural purposes and not used or developed for industrial activities or other purposes that are likely to involve potentially contaminating activities. Furthermore, appropriate buffers have been maintained between land earmarked for residential growth and existing known potentially contaminating activities such as service stations within the Scottsdale township and commercial engine and machinery repair sites that occur within the General Industrial zoned land along Tasman Highway to the south. Overall, the Structure Plan avoids assigning new or intensified residential growth on land that is known to support potentially contaminating activities in addition to providing appropriate physical buffers between known potentially contaminating activities and proposed residential growth areas affording consistency with Strategies 3.5.2(1), (2) and (3).		
4.0 Sustainable Economic Development		
4.1 Agriculture	4.1.1 Statewide.	4.1.2 To promote a diverse and highly productive agricultural sector by protecting agriculture land and the resources on which agriculture depends, while supporting the long-term viability and growth of the agricultural sector.
Response The Structure Plan is consistent with the Agriculture Policy. The agricultural sector (specifically livestock, grains, dairy and cropping) is vital to the Dorset LGA representing approximately 23% of Dorset's gross revenue and provides additional indirect gross revenue through local services that support the sector. This is largely owing to its significant endowment of high productivity agricultural land, particularly around Scottsdale. For comparison, the next highest sector in terms of Dorset's total economic output is food product manufacturing which represents 5.8% of gross revenue. Protection and sustainable use and development of high productivity agricultural land within Dorset is therefore critical.		

[11] Clause C14.3.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective

The Scottsdale township is effectively encased by prime agricultural land[12] (refer to Figure 4 in Section 2.6.1). The presence of high productivity agricultural land around Scottsdale is also reflected in the application of the Agriculture zone around the township which is the highest order rural zone within the TPS.

The largest and most contiguous area of agricultural land that is mapped as prime agricultural land is located on the western side of the Scottsdale township extending between East Minstone Road and Tasman Highway to the south, West Minstone Road to the west and Muskfield Road to the north. This land is a mixture of Class 2 and 3 agricultural land. The Structure Plan prioritises the protection of this land by excluding it from the investigation area.

There are two locations in the north-east and south-west of the investigation area which are identified for conversion to residential and industrial land that are mapped as prime agricultural land and are assigned to the Agriculture zone. These locations are:

- Scottsdale Central Sector at 58-60 George Street (Agriculture to General Residential); and
- Ringarooma Road Industrial Sector at 54 Ringarooma Road (Agriculture to Light Industrial).

Land identified for residential intensification on the north-eastern side of Ringarooma Road (Ringarooma Road Residential Sector), which is currently zoned Rural Living, adjoins Agriculture zoned land that contains a band of prime agricultural land which extends north-east.

An Agricultural Assessment of the proposed residential growth areas was conducted by RMCG in June 2024 (**'Agricultural Assessment'**) to understand and determine potential impacts on the identified agricultural land. With respect to the key sites containing or being adjacent to prime agricultural land which are proposed for residential growth or intensification, the Agricultural Assessment summarises the following matters:

- Land located at 58-60 George Street assigned to the Agriculture zone has good agricultural potential (Class 2 Agricultural Land) which could be farmed in conjunction with the adjoining agricultural land to the east. It is recognised that this land is already constrained by residential land and other sensitive uses to the north and south. These constraints render the site less likely to be attractive for development of an intensive agricultural operation.

  Rezoning the land for residential use has the potential to augment constraint on the adjoining agricultural land to the east as land develops in that direction. The Agricultural Assessment identifies a possible solution to help minimise additional constraint on the adjoining agricultural land would be to apply a buffer along the eastern boundary of the lot to prevent residential use from encroaching too close to the agricultural land. The proposed buffer would be a 50m separation distance which would incorporate a 10m wide multi-layered vegetation screen which should be incorporated into the design of any subdivision for the site.

- Most of the south-eastern section of the land located at 54 Ringarooma Road has been converted to accommodate Council's works depot and a concrete batching plant. In this regard, this land has been removed from the local agricultural land estate and the site already accommodates a pattern of industrial land use. Land on the northern side of the access road has also been subdivided recently and is under development for a contractors depot.

  Land that is under plantation forestry within the north-western section of the site retains some agricultural value. Further on-site investigations are required to better understand the local context of this area of the site and to determine its agricultural value in a local and regional context.

[12] Table 3.1, Tasmanian Planning Scheme: means agricultural land classified as class 1, 2 or 3 land using the class definitions and methodology from the *Land Capability Handbook, Guidelines for Classification of Agricultural Land in Tasmania, 2nd edition, 1999*.

Policy Topic	Policy Application	Policy Objective
• The cluster of lots on the eastern side of Ringarooma Road, north of Austins Road, and the cluster of lots to the south of Union Street and east of Ringarooma Road (north of Tuckers Creek) is currently zoned Rural Living and is therefore removed from the local agricultural estate. Most lots within these areas contain dwellings Adjoining land to the east of these proposed residential growth areas is zoned Agriculture and includes bands of Class 3 agricultural land. The Agricultural Assessment identifies a possible solution to help minimise additional constraint on the adjoining agricultural land would be to apply a buffer along the eastern boundary of the lot to prevent residential use from encroaching too close to the agricultural land. The proposed buffer would be a 50m separation distance which would incorporate a 10m wide multi-layered vegetation screen which should be incorporated into the design of any subdivision for the site. The analysis identified in Section 6 of the Structure Plan identifies and details the need to prepare a Specific Area Plan ('**SAP'**) for the George Street Residential Growth Area, Arthur Street and Ada Street Residential Growth Area, Union Street and Ringarooma Road Residential Growth Area and the Ringarooma Road Residential Growth Area to support the proposed amendments to the Dorset LPS. The SAP process should incorporate a layer of agricultural investigation and analysis to ensure mitigation measures identified are integrated into the SAP with respect to the provision of controls that seek protect and minimise impacts upon agricultural land within Scottsdale. Accordingly, the Structure Plan is considered to be consistent with the Agriculture Policy insofar as it identifies and protects prime agricultural land to the west, north and south of the township, consolidates growth areas within the established settlement boundary and prevents expansion into agricultural land beyond the perimeter of the settlement boundary, minimises conversion of land assigned to the Agriculture zone for non-agricultural purposes and seeks to manage or minimise land use conflict at the interface between the settlement area and adjoining and adjacent agricultural operations through the implementation of development controls via future amendments to the Dorset LPS. It is important to recognise that some impacts to agricultural land will be inevitable as part of the growth areas that have been nominated within the Structure Plan given the relationship the Scottsdale urban growth area has with prime agricultural land and Scottsdale's strong history with farming. This matter has been considered within the Structure Plan particularly within the context of General Application Principle 7 of the TPPs which provides guidance where there are competing interests between planning policies. Overall, the Structure Plan is consistent with Strategies 4.1.3(1), (2), (4) and (5).		
4.2 Extractive Industry	4.2.1 Statewide.	4.2.2 To identify and protect existing and potential extractive industry resources, and supporting infrastructure, to facilitate economic growth and support efficient infrastructure and urban development.
Response The investigation area does not include any mining leases or land that is used for extractive industry purposes. Furthermore, land that has been identified to accommodate residential growth does not encroach within an attenuation area[13] of nearby extractive industry activities. The Structure Plan therefore does not affect the Extractive Industry Policy.		

[13] Clause C9.3.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
4.3 Tourism	4.3.1 Statewide.	4.3.2 To promote the sustainable development of the State's tourism industry.
Response The Structure Plan indirectly accords with the Tourism Policy. Scottsdale is not identified as a key tourism site or destination. Notwithstanding this, Scottsdale is the gateway to Derby travelling from Launceston which is a key mountain bike tourism destination in Tasmania and is situated 20 minutes from Barnbougle which is Tasmania's premier golfing destination. Scottsdale is also a key node of the North East Rail Trail project, a regional tourism project that will extend an active transport corridor from Scottsdale to Lilydale Falls Reserve. An existing section of the rail trail has been constructed from the Scottsdale township to the edge of Legerwood. Scottsdale is also within proximity to several high quality wineries that include cellar doors and other key attractions such as Bridestowe Lavender Estate. Scottsdale, it is identified as a district service centre of which its primary role is to provide a range of goods and services to meet the daily and weekly needs of the residential and visitor populations of Scottsdale and its peripheral settlements. It has the highest concentration of residential and employment in the Dorset LGA. The Structure Plan builds upon the established activity centre and directly supports the local tourism industry by way of ensuring there is adequate supply of suitably located and serviced land to meet current and future demand of workers and ancillary services that support the tourism and hospitality industry. The Structure Plan is therefore consistent with Strategy 4.3.3(5).		
4.4 Renewable Energy	4.4.1 Statewide.	4.4.2 To promote renewable energy use and development to support economic and employment opportunities and strengthen the State's economy, while also supporting emissions reduction.
Response The Dorset LGA accommodates the Musselroe Windfarm, which is a 56 turbine, 168MW installed capacity windfarm located north-west of Musselroe Bay. The Dorset LGA is also the location of the North East Wind project which has earmarked two locations at Rushy Lagoon and Waterhouse, near Musselroe Bay and Tomahawk to support large scale wind farms. The North East Wind project is a major project that has undergone the first stage of the major project assessment process under the LUPA Act. The Structure Plan does not conflict or compete with the Strategies of the Renewable Energy Policy. Similarly to the Tourism Policy, the Structure Plan indirectly supports the Renewable Energy Policy by way of ensuring there is adequate supply of suitably located and serviced land to meet current and future demand of workers and ancillary services that support the renewable energy industry, building upon the role of Scottsdale as a district service centre.		
4.5 Industry	4.5.1 Statewide.	4.5.2 To protect industrial land, facilitate sustainable industrial use and development and ensure there is sufficient availability of suitable industrial land to meet the existing and future needs of

Policy Topic	Policy Application	Policy Objective
		Tasmania.

Response

The Structure Plan directly responds to the Industry Policy.

Strategy 4.5.3(1) and (2) requires land to be identified within ***urban growth boundaries*** that is suitable for industrial use and development and for there to be a minimum land supply of 15 years.

The investigation area comprises approximately 29.8ha of Light Industrial zoned land in two locations within the urban growth boundary of Scottsdale. The largest area of Light Industrial zoned land (22.3ha) is the Simplot land located at 90 George Street which includes two large lots owned by Simplot and three smaller lots that are situated in the southern corner of the Light Industrial zoned land which have frontage to George Street. The smaller area of Light Industrial zoned land (7.5ha) is located at the northern end of William Street before it transitions into Golconda Road. This area comprises 14 smaller sized lots.

With the exception of two vacant lots within the William Street precinct, all lots within the Simplot and William Street Light Industrial zone precincts are fully developed. Whilst, on face value, there appears to be vacant or underutilised land within the larger lots owned by Simplot, Simplot have confirmed that this land is fully utilised for their existing potato storage operation as well as being required for future expansion of the storage operation as demand requires.

Consequently, Scottsdale does not have enough vacant or developable industrial zoned land to meet the requisite 15 year supply required by the Industry Policy. The Structure Plan identifies land at 54 Ringarooma Road as being suitable for industrial use and development (Ringarooma Road Industrial Sector). This land is currently zoned Agriculture but comprises traditional (light) industrial uses including the Council works depot, a concrete batch plant and a contractors yard (currently under construction). Whilst annual demand for industrial lots within Scottsdale is not precisely known, conceptually the land has been identified to yield approximately 23 lots which, assuming an annual uptake of 1.5 lots per year, provides for an approximate 15 year supply.

This land is considered suitable for industrial use within the context of the Industry Policy and broader RMPS for the following reasons:

- the land is already used for light industrial activities. Conversion of part of the land to non-agricultural use renders the underlying Agricultural zone unrepresentative and unfit for purpose with respect to the existing pattern of use and development that occurs on the land;
- the vacant balance area of the land does not contribute meaningfully to the local or regional agricultural estate which has been confirmed by an agricultural assessment;
- the land is located within the established settlement boundary of Scottsdale which is an urban growth area as defined by the NTRLUS;
- the land is capable of being serviced by reticulated water, stormwater and sewer infrastructure and is able to be integrated with the local transport network which includes direct access to Ringarooma Road and Tasman Highway which is the primary heavy vehicle transport corridor;
- the land is relatively removed from higher density residential areas which are located around the core of the Scottsdale township which will assist in minimising likelihood of land use conflict caused by incompatible land uses in proximity to one another;
- the Light Industrial zone and Attenuation Code of the TPS contains adequate use and development standards that area able to appropriately manage potential off-site impacts of future industrial use and development to minimise conflict with, or unreasonable loss of amenity to adjoining and adjacent residential uses, including land on the north-eastern side of Ringarooma Road which the Structure Plan earmarked for residential intensification;

Policy Topic	Policy Application	Policy Objective
• expansion or intensification of the existing industrial precincts within Scottsdale is constrained by surrounding residential (and other sensitive) uses, adjoining prime agricultural land and requirements of existing industrial uses to maintain buffers from adjoining residential use. The Structure Plan does not change the status of the General Industrial zoned land located to the south of Scottsdale along Tasman Highway at Ling Siding and Tonganah. The Structure Plan treats the General Industrial zoned land separately and distinct from Light Industrial Land within the context of this policy where the General Industrial Land which provides a different offering to Light Industrial zoned land. To this extent, the General Industrial zoned land is relatively remote from the Scottsdale township and residential uses and is able to accommodate large-scale and medium to high impact industrial uses which can operate freely with minimal restrictions on use and development. The Structure Plan is therefore consistent with Strategies 4.5.3 (1) and (2) of the Industry Policy.		
4.6 Business and Commercial	4.6.1 Statewide.	4.6.2 To promote business and commercial activities at a scale and intensity suited to the location to support diverse economic and employment opportunities and strengthen the State's economy.
Response The Structure Plan is consistent with the Business and Commercial Policy. Scottsdale is an existing district service centre within the context of the activity centre hierarchy adopted by the NTRLUS. The Structure Plan does not remove or alter the area of General Business zoned land which forms the core of the Scottsdale activity centre. The Structure Plan includes opportunity to further intensify and concentrate commercial and retail use and development within Scottsdale through supply of additional Urban Mixed Use zone in areas that already support a pattern of mixed use or within areas where mixed use is encouraged and will provide linkages and connectivity between the activity centre and peripheral community uses and services. Application of additional Urban Mixed Use zone is considered appropriate and suitable within the context of the Scottsdale activity centre insofar as it will promote and support mixed use around the periphery of the activity centre and make efficient use of established infrastructure and services which will strengthen the scale, role and function of the activity centre. The Structure Plan is therefore affords consistency with Strategies 4.6.3 (1), (3) and (4).		
4.7 Innovation and Research	4.7.1 Statewide.	4.7.2 To promote innovation and research, and the institutions and infrastructure that drives learning and prepares a skilled workforce, that will support existing and emerging opportunities and contribute to a diverse and resilient economy.
Response The Innovation and Research Policy is not relevant to Scottsdale within the context of its position and role within the regional activity centre hierarchy espoused by the NTRLUS.		
5.0 Physical Infrastructure		
5.1 Provision of Services	5.1.1 Statewide.	5.1.2 To promote the efficient, effective, sustainable and safe delivery of services including

Policy Topic	Policy Application	Policy Objective
		reticulated water and sewerage, stormwater management, electricity, gas, telecommunications and recycling and waste management.
Response The Structure Plan responds to the Provision of Services Policy. The investigation area encompasses the established settlement boundary of Scottsdale which is serviced by reticulated water, sewer and stormwater infrastructure, electricity and telecommunications infrastructure. An infrastructure analysis has been undertaken to ascertain the capacity of existing infrastructure to determine whether it is sufficient and available to support areas within the investigation area that are earmarked to accommodate residential and industrial growth. Early engagement with TasWater as part of the targeted stakeholder consultation process indicates that the water treatment plant (**'WTP'**) and sewer treatment plant (**'STP'**) have available capacity to service the proposed residential and industrial areas. TasWater indicated that some water and sewer mains may require upgrading in localised areas, including the likely need to upgrade existing sewer pump stations (**'SPS'**) located at Arthur Street and Northeast Park, which are able to be identified and managed at the development stage. The infrastructure analysis did not identify any significant constraints with respect to provision of reticulated stormwater infrastructure to service the proposed growth areas that are unable to be overcome through either upgrades or the extension of the existing public stormwater system. The TPS contains adequate subdivision development standards within the zones that are proposed to be applied to the identified growth areas to require reticulated services to be installed prior to new lots being created which will afford certainty to use and development that is facilitated by the new lots with respect to being provided with appropriate reticulated services. The Structure Plan provides an integrated approach to planning and infrastructure by identifying areas that are suitable for residential and industrial growth and detailing the way in which development ought be prioritised and coordinated to allow the efficient provision of infrastructure to support existing and future service needs of Scottsdale including the recommended use of Specific Area Plans to facilitate coordinated development across multiple lots not in common ownership. The Structure Plan is therefore consistent with Strategies 5.1.3 (1), (2), (4), (6) and (7) of the Provision of Services Policy.		
5.2 Energy Infrastructure	5.2.2 Statewide.	5.2.2 To protect electricity infrastructure, including infrastructure to support energy efficiency and renewable energy and provide for a safe, secure and reliable energy system to meet the needs of the community, businesses and industry.
Response The Structure Plan is consistent with the Energy Infrastructure Policy.		

Policy Topic	Policy Application	Policy Objective
Protection of existing energy infrastructure corridors is integrated into the current RMPS through the application of the suite of overlay maps under the Electricity Transmission Infrastructure Protection code of the Dorset LPS. An existing electricity transmission corridor is located at the southern end of the investigation area which forms part of the Norwood-Scottsdale transmission line. The corridor transects the Ringarooma Road Industrial and Residential Sectors and includes an inner protection area, substation facility and a substation facility buffer. The Structure Plan protects the existing electricity infrastructure corridor insofar as it will remain in situ despite any changes to the underlying zone that applies to the land that the corridor transects. Concept subdivision layouts have been prepared to understand how constraints associated with electricity corridor will interact with lot yield and layout associated with future subdivision that will be facilitated by the Structure Plan. The Structure Plan is therefore consistent with Strategy 5.2.3 (1).		
5.3 Roads	5.3.1 Statewide.	5.3.2 To plan, manage and maintain an integrated road network that supports efficiency, connectivity, travel reliability and safety.
Response The Structure Plan is consistent with the Roads Policy. All sites within the investigation area that are earmarked for residential and industrial growth area able to be accessed from established road junctions or accesses that connect to the main transport corridors of George Street and Ringarooma Road. The layout and function of local roads created through future subdivision are able to be managed at the subdivision development application stage, including the need to provide connectivity and linkages to the existing road and active transport network, through consideration of and compliance with applicable provisions within the statutory controls of the underlying zone and Road and Railway Assets Code of the TPS. No capacity issues or constraints have been identified within the existing road network to accommodate future growth that will be facilitated by the Structure Plan. Furthermore, areas that have been earmarked for residential and industrial growth are physically suitable insofar as they are able to be supported by the existing road network and are not located in areas that will be incompatible with the function of the existing road network including the key transport corridors of King Street, George Street, Ringarooma Road and the Tasman Highway. The Structure Plan is therefore consistent with Strategies 5.3.1 (1), (4) and (7).		
5.4 Transport Modes	5.4.1 Generally applied statewide, with a focus on urban areas.	5.4.2 To support a safe, reliable, efficient and accessible passenger transport system that provides people with modal choice and is well integrated with land use.
Response The Structure Plan is consistent with the Transport Modes Policy. The investigation area encompasses the established urban growth boundary of Scottsdale. Scottsdale does not have access to frequent daily public transport within the town centre and there is a parking Specific Area Plan around the activity centre.		

Policy Topic	Policy Application	Policy Objective
Future use and development facilitated by the Structure Plan, including residential development, will therefore be located within proximity to established road and active transport infrastructure including connectivity to the North East Rail Trail. The Structure Plan seeks to established higher density residential zoned land[14] predominately around the activity centre of Scottsdale which will encourage and promote active transport options including cycling and walking for recreational and basic shopping purposes. All areas that are earmarked for residential and industrial growth is capable of connecting into the existing road network, further facilitating interconnectivity of multi-modal transport options within the context of transport options that are currently offered in Scottsdale. The Structure Plan is therefore consistent with Strategies 5.4.3 (2) and (5).		
5.5 Ports and Strategic Transport Networks	5.5.1 Statewide.	5.5.2 To recognise and protect Tasmania's strategic freight system, including key freight networks, ports, intermodal hubs and industrial estates.
Response The Ports and Strategic Transport Networks Policy is not relevant to Scottsdale within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS, its geographic location within Tasmania and the key strategic freight systems described within the policy.		
6.0 Cultural Heritage		
6.1 Aboriginal Cultural Heritage	6.1.1 Statewide.	6.1.2 Support the protection and Aboriginal custodianship of Aboriginal Cultural Heritage including places, objects and practices.
Response The Structure Plan responds to the Aboriginal Cultural Heritage Policy. Aboriginal Heritage Tasmania (**'AHT'**) were engaged with as part of the targeted stakeholder consultation process. Initial advice from AHT indicates that there is a known Aboriginal heritage site within the Ringarooma Road Industrial Sector. Other sectors of the Structure Plan have not been comprehensively assessed for Aboriginal heritage. The advice acknowledges that the Structure Plan process is strategic in nature and will not involve any ground disturbance. Notwithstanding this, AHT recommends that Council considers commissioning an Aboriginal heritage assessment across the growth sectors identified within the Structure Plan to identify any unrecorded Aboriginal heritage sites or suspected areas of sensitivity. A recommendation has been included within the Structure Plan to undertake further investigations into potential Aboriginal heritage of sites including the need to undertake an assessment of the Ringarooma Industrial site at the amendment stage given that there is a known Aboriginal heritage site recorded within the area. The Structure Plan is therefore consistent with Strategies 6.1.3 (1), (2), (3) and (4) of the Aboriginal Cultural Heritage Policy, noting that obligations under the *Aboriginal Heritage Act 1975* will continue to apply to land following the endorsement of the Structure Plan.		
6.2 Non-Indigenous	6.2.1 Statewide.	6.2.2 To support the identification and conservation of significant non-Indigenous local cultural

[14] General Residential Zone, Tasmanian Planning Scheme.

Policy Topic		Policy Application		Policy Objective	
	Cultural Heritage				heritage buildings, part of buildings, infrastructure (for example bridges), places, precincts and landscapes and consider design responses that preserves cultural heritage values while allowing for appropriate adaptive reuse.
Response The Structure Plan considers the Non-Indigenous Cultural Heritage Policy. Management of non-indigenous cultural heritage are integrated into the current RMPS through the application of the suite of overlay maps under the Local Historic Heritage code of the TPS and the obligations under Part 6 of the *Historic Cultural Heritage Act 1995*. In this instance, Scottsdale does not have any heritage places, heritage precincts, historic landscape precincts or precincts of archaeological potential listed under the Dorset LPS. Scottsdale contains 14 places permanently registered on the Tasmanian Heritage Register (**'THR'**). The Structure Plan does not affect any of the places listed on the THR. Accordingly, matters related to non-indigenous cultural heritage are not affected by the Structure Plan.					
7.0	**Planning Processes**				
7.1	**Consultation**	7.1.1 Statewide.		7.1.2	To improve and promote community consultation processes to ensure the community's needs, expectations and values are identified and considered in land use planning.
Response The Structure Plan aligns with the Consultation Policy. The Structure Plan consultation process has comprised a multi-faceted approach to consultation, including targeted stakeholder engagement, public exhibition of plan documentation, and numerous face-to-face information sessions. The Structure Plan is therefore consistent with Strategies 7.1.3 (2), (3) and (4).					
7.2	**Strategic Planning**	7.2.1 Statewide.		7.2.2	To encourage the strategic consideration of land use planning issues by promoting integrated and coordinated responses that balance competing social, economic, environmental and intergenerational interests to provide for the long-term sustainable use and development of land.
Response The Structure Plan directly aligns with the Strategi Planning Policy.					

Policy Topic	Policy Application	Policy Objective
The Structure Plan is high-level, predominately strategic planning framework which seeks to shape preferred land use and development within Scottsdale within a coordinated and logical manner. The Structure Plan process has followed the SPGs which provide a consistent and best practice framework for the preparation of structure plans at the local strategic planning level. The Structure Plan is therefore consistent with Strategies 7.2.3 (2), (3), (4) and (7).		
7.3 Regulation	7.3.1 Statewide.	7.3.2 To avoid over regulation by aligning the level of regulation to the scale of the impact associated with use and development.
Response The Regulation Policy is relevant to the Structure Plan only insofar as it will act as a nexus between strategic and statutory planning where it will ultimately change the statutory controls that will apply to land identified within the investigation area by way of changing the underlying land use zone. The Structure Plan does not affect or alter any other established regulatory and statutory planning frameworks.		

2.5 Northern Tasmania Regional Land Use Strategy

The Northern Tasmania Regional Land Use Strategy (**'NTRLUS'**) was established under section 5A of the LUPA Act.

The NTRLUS is the regional plan for Northern Tasmania which sets out the strategy and policy framework to facilitate and manage change, growth and development within the region through until 2032. The NTRLUS contains seven (7) distinct parts which are:

- **Part A**: The purpose and scope of the NTRLUS
- **Part B**: Regional Profile and Overview
- **Part C**: Regional Strategic Planning Framework
- **Part D**: Regional Planning Land Use Categories
- **Part E**: Regional Planning Policies
- **Part F**: Implementation and Monitoring Measures
- **Part G**: Local Provisions Schedule Preparation Addendum

All municipal planning schemes and policy making within the region are expected to advance and implement all active parts of the NTRLUS. In this instance, parts of the NTRLUS that are most pertinent to the Structure Plan are Parts D and E.

2.5.1 Part D: Regional Land Use Categories

The NTRLUS divides the region into three Regional Land Use Categories which provide the spatial framework to implement the vision and strategic goals and policies of the strategy. The three Regional Land Use Categories are:

- Urban Growth Areas
- Rural Areas

- Natural Environment Areas

Scottsdale is identified as an Urban Growth Area being listed as a Satellite Settlement within Table E.1 Northern Tasmania Regional Settlement Hierarchy of the NTRLUS. Section D.2.1 is therefore applicable to the Structure Plan.

The intent of Urban Growth Areas is to identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions with respect to future growth. The NTRLUS prioritises and directs growth and associated economic and social activities toward established Urban Growth Areas.

Section D.2.1.1 lists the Key Principles that shape Urban Growth Areas. A response in relation to how the Structure Plan is considered to reflect consistency with the Key Principles that shape Urban Growth Areas is provided in Table 5 below.

Table 5 - Consistency of the Structure Plan with the Key Principle of Urban Growth Areas.

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
The Urban Growth Areas will aim to provide a well-planned region of distinct cities, towns and villages that:	
– Maintains the integrity of 'intra-regional' open space green breaks.	The Structure Plan will maintain the integrity of the 'intra-regional' open space green breaks which currently exist between the distinct activity centres within the region. It achieves this by confining the investigation area to within the established settlement boundary of Scottsdale where infill, consolidation and intensification of the existing urban growth area is prioritised. The Structure Plan therefore avoids 'creeping' of the urban growth boundary to the degree that future use and development facilitated by the Structure Plan diminishes the role of Scottsdale as a district activity centre and renders it undistinguishable from other activity centres.
– Minimises impacts on natural resources.	The Structure Plan minimises impacts on natural resources by confining the investigation area and proposed future residential and industrial growth areas to within the established settlement boundary which is predominately devoid of significant or material natural resources including native vegetation, major watercourses and known mineral resources.
– Maximises the use of major transport and water and sewerage infrastructure (committed and/or planned).	The Scottsdale urban growth boundary comprises existing transport, water and sewerage infrastructure. An analysis has identified that there is capacity within existing infrastructure and services to accommodate the growth facilitated by the Structure Plan. The Structure Plan therefore maximises the use of existing infrastructure and services within the Scottsdale urban growth area.
– Enables efficient physical and social infrastructure, including public transport.	The Scottsdale urban growth area comprises existing physical and social infrastructure including public

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
– Has ready access to services and employment.	schools, sports and recreation facilities, health services and other business and education facilities. Scottsdale does not have access to frequent daily public transport within the town centre. The Structure Plan will strengthen established physical and social infrastructure within Scottsdale by way of providing additional residential and industrial land supply which will promote, encourage and generate residential and employment growth. This will in turn bolster the local population which supports physical and social infrastructure. The Scottsdale urban growth area acts as a district service centre within the regional activity centre hierarchy. It includes a range of services and employment land uses. The urban growth area therefore has access to services and employment to support residential and industrial growth encouraged by the Structure Plan.
– Ensures significant non-residential activities will meet specific location, infrastructure and site requirements.	The area of the Structure Plan earmarked to support industrial growth has been identified as having access, or capable of having access, to the necessary services and infrastructure to meet the specific requirements of industrial use and development.
Development opportunities will increase the capacity of the existing *Urban Growth Areas*, unless local strategy determines that expansion is the most appropriate response to the strategic needs of the area.	The Structure Plan focuses on consolidating the existing urban growth area and does not propose expansion of the outer boundary.
Land within the *Urban Growth Areas* illustrated in the Regional Framework Plan Maps D.1, D.2 and D.3 or settlements categorized by the descriptions in Table E.1 or illustrated in Map E.1, may be rezoned for urban development, subject to local strategy, that responds to the Key Principles and leads to the strategic and orderly development of the area.	The Structure Plan proposes to rezone land within the Scottsdale urban growth area for urban development including residential and industrial use. The Structure Plan forms the local strategy which has been developed in conjunction with the Key Principles (of the NTRLUS). The Structure Plan leads to the strategic and orderly development of the Scottsdale urban growth area.
Areas contiguous to the *Urban Growth Areas* identified in the Regional Framework Plan Maps D.1, D.2 and D.3 or settlements categorized by the descriptions in Table E.1 or illustrated in Map E.1, may also be considered for rezoning for urban development, where it can be demonstrated that their inclusion responds to the Key Principles and is appropriate for the strategic and orderly development of the area or where evidence identifies it is necessary to	This Key Principle is not applicable to the Structure Plan on the basis that it does not include rezoning of land for urban development that is contiguous to the established urban growth area.

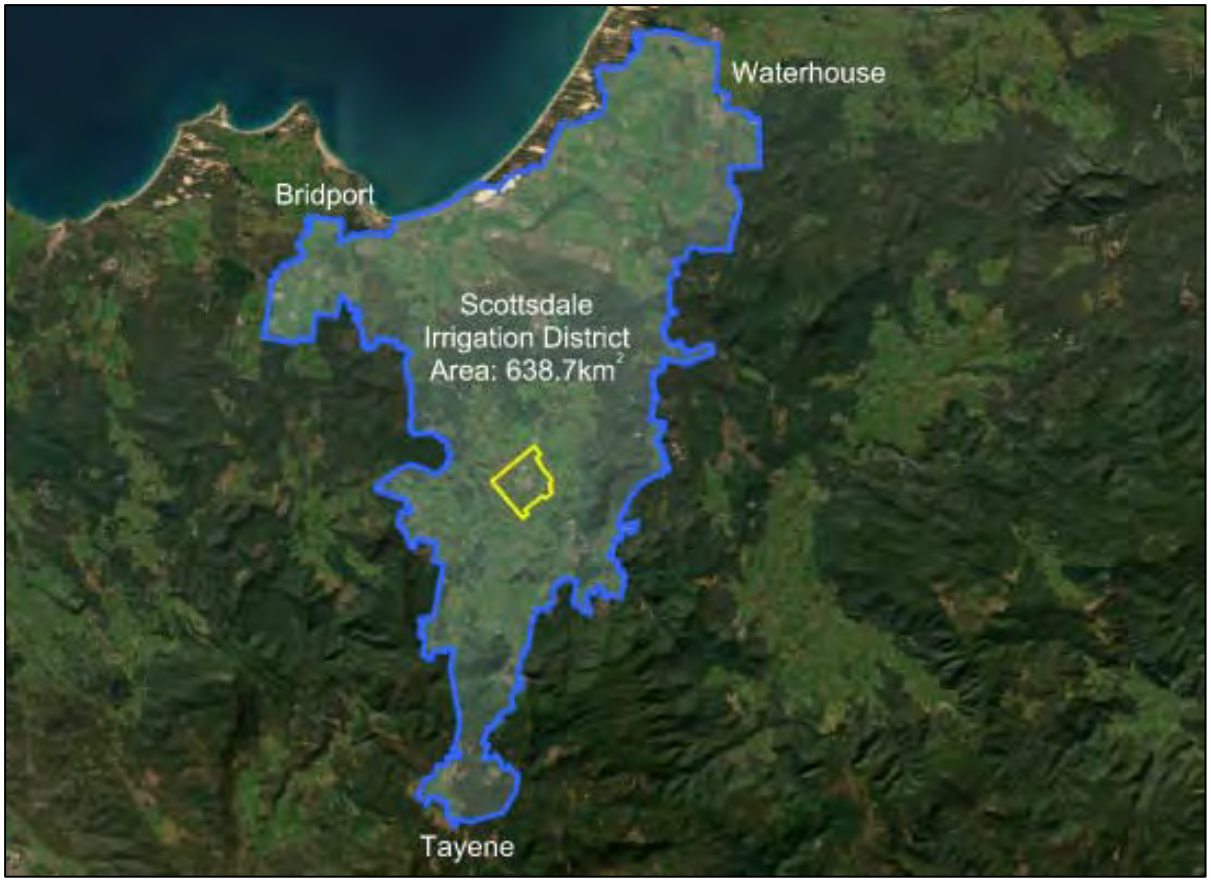
D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
accommodate higher than anticipated demand or changing demands.	
Land considered for rezoning within or contiguous to an *Urban Growth Area* should:	
– Be physically suitable.	Land within the investigation area that has been identified for rezoning to support residential and industrial land uses has been determined to be physically suitable for the intended purposes.
– Exclude areas with unacceptable risk from natural hazards, including predicted impact of climate change.	Land within the investigation area that has been identified for rezoning to support residential and industrial land uses avoid areas with an unacceptable risk from a natural hazards, including bushfire, landslip and flooding.
– Exclude areas with significant biodiversity values.	The investigation area does not contain any remnant vegetation of identified or known significant biodiversity or conservation value.
– Be appropriately separated from incompatible land uses.	Land within the investigation area that has been identified for rezoning to support residential and industrial land uses has been located to avoid existing incompatible land uses where practical. In this regard, the Structure Plan has been informed by a constraints analysis which identified and mapped attenuating land uses within the Scottsdale urban growth area which have potential to be incompatible with residential land uses. Residential land has been directed away, and provided with appropriate separation from, potentially incompatible land uses.
– Be a logical expansion of an existing urban area, or be of sufficient size to support efficient social and economic infrastructure.	Land within the investigation area that has been identified for rezoning to support residential and industrial land uses are contained within the established urban growth area and therefore represent a logical expansion of residential land stock within Scottsdale.
As a guide, any investigations to support growth within or contiguous to *Urban Growth Areas* should include an assessment of the following matters where relevant:	
– the identification of existing land use.	The Structure Plan identifies existing land uses within the Scottsdale urban growth area.
– for proposed planning scheme amendments within, or contiguous to, the urban growth areas shown in Map D.1, an analysis of residential supply and demand for the Greater Launceston Area (*the Greater Launceston Area is the contiguous, urban extent of the Regional*	Scottsdale is not an urban growth area shown in Map D.1 within the context of the Greater Launceston Area.

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
City and includes Legana and Hadspen settlements, as generally indicated in Map D.1).	
– for areas not shown in Map D.1, an analysis of residential supply and demand for the relevant individual settlement identified in Table E.1.	The REMPLAN Report provides a comprehensive analysis of residential supply and demand for Scottsdale. It identifies that Scottsdale does not have sufficient supply of residential land to meet requisite supply targets under the NTRLUS and the TPPs Growth Policy.
– an analysis of growth opportunity based on local strategy for the relevant settlement.	The Structure Plan provides the analysis of growth opportunity at the local level. It identifies locations within the Scottsdale urban growth area that are appropriate and capable of supporting residential and industrial land necessary to promote and facilitate sustainable population and employment growth within Scottsdale.
– an analysis of the potential loss to the agricultural estate including prime agricultural land.	The Structure Plan includes an Agricultural Assessment which considers the potential loss of land within the local and regional agricultural estate including prime agricultural land. The Structure Plan minimises loss of agricultural land by confining the investigation area to the established urban growth area of Scottsdale and identifying land that has effectively been converted to non-agricultural uses or where Agricultural zoned land is currently significantly constrained by existing residential and other sensitive use and where potential constraints on adjoining or adjacent agricultural land (including prime agricultural land) will not be significantly augmented by the proposed residential and industrial growth areas.
– the impact on agricultural productivity and infrastructure, and other resources.	The Structure Plan minimises impacts on productive agricultural land by avoiding expansion into, and intensification adjacent to, prime agricultural land to the north, west and south-west of the Scottsdale urban growth area. Land that has been identified for residential intensification on the north-eastern side of Ringarooma Road has already been removed from the agricultural estate and it adjoins lower order agricultural land to the east. Agriculture zoned land within the area earmarked for industrial growth has (practically) been removed from the agricultural estate through conversion of approximately half the land to non-agricultural uses. The balance area of this land has limited agricultural potential. Agriculture zoned land within the George Street residential growth sector is bordered by General

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
	Residential zoned land on the northern, southern and western sides. Conversion of this land to residential purposes represents infill development of an established urban area. Furthermore, conversion of this land to residential use will not expand the urban growth boundary of Scottsdale beyond its established eastern extremity which is defined by the existing General Residential zone land to the north comprising Gerke Court and Barclay Drive.
– the extent to which land is included in irrigation districts (and potential loss in irrigation infrastructure).	All land comprised within the Structure Plan is included within the Scottsdale Irrigation District including the urban growth boundary and the associated urban zones. The Scottsdale Irrigation District encompasses an area of 638.7km^2 and extends from Tayene to the south, Bridport to the north-west and Waterhouse to the north-east (refer to Figure 3). Of the total area comprised within the Structure Plan, approximately 33.05ha of Agriculture zoned land is proposed to be converted to an urban zone for non-agricultural purposes. This represents approximately 0.05% of the total area of the irrigation district. The loss of Agricultural zoned land from the irrigation district is considered extremely marginal in the context of the location and existing use of the Agriculture zoned land, its potential for productive agricultural activities and its existing and potential contribution to the local and regional agricultural estate, particularly when juxtaposed to the spatial extent and quality of agricultural land on the western, northern and south-western sides of Scottsdale that have been prioritised for protection as part of the Structure Plan. The Structure Plan will not result in the loss of any irrigation infrastructure.
– the potential for land use conflict with nearby uses if residential development were to occur.	The Structure Plan has been informed by a comprehensive constraints mapping exercise to ensure the proposed residential growth areas are located as far as practical from potentially conflicting land uses including high productivity agricultural land and industrial activities.
– the potential impact on the efficiency of the State road and rail networks.	The Structure Plan does not identify any potential impacts upon the efficiency of the Scottsdale Road network. The proposed residential and industrial growth areas will predominately utilise established road junctions. New roads associated with future subdivision of land, including any new junctions onto existing roads are capable of being designed to minimise impacts upon the local road network. This is

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
	regulated through the suite of development standards within the TPS and Dorset LPS which seek to manage use and development of roads, including road and active transport connectivity.
– the potential impact on, and fettering of, existing extractive industries (and potential to sterilise strategic mineral resources).	The Structure Plan will not impact on, or fetter, existing or potential extractive industry use.
– an assessment of natural, cultural and landscape values.	Residential and Industrial growth areas have been directed to land that has been largely modified and that does not contain any known threatened vegetation communities or flora and fauna species. Growth areas are also located within areas of low sensitivity landscape value. The Structure Plan does not affect listed non-indigenous cultural heritage places within Scottsdale. The Structure Plan seeks to manage known indigenous cultural heritage values through engagement with AHT and subsequent recommendations including identifying the need to undertake further investigations of known Aboriginal heritage values to guide future rezonings facilitated by the Structure Plan.
– an assessment of natural or other hazards.	The location of proposed residential and industrial growth areas have been informed by an assessment of natural hazards including bushfire, landslip and flooding risk. The growth areas as far as practically avoid areas that are at significant risk to natural hazards.
– the potential for conflict with State policies.	The Structure Plan has been informed by and is consistent with State policies (refer to Section 2.6).

Figure 3 - aerial image illustrating the spatial extent of the Scottsdale Irrigation District within the context of the outer boundary of the Scottsdale township.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map)

2.5.2 Part E: Regional Planning Policies

Part E of the NTRLUS sets out the regional planning policies that manage and direct growth at the regional level. The regional planning policies are expressed through the following themes:

- Regional Settlement Network Policy
- Regional Activity Centre Network Policy
- Regional Infrastructure Network Policy
- Regional Economic Development Policy
- Social Infrastructure and Community
- Regional Environment Policy

The most relevant planning policies within the context of the Structure Plan include specific policies and actions contained within the Regional Settlement Network Policy, Regional Activity Centre Network Policy, Regional Infrastructure Network Policy and the Regional Economic Development Policy.

Notwithstanding this, each of the policy themes including specific policies and actions are interlinked and integrated. Accordingly, compliance or consistency with the overarching policies and actions feed into compliance with the lower order or subsequent policies.

The following policies are considered the most relevant to the Structure Plan.

2.5.2.1 Regional Settlement Network Policy

The NTRLUS adopts a Regional Settlement Hierarchy to serve the existing and future population of the region. The Regional Settlement Hierarchy is illustrated in Map E.1 and described in Table E.1 of the NTRLUS.

Scottsdale is a settlement illustrated in Map E.1 and is described in Table E.1 as a Satellite Settlement which is described as a *significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources*.

Section E.2.4 of the NTRLUS details specific policies and actions within the following policy areas:

- Regional Settlement Networks
- Housing Dwellings and Densities
- Integrated Land Use and Transport
- Residential Design
- Housing Affordability
- Rural and Environmental Living Development

A response in relation to how the Structure Plan is considered to reflect consistency with pertinent policies and actions of the Regional Settlement Network Policy is provided in Table 6 below.

Table 6 - Consistency of the Structure Plan with the Regional Settlement Network Policy.

E.2.4 Specific Policies and Actions		
Regional Settlement Networks		
Policy	**Actions**	**Response**
RSN-P1 Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).	**RSN-A1** Provide an adequate supply of well-located and serviced residential land to meet projected demand. Land owners and/or developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.	Scottsdale is an established urban growth area. Growth Strategy 1.1.3(1) of the TPPs requires existing settlements to provide for at least a 15 year supply of land for residential purposes. The REMPLAN Report signals that Scottsdale will exhaust all available residential land by 2035 leaving a current supply of approximately 11 years. The Structure Plan identifies land that is well-located and capable of being serviced to support residential growth to meet forecasted demand. The Structure Plan articulates where future residential growth areas ought be located which have been informed by the land use principles outlined in the NTRLUS, land capability and infrastructure and service capacity and demand.

		Another objective of the Structure Plan, albeit passive within the context of the provision of residential growth areas, was the review of existing residential zoned land within the investigation area to ensure that it is fit for purpose, or appropriate for its location. The review process identified three locations within Scottsdale that are currently zoned General Residential which have been identified as being impractical and unviable to service with reticulated gravity sewer infrastructure and have been recommended for removal from the General Residential zone and application of the Low Density Residential zone These areas are located within the Scottsdale North Sector (both locations) and the Scottsdale South Sector (Grenda Place location). This recommendation of the Structure Plan is consistent with Action RSN-A1 insofar as it removes residential land that is not well-serviced from the General Residential zone to the Low Density Residential zone which better reflects the developable nature of the land.
	RSN-A2 Land supply will be provided in accordance with the Key Principles through local strategy for Urban Growth Areas which include: ▪ *Priority Consolidation Areas* ▪ *Supporting Consolidation Areas* ▪ *Growth Corridor* ▪ *Future Investigation Areas*	Scottsdale is an established urban growth area where it is identified as a rural town on Map E.1 of the NTRLUS. The Urban Growth Area categories do not apply to rural towns. RSN-A2 is therefore not applicable to the Structure Plan.
	RSN-A3 Apply zoning that provides for the flexibility of settlements or precincts within a settlement and ability to restructure under-utilised land.	The Structure Plan allocates residential growth land to locations within Scottsdale that are assessed as being underutilised insofar as it is land that is contained within the established urban growth area or settlement boundary of Scottsdale, relatively removed from land uses that have potential to cause conflict and

		incompatibility and is land that is capable of being serviced by existing reticulated service infrastructure.
RSN-P2 Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.	**RSN-A4** Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.	The Structure Plan aligns with RSN-P2 and RSN-A4. It seeks to consolidate residential and industrial growth within the established urban growth area of Scottsdale which will promote population and employment growth in turn enhancing the ability to improve services and infrastructure within Scottsdale which will lead to enhancement of quality of life for residents.
RSN-P3 Recognise the isolated relationship of the Furneaux Group of islands to the settlement system of the region, and that settlement and activity centre planning will be dependent on local strategies to support sustainable outcomes.	**RSN-A5** Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; 'ageing in home' options should be provided.	The Structure Plan supports the introduction of additional General Residential and Low Density Residential zoned land within residential growth areas. Both zones allow for a range of housing types at different densities including for social, affordable and aging or retirement housing needs.
	RSN-A6 Encourage urban residential expansion in-and-around the region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.	Scottsdale is an established urban growth area which is centred around a district service centre. The Structure Plan allocates higher density residential land in areas surrounding the Scottsdale activity centre which are contiguous to existing General Residential zoned land. Low Density Residential zoned land has been allocated along the northern and southern peripheries of the Scottsdale urban growth area which is consistent with the existing pattern of development within Scottsdale. These areas are capable of utilising existing service and road infrastructure. The Structure Plan therefore aligns with RSN-A6.
	RSN-A7 Ensure all rural and environmental living occurs outside *Urban Growth Areas*.	The Structure Plan does not include land for rural or environmental living.

	RSN-A8 Identify areas with existing mixed land use patterns, and/ or 'Brownfield' areas adjacent to activity centres, for mixed use redevelopment, and apply zones that provide for flexibility of use to support the activity centre and the role of the settlement.	The initial phase of the structure plan process identified the Simplot Site as a 'Brownfield site'[15] capable of potential redevelopment with a focus on residential growth. However, early engagement with the landowner through the targeted stakeholder consultation unearthed the importance of the characteristics of the Simplot Site to its current and future function for potato storage and its strategic importance within the context of the local and regional agricultural sector. The Simplot Site has therefore been removed from consideration for residential growth, opting to retain this land within the Light Industrial zone.

2.5.2.2 Regional Activity Centre Network Policy

The NTRLUS adopts a Regional Activity Centre Network Hierarchy to serve the existing and future population of the region. Activity centres provide focal points for a diverse range of mixed land uses including services, employment, commercial/retail facilities, community infrastructure, entertainment and residential accommodation commensurate to the spatial and geographic nature of settlements and the existing and desired role they play within the region. The Activity Centre Hierarchy is illustrated in Map E.1 and described in Table E.2 of the NTRLUS.

Scottsdale is an activity centre illustrated in Map E.1 and is described in Table E.2 as a District Service Centre, the role and function of which is reproduced in Table 7.

A response in relation to how the Structure Plan is considered to reflect consistency with pertinent policies and actions of the Regional Activity Centre Network Policy is provided in Table 8 below.

Table 7 - Description of a District Service Centre as detailed in Table E.2 of the NTRLUS.

E.3	**Regional Activity Centre Network Policy**
Table E.2	**Northern Tasmanian Regional Activity Centre Hierarchy**
District Service Centre (DSC)	**Scottsdale**
Role	To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Provides that trips to larger centres are only required occasionally.
Employment	Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors.
Land Uses	

[15] *Means underutilised, vacant or derelict former industrial or commercial land typically located in an urban environment and often characterised by contamination*, Glossary, Tasmanian Planning Policies.

E.3	Regional Activity Centre Network Policy
Table E.2	Northern Tasmanian Regional Activity Centre Hierarchy

District Service Centre (DSC)	Scottsdale
Commercial and Retail	Should offer at least one major supermarket, or a combination of independent supermarkets and a range of speciality shops. Local or district level commercial office space servicing the community. May include district offices of government functions if strong correlation to features of the surrounding location.
Government and Community	Should offer a range of health and cultural facilities required to support rural community including District Health Centre, Service Tasmania outlet, Community Centre/Community Hall. Educational facilities should be provided (at least Primary and Secondary School). This should be centre of Local Government services within the relevant LGA.
Residential	Some 'in-centre' residential development, complemented by infill and consolidation of surrounding residential areas at medium to higher densities (up to 25 dwellings per hectare).
Arts, Cultural and Entertainment	Hotel(s), restaurant, and dining facilities with other entertainment for rural community. Local sporting facilities/clubs.
Access	Local bus service with connections to higher order District Centres, but with expected low service frequency. Predominantly accessed via private motor vehicle with good walking and cycling linkages to surrounding residential area.
Public Open Space	Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs.
Indicative Catchment	Serving outer, more rural based sub-regions and LGAs.

Table 8 - Consistency of the Structure Plan with the Regional Activity Centre Network Policy

E.3.4 Specific Policies and Actions		
Infrastructure Network Planning		
Policy	**Actions**	**Response**
RAC-P1	**RAC-A1**	The Structure Plan consolidates and reinforces the spatial

Maintain and consolidate the Regional Activity Centres Network so future urban development consolidates and reinforces the spatial hierarchy of existing centres. This will be achieved through the reuse and redevelopment of existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated infrastructure.	Integrate the Regional Activity Centres Network into government policy and strategies (including strategic plans, corporate plans, planning schemes and capital works programs).	hierarchy, role and function of the existing district service centre of Scottsdale by allocating and consolidating residential and industrial growth areas within the established urban growth area of Scottsdale.
	RAC-A2 Zoning and land use planning provisions are to minimise potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforce the spatial hierarchy, role and function of centres.	The Structure Plan directs and allocates residential and industrial growth areas within the established urban growth area of Scottsdale which centres around the Scottsdale district activity centre. The Structure Plan therefore focuses on centralising rather than decentralising the functions of the regional activity centre network adopted by the NTRLUS and reinforces the spatial hierarchy, role and function of the Scottsdale district service centre.
RAC-P4 Promote and support the role of lower order activity centres, particularly neighbourhood and rural town centres. This will support and strengthen local communities and encourage a viable population base for regional and rural settlements, while promoting the development of new neighbourhood and local centres within Urban Growth Areas where appropriate.	**RAC-A5** Provide for lower order activity centres to be sustained through a local residential strategy or development plans to create vibrant and sustainable regional and rural communities. It should strengthen their role and function, maintaining and consolidating retail attractions, local employment opportunities, public amenities and services.	Scottsdale is a lower order activity centre within the context of the Regional Activity Centre Network Policy where it is defined as a rural town district service centre. However, it is the highest order activity centre within the Dorset LGA The Structure Plan reinforces and supports the role of Scottsdale as a rural town through the consolidation of residential and industrial growth areas within the parameters of the established urban growth area. The scope of the Structure Plan does not necessitate the requirement to develop or introduce new neighbourhood or local centres within Scottsdale.
RAC-P5 Provide safe and amenable access to Activity Centres, for all members of the community, by supporting active transport opportunities that encourage	**RAC-A6** Support the improved use of public transport and alternative modes of transport, pedestrian amenity and urban environments in a coordinated and consistent	Existing road, pedestrian and bicycle access to and within the Scottsdale district service centre from surrounding residential and employment areas occurs within the Structure Plan area. The

people to walk, cycle and use public transport.	manner between the higher order activity centre.	North East Rail Trail provides a cycle and walking path which connects the northern and southern ends of Scottsdale. The outer residential and industrial growth areas proposed in the Structure Plan will be provided connectivity to the rail trail through the existing local road and pedestrian network which is capable of being extended by future subdivision development.
RAC-P10 Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the *Activity Centres Hierarchy*.	**RAC-A13** Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors. **RAC-A14** Planning scheme controls concerned with land use, built form and residential density should reflect the Regional Activity Centres Network.	The Structure Plan seeks to introduce higher density residential land within proximity to the inner sphere of the activity centre and lower density residential land in the outer sphere which aligns with RAC-A13. Land identified for residential and industrial growth will be subject to the zone controls that apply under the TPS which are derived from and reflect the requirements and desires of the NTRLUS with respect to residential density and built form appropriate for intended land use outcomes promoted by the zone.
RAC-P12 Regional Activity Centres should encourage local employment. In most instances this will consist of small-scale businesses servicing the local or district areas.	**RAC-A15** Regional Activity Centres should encourage local employment. In most instances this will consist of small-scale businesses servicing the local or district areas.	The Structure Plan recommends the introduction of additional Urban Mixed Use zone in areas that already support a pattern of mixed use or within areas where mixed use is encouraged and will provide linkages and connectivity between the activity centre and peripheral community uses and services including the North East Soldiers Memorial Hospital and the Scottsdale Show and Recreation grounds. Application of additional Urban Mixed Use zone seeks to promote and encourage the concentration of small scale mixed-use development around the inner sphere of the activity which has the ability to foster employment.

2.5.2.3 Regional Infrastructure Network Policy

The Regional Infrastructure Network Policy provides a range of strategies to consolidate and maximise the use of existing infrastructure capacity and planned infrastructure within the spheres of transport, energy, water and digital communications.

The Regional Infrastructure Network Policy is pertinent to the Structure Plan insofar as it involves the identification of land that is appropriate and suitable for its intended purpose within the framework of local service and infrastructure capacity.

A response in relation to how the Structure Plan is considered to reflect consistency with applicable policies and actions of the Regional Infrastructure Network Policy is provided in Table 9 below.

Table 9 - Consistency of the Structure Plan with the Regional Infrastructure Network Policy.

E.4.4 Specific Policies and Actions		
Infrastructure Network Planning		
Policy	**Actions**	**Response**
RIN-P1 Coordinate, prioritise and sequence the supply of infrastructure throughout the region to match the settlement framework.	**RIN-A1** Liaise with relevant state agencies including the Department of State Growth to develop transport initiatives.	The structure plan process involves direct engagement with key stakeholders including the Department of State Growth. Early outcomes engagement with State Growth with respect to the proposed growth areas have been synthesised. No capacity issues were identified with respect to State Growth administered roads including King Street, George Street and Ringarooma Road.
RIN-P2 Identify infrastructure capacity, need and gaps in current provision to meet requirements for projected population and economic activity.	**RIN-A2** Liaise with relevant state agencies, including the Department of State Growth, to develop infrastructure strategies for Northern Tasmania.	The structure plan process involved an infrastructure analysis which determined that the WTP and STP have capacity to accommodate the proposed residential and industrial growth areas facilitated by the Structure Plan.
RIN-P3 Direct new development towards settlement areas that have been identified as having spare infrastructure capacity.	**RIN-A3** Direct growth to areas where existing infrastructure capacity is underutilised and give preference to urban expansion that is near existing transport corridors and higher order Activity Centres.	The Structure Plan directs residential and industrial growth to areas of the Scottsdale urban growth boundary that are identified as being underutilised land that is suitable and appropriate for growth. An infrastructure analysis identified that there is capacity within existing service infrastructure to accommodate the level of growth that will be facilitated by the Structure Plan. Land that is earmarked for residential growth is capable of being serviced by full reticulated infrastructure. Land that is earmarked for industrial growth is located adjacent to Ringarooma Road and Tasman Highway which form part of the main freight transport corridor which services the Scottsdale activity centre.

RIN-P4 Recognise the Department of State Growth Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon existing and future operations.	**RIN-A8** Protect strategic road corridors that are predominately State Roads (Category 1-3) under Tasmanian Road Hierarchy which include: ▪ Tasman Highway ▪ Tasman Highway from Scottsdale to Ringarooma Main Road	The Structure Plan will not result in material impediments or conflict with the operation of the Tasman Highway.

2.5.2.4 Regional Economic Development Policy

The Regional Economic Development Policy includes a series of strategies which respond challenges associated with, and promote, economic development within the areas of freight and port development, manufacturing and industrial land, rural and natural productive resources and tourism and recreation.

The Regional Economic Development Policy is pertinent to the Structure Plan insofar as it involves the provision of industrial growth land.

A response in relation to how the Structure Plan is considered to reflect consistency with applicable policies and actions of the Regional Infrastructure Network Policy is provided in Table 10 below.

Table 10 - Consistency of the Structure Plan with the Regional Economic Development Policy.

E.5.4 Specific Policies and Actions		
Industrial Land		
Policy	**Actions**	**Response**
ED-P2 Provide for land use planning and infrastructure to support the development of: – High value agriculture and food products; – Digital economy (including NBN); – Vibrant, creative and innovative activity centres as places of employment and lifestyle; – Diverse tourism opportunities. **ED-P3** Provide a 10 year supply of industrially zoned and serviced land in strategic locations.	**ED-A3** Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.	The Northern Tasmania Industrial Land Study 2014 ('NTILS') is currently being reviewed as part of a holistic state-wide industrial land supply analysis that is being conducted by the State Planning Office. Notwithstanding, NTILS was prepared in conjunction with the NTRLUS and its associated strategies relating to industrial land and economic development. The primary objective of NTILS is to ensure there is sufficient supply of industrial land to meet existing and future demand for associated industry within a 15-30 year time frame. At the time of the study, an oversupply of industrial land within the region was identified. Consequently, a focus of NTILS was directed toward an analysis of the suitability of industrial land and precincts within the context of their spatial and geographic locations.

		The NTILS identified the Ling Siding and Tonganah General Industrial sites as suitable vacant land although there was no foreseen demand for this type of industrial land at the time of the study with projected long-term demand anticipated from specialist industries. The vision for specialist industries to locate at the Ling Siding industrial precinct has manifested into the precinct being identified and promoted by the Tasmanian government as a hub for integrated timber processing[16]. Since the inception of NTILS, vacant land within the Ling Siding precinct has gradually been developed. There remains some vacant lots and underutilised land within developed lots within the precinct. However, the land (including the Tonganah industrial land) is constrained by the absence of reticulated sewerage and water which limits the type and scale of industrial activities that can establish on the land. The NTILS identified William Street precinct as an important contributor to local and small-scale industrial activities. It also recognised the Simplot industrial land as a regionally significant precinct to support the agricultural sector. Both these precincts are zoned Light Industrial. The Simplot Site is used for the storage of potatoes grown within the Scottsdale agricultural district. The NTILS recognised that the establishment of the irrigation scheme (now operational) would likely lead to flow-on effects in processing, packaging and other service and supporting activities associated with the agricultural sector in

16 https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0006/396429/Ling_Siding_Prospectus_November_2019.pdf

		which the Simplot Site is well positioned to accommodate. Early engagement with Simplot, through targeted stakeholder consultation, unveiled the importance and critical nature of the land to Simplot's Tasmanian potato operation. In this regard, 95% of all Simplot potato products (nation-wide) are made from potatoes grown in Tasmania. Simplot sources potatoes throughout farms in north and north-west Tasmania including several farms throughout the Scottsdale agricultural district. Appropriate storage of potatoes is essential once harvested and the Simplot site provides this service for local growers. Currently, storage is at capacity with additional storage capacity planned for the site. From an operational perspective, the vacant land surrounding the storage buildings is used as a buffer between the storage activity and surrounding residential land. The buffer assists Simplot to minimise impacts upon the surrounding residential and other sensitive uses cause by emissions including noise from airflow and extraction fans, dust and chemical overspray. On this basis, the land contained within the Simplot Site represents fully utilised industrial land. Similarly, there remains only two vacant lots within the William Street industrial precinct. Accordingly, the Scottsdale does not have a 10 year supply of Light Industrial zoned land. It is noted that Strategy 4.5.3(2) of the TPPs calls for a 15 year supply of industrial land.
	ED-A4 Analyse industrial land demand to 2040 and provide a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy).	Strategy 4.5.3(2) of the TPPs directs industrial land supply to be located within established urban growth boundaries. The Structure Plan recognises the differences between the Light Industrial and General Industrial zone in terms of controlling and managing off-stie impacts and

		the importance of providing suitable industrial land within proximity to the Scottsdale activity centre (which is guided by the NTRLUS and TPPs). There is a deficiency in industrial land supply within the Scottsdale urban growth boundary. The Structure Plan introduces an industrial growth area at the Ringarooma Industrial Site which is located at the south-western end of the investigation area. This land is currently used for industrial activities and is capable of being supported by full service, transport and electricity infrastructure including reticulated water and sewer services. A concept subdivision layout plan has been prepared for the Ringarooma Industrial Site which provides a potential yield of 23 lots which is anticipated to provide sufficient land supply to 2044.

2.6 State Planning Policies

The State Planning Policies made under section 11 or that comes into operation under section 12 of the *State Policies and Projects Act 1993* (**'the SPP Act'**).

The following section considers each of the State Planning Policies within the context of the Structure Plan.

2.6.1 State Policy on the Protection of Agricultural Land 2009

The *Protection of Agricultural Land Policy 2009* (**'PAL Policy'**) seeks to conserve and protect agricultural land so that it remains available for the suitable development of agriculture, recognising the particular importance of prime agricultural land to the agricultural sector.

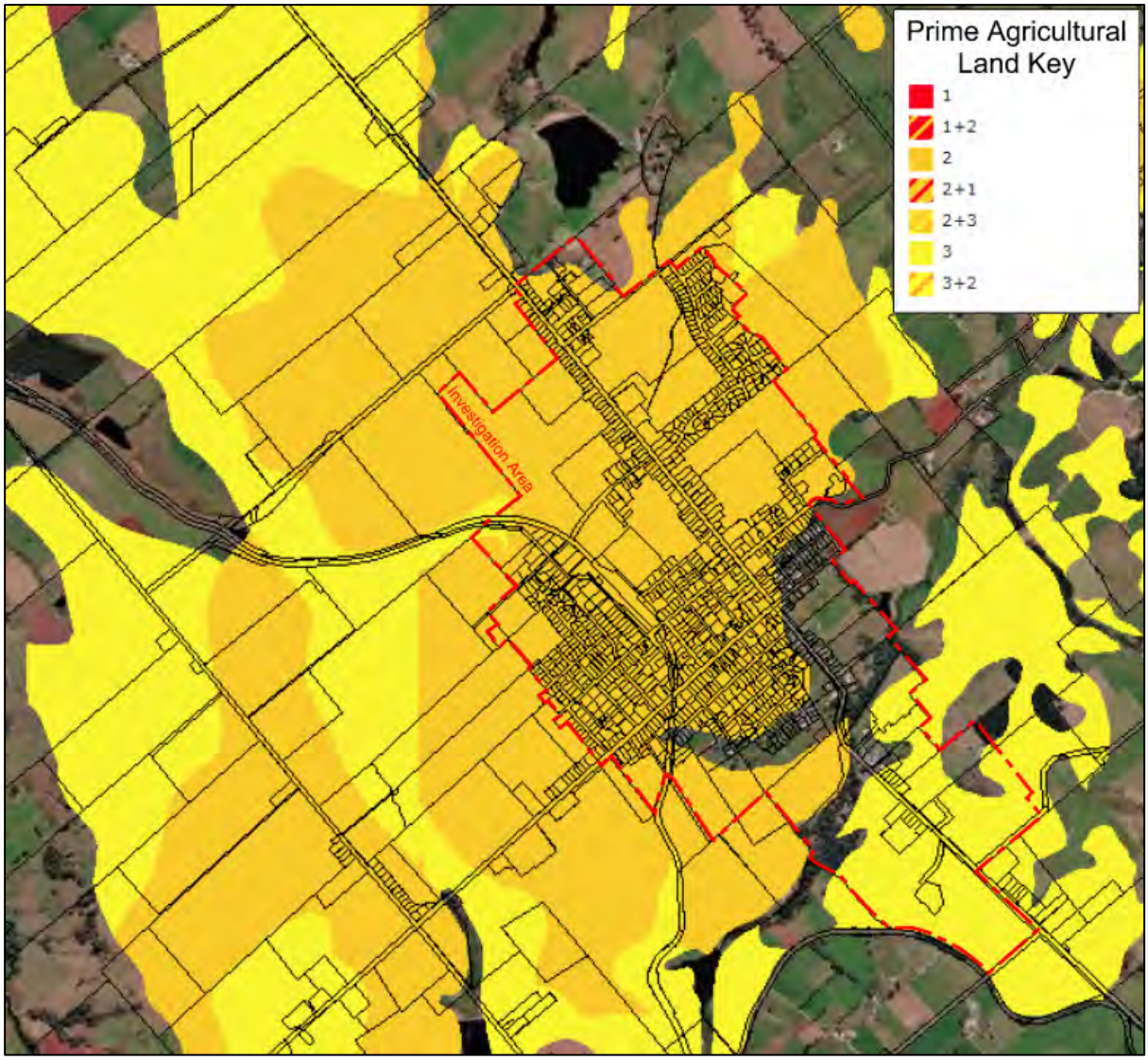
The PAL Policy introduces the term prime agricultural land which is defined as:

"agricultural land classified as Class 1, 2 or 3 land based on the class definitions and methodology from the Land Capability Handbook, Second Edition, C J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania."

The PAL Policy comprises 11 principles which relate to the protection, conservation and administration of agricultural land. The principles are integrated into the current RMPS. In this regard, the Rural and Agriculture zones of the TPS have been prepared to be consistent with the PAL Policy.

The location and spatial extent of prime agricultural land within the context of the investigation area of the Structure Plan is illustrated in Figure 4.

Figure 4 - Location and spatial extent of prime agricultural land within the context of the investigation area and the Structure Plan and Scottsdale more broadly.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 4 makes it evident that Scottsdale is ensconced within prime agricultural land being a mixture of Class 2 and 3 agricultural land. The majority of the urban growth area of Scottsdale is located on prime agriculture land and this area is therefore excluded from the prime agricultural land estate. The predominate area of prime agricultural land is located to the north-west, west and south-west of Scottsdale where it is actively used for mixed cropping activities. The importance of agricultural land to Scottsdale and the broader Dorset LGA is further detailed within the Agricultural Assessment.

Existing prime agricultural land around Scottsdale is recognised under the TPS through the assignation of the Agriculture zone to this land which is the highest order rural zone under the TPS.

2.6.1.1 Consistency with the PAL Policy

The Structure Plan is demonstrates consistency with the PAL Policy insofar as:

- it identifies and protects prime agricultural land to the west, north-west and south-west of the township;
- consolidates growth areas within the established settlement boundary and prevents expansion into agricultural land beyond the perimeter of the settlement boundary;
- minimises conversion of land assigned to the Agriculture zone for non-agricultural purposes; and

- seeks to manage or minimise land use conflict at the interface between the settlement area and adjoining and adjacent agricultural operations.

The Structure Plan includes agricultural land investigation areas along the outer perimeter of residential growth areas which adjoin existing agricultural land which has been informed by the Agricultural Assessment. Investigation of each of the residential growth areas has been undertaken to determine an appropriate and balanced approach with respect to the management of the interface between the proposed residential land and agricultural land which would be incorporated into future amendments to the Dorset LPS.

2.6.2 State Coastal Policy 1996

The *State Coastal Policy 1996* defines the term 'Coastal Zone' as, *under the State Coastal Policy Validation Act 2003, a reference in the State Coastal Policy 1996 to the coastal zone is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.*

Scottsdale is located approximately 17km inland from the nearest coastline and associated high-water mark and is therefore not located within the Coastal Zone. The State Coastal Policy therefore does not apply to Scottsdale.

2.6.3 State Policy on Water Quality Management 1997

The *State Policy on Water Quality Management 1997* (**'SPWQM Policy'**) applies to all surface waters, including coastal waters and ground waters. It seeks to manage and where possible, enhance the quality of surface and ground water systems through catchment management, monitoring and development control. The SPWQM Policy comprises a series of often technical objectives for the management of surface and ground water systems.

The objectives of the SPWQM are integrated into the current RMPS. In this regard, the Natural Assets Code of the TPS which applies to watercourses contains development controls that seek to minimise impacts on water quality including native riparian vegetation, watercourse condition and the natural ecological function of watercourses.

The Structure Plan will be consistent with the SPWQM by virtue of incorporating development controls established by the TPS which are required to be consistent with State Policies[17].

2.7 Dorset Council Strategic Plan 2023-2032

Whilst not a statutory planning instrument created under the LUPA Act, section 34(2)(f) requires the Dorset LPS to have regard to the strategic plan of Council, prepared under section 66 of the *Local Government Act 1993*. Consideration of Council's strategic plan is therefore useful in the preparation of the Structure Plan.

Council's Strategic Plan was adopted on 26 June 2023. It sets out the strategic framework to identify and establish the vision and future direction of Council to meet the needs and aspirations of the community. The vision and objectives of the strategies of the strategic plan are as follows:

- **Vision Statement**: *An inclusive, thriving and connected community.*
- **Liveable Community Strategy**: *To continually improve the liveability of the community and to respond to community challenges and changing demographics*.
- **Economic Development Strategy**: *To stimulate economic growth through sustainable and visionary projects, with a view to increasing prosperity, population and investment*.

[17] Section 15(2)(c), *Land Use Planning and Approvals Act 1993*.

- **Leadership and Governance Strategy**: *To create value and improve service delivery for the community through effective leadership and governance*.

Overall, the Structure Plan aligns with the vision and objectives of the strategic plan.

The Structure Plan directly responds to Strategic Imperative 7.2 which identifies the need to undertake a master planning exercise to identify settlement growth and required infrastructure planning. This strategic imperative is developed within the context of increasing Dorset's population to improve and ensure Council has a sustainable rates and grant base. The Structure Plan identifies residential and industrial growth areas and includes an analysis of infrastructure necessary to facilitate the desired growth.

2.8 Tasmanian Planning Scheme – Dorset

The Dorset LGA is under the controls of the Tasmanian Planning Scheme incorporating the Dorset LPS which came into effect on 18 January 2023.

The Structure Plan proposes changes to the Dorset LPS insofar as it recommends new land use zones in the following locations:

1. Rezoning 6 lots on the north-eastern side of Thomas Street from General Residential to Low Density Residential.
2. Rezoning 1 lot on the south-western side of George Street from General Residential to Low Density Residential.
3. Rezoning the majority of 1 lot on the north-eastern side of George Street north of Peggy Parade from Agriculture to General Residential.
4. Rezoning 60 lots dispersed around the periphery of the activity centre in George Street, Ellenor Street, Alfred Street, William Street, King Street, Ada Street, Fosters Road, Cameron Street and Northbourne Avenue from General Residential to Urban Mixed Use.
5. Rezoning 1 lot at Grenda Place from General Residential to Low Density Residential.
6. Rezoning 3 lots at the southern end of Ada Street from Rural Living to General Residential.
7. Rezoning 16 lots on the north-eastern side of Ringarooma Road to the north of Austins Road from Rural Living to Low Density Residential.
8. Rezoning 2 lots on the south-western side of Ringarooma Road from Agriculture to Light Industrial.

In addition, the rezoning proposed by the Structure Plan will remove a small portion of the Scenic Road Corridor overlay of the Scenic Protection Code that applies to the northern end of Tasman Highway and Ringarooma Road between Careys Road and Austins Road.

3. Profile of Scottsdale

Scottsdale is the largest settlement within the Dorset LGA. Spatially, it is located approximately 63km north-east of Launceston and 22km south-east of Bridport. Scottsdale is a quintessential rural town with a relatively compact urban form which is surrounded by a rich tapestry of high productive value agricultural land (refer to Figure 5).

Figure 5 - Aerial image illustrating the location of Scottsdale within the context of the Dorset LGA boundary and the broader northern region.

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The physical, social and economic attributes, settlement pattern, role and function of Scottsdale are described in the following sections.

3.1 Physical Attributes

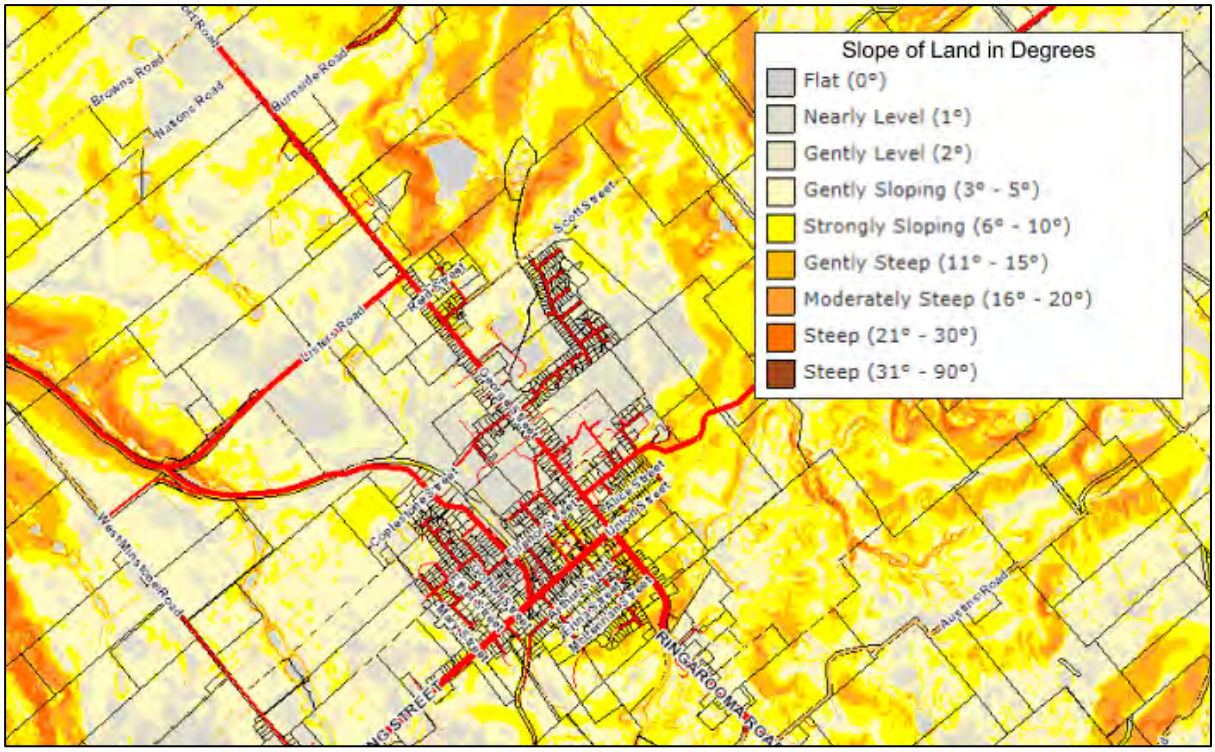
3.1.1 Topography and Natural Features

Scottsdale is located on a plateau that lies around 200m AHD which, while undulating, extends to the Brid River to the west, the junction of Golconda Road and Listers Road to the north-west and Browns Road and Nations Road to the north. A ridgeline formed by the 180m AHD contour forms the eastern perimeter of Scottsdale between Scott Street to the north and Ringarooma Road to the south.

Land falls away from the ridgeline into a minor valley that sits at around 140m AHD formed by Tuckers Creek and is associated tributaries before rising up to around 190m AHD at the southern end of the settlement boundary near Austin Road and Careys Road. Land that has the most acute slope within Scottsdale is located around Ringarooma Road which falls away steeply to Tuckers Creek.

Slope of the land within Scottsdale is expressed in Figure 6.

Figure 6 - Topographical map of Scottsdale expressing the degree of slope of land.

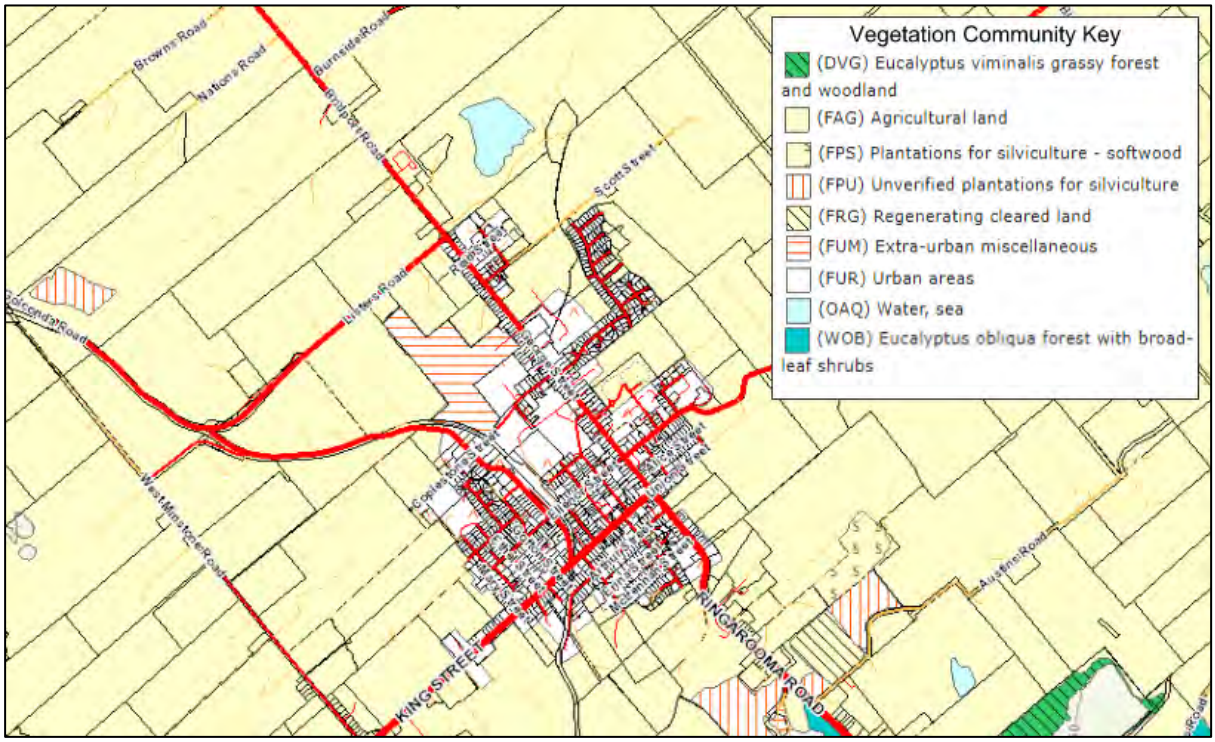


Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.1.2 Natural and Landscape Values

Scottsdale and its immediate surrounds comprises a highly modified landscape with only small amounts of native vegetation and associated natural values remaining. Figure 7 illustrates the current vegetation communities (and land type) in and around Scottsdale.

Figure 7 – map of Scottsdale illustrating the vegetation communities and land type in and around Scottsdale based on TASVEG 4.0 mapping data.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Main locations of remnant vegetation within the area Scottsdale that is subject to the Structure Plan include riparian vegetation along the banks and edges of Tuckers Creek and other smaller tributaries and dams, vegetation within Northeast Park which is a conservation area declared under the *Nature Conservation Act 2002* and a band of *Eucalyptus obliqua* forest which wraps around the junction of Ringarooma Road and Careys Road within 54 Ringarooma Road. Scottsdale has low natural value and sensitivity in this regard.

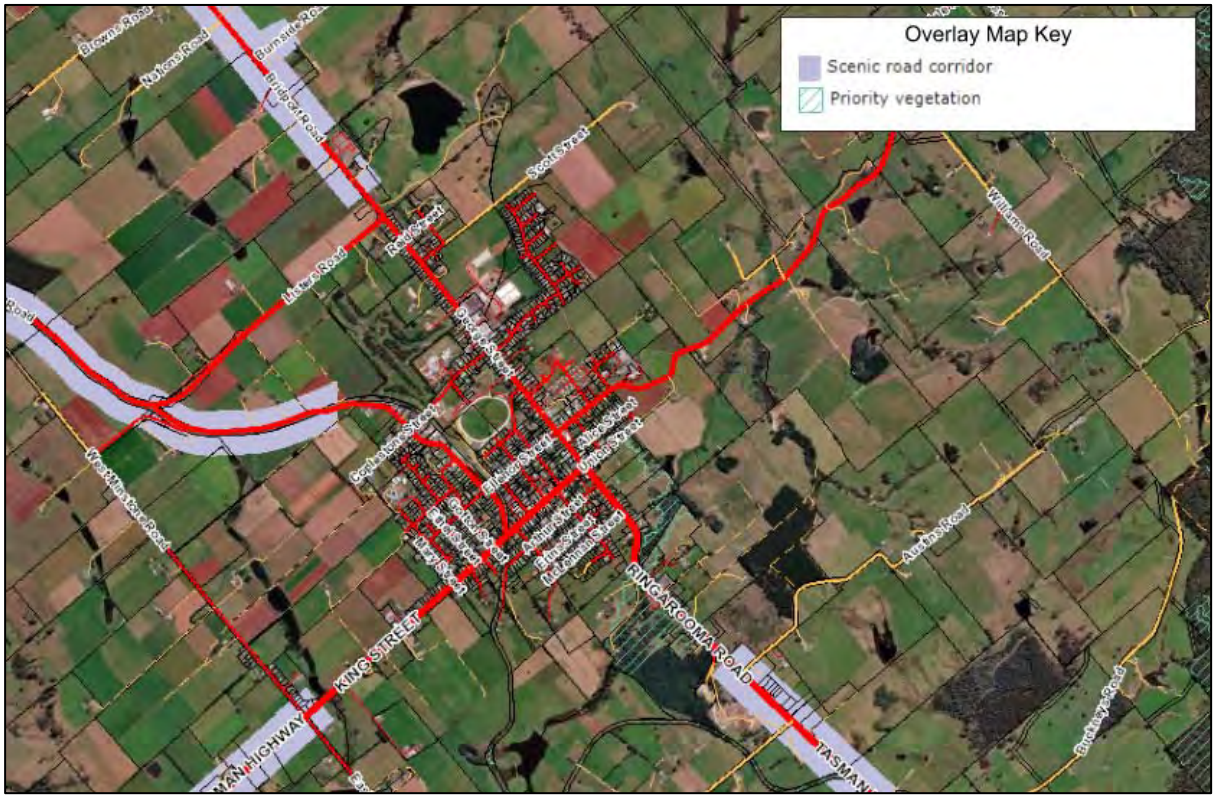
Notwithstanding this, there are specific protections in place under the Dorset LPS that apply to areas of Scottsdale that are identified to have higher natural and landscape value sensitivity through the application of the Priority Vegetation and Scenic Road Corridor overlay maps (refer to Figure 8). The Scenic Protection Area overlay associated with the Scenic Protection Code of the TPS does not apply to any parts of the Dorset LGA.

It is noted that the application of the Priority Vegetation Area is based on the TASVEG 3.0 mapping data which has been superseded by the 4.0 version of the mapping data. TASVEG 4.0 is therefore considered to be the most accurate dataset with respect to the identification and mapping of biodiversity values within Scottsdale.

The overlays comprise a small area of Priority Vegetation which covers Northeast Park and along the sides of Tuckers Creek between Northeast Park and Union Street. The Scenic Road Corridor overlay applies to both sections of Tasman Highway, Golconda Road and Bridport Road. The extent of the natural and (scenic) landscape values within Scottsdale as prescribed by the Priority Vegetation and Scenic Road Corridor overlay maps is therefore marginal within the context of the Structure Plan area.

Figure 9 illustrates the location of the Waterway Protection Area that applies to selected watercourses within Scottsdale. Natural values associated with the protection and conservation of the watercourses are managed through the Natural Assets Code of the TPS. The main watercourses include Tuckers Creek which crosses Ringarooma Road adjacent to Northeast Park, Cox's Rivulet to the north and Hursts Creek to the west.

Figure 8 - overlay map showing the location and extent of the Scenic Road Corridor and Priority Vegetation Area that applies to Scottsdale.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 9 - overlay map showing the location and extent of the Waterway Protection Area within Scottsdale.

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

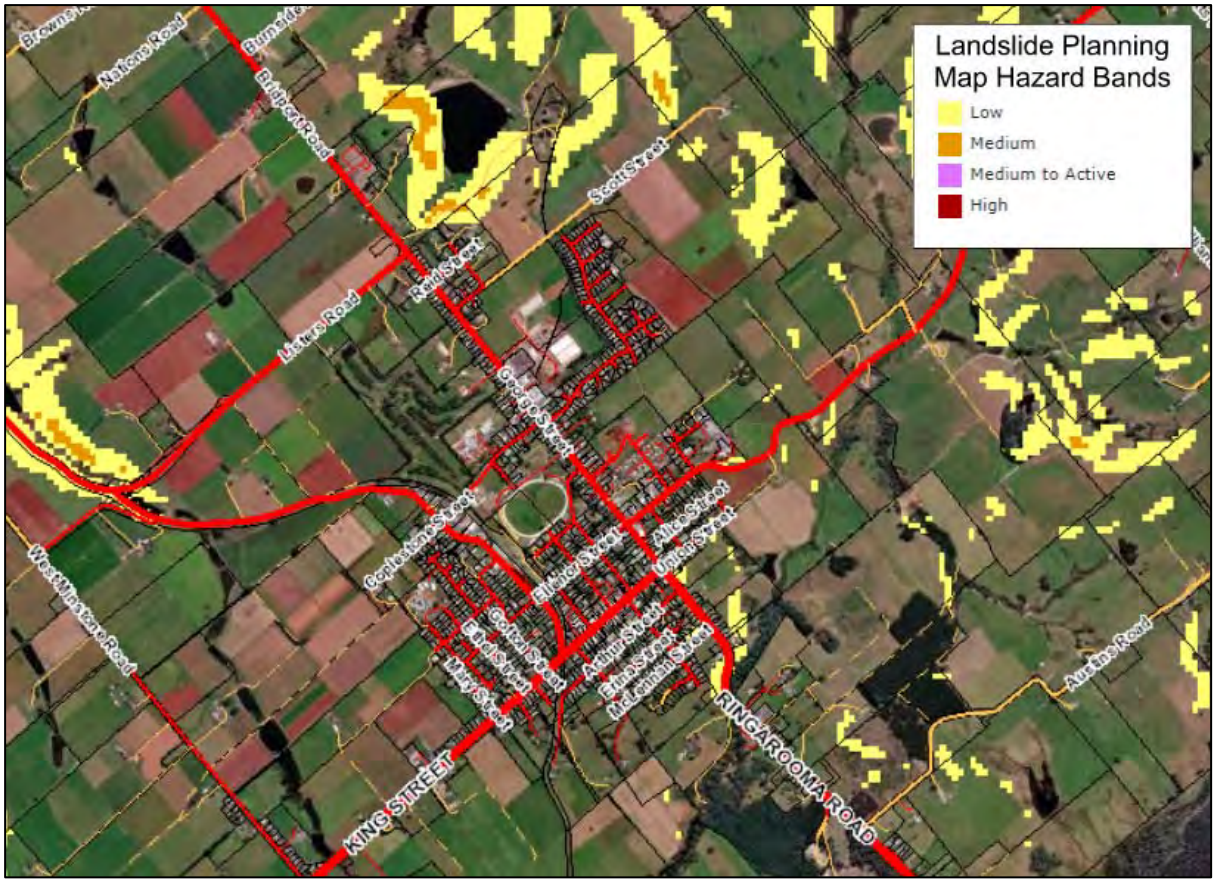
3.1.3 Natural Hazards

3.1.3.1 Landslip

The general topography of the land within Scottsdale is relatively level across the main plateau. Low and medium landslip risk hazard bands within Scottsdale are typically irregular in terms of spatial arrangement and size (refer to Figure 10). They are located within the steeper areas around Ringarooma Road, to the north where land falls away from Thomas Street and within the series of detention dams along Hurst Creek on the northern side of Golconda Road.

Scottsdale does not contain any medium to active or high landslip risk hazard bands.

Figure 10 - Landslide planning map showing the landslip hazard bands within Scottsdale.

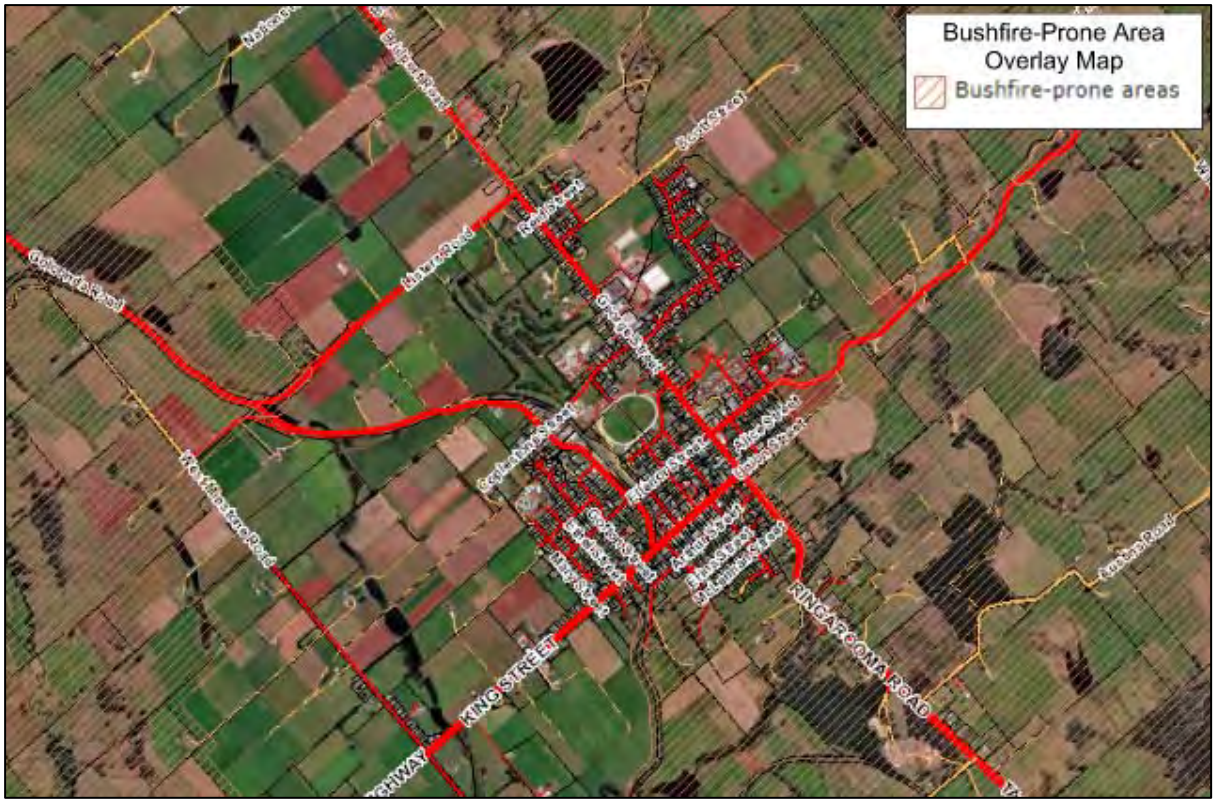


Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.1.3.2 Bushfire

Figure 11 illustrates the spatial configuration of land identified as being subject to bushfire risk around Scottsdale. The urban area and irrigated cropping land to the north-west, west and south-west of Scottsdale is not included within the bushfire-prone area mapping. All other land is identified as being bushfire-prone and subject to the controls of the Bushfire-Prone Areas Code of the TPS.

Figure 11 – Bushfire-prone planning map showing bushfire-prone areas within Scottsdale.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.1.3.3 Flooding

Scottsdale is not identified as being highly prone to major flood events insofar as none of the main watercourses surrounding Scottsdale are mapped as being prone to flooding under the Dorset LPS. Some watercourses such as Tuckers Creek may be subject to localised inundation during high rainfall events.

3.1.4 Land Capability

In the Tasmanian context, land capability refers to the classification of land to evaluate the capability of land to support agricultural uses[18]. Land capability assessment considers biophysical factors (geology, soil, slope and climate), physical limitations (drainage, flooding, presence of rocks and stones and erosion susceptibility), versatility (range of agricultural activities such as different crops) and the productivity (crop yield and stocking rates) of land to determine the agricultural productivity value of the land and how it can be used for agricultural activities without long-term detrimental impacts to sustainable agricultural production.

Land capability is distilled down to 7 classes of agricultural land. Class 1, 2 and 3 is identified as prime agricultural land which is the highest order of agricultural land suitable for a wide range of intensive cropping and grazing activities. Class 4-7 land is identified as having limitations to agricultural production with Class 7 land having very severe to extreme limitations making it unsuitable for agricultural use.

Scottsdale is located within very high productive agricultural land where it is mapped as Class 2 and 3. Figure 4 (in section 2.6.1) illustrates the location and spatial extent of prime agricultural land within Scottsdale. Protection of prime agricultural land is important when investigating and assessing suitability of land for future residential and industrial growth areas associated with the Structure Plan and is mandated by the RMPS through the Strategy 4.1 of the TPPs and the PAL Policy.

[18] Grose C.J. (Ed) 1999, Land Capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania. Second Edition, Department of Primary Industries, Water and Environment, Tasmania, Australia.

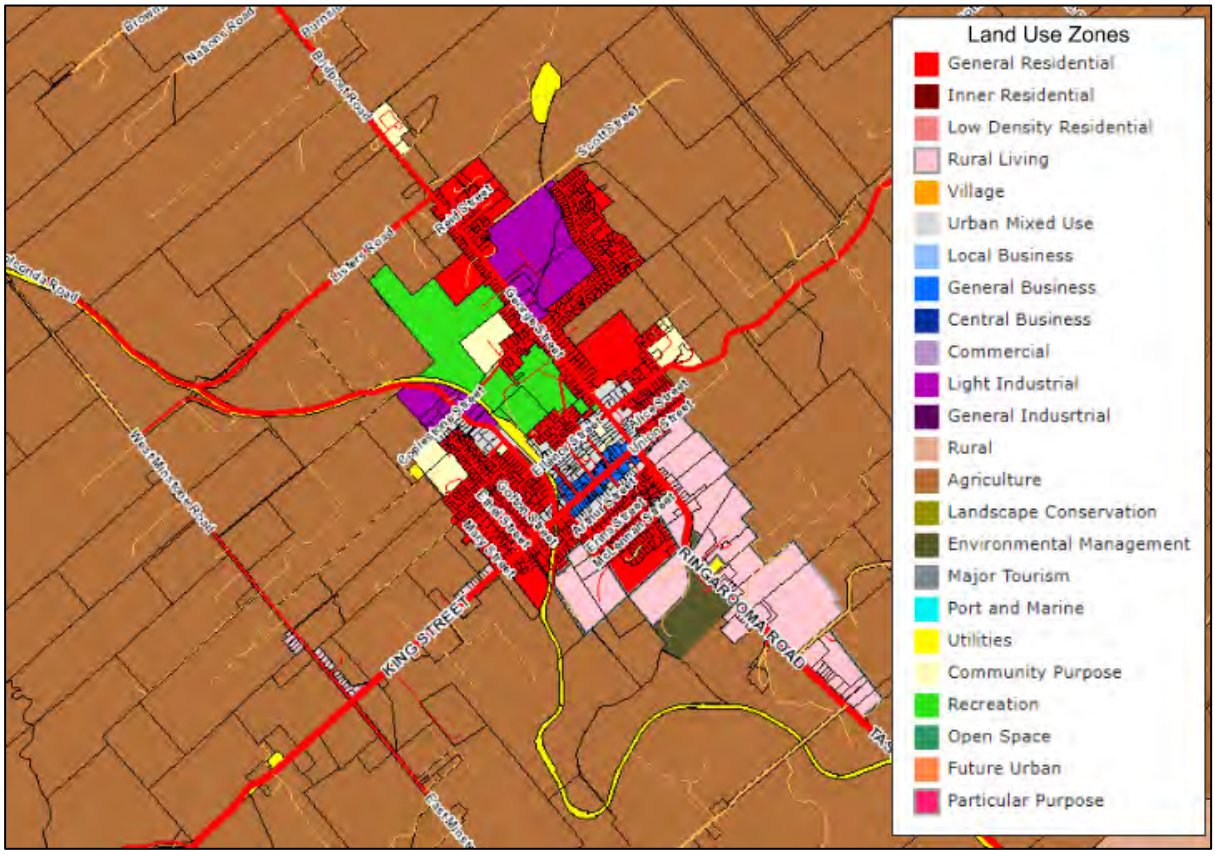
3.2 Settlement Pattern

3.2.1 Land Use Zoning

Scottsdale is identified as a district service centre within the NTRTLUS. It is the largest settlement area within the Dorset LGA and provides an important sub-regional role in terms of access to a wide range of services, education and employment opportunities.

The land use zoning pattern within Scottsdale reflects its role as a district service centre (refer to Figure 12).

Figure 12 - Map identifying the location and spatial extent of land use zone allocation within Scottsdale.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The general form of the town follows the spine of King Street between Ada Street to the west and George Street to the east which is zoned General Business which comprises the main retail, business and community service uses. The General Business zone is contiguous and reasonably compact.

From the General Business zone, the zoning typically transitions into Urban Mixed Use and then into the General Residential zone. Key community services and public land including the primary and secondary school, hospital and the show and recreation grounds are dispersed around the periphery of the General Residential zoned land and are zoned either Community Purpose or Recreation.

Scottsdale includes two Light Industrial zone precincts located at the Simplot potato storage site on the north-eastern side of George Street and at the northern end of William Street before it transitions into Golconda Road.

Main transport corridors including Tasman Highway, King Street, George Street, Golconda Road and Bridport Road are zoned Utilities. The Agriculture zone envelops the Scottsdale settlement where it is common for General Residential zoned land to adjoin or have an interface with Agriculture zoned land that is actively farmed.

The Rural Living zone applies to land to the south of the activity centre predominately following Ringarooma Road extending the settlement area throughout this zone.

Residential growth has been directed to the north-east of the activity centre around Spotswood Drive with recent residential development including the Killworth Street subdivision and extensions to the Northbourne Park retirement village which incorporates Peggy Parade, Propsting Circle and Northbourne Avenue.

The breakdown of the zones that form the urban or settlement boundary of Scottsdale by area is shown in Table 11.

Table 11 - Breakdown of zones that form the urban or settlement boundary of Scottsdale.

Scottsdale Urban Boundary		
Zone Clause (TPS)	**Zone Name**	**Existing Area (ha)**
8.0	General Residential	118.23
11.0	Rural Living	76.01
13.0	Urban Mixed Use	19.03
15.0	General Business	5.79
18.0	Light industrial	29.81
23.0	Environmental Management	9.76
27.0	Community Purpose	17.75
28.0	Recreation	33.25
29.0	Open Space	11.01

3.2.2 Transport and Access

Scottsdale is provided with good regional and local transport links which are illustrated in Figure 13.

The primary transport access to Scottsdale is via the Tasman Highway connecting from Launceston through the Sideling Range. This section of the Tasman Highway is identified as a Category 4 road under the State Road Hierarchy[19] and is predominately a single carriageway with a sealed surface. The section of Tasman Highway through the Sideling Range is currently being upgraded to improve the safety of the road and to enhance freight, tourism and domestic transport.

Other access roads to Scottsdale include Golconda Road, Bridport Road and the southern section of Tasman Highway which connects to Scottsdale via Ringarooma Road. Bridport Road and the southern section of Tasman Highway, between Scottsdale and Derby, are identified as a Category 2 road being the primary freight route linking the north-east to Bell Bay.

Bridport Road and Tasman Highway, including their transition roads within Scottsdale (including King Street, George Street and Ringarooma Road) are under the authority of the Department of State Growth. All other roads are under the authority of Council.

There is a daily bus route connecting Launceston and Scottsdale, including other smaller north-eastern settlements however there is no public transport within Scottsdale proper or other frequent intra-regional public transport connecting the north-eastern settlements.

Figure 13 - Aerial image identifying the main transport links to and from Scottsdale

[19] https://www.transport.tas.gov.au/__data/assets/pdf_file/0005/108509/State_road_hierarchy_December_1.pdf

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.2.3 Services and Utilities Infrastructure

3.2.3.1 Water

Scottsdale is serviced by full reticulated water infrastructure.

Figure 14 illustrates the reticulated water network within Scottsdale and includes an inset of the water treatment plant at Sailers Hill which is approximately 1.5km south-west of the township adjacent to the Tasman Highway. The water treatment plant is supplied with water from two water intake weirs from the Forester River which is the primary source of raw water and the Brid River. The Water treatment plant supplies approximately 400Ml of water into the network per year.

Figure 14 - Map showing the reticulated water network that services Scottsdale.

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.2.3.2 Sewerage

Scottsdale is serviced by full reticulated sewer infrastructure.

Figure 15 illustrates the sewer network within Scottsdale. The sewer treatment plant is located to the north of Scottsdale and has a design capacity of 3,200Kl per day to treat an average dry weather flow of sewer and wastewater. The sewer network is a series of gravity and pumped mains.

Figure 15 - Map showing the reticulated sewer system that services Scottsdale.

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.2.3.3 Stormwater

Scottsdale is services by a public stormwater system that includes a series of piped and open drain infrastructure. Stormwater from the developed land within Scottsdale is directed to Tuckers Creek to the east, Hursts Creek to the west or Cox's Rivulet to the north depending on the direction of fall.

3.2.3.4 Electricity

Electricity supply is provided from the Norwood-Scottsdale transmission corridor to the Ringarooma Road substation.

3.2.3.5 Telecommunications

Scottsdale is serviced with existing telecommunications infrastructure including the national broadband network (**'NBN'**) infrastructure.

3.2.4 Urban Form

The urban form of Scottsdale is relatively compact. Most of the town centre is developed with building and associated car parking areas with very few vacant lots although there remains underutilised land within developed lots. It is the retail and commercial hub of Scottsdale. Buildings within the town centre are predominately constructed to the frontage with a mixture of detached and conjoined building types which creates a strong retail and civic character particularly along King Street.

Residential land surrounding the town centre comprises a reasonable consistent subdivision pattern with uniform rectangular lots. Built form within residential land primarily consists of detached single

story dwellings although some lots contain multiple dwellings. Lower density residential land is located south of the town centre at the southern end of Ada Street and along Ringarooma Road to Careys Road.

3.2.5 Function and Role of Activity Centre

Scottsdale is identified as a district service centre within the NTRLUS activity centre hierarchy. The function and roles of this type of activity centre is detailed in Table 7 in Section 2.5.2.2. Employment within Scottsdale is strongly related to the primary industry sector which is a distinct characteristic of a district service centre.

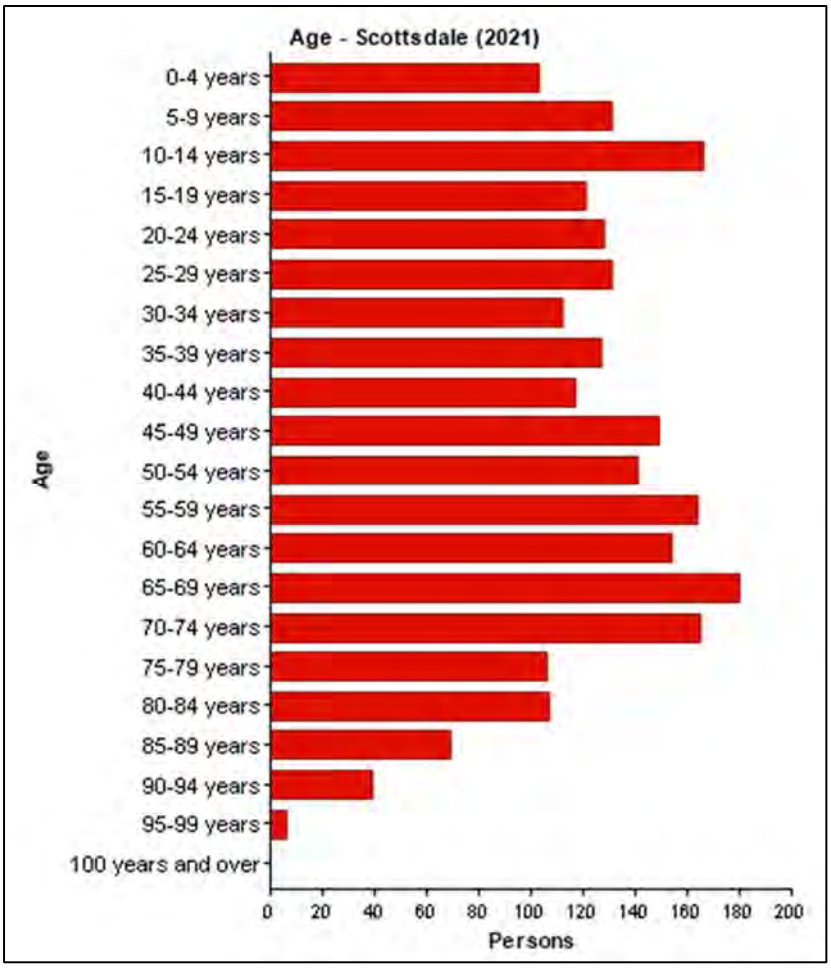
3.3 Social and Economic Attributes

3.3.1 Population and Housing Profile

The following information and data is extracted from REMPLAN Community which collates data from the 2021 census. The data relates specifically to the locality of Scottsdale which encompasses the Structure Plan area.

Scottsdale has a reported population of 2,408 people which represents 35.31% of the total population of the Dorset LGA. Population by age cohort within Scottsdale is illustrated in Figure 16.

Figure 16 - Population by Age Scottsdale.

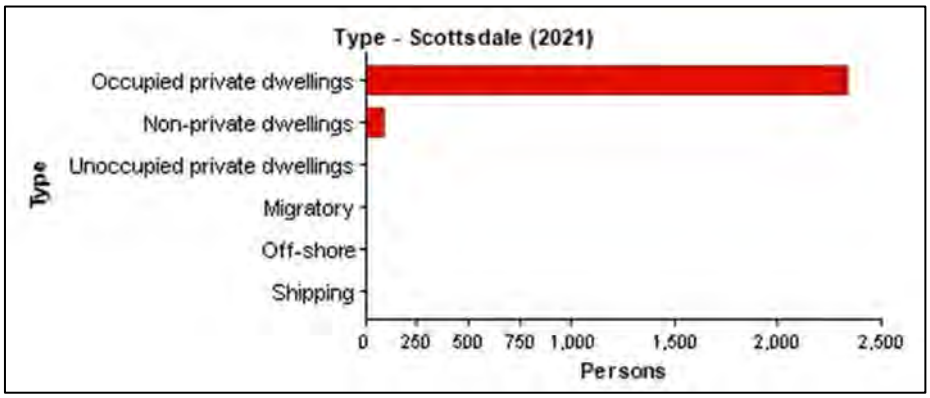


Source: REMPLAN Community

Approximately 40% of the population is over the age of 55 with the largest population cohort being 65-69 making Scottsdale a relatively elderly population when compared to the national average of approximately 25% of residents over the age of 55.

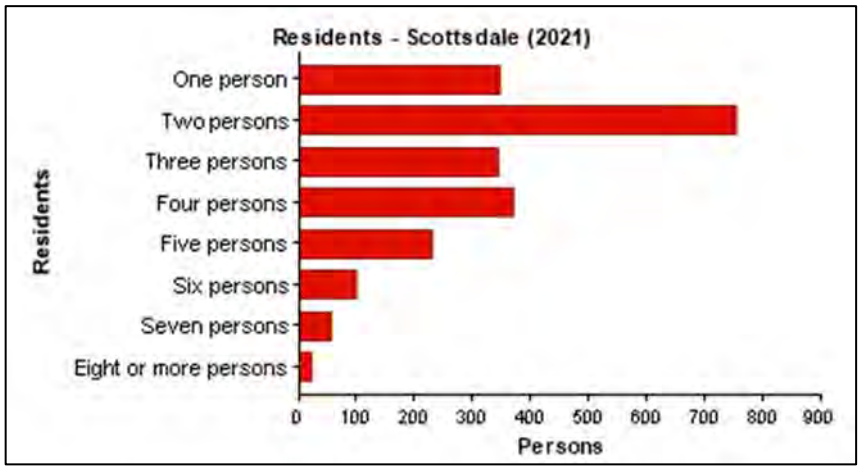
Scottsdale has a total of 2,256 private dwellings with 95% comprising single dwellings and 4% comprising medium density multiple dwellings (refer to Figure 17). No unoccupied dwellings are recorded. Figure 18 illustrates the number of people normally residing in a dwelling. Approximately 3% of the population reside in non-dwellings including retirement homes and other forms of minor or transitory residential arrangements.

Figure 17 - Population of Scottsdale by Dwelling Type.



Source: REMPLAN Community

Figure 18 - Population of Scottsdale by People per Dwelling.



Source: REMPLAN Community

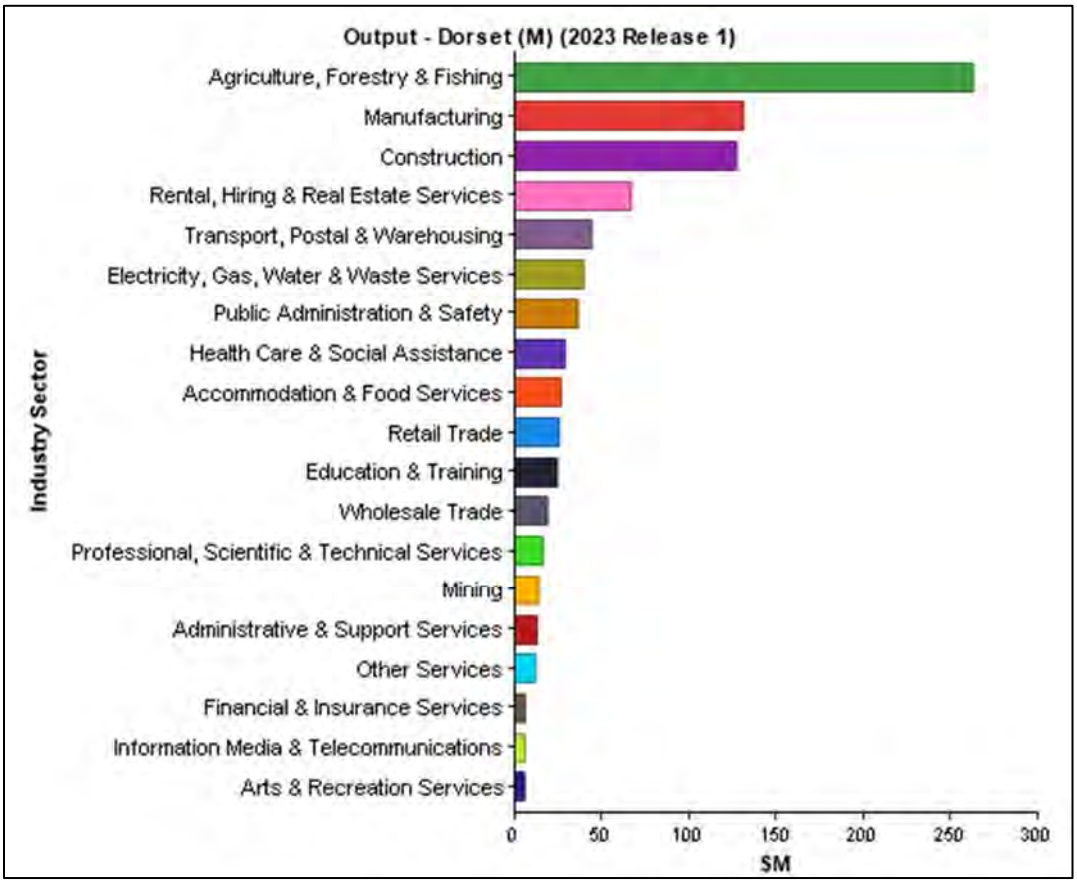
It is evident that the most common form of dwellings within Scottsdale are separate dwellings on single lots that accommodate more than one person. This is consistent with the established pattern of residential development that is observed within Scottsdale.

3.3.2 Economic Activity

The following economic data is based on the whole of Dorset. Data for individual localities within the Dorset LGA is not available. Notwithstanding this, the data is likely to be representative of the population of Scottsdale given that it constitutes over 30% of the total population of Dorset and functions as the service and employment hub of the municipality.

Figure 19 represents gross revenue (economic output) by sector for the Dorset LGA.

Figure 19 - Gross revenue of the Dorset LGA by industry sector.

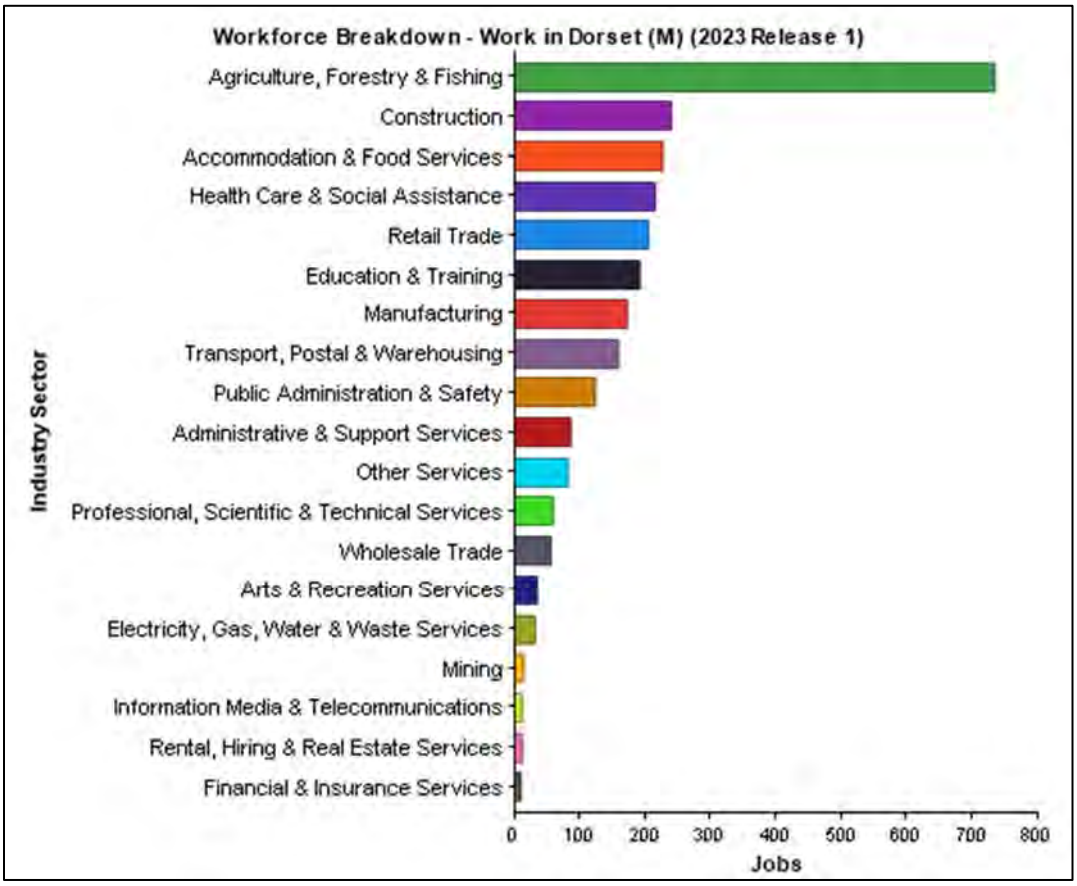


Source: REMPLAN Economy

Approximately 30% of gross domestic product is generated within the agriculture, forestry and fishing sector with the manufacturing and construction sectors contributing approximately 14.5% each. Of the 2,650 jobs in Dorset, 27.7% of jobs are within the agriculture, forestry and fishing sector with the next highest number of jobs generated by the construction industry (refer to Figure 20).

The agriculture, forestry and fishing sector is therefore essential to the prosperity of the Scottsdale community and Dorset LGA more broadly. Protection of productive agricultural resources and the provision of land suitable for support services and industries associated with the sector is therefore an important consideration of, and must be reflected in, the Structure Plan.

Figure 20 - Jobs by industry sector in Dorset.



Source: REMPLAN Community

3.3.3 Community and Recreation Facilities

Scottsdale is well serviced by a suite of community and public facilities to meet the needs and requirements of existing and future residents. Table 12 details the type and location of existing community and public facilities within Scottsdale.

Scottsdale's population, geographic location and role as the district service centre with the Dorset LGA provides the scale to accommodate a wide range of community services and facilities. Accordingly, the existing community services and facilities serve the broader community of Dorset.

Table 12 - Community and public facilities of Scottsdale.

Community and Public Facilities of Scottsdale		
Facility	**Category**	**Address**
Scottsdale Golf Club	Sport and recreation	97 George Street
Scottsdale High School	Education	20 Coplestone Street
Dorset Trade Training Centre	Education and Employment	20 Coplestone Street
Scottsdale Aquatic Centre	Sport and Recreation	Rose Street
Scottsdale Showground	Community Purpose	Rose Street
Scottsdale Recreation Ground	Sport and Recreation	Rose Street
Scottsdale Primary School	Education	41 Mary Street
Scottsdale Child Care Centre	Community	43 Mary Street
Australia Post Office	Community	27 King Street

Service Tasmania	Community	51 King Street
Scottsdale LINC Centre	Community	51 King Street
Scottsdale Visitor Information Centre	Tourism	4 Alfred Street
Scottsdale Police Station	Emergency Services	6 Alfred Street
North Eastern Soldiers Memorial Hospital	Health	28 Fosters Road
Dorset Community Men's Shed	Community	2 Christopher Street
Scottsdale Fire Station	Emergency Services	33 William Street
Dorset Council Office	Community	3 Ellenor Street
Dorset Council Works Depot	Community	54 Ringarooma Road
Northeast Park	Recreation	Ringarooma Road
North East Rail Trail	Recreation	Various

4. Defining the Structure Plan Area

4.1 Planning Principles and Objectives

The following planning principles and objectives have been adopted to define the Structure Plan investigation area and to develop the methodology for the Structure Plan Sectors defined in Section 6.2:

1. Prioritise residential growth within the Scottsdale urban growth boundary with a focus on infill development and consolidation or intensification of existing residential zones to avoid further expansion of the urban growth boundary and resultant conversion of Agriculture zoned land;
2. Protect high productive value agricultural land that to the west of the Scottsdale urban growth boundary and minimise as far as practical impacts upon agricultural land on the eastern side of the Scottsdale urban growth boundary;
3. Where practical, avoid land that is subject to significant risk of natural hazards and high biodiversity, landscape and natural values;
4. Where practical, avoid land that is subject to potential land use conflict by separating incompatible land uses;
5. Ensuring land is physically suitable for its intended purpose and capable of being serviced by reticulated utility and road infrastructure;
6. Prioritise industrial growth within the Scottsdale urban growth boundary; and
7. Establishing demand for proposed residential and industrial land.

4.2 Rationale for Residential and Industrial Growth Land

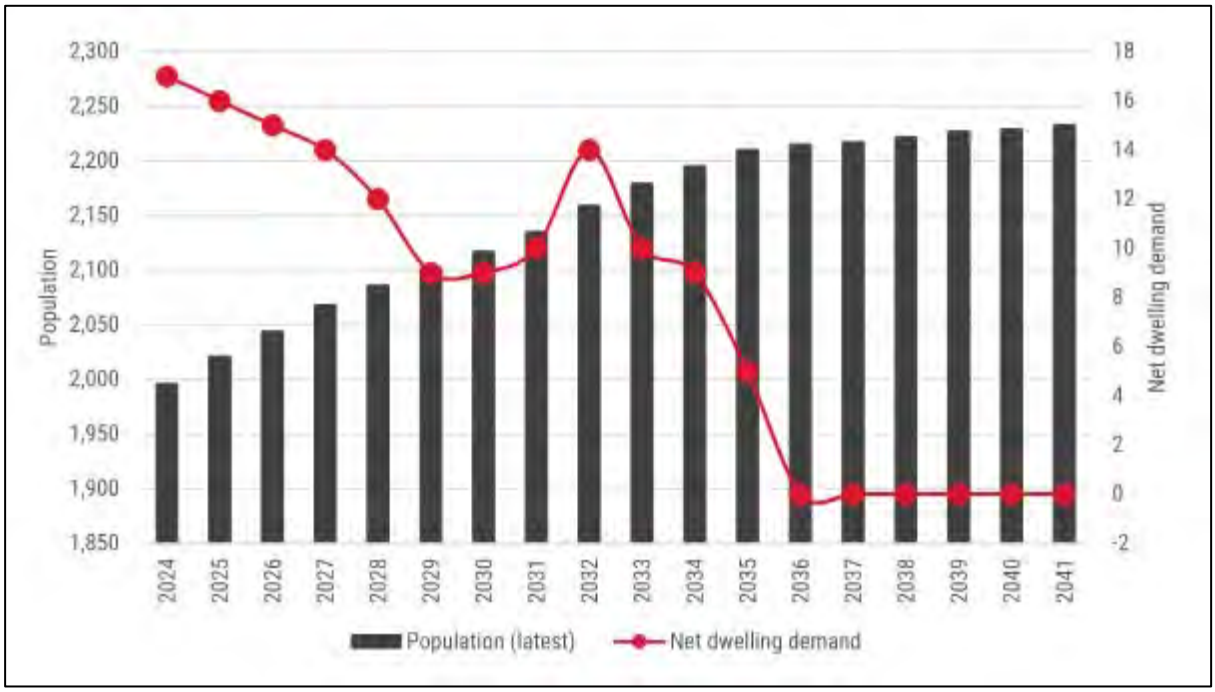
4.2.1 Projected Population Growth

The REMPLAN Report identifies that Scottsdale has a low supply of residential land and anticipates that existing residential land supply will be exhausted by 2035. This trajectory is illustrated in Figure 21. The graph illustrates that Scottsdale will not be able to supply any dwellings from 2035 due to a lack of an adequate supply of residential land which is shown in Figure 22.

With respect to Figure 22, it is noted that all the land that is identified as being underutilised (shaded in yellow) is currently zoned General Residential but has been identified as being unsuitable for the General Residential zone due to servicing constraints. As such, the Structure Plan proposes to rezone this land to Low Density Residential which better reflects the constraints of the land. Accordingly, remaining residential land supply is further depleted.

Figure 23 illustrates the population forecast and dwelling demand for Scottsdale between 2022 and 2041 based on anticipated annual growth rates and current land supply. Overall, there is a real need to identify and allocate additional, suitably located and appropriate land within Scottsdale for residential growth.

Figure 21 - Net dwelling demand forecast for Scottsdale.



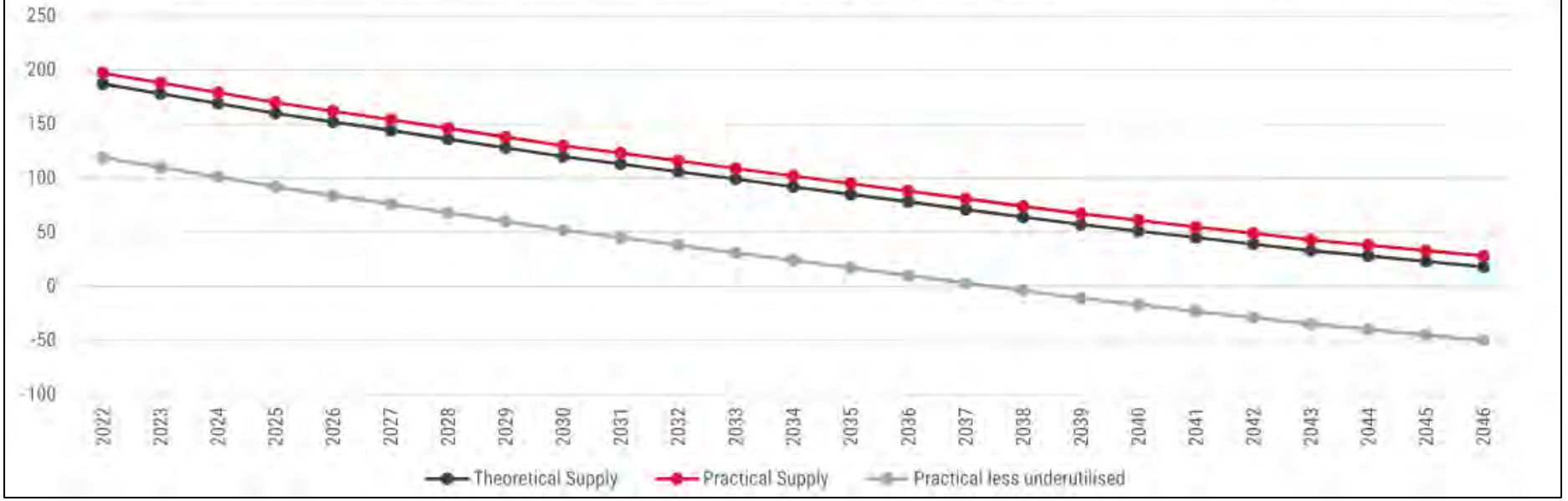
Source: REMPLAN June 2023

Figure 22 - map identifying the location of remaining residential land supply within Scottsdale.

Source: REMPLAN January 2024

Figure 23 - Scottsdale population forecast and land supply 2022-2041.

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
	2023 Forecasts and Land Supply																			
Population	1,923	1,939	1,953	1,968	1,982	1,996	2,009	2,024	2,039	2,049	2,061	2,072	2,083	2,095	2,105	2,115	2,126	2,137	2,149	2,160
Annual growth rate (%)	0.5%	0.8%	0.7%	0.8%	0.7%	0.7%	0.7%	0.7%	0.7%	0.5%	0.6%	0.5%	0.5%	0.6%	0.5%	0.5%	0.5%	0.5%	0.6%	0.5%
Net migration	-10	19	17	19	18	17	17	20	21	16	19	18	19	21	20	22	23	23	26	25
Natural change	0	-3	-3	-4	-4	-3	-4	-5	-6	-6	-7	-7	-8	-9	-10	-12	-12	-12	-14	-14
Persons per dwelling	2.24	2.24	2.23	2.23	2.23	2.22	2.22	2.22	2.22	2.21	2.21	2.21	2.21	2.20	2.20	2.20	2.19	2.19	2.19	2.19
Net dwelling demand	-	9	9	9	8	8	8	8	8	7	7	7	7	7	7	7	7	7	6	6
Practical land supply	197	188	179	170	162	154	146	138	130	123	116	109	102	95	88	81	74	67	61	55
	Original 2022 Forecasts Comparison																			
Population	*1,973*	*1,997*	*2,021*	*2,044*	*2,067*	*2,091*	*2,111*	*2,125*	*2,140*	*2,157*	*2,182*	*2,201*	*2,219*	*2,237*	*2,251*	*2,268*	*2,281*	*2,295*	*2,308*	*2,319*
Annual growth rate (%)	*1.6%*	*1.2%*	*1.2%*	*1.1%*	*1.1%*	*1.2%*	*1.0%*	*0.7%*	*0.7%*	*0.8%*	*1.2%*	*0.9%*	*0.8%*	*0.8%*	*0.6%*	*0.8%*	*0.6%*	*0.6%*	*0.6%*	*0.5%*
Net dwelling demand	*19*	*18*	*17*	*16*	*15*	*14*	*12*	*9*	*9*	*10*	*14*	*10*	*9*	*9*	*8*	*8*	*7*	*7*	*6*	*6*



Source: REMPLAN January 2024

4.2.2 Residential Land Sale Analysis

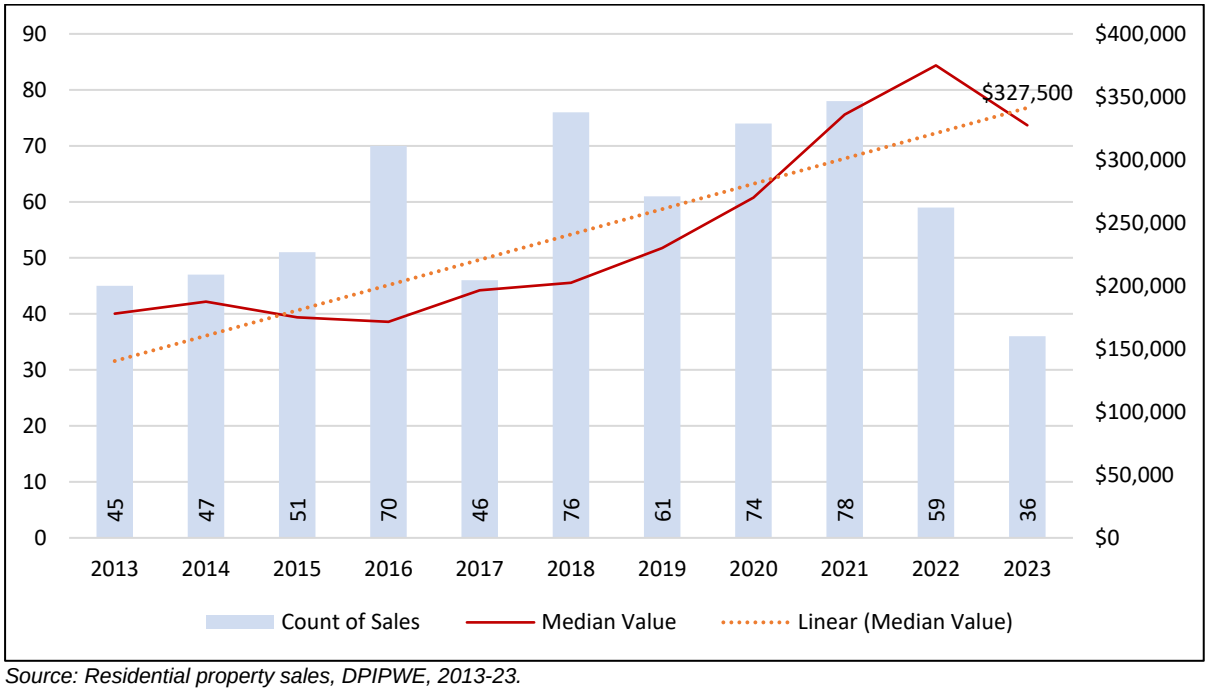
To further inform local demand for residential land in Scottsdale, an analysis of residential property sales and values has been undertaken over a 10 year period between 2013 and 2023. Table 14 and Figure 24 illustrate the trend in property sales and values within this period.

Table 13 - Residential property sales and values in Scottsdale between 2013 and 2023 (financial year)

Component	3 years (2020-23)	5 years (2018-23)	10 years (2013-23)
Residential property sales (total)	247	384	643
Residential property sales (average annual)	62	64	58
Growth in median value	21%	62%	84%
Average annual growth in median value	6.6%	10.1%	6.3%

Source: Residential property sales, DPIPWE, 2013-23.

Figure 24 - Residential property sales and values in Scottsdale between 2013 and 2023 (financial year)



Source: Residential property sales, DPIPWE, 2013-23.

The analysis identifies the following data and trends:

- the median residential property value in Scottsdale is $327,500;
- Scottsdale has recorded consistent growth in median residential property values, averaging over 6% per annum since 2013 (10 years) and 10% p.a. since 2018 (5 years);
- sales volume has declined from a peak of 74 and 78 over the first two years of the pandemic (2020 and 2021), and fell to a 10-year low of 36 sales in 2023;
- the median residential property value peaked in 2022 and fell in 2023 alongside a 10-year low volume of sales which is likely to be attributable to rising interest rates and inflationary pressures;
- despite property market headwinds, median values have held relatively steady, indicating buoyant demand conditions for residential properties in Scottsdale;

- it is evident that the residential property market within Scottsdale is in the midst of a market trough due to challenging fiscal and economic conditions. As a result, sales activity is below long term averages. Lower stock availability on the market could be contributing to the resistance in values.

4.2.3 Adequacy of Residential Land Supply

The REMPLAN Report categorises land supply into five classes[20] which are as follows:

- ***Retail:*** *A retail parcel is an existing vacant parcel that is not of a size that can accommodate further subdivision based on localised average yields and criteria established under the supply process. These are parcels that are currently available for development. Retail parcels have the highest certainty of supply realisation.*

- ***Approved Plan:*** *this category is allocated to any parcel that was identified by individual councils as having an approved permit, an approved master plan, or similar. As such, there is a relatively high certainty around supply being realised. It does not include instances where a specific area plan states an alternative minimum lot sizes, these being incorporated into the model through general yield calculations.*

- ***Vacant serviced:*** *this category is a vacant parcel that is of sufficient size to accommodate further subdivision based on localised average yields and accounting for standard takeout rates. Servicing is allocated where the property is within a 'Full Service' area of TasWater's sewer serviced land mapping. Given this land is vacant and currently serviced with key infrastructure there is higher certainty of supply being realised compared to unserviced vacant land.*

- ***Vacant unserviced:*** *this category is generally the same as the vacant serviced category but is allocated to parcels that are within areas identified as 'Unserviced' in TasWater's sewer serviced land mapping. As these parcels do not currently meet TasWater's criteria for serviced land, it is considered that these parcels would be less likely to be developed before fully serviced land.*

- ***Underutilised:*** *this class is allocated to parcels that are currently developed with a dwelling improvement. These parcels meet the set of criteria established in the supply assessment around land area and building to land area ratios to be considered as underutilised and have further subdivision potential. This class has the lowest certainty around supply being realised*.

The highest amount of certainty of supply realisation is assigned to the retail class whereas the lowest certainty of supply of realisation is assigned to the underutilised category.

The REMPLAN Report recognises the fickleness associated with the delivery of land supply to the market. In this regard, residential land supply is overwhelming delivered by the private sector. The practical outcome of the market-driven land development system is that the delivery of new land supply is entirely dependent on individual land owner intentions and desires.

The REMPLAN Report identifies that approximately 77% of Scottsdale's land supply is within the Vacant Serviced, Vacant Unserviced and Underutilised supply classes which represents the highest level of uncertainty with respect to land supply being realised. Uncertainty is further exacerbated by the market and private landowner-driven nature of land development and the high degree of long-term retention of vacant or underutilised lots within Scottsdale (i.e. developable land being within single ownership in excess of 20 years).

The adequacy of land supply within Scottsdale is therefore considered to be low. The Structure Plan must therefore ensure future residential land supply is adequate and provides for as much certainty and reliability around supply being realised.

[20] REMPLAN NTDC Supply and Demand Report, January 2024

4.2.4 Industrial Land Supply

Policy ED-P3 of the NTRLUS requires a 10 year supply of industrial zoned land to be provided in strategic locations whereas Strategy 4.5.3(2) of the TPPs (Industry Policy) calls for a 15 year supply of industrially zoned land. Strategy 4.5.3(2) of the TPPs directs new supply of industrial land to within established urban growth boundaries.

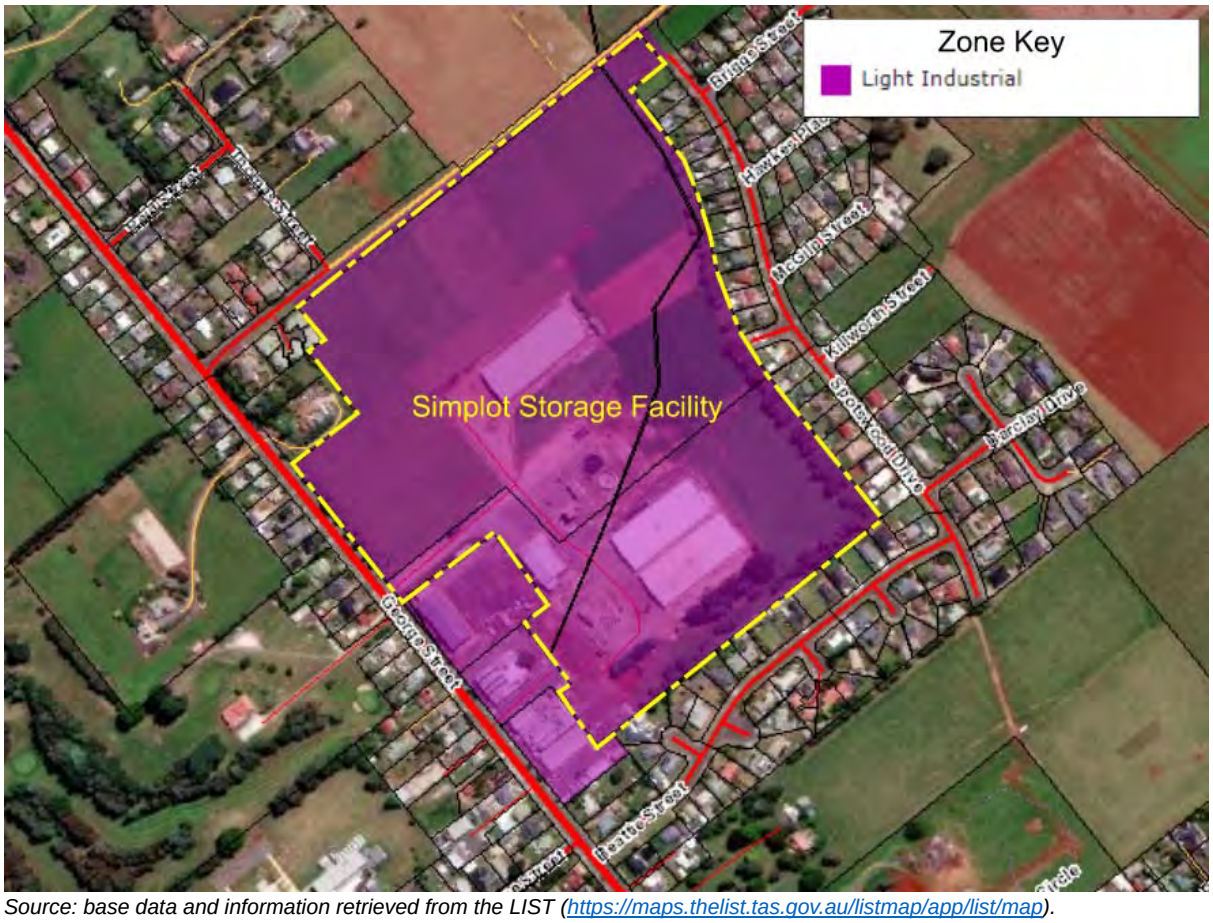
Scottsdale is an established urban growth boundary which is identified as a district service centre. The following sections review the two established Light Industrial zone precincts within the Scottsdale urban growth boundary to ascertain existing land supply.

4.2.4.1 Simplot Industrial Land Precinct

The Simplot Industrial Land precinct is located in the north-eastern section of Scottsdale where it has frontage to George Street to the south-west and Scott Street to the north-west (refer to Figure 25). The precinct has an area of 22.3ha which is the largest of the two. It comprises 5 lots. The two largest lots are owned by Simplot Pty Ltd which is a national vegetable processor. The smaller lots are fully developed with agricultural supply buildings and a food science laboratory operated by the Australian Defence Force.

The precinct is surrounded by residential land.

Figure 25 - aerial image showing the location and spatial extent of the Simplot Industrial Land Precinct.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

On face value, it appears that the two large lots owned by Simplot are underutilised. However, early engagement with Simplot has revealed that all land contained within the lots is utilised by the existing potato storage use and is required for future operational requirements, including to maintain a buffer between the use and surrounding residential use.

A summary of the existing potato storage operation of the Simplot land is as follows:

- Simplot is one of the leading suppliers of potato products in Australia with approximately 95% of all Simplot potato products made from potatoes grown in Tasmania. Their main processing plant in Tasmania is located in Ulverstone;
- Scottsdale (and the north-east generally) comprises land that has been identified as being suitable for potato growing and, with the inception of the Scottsdale Irrigation Scheme, this land is likely to expand due to the provision of improved water surety for agricultural production;
- Various farms through the Scottsdale district have contracts with Simplot for potato growing;
- It is important for potatoes to be removed from the ground as quickly as possible when they have matured to avoid spoiling and damage which can occur when they are left in the soil for too long. It is therefore critical to have cool store facilities available in proximity to potato crops to manage product quality;
- Having storage facilities close to growers is important to minimise transport distances and enable the maximum number of trips between the farm and storage facility during any day of harvest;
- The Simplot Site is a potato storage facility that serves local growers within the Scottsdale district. Unprocessed potatoes are received and stored at the facility during harvest which is between March and May. Potatoes are gradually transported to the Ulverstone processing factory where the storage buildings are typically emptied by December in preparation for the following harvest;
- The current storage capacity is 34,000 tonnes and additional storage capacity is required to meet Simplot's current production targets. Simplot are anticipating processing and associated storage production to expand which is partly due to new production demand and due to Tasmania increasingly becoming a premium potato production region within Australia;
- It is important to have potato storage facilities in areas with convenient access for growers with the Scottsdale storage facility fulfilling a critical role for the north-east and immediate Scottsdale agricultural district.
- Use and development of the Simplot site takes form through the physical storage buildings, weighbridge and other associated buildings and works with the balance of the land (perceived as vacant or underutilised land) maintained as a buffer separating the storage buildings and associated external activities from the surrounding residential uses;
- The physical separation provided by the buffer is necessary to minimise environmental nuisance and impacts on amenity upon adjoining residential uses cause by noise, dust and chemical overspray associated with the potato storage operation.

On this basis, Simplot uses the entirety of the land for their current operations with the balance land within the site required to accommodate any future additional storage capacity. Simplot have also advised that co-location of existing regional storage facilities, being intensification of existing storage and processing facilities, is preferred for operational efficiency. Simplot estimates that the level of investment in the Scottsdale site is in the order of $40m which excludes the cost of land. The cost to relocate the facility to another site is significant and prohibitive.

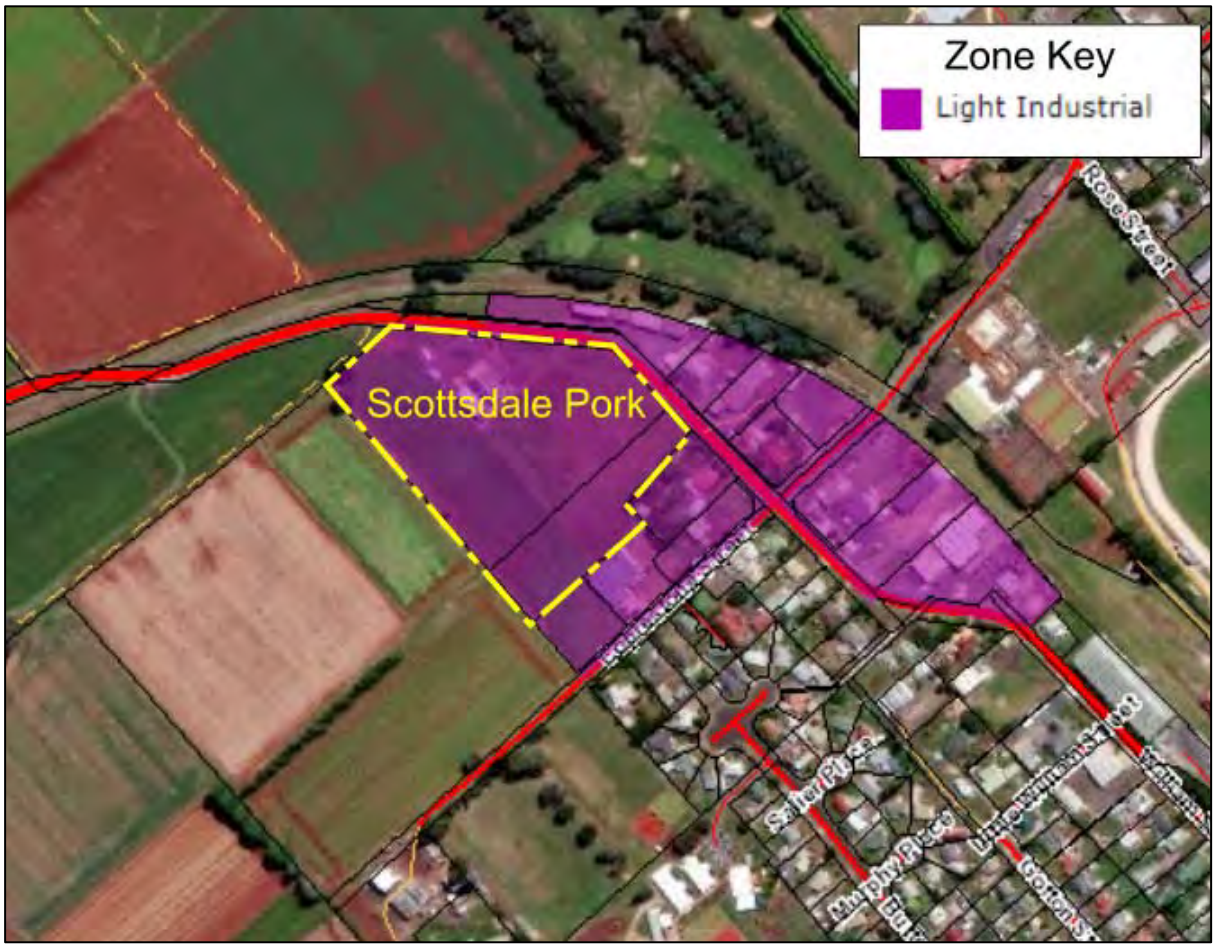
The importance of the Simplot land to the agricultural sector has also been recognised within the Agricultural Assessment. Expansion of the industrial precinct is not possible due the adjoining residential land and perimeter roads.

For these reasons, industrial land within the Simplot Industrial Precinct is fully utilised.

4.2.4.2 William Street Industrial Land Precinct

The William Street Industrial Precinct is located at the northern end of William Street before it transitions into Golconda Road. It has an area of 7.5ha and comprises 14 small to medium sized lots (refer to Figure 26).

Figure 26 - aerial image showing the location and spatial extent of the William Street Industrial Land Precinct



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The largest lots are occupied by Scottsdale Pork which processes pork sourced from a local piggery and abattoir. Other lots are occupied with small industrial uses including manufacturing, fabrication and service industry activities.

There are two vacant lots within the precinct. One lot adjoins and forms part of the Scottsdale Pork processing facility and the other lot is located at the end of Coplestone Street. Expansion of the industrial precinct is not feasible due to established residential use and development to the south-east on the opposite side of Coplestone Road and presence of prime agricultural land to the west which the structure plan prioritises for protection.

4.2.4.3 Current Supply of Industrial Land within Scottsdale

It is evident that Scottsdale does not have an adequate supply of industrial land within the urban growth boundary to meet the requisite minimum and maximum land supply targets mandated by the NTRLUS and the Industry TPP.

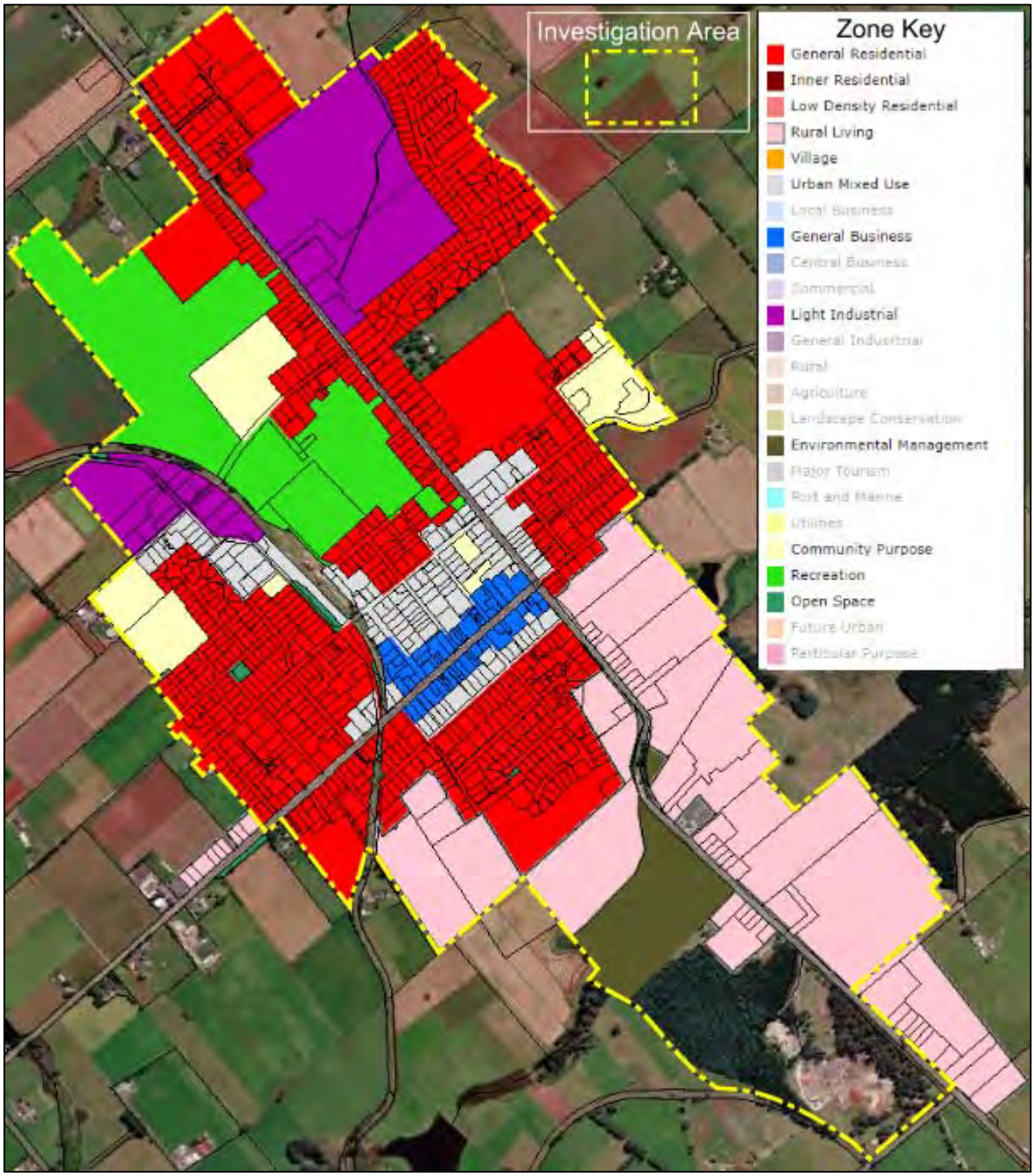
4.3 Methodology to Develop the Structure Plan Area

4.3.1 Structure Plan Investigation Area and Sectors

The Structure Plan Sectors listed in Section 6.2 have been selected following the principles and objectives listed in Section 4.1 as well as being informed by a constraints and infrastructure analysis which are detailed in Sections 4.3.2 and 4.3.3 below. The first step of defining the investigation area of

the Structure Plan involved reviewing the spatial arrangement of the zones which comprise the Scottsdale urban growth area which are illustrated in Figure 27.

Figure 27 - map showing the zones that comprise the Scottsdale urban growth area within the context of the investigation area of the Structure Plan.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The zone analysis provided a logical framework to identify the growth boundary of Scottsdale and to guide the perimeter of the investigation area.

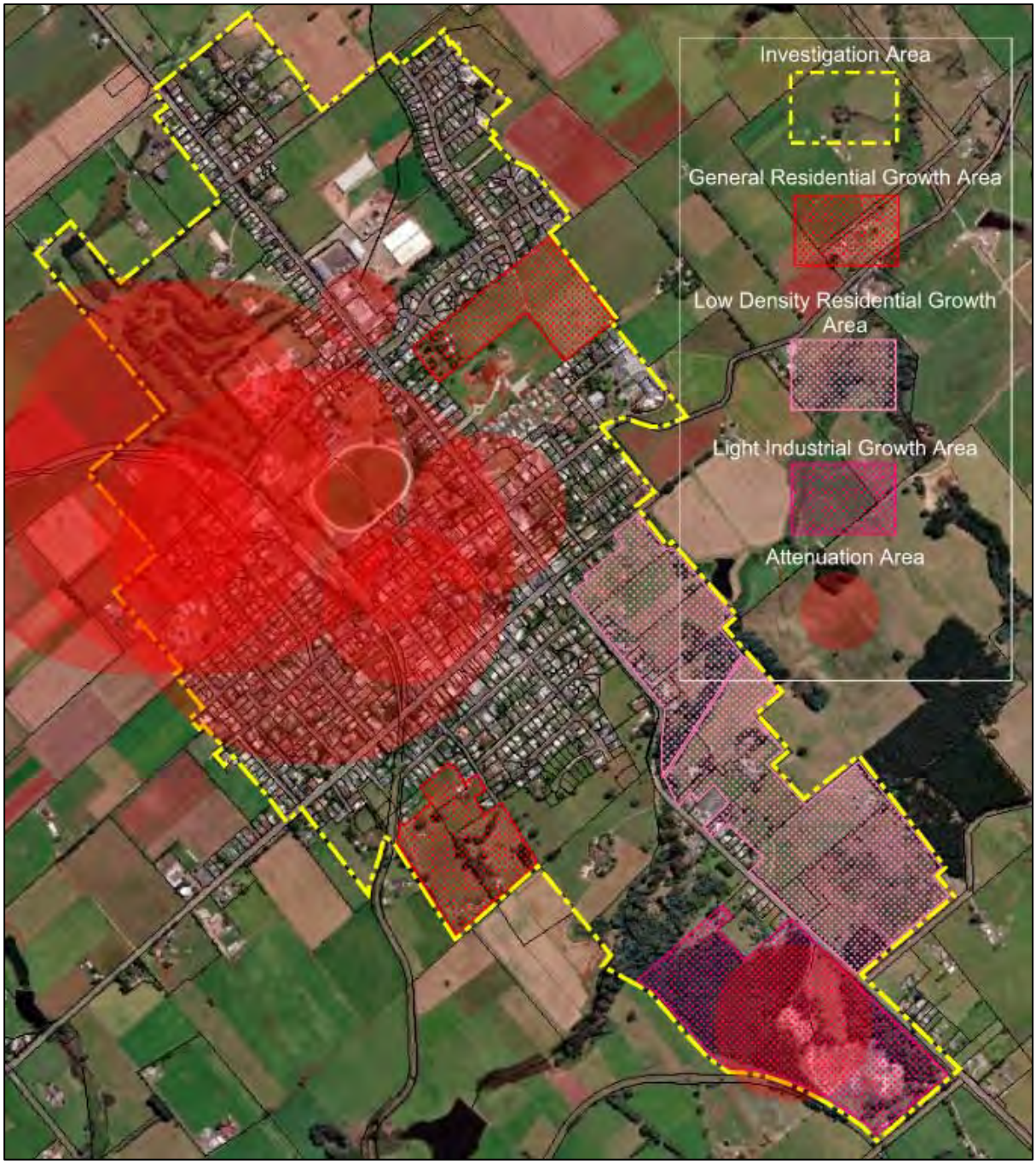
4.3.2 Constraints Analysis

The following maps illustrate the prescribed constraint within the context of the investigation area of the Structure Plan and the key areas that have been identified for residential and industrial growth. The maps collectively demonstrate how the proposed residential and industrial growth areas avoid, as far

as practical, known constraints or where known constraints are able to be appropriately managed to the degree that a tolerable level of risk can be achieved for future use and development.

4.3.2.1 Attenuation

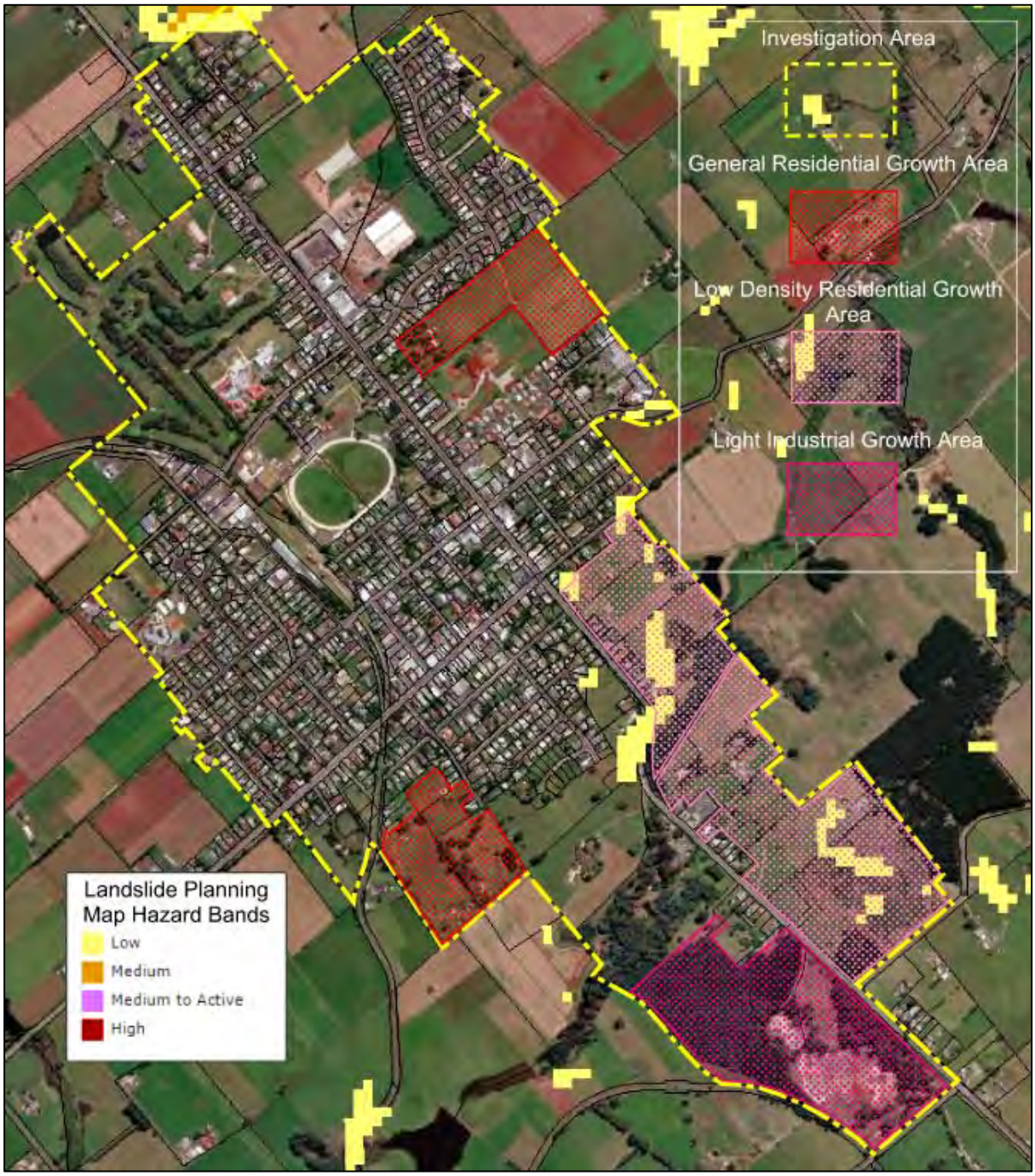
Figure 28 - map identifying attenuation areas of known attenuating activities within Scottsdale.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.2 Landslip Hazards

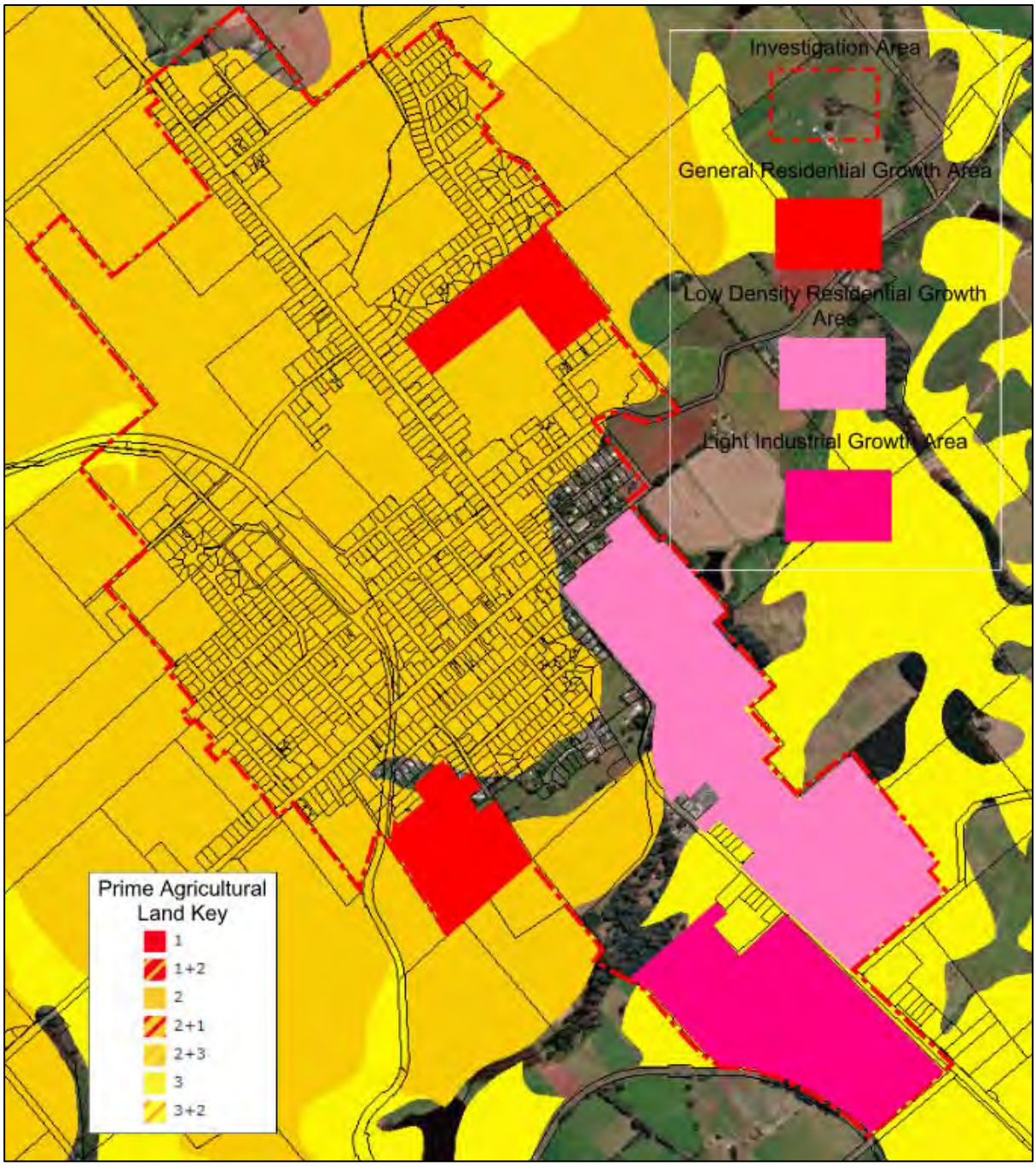
Figure 29 - map identifying landslip hazard bands within Scottsdale.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.3 Agricultural Land

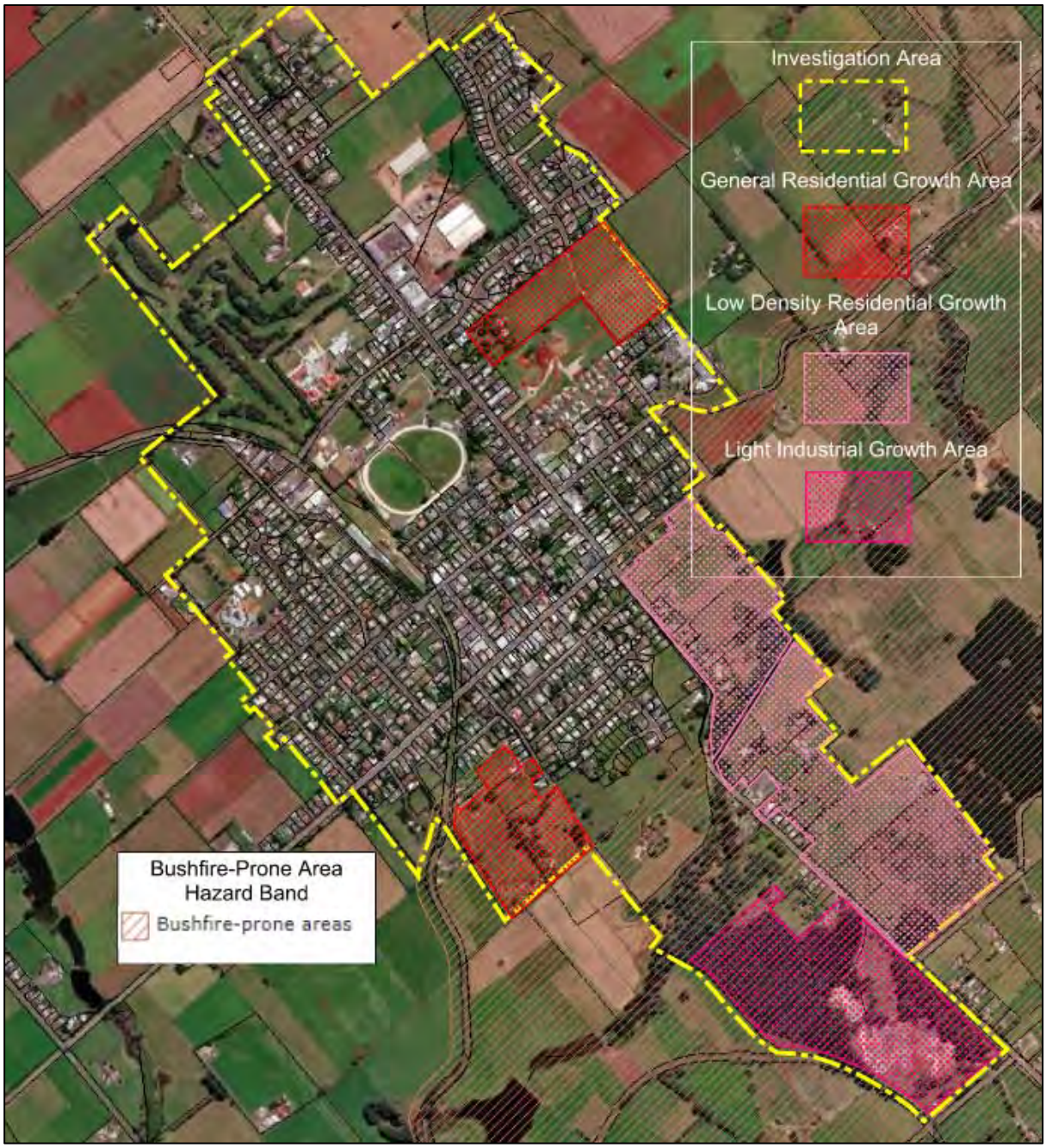
Figure 30 - map identifying prime agricultural land within Scottsdale.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.4 Bushfire Hazard

Figure 31 - map identifying bushfire-prone area land within Scottsdale.



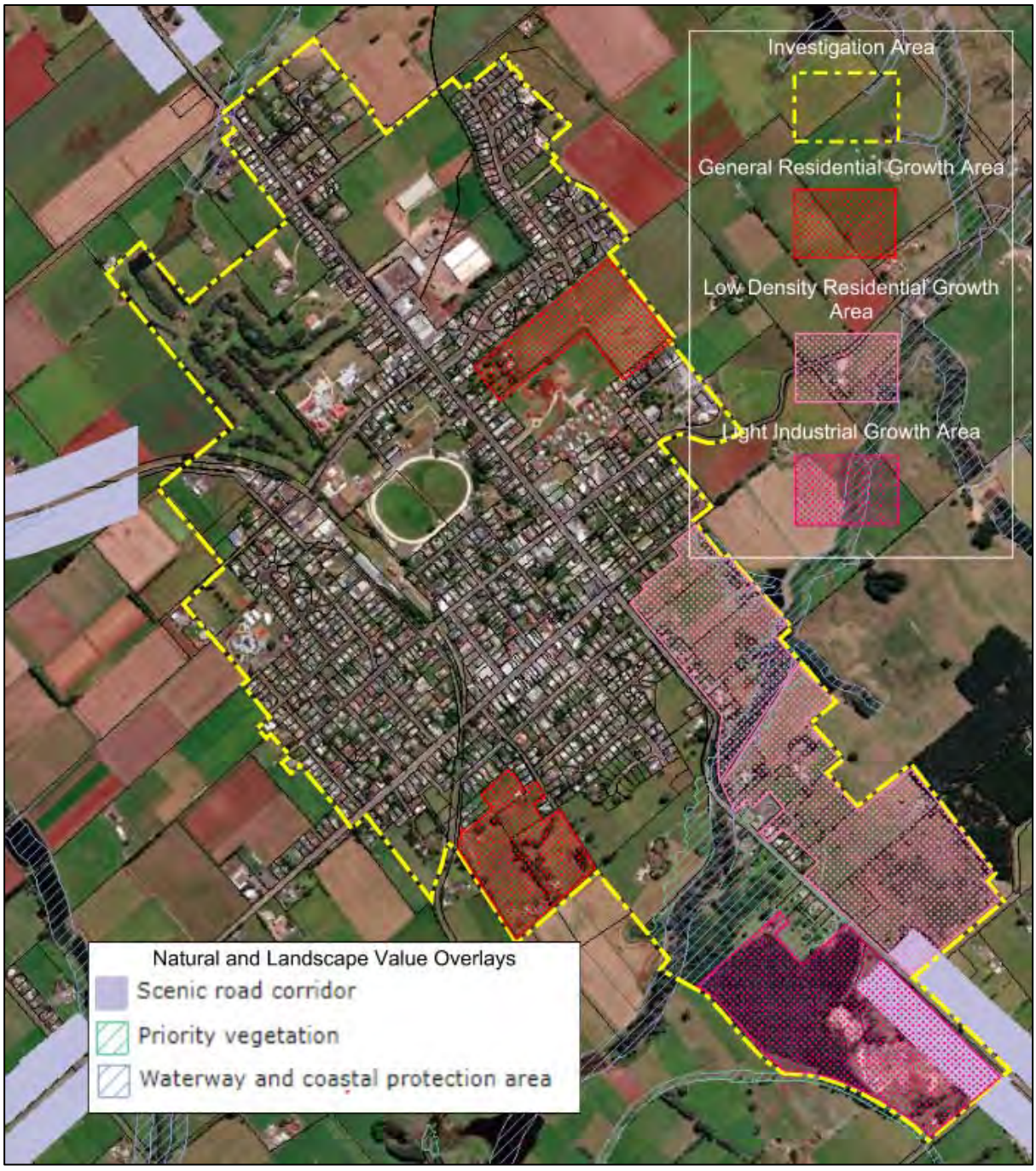
Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.5 Flood Hazard

There are no known flood-prone areas within Scottsdale.

4.3.2.6 Natural and Landscape Values

Figure 32 - map identifying identified natural and landscape values within Scottsdale.



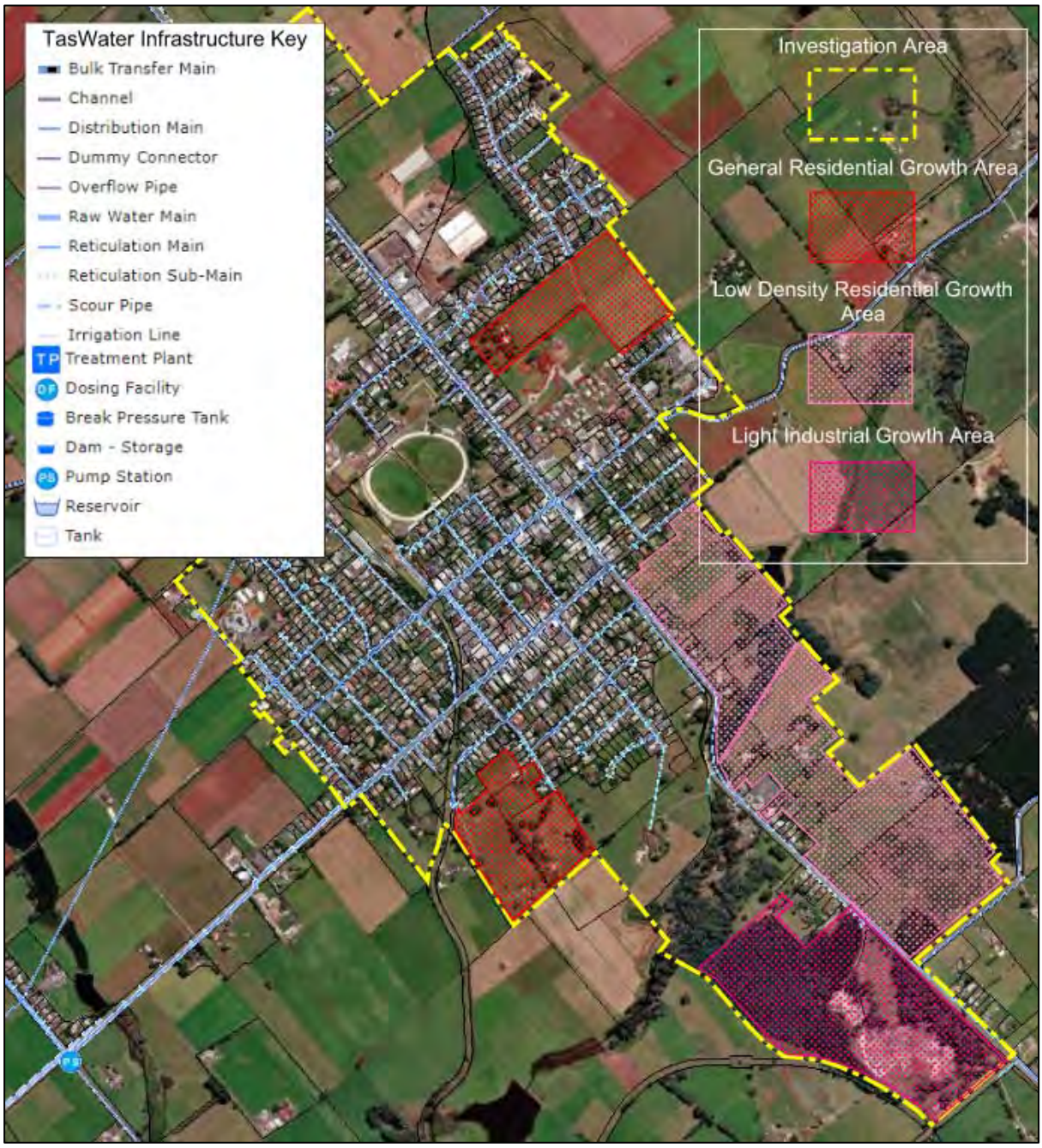
Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.3 Infrastructure Analysis

The following maps illustrate the location of the proposed residential and industrial growth areas within the context of existing reticulated water and sewer service infrastructure.

4.3.3.1 Water

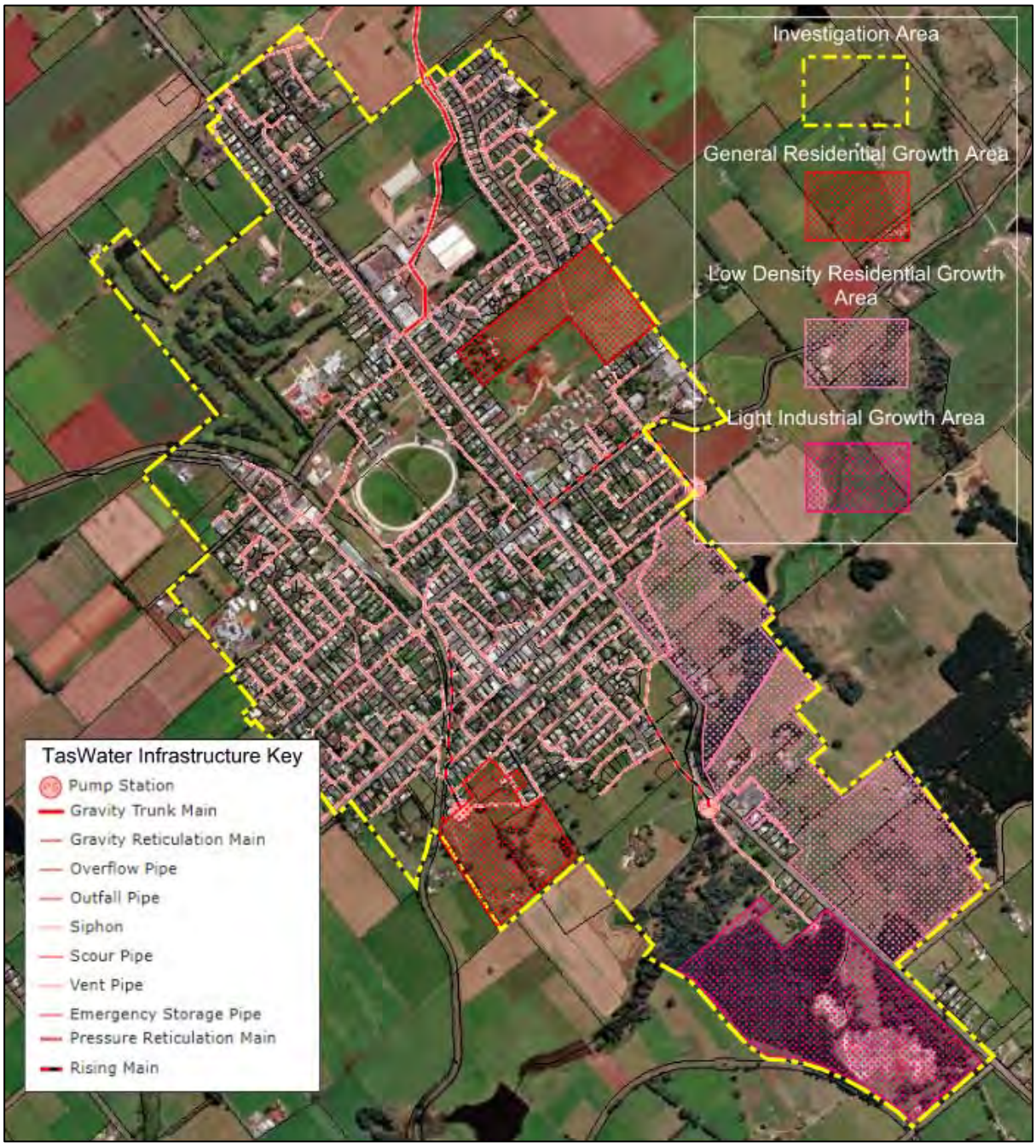
Figure 33 - map showing the proposed residential and industrial growth areas within the context of existing reticulated water infrastructure.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.3.2 Sewerage

Figure 34 - map showing the proposed residential and industrial growth areas within the context of existing reticulated water infrastructure.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

5. Community Consultation

Community and stakeholder consultation has been tailored for the particular planning outcome that is being sought by the Structure Plan which can be distilled to the identification of suitable and appropriately located and serviced land within Scottsdale that is able to support residential and industrial growth.

The objective of the community consultation process included:

1. generate awareness of the Structure Plan within the community and stakeholders;
2. provide for the opportunity for key stakeholders being landowners and regulatory authorities to provide input into key stages of the Structure Plan process;
3. provide for opportunities for critical issues and opportunities within Scottsdale to be elucidated where unknown;
4. provide an open and transparent process between Council and the community.

The community consultation process is detailed below.

5.1 Targeted Stakeholder Consultation

Targeted stakeholder consultation involved direct engagement with key State agencies and individual landowners of land that would be affected by the Structure Plan.

The consultation draft has been informed by feedback received during this process. Additional details relating to this process will be included in the final version of the Structure Plan in conjunction with the conclusion of the public consultation process detailed below.

5.2 Public Consultation

5.2.1 Public Exhibition

The Structure Plan involved a 4 week public exhibition period commencing 2 February 2024.

Apart from the discussion provided in section 5.2.1.1 below, no matters of substance were borne from the public exhibition process.

5.2.1.1 Supplementary Public Exhibition

During the public exhibition process a written submission was received with respect to land located at 4 Union Street. The submission expressed the ability to further develop 4 Union Street in addition to the three (3) adjoining and adjacent lots between 4 Union Street and Tuckers Creek to the south (refer to Figure 35).

Upon review of this land, it was determined that it met the Structure Plan methodology with respect to residential growth areas detailed in section 4.1 and that it ought be included within the Structure Plan.

It is considered important to include this land within the Structure Plan on the basis that it provides an opportunity for consolidation and infill development of the Scottsdale urban growth area which, if development potential is realised, will delay or negate the need to expand the spatial extent of the existing urban growth area or look towards other mechanisms to consolidate and increase residential density within Scottsdale which may be contrary to the character of the settlement and capacity of existing infrastructure services. Including this land within the Structure Plan may also prevent development of the type which has the potential to land lock or compromise future development of the land envisioned by the Structure Plan by making landowners and the community aware of the strategic vision for the land.

The Structure Plan has been amended to include this land.

The inclusion of this land represents a significant change within the Structure Plan and as such, the Structure Plan was advertised for an additional two (2) week period commencing 25 May 2024. In addition, all affected land owners and select regulatory authorities were contacted directly advising of the inclusion of the land within the Structure Plan.

In addition to including this land, the submission also identified the need for the Structure Plan to provide flexibility with respect to rezonings or scheme amendments that are relatively small scale or not captured within the overall strategy proposed by the Structure Plan. Accordingly, implementation guidelines have been included within section 6.4.1 which provide for additional guidance with respect to future bespoke rezonings or scheme amendments.

Figure 35 - aerial image showing the perimeter of additional land that has been included within the Structure Plan following the initial public consultation period.

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Two submissions from the public were received during the supplementary consultation period. No matters of substance were raised which required the need to amend the Structure Plan as advertised.

5.2.2 Drop-in Session

A drop-in session was held during the initial public exhibition period in February 2024. Approximately 6 members of the community attended the drop in session.

6. The Structure Plan

This section provides an overview of the Structure Plan including a description and analysis of each sector, recommended actions associated with each sector and an implementation strategy for the scheme amendments that are required to facilitate the residential and industrial growth envisaged by the Structure Plan.

The Structure Plan is spatially represented within the series of plans in Appendix A.

6.1 Objectives

Objectives and key considerations of the Structure Plan are:

- Review residential land within Scottsdale to ensure it is fit for purpose;
- Ensure the provision of adequate residential land supply to meet demand over a minimum period of 20 years;
- Ensure the provision of adequate industrial land supply to meet demand over a minimum period of 15 years;
- Ensure growth areas provide as much certainty and reliability, as practically capable, around supply being realised.

6.2 Structure Plan Sectors

The following sections provide an overview of land contained within each sector which is proposed to be changed through the Structure Plan. It includes a description of the features, constraints and necessary works required to facilitate the proposed residential or industrial growth.

This section should be read in conjunction with the specific plans that have been prepared for individual sectors which are detailed in Appendix A.

It is important to note that the provisional subdivision layouts are conceptual only and do not reflect a firm position as to the preferred configuration of development. Each sector will require further investigation concurrently with the recommended actions and steps detailed within the implementation strategy.

6.2.1 Scottsdale North

The Scottsdale North Sector encompass a cluster of lots on the north-eastern side of Thomas Street and a single internal lot at 119 George Street which is located on the south-western side of George Street where it adjoins the Scottsdale golf course. Both areas are currently zoned General Residential.

6.2.1.1 Thomas Street

The Thomas Street cluster comprises 6 lots. The lots are reasonably large rectangular lots that are orientated perpendicular to Thomas Street. They have been identified as having subdivision potential and therefore contributory to the existing residential land supply within the REMPLAN Report.

There is a broad crest that runs in a central location across the lots between Scott Street and Coxs Rivulet. The likely location of new lots and building areas will be on the downslope side of each lot and the nearest sewer main and, as such, will be difficult to service into the sewer system by gravity.

The size of lots and location of existing buildings within developed lots constrain the ability to create new lots. Extension of sewer infrastructure to service the southern lots would require works within adjoining land which is privately owned requiring owner consent. The constraints would likely make it cost prohibitive to service new lots within the area given that only a small amount of lots would be able

to be produced from the land and the reality and viability of these lots supporting additional residential density is low.

6.2.1.2 George Street

The primary constraint to development of the George Street lot relates to the sewer line which is located across the access strip of the lot. The likely location of new lots and building areas will be on the downslope side of sewer and as such will be difficult to service into the sewer system by gravity. The location of existing buildings within the lot along with onsite wastewater infrastructure will affect lot size and layout.

6.2.1.3 Rezoning Rationale

The primary purpose of the General Residential Zone is to provide for residential use or development of land where full infrastructure services are available whereas the primary purpose of the Low Density Residential Zone is to provide for residential use and development in areas where there are infrastructure or environmental constraints that limit use and development.

Due to the known constraints associated with the servicing of the land, it is considered that the Low Density Zone more accurately reflects the way in which it is able to be developed without removing the ability for the land to be subdivided if desired in the future. This land is not well serviced and changing the zoning to a lower density residential zone aligns with Action RSN-A1 of the NTRLUS.

6.2.1.4 Recommended Actions

- Rezone the Thomas Street and George Street sites to Low Density Residential.

6.2.2 Simplot Site

The Simplot Site was initially considered by Council to be a significant area within Scottsdale that is capable of being transitioned from industrial land to residential land. Due to the perceived stagnation of development on the site for industrial purposes and its central location amongst established residential and other sensitive uses, it was considered that the industrial zone was no longer fit for purpose or appropriate for the location of the land within the context of Scottsdale and that the land ought be preferred for future residential use and development.

Notwithstanding this, following early engagement with Simplot, it is clear that the nature of Simplot's existing and future potato storage operation was not fully understood and that it is evident that the Simplot Site plays an essential role within the agriculture sector and that the land is fully utilised.

The buffer provided by the balance land within the site is important to the storage operation insofar as it assists in minimising impacts upon adjoining and adjacent residential uses caused by noise, dust and chemical overspray emissions from the storage operation as well as being necessary to protect the storage operation from encroachment from other industrial uses through further fragmentation of the land through subdivision.

To aid protection of the land for current and future storage operations it is considered appropriate to develop a Specific Area Plan (**'SAP'**) for the land which seeks to minimise fragmentation of the land by way of subdivision.

6.2.2.1 Recommended Actions

- Engage with Simplot to develop a SAP which seeks to protect existing and future storage operations by limiting subdivision of the land.

6.2.3 Scottsdale Central

The Scottsdale Central Sector proposes a main area of residential growth and consolidation of the activity centre through the provision of additional Urban Mixed Use zoned land across multiple lots.

6.2.3.1 George Street Residential Growth Area

58-60 George Street is a large, distended internal lot that is split zoned. The narrow portion of the lot that adjoins George Street is zoned General Residential with the balance area zoned Agriculture. A dwelling is located within the Agriculture zoned portion of the land. The lot adjoins residential land to the north-west and south-east. Despite the majority of the land being assigned to the Agriculture zone, the land is located within the urban growth area of Scottsdale and represents an opportunity for infill development.

Key features of the site include:

- the site has an area of approximately 9.13ha and is under single ownership;
- driveway access is off George Street and there is a constructed road stub from Spotswood Drive to the north-west;
- the site adjoins Northbourne retirement village on its southern boundary;
- water main connectivity is available from George Street and Spotswood Drive;
- the site is not subject to landslip risk or other significant risks from natural hazards;
- all of the land is capable of being serviced by water supply. However, the easternmost section of the land which has an area of approximately 5ha and east of the Spotswood Drive alignment is unable to be serviced by gravity sewer or stormwater without the need for extension to, and upgrades of ,the reticulated sewer network and public stormwater system including the provision of a new sewer pump station.

The current primary impediment to the immediate development of the land relates to sewer and stormwater drainage.

The site drains to the north over rural land. There is no installed drainage system or a defined watercourse to discharge stormwater to from the land lower than the Spotswood Drive alignment. More than 50% of the land is below the existing gravity sewer system and a sewer pump station will be required for the land.

The following steps and works are required to facilitate residential growth in this location of the Scottsdale urban growth area:

- the land will require rezoning to General Residential;
- further onsite assessment of potential impacts on adjoining and adjacent agricultural land to the east is required to determine whether any mitigation measures are required to be integrated into future subdivision lot layout to minimise impacts upon agricultural land;
- design and construction of an efficient and practical internal road and service configuration;
- the provisional subdivision layout indicates a likely lot yield of 92 (new lots) creating an extension of Spotswood Drive to connect to George Street as well as three short cul-de-sacs. The typical lot size of the provisional subdivision layout is 700m^2;
- a new sewer pump station will be required in the northern, lowest corner of the land, providing gravity sewer connections to approximately 53 proposed lots that cannot connect to the existing gravity system;
- construction of a stormwater discharge pipe or drainage channel extending northeast from the low point of the land, following the boundary of the rural property of 16 Scott Street to ultimately discharge to the watercourse (an un-named tributary of Tuckers Creek) within that land. The length of this new section of public drainage is some 730m.

6.2.3.2 Urban Mixed Use Zoned Land

A series of properties have been identified on the outer edge of the Scottsdale activity centre core as being suitable for inclusion within the Urban Mixed Use zone. These locations either currently contain

uses that are more suited to the Urban Mixed Use zone such as small businesses and shops or within areas that present logical extension or infill of the Scottsdale business area.

It is considered appropriate to assign these properties within the Urban Mixed Use zone. Existing land uses on respective properties would be allowed to continue in the event the property is rezoned to the Urban Mixed Use zone. Furthermore, the Urban Mixed Use zone provides for a larger array of use and development that would be allowed to occur but which is not currently allowed in the General Residential zone.

6.2.3.3 Recommended Actions

- Undertake a detailed infrastructure service analysis and costing to determine the most appropriate and cost effective solution to drain and discharge sewer and stormwater for the George Street Residential Growth Area;

- Undertake a site investigation to determine impacts on adjoining and adjacent agricultural land to the east of the George Street Residential Growth Area and incorporate development controls into the amendment to the LPS;

- Rezone 58-60 George Street to General Residential. The rezoning should be informed by the detailed service infrastructure analysis and agricultural assessment. The amendment to the LPS should include the preparation of a Specific Area Plan or other appropriate planning mechanism to manage impacts upon agricultural land to the east which are not currently integrated into the existing General Residential zone of the LPS;

- Facilitate rezoning of identified lots to Urban Mixed Use as reasonable need or demand arises.

6.2.4 Scottsdale South

The Scottsdale South Sector encompasses a cluster of lots at the southern end of Arthur Street and Ada Street and a single lot at the southern end of Grenda Place.

6.2.4.1 Arthur Street and Ada Street Residential Growth Area

Land in this cluster is spread across 4 individual lots that are under separate ownership. The land has a combined area of approximately 5.25ha and is currently zoned Rural Living A. The land adjoins General Residential zoned land at the southern end of Hedley Street which is currently being subdivided. This subdivision will extend the sewer and water infrastructure to the eastern and lowest corner of the land. Water services are available from Ada Street. The land is not identified as being subject to landslip risk.

The current primary impediment to the immediate development of the land relates to sewer and stormwater drainage.

The bulk of the land is below the gravity sewer that serves the adjoining residential properties to the north and is collected by the Arthur Street sewer pump station within a utility lot at 75 Arthur Street. This pump station does not meet modern standards of emergency storage and will not be able to service the land all of the land. A new pump station would be required to service this land or, preferably, the provision of new gravity sewer main to connect to the North East Park Sewer Pump Station which is located downhill to the south-east.

The approved subdivision of the General Residential land to the east (Lot 100, Hedley Street) will extend reticulated sewer infrastructure to the lowest corner of the Arthur Street and Ada Street land. This sewer could be further extended allowing gravity sewer servicing of the land.

Water supply is limited by the existing 50mm main within the southern section of Ada Street. This pipe is currently insufficient to service the land with fire hydrants and will need to be upgraded from Arthur Street to the any new subdivision. A minimum size of 100mm pipe is currently required to provide for fire hydrants.

The following steps and works are required to facilitate residential growth in this location of the Scottsdale urban growth area:

- the land will require rezoning to General Residential;
- further onsite assessment of potential impacts on adjoining and adjacent agricultural land to the east is required to determine whether any impact mitigation is required to be integrated into future subdivision lot layout which should be incorporated into the amendment to the LPS;
- design and construction of an efficient and practical internal road and service configuration;
- installation of approximately 230m of DN100 water main within Ada Street to extend the DN100mm system from Arthur Street intersection to the end of current road;
- in conjunction with the ongoing subdivision of Lot 100 Hedley Street, continue the extension of sewer and water mains to the property boundary (approximately 25m for each service);
- the provisional subdivision layout indicates a likely lot yield of some 79 lots (all lots) with a typical lot size of approximately 700m^2.
- the land is in fragmented ownership which will necessitate the development and adoption of a SAP to coordinate the provision of service infrastructure across multiple lots and for the provision of road interconnectivity between separate lots. The SAP will need to establish the alignment of sewer, water, stormwater and roads (including active transport connectivity) in addition to providing sequencing of construction and equitable sharing of costs (where necessary).

6.2.4.2 Union Street and Ringarooma Road Residential Growth Area

The Union Street and Ringarooma Road Residential Growth Area comprises 12 lots which are bordered by Union Street to the north-west, Ringarooma Road to the south-west, Tuckers Creek to the south and south-east and a tributary that connects to Tuckers Creek to the north-east.

The land area is approximately 14.3ha and is currently zoned Rural Living A. Most lots have frontage to Ringarooma Road and contain single dwellings. There is a DN225 sewer main that traverses the western side of the land providing sewer service connections to 4 of the lots. DN100 water mains area available within both Ringarooma Road and Union Street.

The land is a relatively steep hillside descending from Ringarooma Road to Tuckers Creek with residential development limited to a strip along the Ringarooma Road frontage. The land is steep pasture descending to Tuckers Creek with limited access to Ringarooma Road. Typical slopes within the pasture are 12% with local steeper areas that exceed 25%. There are some areas within the land that are subject to the low-risk landslip hazard band which typically corresponds with the steeper slopes.

The bulk of the land is open pasture in 4 large titles with the remaining land being residentially sized lots on the Ringarooma Road frontage.

Ringarooma Road is an arterial road being part of the Tasman Highway under the authority of the Department of State Growth and the land lies within the 60 km/hr urban speed zone. The width of the road provides for two through lanes and a parking lane, this being located on the northeast side of the road. The southwest side of the road is constrained by a retaining wall for much of the frontage to the land.

Union Street is a local road under the authority of Council.

The primary constraint for the land is the need for a shared road layout and the provision of a sewer pump station to serve all of the land that will effectively prevent individual owners from developing in isolation. In this regard, the sewer pump station and associated underground main infrastructure will need to be constructed in the initial stage in order to service all subsequent land within the growth area.

The bulk of the Ringarooma Road frontages are either occupied by the existing residences, excessively steep where the road is on a raised embankment or have limited sight distance to the descending corner south of the land. The need to provide sight distance of at least 130m will prevent the creation of a new road intersection south of 23 Ringarooma Road. The presence of a retaining wall on the southwest side of the road would restrict the creation of a right turn lane to the new road if this deemed necessary.

To support residential development of the land, a new sewer pump station will be required adjacent to Tuckers Creek, pumping from the low point of the land to the DN225 sewer located in 23 Ringarooma Road. This lot is currently vacant and could provide the location for a new street.

The following steps and works are required to facilitate residential growth in this location of the Scottsdale urban growth area:

- Undertake a detailed infrastructure service analysis and costing to determine the most appropriate and cost effective solution to drain and discharge sewer and stormwater and to service the land with water within the Union Street and Ringarooma Road growth area. Provisional infrastructure matters include:
  - The provisional subdivision layout indicates a likely lot yield of some 60 lots, creating new road from Union Street to connect to Ringarooma Road. The lots vary in size from 1,200m^2 lots adjoining the internal road, 1,500m^2 for lots on the periphery of the land and larger lots where there are waterways or large dams. A parcel along Tuckers Creek has been set aside as public open space which could rejuvenate the usage and community connection with Tuckers Creek and North East Park.
  - Upgrade Union Street to a local street standard (8.9m pavement width, kerbing and footpath on one side) to the new intersection on Union Street.
  - Construct a stormwater system serve the new road layout, discharging this to Tuckers Creek.
- Undertake additional site-specific agricultural assessment to determine how the interface between the land and the agricultural land on the opposite site of Tuckers Creek and its tributaries should be managed to minimise impacts on existing and future agricultural and/or primary industry activities.
- Engage with landowners to develop a SAP for the Union Street and Ringarooma Road residential growth area which rezones the land to Low Density Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by the infrastructure analysis.

6.2.4.3 5 Grenda Place

The single lot at 5 Grenda Place is currently zoned General Residential.

The primary constraint relates to the sewer line which is located on the northern side of the lot. The likely location of new lots and building areas will be on the downslope side of sewer and as such will be difficult to service into the sewer system by gravity and the low lot yield would make it cost prohibitive to construct a new sewer pump station. The location of existing buildings within the lot along with onsite wastewater infrastructure will affect lot size and layout.

The primary purpose of the General Residential Zone is to provide for residential use or development of land where full infrastructure services are available whereas the primary purpose of the Low Density Residential Zone is to provide for residential use and development in areas where there are infrastructure or environmental constraints that limit use and development. Due to the known constraints associated with the servicing of the land, it is considered that the Low Density Zone more accurately reflects the way in which it is able to be developed without removing the ability for the land to be subdivided if desired in the future.

6.2.4.4 Recommended Actions

- Undertake a site investigation to determine impacts on adjoining and adjacent agricultural land to the south for the Arthur and Ada Street growth area;

- Undertake a detailed infrastructure service analysis and costing to determine the most appropriate and cost effective solution to drain and discharge sewer and stormwater and to service the land with water within the Arthur and Ada Street growth area;

- Engage with landowners to develop a SAP for the Arthur Street and Ada Street residential growth area which rezones the land to General Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by the additional agricultural land investigations and infrastructure analysis.

- Rezone 5 Grenda Place to Low Density Residential.

- Engage with landowners to develop a SAP for the Union Street and Ringarooma Road residential growth area which rezones the land to Low Density Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by the additional agricultural land investigations and infrastructure analysis.

6.2.5 Ringarooma Road Residential

The Ringarooma Road Residential Sector comprises 9 that cover an area of approximately 27.41ha. The land is currently zoned Rural Living A which allows for an absolute minimum lot size of 8,000m^2. One of the larger lots in the cluster is owned by Council and has frontage to Ringarooma Road to the south-west and Austins Road to the south-east.

This land is traversed by a high voltage power line connecting to the Scottsdale Sub Station operated by TasNetworks at 43 Ringarooma Road. The overhead powerline runs parallel with Ringarooma Road and has a 70m wide inner protection area over the land as well as a 120m wide transmission corridor designated on the planning scheme mapping. The need to provide building envelopes outside of the protection area is a dominant design criterion for any future subdivision.

The Council owned lot contains a relatively steep hillside which will limit the amount of lots that can be created through the steeper sections. The topography in the this limits the location of internal roads and the creation of lots that each contain a reasonable building envelope clear of excessive slope and outside of the inner protection area of the electricity transmission corridor. The solution adopted in the provisional plan of subdivision is to create larger lots for the steeper land to ensure adequate options are available for future dwelling construction. This lot also contains a short length of vacant reserve road which is not used or required for access to other land and should therefore be assimilated into the larger lot for incorporation into the residential growth area.

The water supply to Ringarooma Road is via a long spur line from the King Street intersection in central Scottsdale. It is a 100mm line to Austins Road and a 50mm (internal diameter) line within Austins Road. This water main is insufficient to support the proposed residential rezoning of the land or to support the Light Industrial zoning of the land on the other side of Ringarooma Road (Ringarooma Road Industrial Sector) and will be required to be upgraded. TasWater has suggested an upgrade to install a 150mm pipeline, preferably as an additional line rather than as a replacement, to provide additional capacity and redundancy within the completed system.

The area overall is in fragmented ownership which will require the adoption of a detailed structure plan to enable services to be extended through lands in other ownership and for the provision of road interconnection between the separate parcels. The structure plan will need to establish the alignment of sewer, stormwater and roads plus provide a sequence of constructions and an equitable sharing of costs (where necessary).

The following steps and works are required to facilitate residential growth in this location of the Scottsdale urban growth area:

- rezone the land to Low Density Residential. The Low Density Residential zone is considered the most appropriate zone for the area (over the General Residential zone) on the basis that it will reflect the established pattern of development of larger lots as the urban growth area transitions to the south as well as encouraging larger lots to appropriately manage minor site constraints associated with slope, electricity line easements, water access for the lots located on the higher elevations and the interface with the agricultural land to the north-east;

- further onsite assessment of potential impacts on adjoining and adjacent agricultural land to the north-east is required to determine whether any impact mitigation is required to be integrated into future subdivision lot layout;

- close the road reservation off Ringarooma Road within the Council site and incorporate the area gained with new lots or internal road reserves;

- construction of the internal streets and services. This will see the construction of two new intersections to Ringarooma Road and a new intersection on Austins Road;

- extend the existing sewer from 57 Ringarooma Road to serve the proposed layout;

- extend the public stormwater system via the proposed internal road layout, parallel with Ringarooma Road to Tuckers Creek;

- upgrade the existing sewer pump station at Northeast Park to provide for additional flows and wet weather storage required to support the development;

- in conjunction with the development of the Ringarooma Road Industrial Sector, a new water main is to be constructed from King Street in central Scottsdale to the Austins Road intersection with Ringarooma Road so as to provide adequate supply and redundancy to the existing TasWater system;

- a new 100mm watermain is to be extended along Austins Road from Ringarooma Road to the new internal road intersection; and

- Austins Road is to be upgraded to a sealed road standard from Ringarooma Road to the new internal road intersection.

6.2.5.1 Recommended Actions

- Undertake a site investigation to determine impacts on adjoining and adjacent agricultural land to the east;

- Investigate whether water supply to the land should be developed with a new main in conjunction with the upgrades and extension required to facilitate the Ringarooma Road Industrial Precinct or whether it should be separated from the industrial land;

- Develop a SAP for the Ringarooma Road residential growth area which rezones the land to Low Density Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by the additional agricultural land investigations.

6.2.6 Ringarooma Road Industrial

The Ringarooma Road Industrial Sector encompasses a single lot at 54 Ringarooma Road which is located at the southern extent of Ringarooma Road before Careys Road. It comprises an area of 20.75ha which includes Northeast Park which will be severed from the industrial land.

The area of the lot identified to be rezoned to Light Industrial currently comprises the Council works depot, a concrete batching plant and a contractors depot that is currently under construction. The eastern boundary is Careys Road and the southern boundary is the North East Rail Trail, the latter following the former rail alignment. The land is moderately graded and falls from east to the west, generally parallel with Ringarooma Road, with a defined drainage path at the rear of the privately residential properties of 42-52 Ringarooma Road.

The proposed portion of the land to be rezoned extends from the residential property boundary of 50 Ringarooma Road to the Careys Road intersection, all of this section of the road being within the 80 km/hr speed zone.

This land is traversed by a high voltage power line connecting to the Scottsdale Sub Station operated by TasNetworks at 43 Ringarooma Road. The overhead powerline crosses Ringarooma Road and runs southeast through the centre of the site. The powerline has a 70m wide inner protection area as well as a 120m wide transmission corridor designated on the planning scheme mapping. The limitations of development and use within this corridor a dominant feature for any future subdivision.

The water supply to Ringarooma Road is via a long spur line from the King Street intersection in central Scottsdale. It is a 100mm line with the TasWater requirement for an industrial subdivision for this to be a 150mm line. The current water main is insufficient to support the proposed rezoning of the land or to support the Low-Density Residential zoning of the land on the other side of Ringarooma Road (Ringarooma Road Residential Sector) and will be required to be upgraded. The TasWater preferred upgrade is to install a 150mm pipeline, preferably as an additional line rather than as a replacement, so as to provide additional capacity and redundancy within the system.

Such a watermain would need to extend from King Street, the nearest large diameter water main and, if constructed along Ringarooma Road, will require works within a busy road corridor that is congested with other services and surface infrastructure for a distance of 1.23 km before reaching the existing entrance to the depot site.

A viable alternative route is to construct a new main along the North East Rail Trail using the former railway corridor. This alignment is some 2.75 km long to the southern end of the depot site but provides for unencumbered construction and consequently will be significantly cheaper than the Ringarooma Road route, despite the additional length. The use of the former rail corridor satisfies the TasWater desire for the creation of a water supply network with inbuilt redundancy.

The following steps and works are required to facilitate industrial growth in this location of the Scottsdale urban growth area:

- undertake a detailed Aboriginal heritage investigation to ascertain whether the recorded artefact is still present and to identify whether the land contains any other forms of Aboriginal heritage;

- subject to the outcomes of the Aboriginal heritage investigation, rezone the land to Light Industrial, excluding the area of the land that comprises Northeast Park;

- construction of the internal roads and services with 25m wide road reservations to accommodate industrial activities;

- the provisional subdivision layout indicates a likely lot yield of some 24 lots, creating new road along the alignment of the current depot access off Ringarooma Road and linking through to Careys Road. This layout sets aside a large lot of 4.73 Ha containing the existing depot yard and the bulk of the land within the electricity transmission corridor. In addition, the road layout avoids the need to create driveways directly off Ringarooma Road, a State Highway, and provides for the further subdivision of the remnant depot site;

- other than the depot site, the typical sizing of the new lots is between 5000m^2 to 1.1ha for the concrete batching plant site;

- extend sewer from 52 Ringarooma Road to serve the new subdivision;

- upgrade (in conjunction with the Ringarooma Residential Sector) the Northeast sewer pump station to provide additional wet weather storage and pumping capacity as required by TasWater;

- Investigate extensions of a 150mm water main to the site via the North East Rail Trail to service the lots and provide a link through to the Ringarooma Road Residential Sector;

- upgrade Careys Road to a sealed road standard from Ringarooma Road to the Rail Trail crossing (290m);

- construct a stormwater system to pipe water from the new light industrial zoning to Tuckers Creek, following the existing drainage path along the rear boundary of 52 Ringarooma Road.

6.2.6.1 Recommended Actions

- undertake a site specific Aboriginal heritage assessment ;

- investigate whether water supply to the land should be developed with a new main in conjunction with the upgrades and extension required to facilitate the Ringarooma Road residential growth area or whether it should be separated from the industrial land;

- develop a SAP for the Ringarooma Road industrial growth area which rezones the land to Low Density Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by the additional agricultural land investigations.

6.3 Structure Plan Summary

Based on the concept subdivision plans that have been borne from the infrastructure analysis, the Structure Plan has the capacity to facilitate a total of approximately 350 residential lots and 24 industrial lots in the following locations:

1. 94 residential lots within the Scottsdale Central Sector;
2. 143 residential lots within the Scottsdale South Sector;
3. 113 residential lots within the Ringarooma Road Residential Sector; and
4. 24 industrial lots within the Ringarooma Road Industrial Sector.

6.4 Implementation Strategy

The implementation strategy has been developed within the context of the following key considerations:

1. current residential land supply is inadequate insofar as it comprises land that has the highest level of uncertainty with respect to land supply being realised. The implementation strategy should therefore prioritise residential growth areas that have the highest level of certainty of being developed.

   This includes identifying growth areas that have larger lots that provide the necessary scale required to facilitate infrastructure works, areas that require relatively straight-forward infrastructure solutions and where there is landowner desire or willingness to develop the land;

2. prioritising land where cost efficiencies are able to be achieved through shared and coordinated infrastructure delivery;
3. providing large focal areas for residential land supply and development concurrently with allowing other forms of land supply being realised through subdivision development of smaller lots and underutilised land within Scottsdale; and
4. ensuring the staging of land release is appropriate to minimise creation of substantial oversupply of land.

The Structure Plan implementation strategy is detailed in Table 14.

Table 14 – implementation strategy for the Scottsdale Structure Plan.

Scottsdale Structure Plan Implementation Strategy			
Priority	**Sector**	**Rationale**	**Timing**
1	**Ringarooma Industrial** **Ringarooma Residential**	It is critical to create new industrial land supply within Scottsdale given the considerable deficiency that currently exists and to align the settlement with the objectives of the TPPs and NTRULS with respect to the provision of industrial zoned land within settlements. Accordingly, recommended actions associated with the Ringarooma Industrial Sector should be commenced as soon as practical following the adoption of the Structure Plan by Council. There are significant cost and time efficiencies associated with undertaking the two sectors concurrently. The recommended actions for both sectors involve necessary investigation and development of coordinated infrastructure plans which will rely on extensions or upgrades of services within Ringarooma Road and at the Northeast Park sewer pump station or, alternatively, will require investigation into a new water main through the North East Rail Trail corridor. The Ringarooma Road Residential Sector includes a large lot which is Council owned and the Ringarooma Industrial Sector land is also owned by Council. Council have the capacity and a strong desire to realise new industrial and residential land supply given the threat and risk associated with compressed growth to Scottsdale	• Recommended actions for each sector should commence as soon as practical following the adoption of the Structure Plan by Council. • Scheme amendments associated with the recommended actions for each sector should be in effect by the end of 2027.

Scottsdale Structure Plan Implementation Strategy			
Priority	**Sector**	**Rationale**	**Timing**
		and the Dorset LGA more broadly if land supply stagnates.	
2	**Simplot Site**	The Simplot Site represents a critical and strategic site within the context of the Scottsdale agricultural sector. It is important to ensure that the existing land use is protected with appropriate planning controls to recognise value of the site and safeguard it against inappropriate land use and land fragmentation.	• Recommended actions for the sector should commence as soon as practical following the adoption of the Structure Plan by Council.
3	**Scottsdale North** **Scottsdale South** – *Grenda Place*	These sectors involve rezoning land from General Residential to Low Density Residential. It is considered appropriate to act on this rezoning as soon as practical to recognise the constraints associated with the development of the land which is likely to influence future decision making by land owners or prospective purchasers.	• Recommended actions for the sector should commence as soon as practical following the adoption of the Structure Plan by Council.
4	**Scottsdale Central** • *George Street*	The George Street residential growth sector comprises a single lot which provides greater efficiencies in comparison to the Arthur and Ada Street residential growth area which requires coordination across multiple lots. However, the George Street Sector will require the provision of a new public stormwater system and sewer pump station which will require a greater lead time to undertake the necessary infrastructure analysis and investigation and potential land or easement acquisition required order to service the land which makes it necessary to prioritise the sector behind the Ringarooma Road Residential Sector.	• Recommended actions for the sector should commence no later than the half-way point of residential land uptake at the Ringarooma Road Residential Sector (Implementation Priority 1). • Scheme amendments associated with the recommended actions for the sector should be in effect at least 2-3 years prior to the Ringarooma Residential Sector being fully taken up or developed to allow for any lags associated with the detailed design and construction of the subdivision.
5	**Scottsdale Central** • *Urban Mixed Use Zone*	There is currently sufficient supply of General Business and Urban Mixed Use zoned land within and surrounding the Scottsdale activity centre. Accordingly, there is no immediate need to actively rezone land within the Urban Mixed Use zone sector. However, circumstances may change	• Recommended actions for the sector can be undertaken on an as needs basis and in no particular order.

Scottsdale Structure Plan Implementation Strategy			
Priority	**Sector**	**Rationale**	**Timing**
		depending on owner intentions or as the population of Scottsdale grows.	
6	**Scottsdale South** • *Arthur and Ada Street*	The Arthur and Ada Street residential growth sector represents the penultimate stage[21] of the implementation strategy.	• Recommended actions for the sector should commence no later than the half-way point of residential land uptake of the Implementation Priority 4 residential growth area. • Scheme amendments associated with the recommended actions for the sector should be in effect at least 2-3 years prior to the Implementation Priority 4 residential growth area being fully taken up or developed to allow for any lags associated with the detailed design and construction of the subdivision.
7	**Scottsdale South** • *Union Street and Ringarooma Road*	The Union Street and Ringarooma Road residential growth area represents the final stage of the implementation strategy.	• Recommended actions for the sector should commence no later than the half-way point of residential land uptake of the Implementation Priority 6 residential growth area. • Scheme amendments associated with the recommended actions for the sector should be in effect at least 2-3 years prior to the Implementation Priority 6 residential growth area being fully taken up or developed to allow for any lags associated with the detailed design and construction of the subdivision.

[21] The priority stages for the Arthur and Ada Street and George Street residential growth sectors may be interchanged with each other depending on the outcome of the infrastructure service analysis.

6.4.1 Implementation Guidelines

The following principles should be adhered to with respect to the implementation strategy of the Structure Plan:

1. Apart from Implementation Priority 1, there is no firm or absolute order or hierarchy with respect to the implementation of the residential growth areas associated with Implementation Priority 4, 6 and 7. In this regard, these priorities may be interchanged with each other depending on one or more of the following factors:
    a. The outcome of the infrastructure service analysis associated with each priority area and whether provision of infrastructure or upgrades to infrastructure contribute to delays;
    b. Landowner willingness or interest in developing their land.
2. The Structure Plan is not intended to disallow any future rezonings or scheme amendments that have not been captured within the Structure Plan. Rather, future rezonings or scheme amendments should demonstrate broad compatibility with, and not detract from, the objectives and outcomes of the Structure Plan having regard to:
    a. The purpose of the particular rezoning or scheme amendment;
    b. The scale and location of the particular rezoning or scheme amendment; and
    c. The consistency of the particular rezoning or scheme amendment with the broader RMPS.

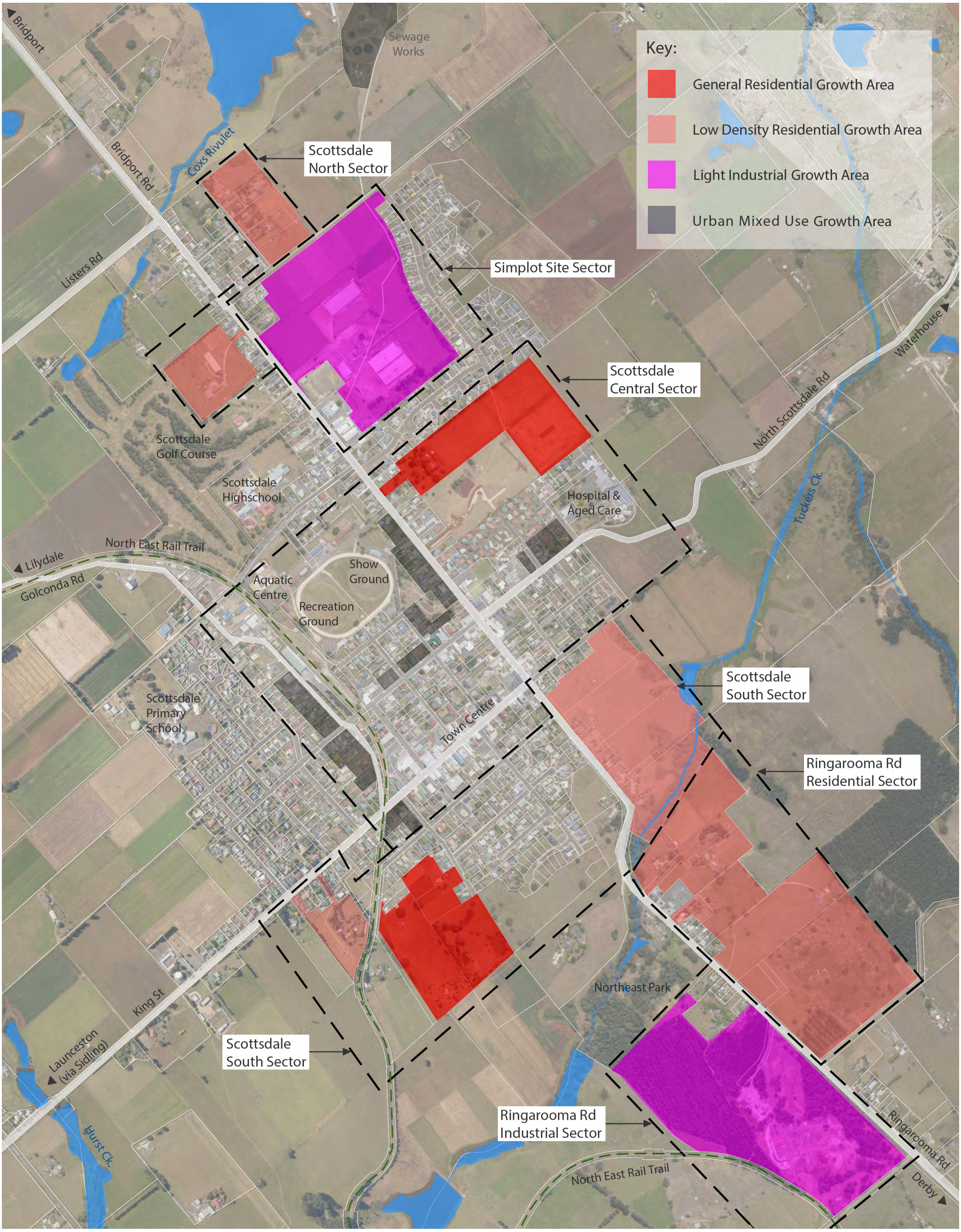
6.4.2 Monitoring

Monitoring of the implementation plan is important. Assumptions made with respect to staging of growth areas may be subject to change due to several social, environmental and economic factors. The Structure Plan should therefore be reviewed at the following intervals:

1. once the Tasmanian Planning Policies are in effect; and
2. every 5 years; or
3. at the completion of each implementation priority (which ever comes sooner).

The purpose of the review is to track progress associated with the implementation strategy, to allow necessary amendments to the staging and timing of the development of the identified growth areas in the event impediments or resistance to development is encountered and to include any new data that may impact the implementation of the Structure Plan priorities.

Appendix A Structure Plan Maps



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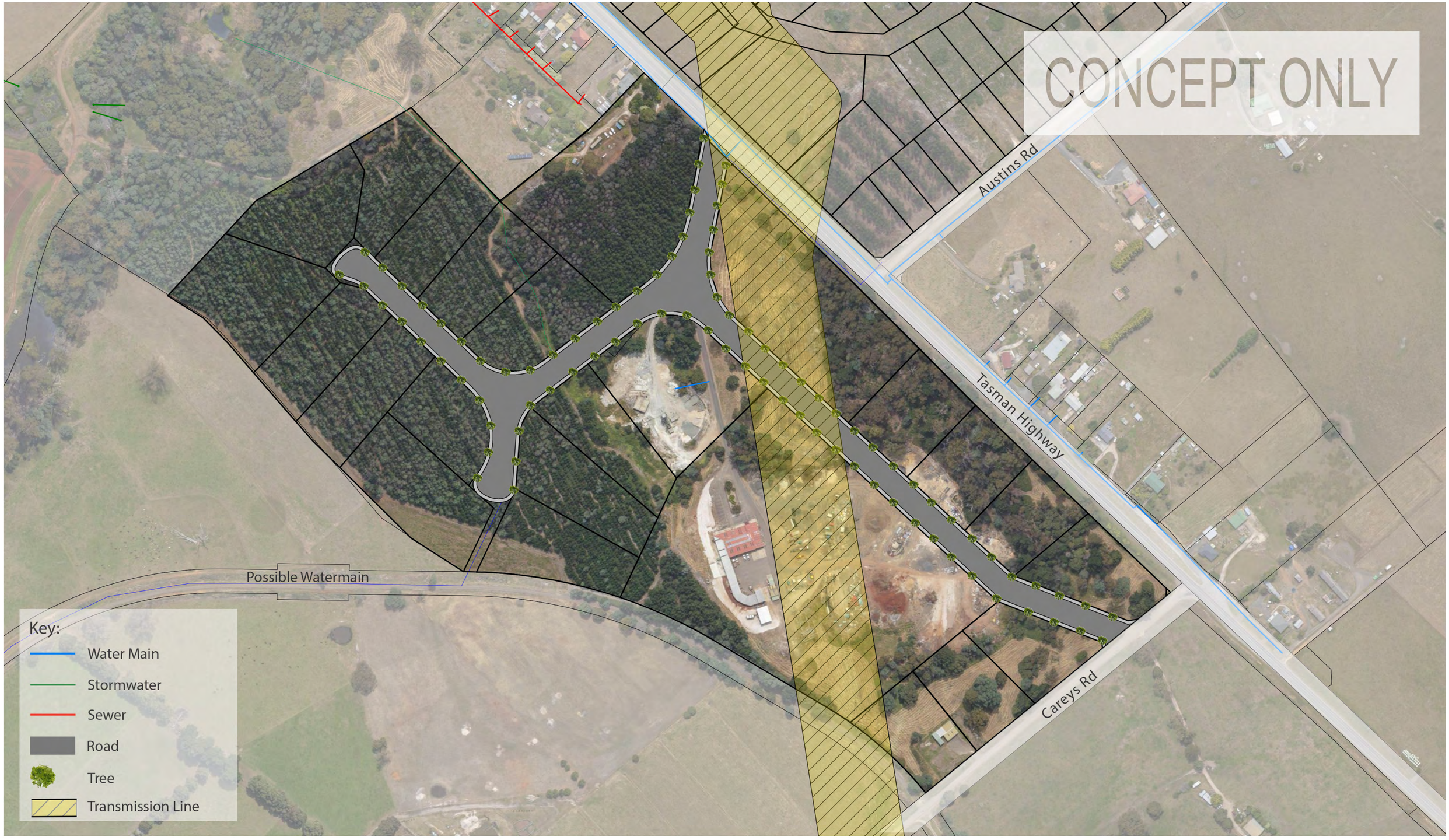

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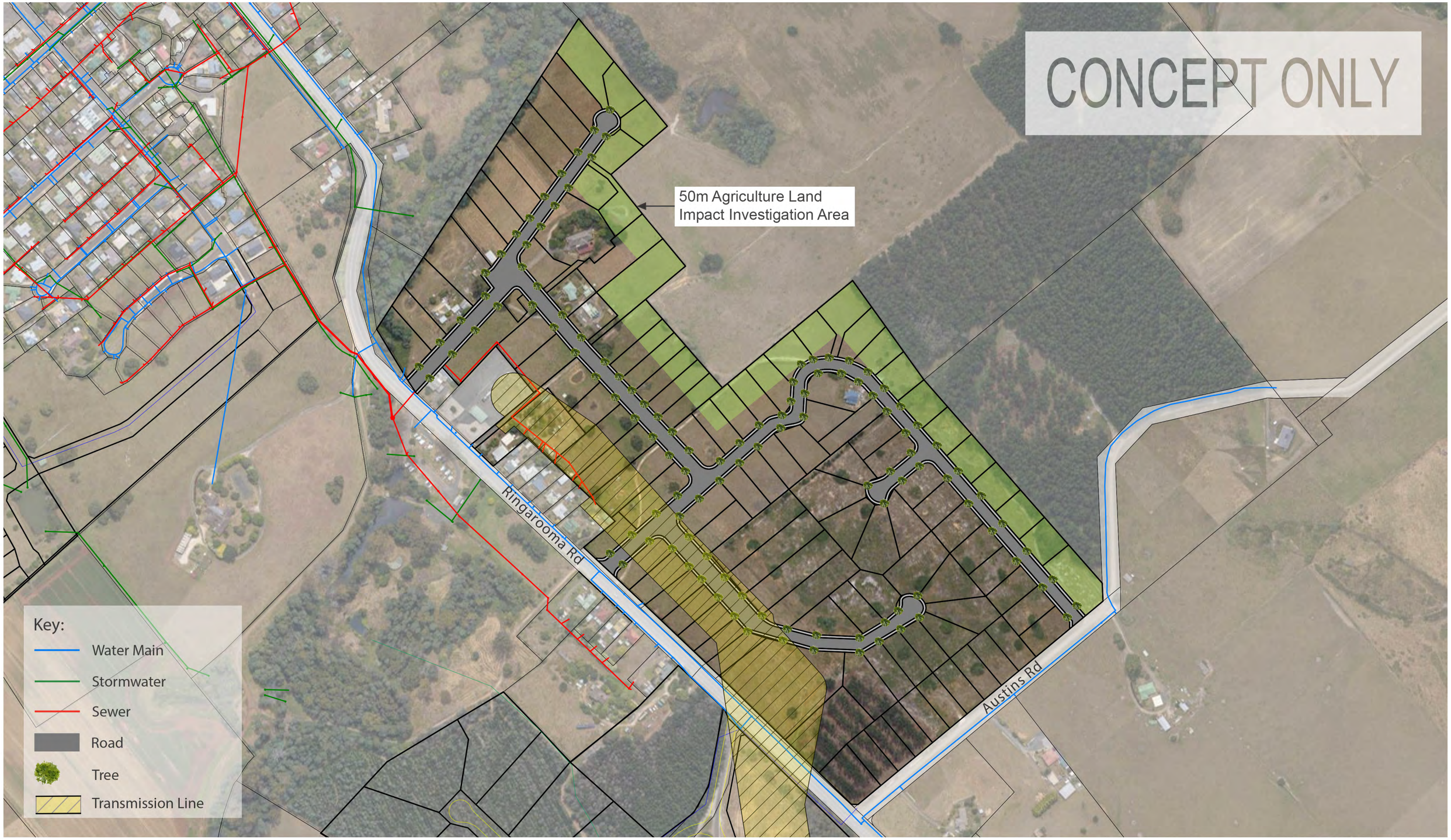

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dorset COUNCIL

Derby

Structure Plan

2024-2044

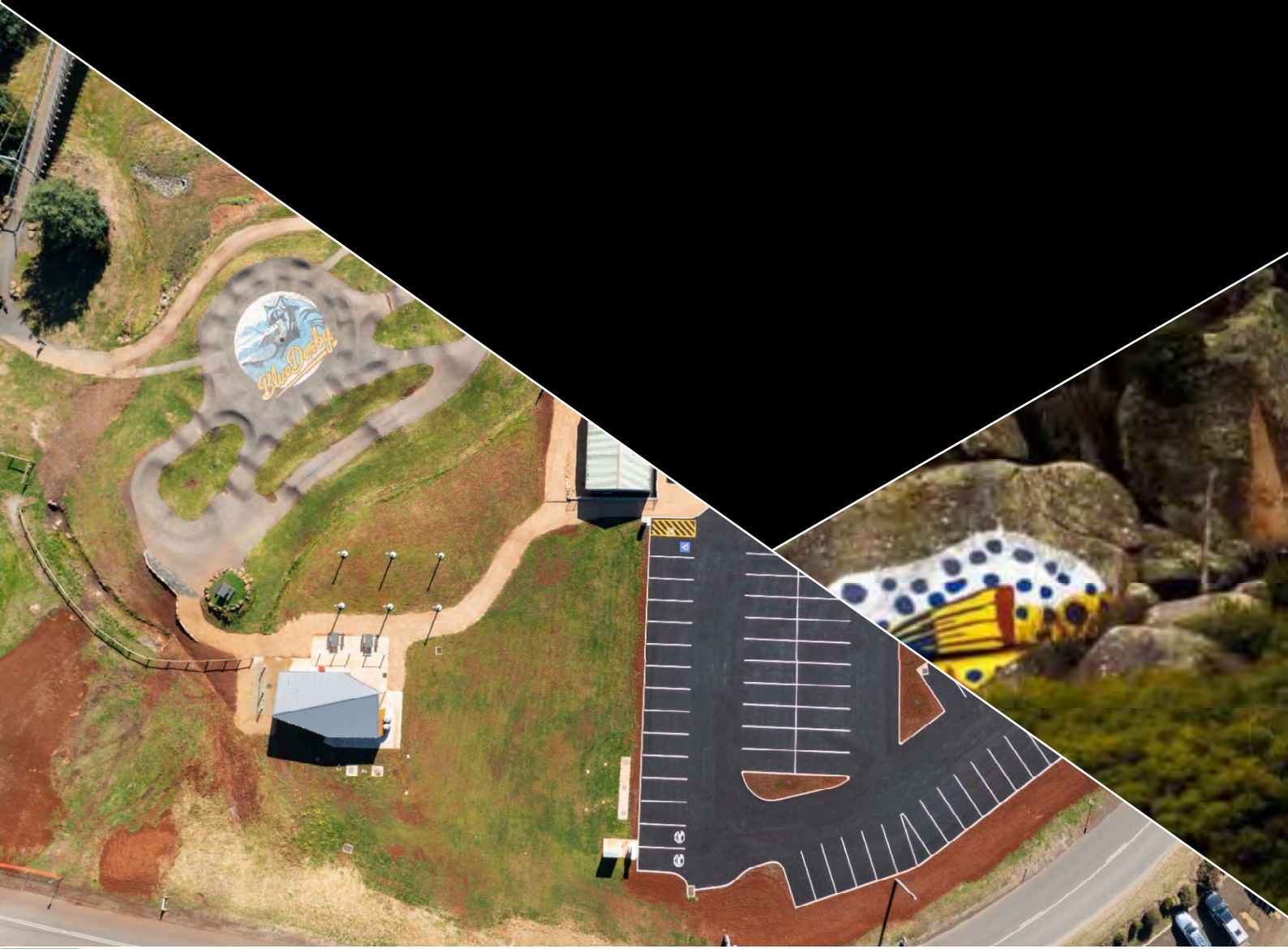

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Table of Contents

Acronym List	
Acronym	**Meaning**
LGA	Local Government Authority
SPG	Structure Plan Guidelines
RMPS	(Tasmanian) Resource Management and Planning System
LUPA Act	Land Use Planning and Approvals Act 1993
TPS	Tasmanian Planning Scheme
SPP	State Planning Provision
LPS	Local Provisions Schedule
NTRLUS	Northern Tasmania Regional Land Use Strategy
WTP	Water Treatment Plant
STP	Sewer Treatment Plant
NTILS	Northern Tasmania Industrial Land Strategy 2014
MTB	Mountain Bike

Acronym List	
AEP	Annual Exceedance Probability
TPP	(Draft) Tasmanian Planning Policies

1. Introduction

1.1 Foundation of the Structure Plan

Dorset Council (**'Council'**) has identified the need to prepare a structure plan for the Derby township. The Derby Structure Plan (**'Structure Plan'**) has been prepared in conjunction with the Scottsdale Structure Plan.

The primary impetus for the preparation of the Structure Plan is attributed to the significant growth Derby has experienced as a premier mountain bike (**'MTB'**) tourism destination in Tasmania.

This growth has resulted in rapid and considerable change to the character and dynamics of Derby, where it has transitioned from a relatively quiet ex-mining town with a residential focus, to a bustling MTB tourism and recreation destination that has directly stimulated the establishment and growth in visitor accommodation, MTB retail and service and food and beverage uses within the Derby township.

This growth has led to substantial uptake and development of 'development ready' lots along with the redevelopment or adaptive re-use of existing buildings within Derby which has absorbed most of the available unconstrained land supply.

Together, the reduction of available unconstrainted land supply, growth of the visitor accommodation sector and conversion of dwellings for retail and other uses that support and leverage from MTB tourism within Derby, has resulted in the displacement of the permanent residential population and a shortage of suitable and appropriately located land for residential growth.

Creation of a structure plan for Derby is therefore necessary to ensure there is sufficient and appropriately zoned land to facilitate and encourage sustainable residential growth which is essential to support, complement and balance the trajectory of MTB tourism within Derby.

1.2 Purpose of the Structure Plan

The Tasmanian Planning Policies defines a Structure Plan as *a plan of a settlement, or part of a settlement, that is proposed for growth or renewal and which describes how use, development and infrastructure will be integrated in an orderly manner*[1].

Structure plans can take a variety of shapes and forms depending on the particular planning outcome that is being sought. In this instance, the Derby Structure Plan will provide a planning framework that will guide preferred locations for residential growth within Derby and neighbouring Branxholm to support the ongoing needs of the local community.

To this extent, the primary investigation area associated with the Structure Plan is Derby. However, through the course of the structure plan process, it has become evident that there are physical limits within Derby to provide land that is capable of supporting growth due to a suite of physical and servicing constraints that affect land suitability for residential purposes.

Branxholm has therefore been included as an ancillary investigation area to identify alternative residential growth areas in proximity to Derby that can be called upon in the event land supply in Derby is fully exhausted necessitating spillover into neighbouring settlements.

Branxholm has been selected over other neighbouring settlements such as Winnaleah and Welborough on the basis that it is the shortest distance of all settlements to Derby, it has the least amount of topographical change which enables relatively easy connectivity by MTB transport and it is already connected to Derby by a MTB trail which follows Tasman Highway.

[1] Draft Tasmanian Planning Policies, March 2023, Page 63.

Notwithstanding this, the focus of the Structure Plan is on Derby. Consideration of Branxholm has been given with respect to analysis of the strategic policy framework and the constraints analysis to determine land suitability within Branxholm for residential growth.

The spatial extent of the Structure Plan investigation area for Derby and Branxholm is illustrated in Figure 1 and 2.

The key aims of the Structure Plan include:

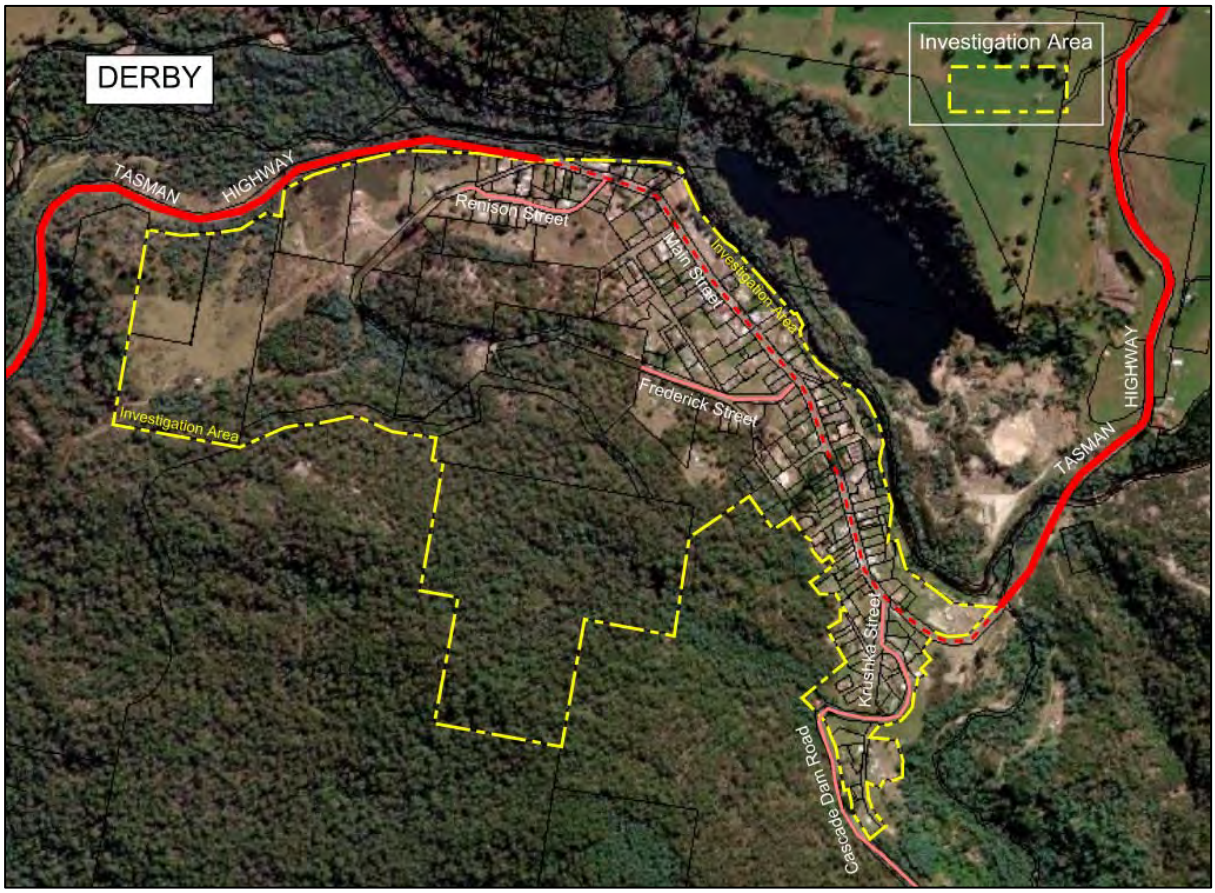
- Identifying land within the investigation areas that is capable of supporting additional growth for residential purposes where land use conflict and impacts on natural values, resources and hazards are avoided or can be appropriately managed or minimised;

- Investigating existing infrastructure and services to ensure it has capacity to accommodate future proposed growth or, where infrastructure and services are overcapacity, identify necessary upgrades that will be required to accommodate future proposed growth;

- Exploring opportunities to identify other parts of Derby that are able to be integrated into and leverage from MTB tourism to strengthen the long-term viability of Derby as a key MTB tourism destination;

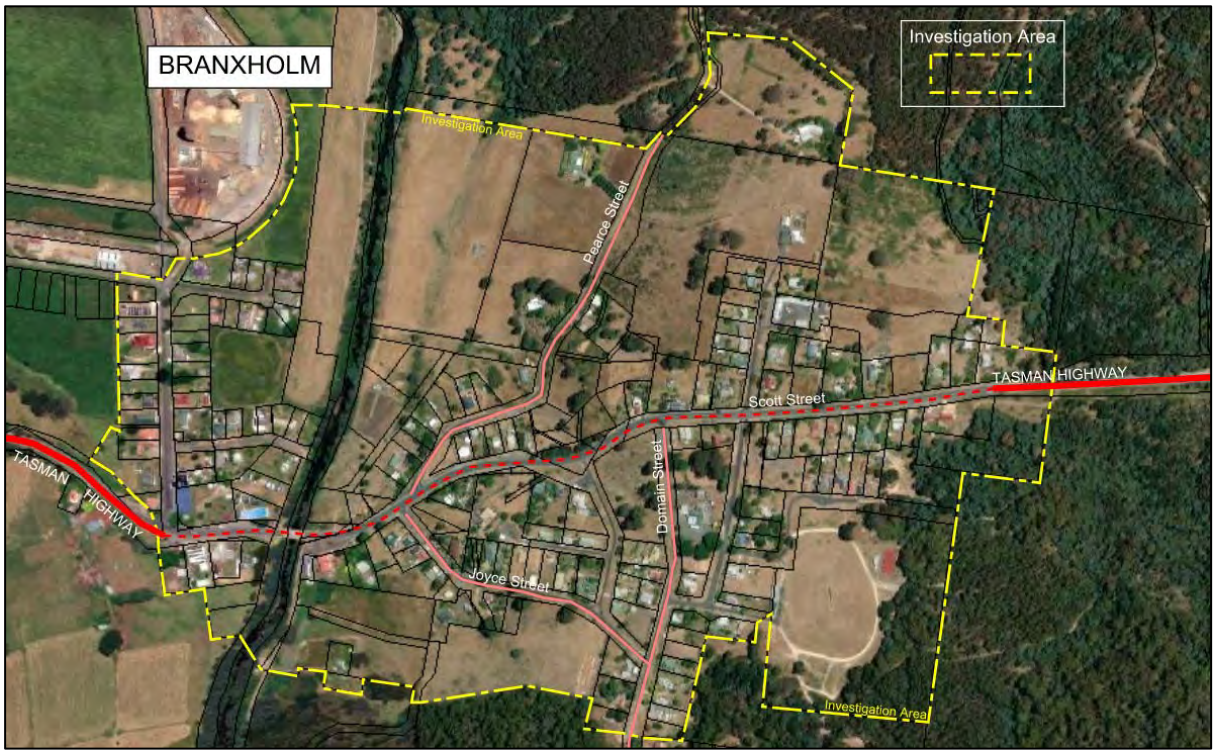
- Providing a framework for future growth of residential land within Derby and Branxholm including recommendations for future planning scheme amendments to prioritise and direct growth.

Figure 1 - aerial image illustrating the spatial extent of the Structure Plan investigation area in Derby.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 2 - aerial image illustrating the spatial extent of the Structure Plan investigation area in Branxholm.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The Structure Plan is a high-level, predominately strategic, planning framework that seeks to shape preferred future residential growth within Derby. It provides an analysis of land within the investigation areas that have been identified to accommodate future growth to inform land use suitability and infrastructure requirements for residential purposes.

Importantly, the structure plan process is not an active rezoning or planning scheme amendment pursuit. Rather, it is a platform that will inform the application of future land use zones and other applicable planning controls required to accommodate sustainable population growth.

Benefits of the Structure Plan include:

- Reviewing and mapping existing land use patterns within Derby and identifying opportunities for consolidation or infill development of residential land within the settlement area;
- Monitoring land supply and development within Derby;
- Coordination of land development including infrastructure and services within Derby; and
- Providing certainty with respect to land supply and development.

Importantly, the Structure Plan seeks to represent a proactive, rather than reactive, planning framework to instil agility into Council's planning and land use decision making process when responding to localised land use trends within Derby.

1.3 Structure Plan Timeframe

The Structure Plan will provide a framework for future growth of residential land use within Derby to 2044, although it is intended for the Structure Plan to have currency beyond 2044 insofar as it will continue to guide the preferred location and sequencing of residential growth within Derby (and Branxholm) until such time as these growth areas become fully exhausted.

1.4 Council Endorsement

Adopted by Council:

- Date:
- Minute:
- Reference:

2. Policy Framework

2.1 Structure Plan Guidelines

The Structure Plan has been developed under the auspices of the Structure Plan Guidelines[2] (**'SPGs'**) prepared by the State Planning Office.

The purpose of the SPGs are to provide a consistent framework to guide the preparation of structure plans at the local strategic planning level. They are not intended to prescribe a single methodology that should be rigorously followed for the structure planning process. However, they provide core elements that are important and needed to deliver informed and holistic structure plans that involve an appropriate level of investigation, analysis and stakeholder engagement.

Structure plans are an important mechanism in the articulation and implementation of key strategies and policies within the context of the Tasmanian Resource Management and Planning System (**'RMPS'**) however they are not one of the statutory instruments of the RMPS.

Notwithstanding this, structure plans should be consistent with, and reflect the broader planning policy and legislative framework of the RMPS. The basis for structure plans to be consistent with the RMPS and consideration of each of the statutory planning instruments created under the RMPS within the context of the Structure Plan are set out below.

2.2 Tasmanian Resource Management and Planning System

The RMPS sets out the overarching objectives for the use and development of all land within Tasmania. The hierarchy of land use planning instruments derived from the RMPS is illustrated in Figure 2.

The *Land Use Planning and Approvals Act 1993* (**'the LUPA Act'**) effectively underpins the RMPS and sets out the legislative framework for the making of statutory land use instruments. These instruments are detailed in Table 1.

Table 1 - Statutory planning instruments created by the LUPA Act.

Statutory Instrument	*Land Use Planning and Approvals Act 1993*	
	Part	Section(s)
Tasmanian Planning Policies	2A	12A-12I
Regional Land Use Strategy	1	5A
Tasmanian Planning Scheme	2	9-12
State Planning Provisions	3	13-30T
Local Provisions Schedule	3A	31-35T

Within the context of Figure 2, instruments listed at the top of the hierarchy provide the overarching strategic and policy context for the use and development of land. The instruments at the bottom of the hierarchy provide specific detail and statutory controls for the use and development of land.

Structure plans sit at the interface between the suite of strategic instruments including Regional Land Use Strategies and the Tasmanian Planning Policies and the statutory instruments primarily encompassing the Tasmanian Planning Scheme, where they are developed to be consistent with and

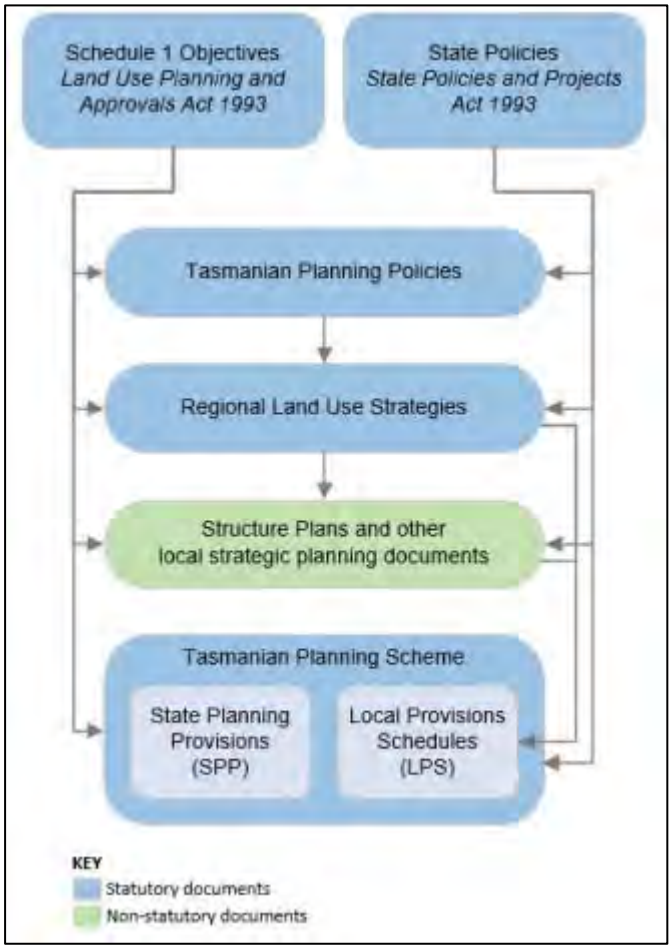
[2] Structure Plan Guidelines Draft November 2022 State Planning Office Department of Premier and Cabinet.

reflect high-level land use strategy and policy whilst concurrently aligning with specific statutory land use and development controls.

In essence, structure plans absorb and synthesise the high-level policies and strategies to inform the application of land use zoning and guide the development of other specific land use and development controls for a defined area which are implemented under the Tasmanian Planning Scheme through municipal Local Provisions Schedules.

They are the nexus between policy and action.

Figure 3 - Hierarchy of RMPS planning instruments.



Source: Structure Plan Guidelines Draft November 2022.

2.3 Schedule 1 of the LUPA Act

The LUPA Act mandates that all planning instruments made under it are required to further the objectives of the RMPS which are set out in Schedule 1 of the LUPA Act (refer to Table 2).

Table 2 - Requirement of statutory instruments to further the objectives of the RMPS.

Statutory Instrument	Section of the LUPA Act requiring instrument to further the objective of the RMPS	
	Part	Section
Tasmanian Planning Policies	2A	12B(4)(a)
Regional Land Use Strategy	1	5A(3A)(a)
Tasmanian Planning Scheme	(by virtue of consisting of the SPPs and a LPS)	

State Planning Provisions	3	15(2)(b)
Local Provisions Schedule	3A	34(2)(c)

The objectives of the RMPS are reproduced in Table 3 below.

Table 3 - Objectives of the Tasmanian Resource Management and Planning System.

SCHEDULE 1 – Objectives
PART 1 – Objectives of the Resource Management and Planning System of Tasmania
1. The objectives of the resource management and planning system of Tasmania are - (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and (c) to encourage public involvement in resource management and planning; and (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a) , (b) and (c) ; and (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State
2. In clause 1 (a) , sustainable development means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while - (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

In addition, Part 2 of Schedule 1 set out the objectives of the planning process established by the LUPA Act which are intended to support the key objectives of the RMPS.

Sustainable development underpins the RMPS and the Structure Plan must facilitate the sustainable development of land within Derby and Branxholm in accordance with the objectives.

2.3.1 Structure Plan Consistency with Objectives of RMPS

The Structure Plan has been prepared to be consistent with, and reflect the broader planning policy and strategic framework of the RMPS including the (Draft) Tasmanian Planning Policies and the Northern Regional Land Use Strategy whilst aligning with the regulatory aspects of the Tasmanian Planning Scheme. By virtue of each of these planning instruments being established to further the objectives of the RMPS, the Structure Plan also furthers the objectives of the RMPS.

2.4 Tasmanian Planning Policies

The Draft Tasmanian Planning Policies (**'TPPs'**), which have not yet been implemented, are a central component of the RMPS providing strategic direction on land use planning matters. The purpose of the TPPs are to provide a consistent planning policy framework that will guide planning outcomes

delivered through the strategic and regulatory elements of the RMPS. In this regard, strategic and regulatory planning instruments of the RMPS including the applicable regional land use strategy and the Tasmanian Planning Scheme (**'TPS'**), comprising the State Planning Provisions (**'SPPs'**) and the Local Provisions Schedule (**'LPS'**), are all required to be consistent with the TPPs.

Section 12B(2) of the LUPA Act establishes a broad range of matters that a TPP may relate to under the following themes:

- the sustainable use, development, protection or conservation of land;
- environmental protection;
- liveability, health and wellbeing of the community;
- any other matter that may be included in a planning scheme or a regional land use strategy.

The TPPs include objectives, strategies and implementation statements to support the delivery of strategic land use planning outcomes. The TPPs include seven (7) policy topics which are supported with an objective describing the intent of the policy topic and a suite of strategies which describe how the objective will be achieved. Some TPP policy topics include an implementation statement which specifies how the strategies ought be implemented.

In addition to detailing the specific policy topics and strategies, the TPPs also include application guidelines in accordance with section 12B(3) of the LUPA Act which provide a series of principles which are intended to provide guidance when applying the policies to the creation of planning instruments that are required to be consistent with the TPPs, including amendments to Local Provision Schedules.

Notably, the application principles specify that there is no order or hierarchy associated with the application of the TPPs and that no single TPP policy or strategy should be read in isolation from another to imply a particular action or consequence. Where the application of the TPPs to a particular planning matter results in competing interests or conflicts between a TPP topic or specific strategy, the application guidelines call for resolution to be based on a balanced consideration and judgement derived from evidence having regard to the overall purpose of the TPPs and the particular planning outcome that is being sought within the context of the broader strategic and regulatory land use and planning framework. Furthermore, there will be instances where a TPP policy or strategy is not specifically relevant or applicable to a particular planning outcome which is being sought.

It is within this context, responses in relation to how the Structure Plan is considered to achieve consistency with the objective and strategies of the TPPs are provided, which are detailed in Table 4 below.

Table 4 - Consistency of the Structure Plan with Tasmanian Planning Policies.

Policy Topic	Policy Application	Policy Objective
1.0 Settlement		
1.1 Growth	1.1.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.	1.1.2 To plan for settlement growth that allocates land to meet the existing and future needs of the community and to deliver a sustainable pattern of development.
Response The Structure Plan encompasses the Derby settlement which is identified as a Rural Town the *Regional Settlement Hierarchy* in the Northern Tasmania Regional Land Use Strategy[3] (**'NTRLUS'**). The Growth policy is therefore directly applicable to the Structure Plan.		

[3] The Northern Tasmania Regional Land Use Strategy is detailed in Section 2.5.

Policy Topic	Policy Application	Policy Objective

It is observed that Branxholm is not listed within the NTRLUS but is a settlement that most readily fits within the parameters of a Rural Town.

The Growth Policy seeks to identify regional settlement hierarchies and to prioritise growth of settlements that are within the higher tiers of the settlement hierarchy[4].

Strategy 1.1.3(1) requires settlements to provide for at least a 15 year supply of land that is available, identified or allocated for the settlement's existing and forecast demand for residential, commercial, industrial, recreational and community land needs.

Implementation Guideline 1.1.4 specifies that the 15 year land supply should be provided within at 20 year supply framework which allows for a 5 year buffer to be instated to accommodate unforeseen lags associated with the practical delivery of land to the market. The Implementation Guideline also encourages settlement growth boundaries to be identified and implemented to define the spatial extent of the 20 year land supply with a strong focus on infill, consolidation and intensification strategies to accommodate settlement growth within existing growth or settlement boundaries.

This approach is reinforced by Strategies 1.1.3(2), (5), (7) and (11). Strategy 1.1.3(10) also encourages the consolidation and concentration of commercial, retail and entertainment activities within established activity centres that are accessible by public and active transport.

The Structure Plan directly aligns with the Growth Policy.

Localised residential supply and demand has not been conducted for Derby. Notwithstanding this, the permanent residential population of Derby is decreasing and being displaced largely by the growth in the visitor accommodation sector and there is an identified shortage of available unconstrainted land supply to provide opportunities for residential growth. Current land supply does not meet the requisite 20 year supply required by the Growth Policy.

The Structure Plan prioritises and encourages land that is capable of infill development and consolidation within the parameters of the established Derby settlement boundary. In this regard, the Structure Plan investigation area follows the perimeter of the urban zones within Derby and Branxholm.

Non-urban zones[5] that are captured within the investigation areas include Rural zoned land to the west of Renison Road in Derby and Rural Living zoned land along the northern end of Pearce Street in Branxholm.

All land within the investigation areas that has been identified as being capable of supporting additional growth is considered to be within the Derby and Branxholm urban growth areas based on one or more of the following factors:

- it is land that is assigned to an urban zone;
- it is land that is contiguous to the outer perimeter of established urban zones and has been used or converted to support residential use;
- it is land that is contiguous to the urban area of Derby or Branxholm and has been assigned to the Rural or Rural Living zone;
- it is land that has been developed and used for non-agricultural purposes;
- it is land that spatially and physically forms a cohesive area that can be distinguished as

[4] Strategies 1.1.3(3) and (4).
[5] Clause C10.3.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
being part of each settlement; ▪ it is land that is under-utilised within the context of its existing pattern of use and development including access to services and infrastructure. Overall, the areas that have been identified as being capable of supporting additional residential growth are located within the established urban growth areas associated with the Structure Plan. Preliminary investigations indicate that the identified residential growth areas are capable of yielding approximately 106 residential lots (76 in Derby and 30 in Branxholm) which could provide upwards of 20 years supply for the settlements.. Finally, the Structure Plan aligns with Strategy 1.1.3(6) where it seeks to provide for the effective planning and management of land use and development within Derby and Branxholm to promote and support sustainable population growth.		
1.2 Liveability	1.2.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.	1.2.2 To improve the liveability of settlements by promoting a pattern of development that improves access to housing, education, employment, recreation, nature, health and other services that support the wellbeing of the community.
Response The Structure Plan supports the Liveability Policy. Derby and to a lesser degree, Branxholm, is identified as a Local or Minor Centre (LMC) within the *Regional Activity Centre Hierarchy* in the NTRLUS which has a focus on providing for the day-to-day life of the identified settlement. The areas that have been identified as being capable of supporting additional residential growth areas located within the established settlement boundaries of Derby and Branxholm. These areas are able to be connected into the existing road and active transport network which includes the State highway incorporating Main Street and Scott Street in Derby and Branxholm, respectively, the local road network within each settlement and the myriad of MTB trails that surround the settlement including the MTB trail that connects Derby and Branxholm along the Tasman Highway. The Structure Plan seeks to concentrate residential land within the urban growth area of established settlements which comprises a broad array of facilities that support liveability for existing and future residents which will strengthen the population base, in turn bolstering the existing and future services that are offered within Derby and Branxholm. The Structure Plan therefore responds directly to Strategy 1.2.3(1).		
1.3 Social Infrastructure	1.3.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.	1.3.2 To support the provision of adequate and accessible social infrastructure to promote the health, education, safety and wellbeing of the community.
Response The Social Infrastructure Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS.		
1.4 Settlement Types	1.4.1 Applies to existing settlements and land that is proposed, allocated or identified for future	1.4.2 To plan for the sustainable use and development of settlements that have particular

Policy Topic	Policy Application	Policy Objective
	settlement growth.	environmental characteristics or values.
Response The Structure Plan will build upon the established character of Derby and Branxholm. The areas that have been identified as being capable of supporting additional residential growth are located within or contiguous to the established boundaries of both settlements. Growth that is promoted through the Structure Plan avoids expansion into productive agricultural land, timber production land and undeveloped public land which surround the settlements forming their distinct bucolic and natural landscape setting. The Structure Plan seeks to contain growth within the established boundaries of each settlement of which are predominately defined by the outer perimeter of existing urban zone boundaries as well as the pattern of established use and development within outer areas of each settlement which form a cohesive and distinguishable pattern of use and development. The Structure Plan therefore directly responds to or is consistent, with Strategies 1.4.3(1) and (5).		
1.5 Housing	1.5.1 Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth.	1.5.2 To provide for a sufficient supply of diverse housing stock, including social and affordable housing, that is well-located and well-serviced to meet the existing and future needs of the Tasmanians.
Response The Housing Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and their geographic location within the Dorset LGA with respect to the provision of social and affordable housing at higher densities that are proximate to a range of key community facilities and full infrastructure services which are provided within Scottsdale.		
1.6 Design	1.6.1 Statewide.	1.6.2 To create functional, connected and safe urban spaces that positively contribute to the amenity, sense of place and enjoyment experienced by the community.
Response The Structure Plan indirectly accords with the Design Policy. In this regard, the planning outcome sought by the Structure Plan does not involve matters relating to urban design, public realm activation or categorisation of specific characters or values of Derby and Branxholm. Notwithstanding this, future development of land identified for residential growth will be required to comply with building and subdivision standards of the TPS for the underlying zone which contain development standards that relate to the provision of buildings and subdivisions that respond to and promote positive urban design outcomes including residential amenity, streetscape character and connectivity of public spaces. The Structure Plan supports the introduction of Specific Area Plans (**'SAP'**) over land that has been identified for new residential growth or intensification of residential use that comprise several lots. Use of SAPs within this context promotes efficient use of urban land and encourages subdivision design that provides for a functional layout as well as providing coordination and connectivity between lots that are not in common ownership.		

Policy Topic	Policy Application	Policy Objective
The Structure Plan is therefore consistent with Strategies 1.6.3(1) and (8).		
2.0 Environmental Values		
2.1 Biodiversity	2.1.1 Statewide.	2.1.2 To contribute to the protection and conservation of Tasmania's biodiversity.

Response

The Structure Plan protects local biodiversity values.

Protection and conservation of biodiversity values is integrated into the current RMPS. In this regard, the TPS contains zones and codes that expressly manage biodiversity values which apply to the investigation area through the lens of the Dorset LPS.

Specifically, the Landscape Conservation zone, Environmental Management zone and Natural Assets code of the TPS all seek to protect, conserve and manage landscape and environmental values. The Derby investigation area contains land within the Landscape Conservation zone which applies to lots on the steeper sections above Frederick Street and Renison Street. The Branxholm investigation area does not contain Landscape Conservation or Environmental Management zoned land.

With respect to the Natural Assets code, the investigation areas land that is mapped as a Priority Vegetation Area which corresponds with the following locations (refer to Figure 29 in section 4.3.2.5):

- Low Density and Rural zoned land along and at the western end of Renison Street in Derby;
- The Landscape Conservation zoned land above Frederick Street and Renison Street in Derby;
- Land south of the Village zone in Branxholm.

The Structure Plan will not remove the application of the Priority Vegetation Area in these locations. However, recommendations of the Structure Plan to rezone the identified residential growth areas to Low Density Residential will eliminate consideration of vegetation removal within the Priority Vegetation Area where it is not associated with subdivision of land[6].

The mixed use investigation area within Derby is entirely mapped as Priority Vegetation and this will require a site-specific natural values assessment to better understand biodiversity values prior to inform the feasibility of its development.

The Priority Vegetation Area mapping that extends into the land recommended to be rezoned to Low Density Residential predominately comprises cleared land that is managed at a 'hobby farm' level with only the steeper sections of the growth area of Derby comprising remnant vegetation. It is highly unlikely that the steeper sections of the residential growth area in Derby will be developed due to the constraints imposed by the gradient of the land and the presence of rock which will minimise impacts upon biodiversity associated with any future development of the land that is facilitated by the Structure Plan.

More broadly, land that has been identified to accommodate residential growth predominately comprises modified agricultural land (FAG) or modified regenerating cleared land (FRG) in accordance with TASVEG 4.0[7] vegetation classification data which has been verified during a series of site visits.

[6] Clause C7.2.1(c)(xii), Tasmanian Planning Scheme.

[7] Pursuant to Guideline No. 1 Local Provisions Schedule (LPS): zone and code application (June 2018) the application of the Priority Vegetation Area is based on the TASVEG 3.0 mapping data which has been

Policy Topic	Policy Application	Policy Objective
The vegetation mapping is illustrated in Figure 8 under Section 3.1.2. Accordingly, the Structure Plan will protect local biodiversity values by directing new growth areas to land that has been modified, avoiding land that contains threatened vegetation communities and plant species and not changing or significantly weakening existing development controls over land that contains remnant or native vegetation, satisfying Strategies 2.1.3(2), (3) and (5). Overall, risks and impacts to local biodiversity values within Derby and Branxholm remain unchanged within the context of the Structure Plan.		
2.2 Waterways, Wetlands and Estuaries	2.2.1 Statewide.	2.2.2 To protect and improve the quality of Tasmania's waterways, wetlands and estuaries.
Response The Structure Plan protects local waterways. Protection and management of waterways is integrated into the current RMPS through the application of the Waterway Protection Area overlay map under the Natural Assets code of the Dorset LPS. The only investigation area that includes land within a Waterway Protection Area is in Derby where there is a minor tributary that drains land in a north-westerly direction to the Ringarooma River. This tributary is located within the Renison Street Residential Growth Area. Notwithstanding, any future development of land within the Waterway Protection Area whether under the Low Density Residential zone enabled by the Structure Plan will be subject to the development controls of the Natural Assets Code which seek to minimise impacts on water quality and the broader natural values of waterways. Overall, the current risks and protections afforded to local waterways within Derby and Branxholm will remain unchanged by the Structure Plan therefore affording consistency with Strategies 2.2.3(1) and (4).		
2.3 Geodiversity	2.3.1 Statewide.	2.3.2 To protect and conserve land containing high conservation value geodiversity and to promote natural geological, geomorphological and soil processes that support broader, and more balanced, ecological functions.
Response The Structure Plan investigation area is not known to contain any high conservation value geodiversity or localised natural geological, geomorphological or soil processes that support or maintain local ecological functions. The Geodiversity Policy is therefore not applicable to the Structure Plan.		
2.4 Landscape Values	2.4.1 Statewide.	2.4.2 To protect and enhance significant landscapes that contribute to the scenic value, character and identity of a place.

superseded by the 4.0 version of the mapping data. TASVEG 4.0 is therefore considered to be the most accurate dataset with respect to the identification and mapping of biodiversity values within Tasmania.

Policy Topic	Policy Application	Policy Objective
Response The Structure Plan investigation area does not contain any mapped cultural, ecological, geological or aesthetic landscapes or scenic areas. However, the northern side of the residential growth area for Derby adjoins the Tasman Highway which is mapped as a Scenic Road Corridor under the Dorset (refer to Figure 9 under Section 3.1.2 and Figure 29 under Section 4.3.2.5). The Structure Plan will see this section of the Scenic Road Corridor removed from the Dorset Local Provision Schedule. This is because the Scenic Road Corridor does not apply to the Low Density Residential[8]. The character, visual sensitivity and quality of this section of Scenic Road Corridor within the context of Tasman Highway is assessed as being low. The land that is earmarked for residential growth sits approximately 25m above the finished surface of the Tasman Highway with the steep escarpment vegetated. Future development of this land is unlikely to be visible from Tasman Highway and, in the event that future development is partially visible, it will read as part of the entrance to Derby which currently occurs with the development that is further east along the Tasman Highway. Removal of this section of Scenic Road Corridor from the Dorset LPS is not considered to have a detrimental impact on the scenic value of the Derby settlement or the Tasman Highway which transects a vast and diverse array of values. The Structure Plan is therefore considered to be consistent with the Strategies of the Landscape Values Policy.		
2.5 Coasts	2.5.1 Applies to the Coastal Zone as defined in the *State Coastal Policy 1996*, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the highwater mark.	2.5.2 To promote the protection, conservation and management of coastal values.
Response The State Coastal Policy 1996 defines the term 'Coastal Zone' as, *under the State Coastal Policy Validation Act 2003, a reference in the State Coastal Policy 1996 to the coastal zone is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark*. Derby and Branxholm is located approximately 30km inland from the nearest coastline and is therefore not located within the Coastal Zone. The Coasts Policy is therefore not applicable to the Structure Plan.		
3.0 Environmental Hazards		
3.1 Bushfire	3.1.1 Statewide.	3.1.2 To prioritise the protection of human life and to support the resilience of settlements and communities by reducing the potential impacts of bushfire on life, property and infrastructure.
Response The Structure Plan responds to the Bushfire Policy.		

[8] Clause C8.2.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
Management of bushfire risk is integrated into the current RMPS through the application of the Bushfire-Prone Areas code of the Dorset LPS. Both residential growth areas within Derby and Branxholm are identified as Bushfire-Prone Areas under the Dorset LPS (refer to Figure 27 under Section 4.3.2.3). Future intensification of the land identified for residential growth within the Structure Plan that is within a Bushfire-Prone Area will be subject to development controls of the Bushfire-Prone Areas code of the TPS which contains best practice bushfire protection measures relating to vehicle access and road design, water supply for fire-fighting purposes and the implementation of hazard management areas. The Structure Plan is located within a water serviced area which will allow the extension of reticulated water to future residential subdivisions including the provision of fire-fighting hydrants. Overall, the Structure Plan avoids designating land for residential purposes that is exposed to significant bushfire risk (i.e. risk that exceeds the current level of risk caused by bushfire) affording consistency with Strategies 3.1.3(1), (3) and (4).		
3.2 Landslip	3.2.1 Statewide.	3.2.2 To reduce the risk to people, property and the environment from the adverse impacts of landslip hazards.
Response The Structure Plan responds to the Landslip Policy. Management of landslip risk is integrated into the current RMPS through the application of the Landslip Hazard code of the Dorset LPS. The current landslip hazard management system that is integrated into the RMPS was developed in 2013 by the Department of Premier and Cabinet (**'DPAC'**) in conjunction with Mineral Resources Tasmania (**'MRT'**). The landslip hazard management system comprises an overarching Landslide Planning Report, Landslide Map Hazard Bands and the landslip hazard statutory overlay. Management of risks associated with landslip is informed and delivered through the Landslip Hazard Code of the TPS. The Landslip Hazard Code applies to all use and development within a landslip hazard area identified on the landslip hazard statutory overlay maps which are a component of the TPS. The landslip hazard management system is undergoing review where amendments to the statutory controls will be implemented through the SPPs[9]. The current landslip hazard management system and the review and amendment process inherently align with the strategies of the Landslip Policy. The residential growth area proposed within Derby Plan include areas of low and medium landslip statutory overlay hazard bands which predominately follow the steeper sections of land which are unlikely to be developed (refer to Figure 16 under Section 3.1.3.1 and Figure 26 under Section 4.3.2.2). A concept plan of subdivision has been prepared to inform risk management with respect to landslip. The plan of subdivision configures the road and associated access and water infrastructure to within the area of the land that is level and not affected by landslip risk. Future building areas on lots are also located within areas that are free from the hazard bands or along the fringe of the low risk hazard band. Low and medium hazard bands represent the lower level of risk in terms of susceptibility to landslip. Each proposed residential growth area includes large expanses of land that is not mapped as being subject to landslip risk of any level.		

[9] https://www.mrt.tas.gov.au/geoscience/engineering_geology/accordion/landslide_planning_map_update

Policy Topic	Policy Application	Policy Objective
Future development of the land identified for residential growth within the Structure Plan that is within a low or medium landslip hazard band will be subject to development controls of the Landslip Hazard Code of the TPS which contains best practice protection and mitigation measures to minimise landslip risk to a tolerable level. Notwithstanding this, it is recommended that any future scheme amendment be required by a suitably qualified and experience geotechnical engineer to inform the location and suitability of future development. Overall, the Structure Plan avoids designating land for residential purposes that is exposed to significant landslip risk affording consistency with Strategies 3.2.3(1), (2), (3) and (4).		
3.3 Flooding	3.3.1 Statewide.	3.3.2 To minimise the impact of flood hazards that have the potential to cause harm to human life, property and infrastructure and to reduce the cost to the community as a result of flood events.
Response The Structure Plan responds to the Flood Policy. Management of flood risk is integrated into the current RMPS through the application of the Flood-Prone Areas Hazard code of the Dorset LPS. The Flood-Prone Areas Hazard overlay map is based on known 1% annual exceedance probability (**'AEP'**). Base data associated with the Flood-Prone Areas Hazard code has been informed by a series of flood studies and mapping exercises as part of the Tasmanian Floor Mapping Projects overseen by the Tasmanian State Emergency Service (**'SES'**)[10]. Derby and Branxholm contain areas that are mapped as flood-prone areas along the Ringarooma River which dissects both settlements. The land that has been identified for residential growth are not located within the flood-prone area overlay hazard band (refer to Figure 11 under Section 3.1.3.3 and Figure 28 under Section 4.3.2.4) The SES were engaged with as part of the targeted stakeholder consultation process (refer to Section 5.1). Initial comments from the SES did not elucidate any new details relating to flood risk within the investigation area. That being said, the SES did note the benefit of reviewing the draft Structure Plan document once formal public consultation commenced. During the public exhibition period, the SES maintained its position with respect to Derby and Branxholm benefitting from a strategic land-use analysis of the broader areas of each settlement. Whilst the Structure Plan indirectly achieves this insofar as it seeks avoiding locating proposed residential growth areas within known flood hazard areas, the submission received from the SES resulted in rethinking the approach and strategy with respect to the existing flood risk on the western side of Ringarooma River in Branxholm within the area of Stoke Street, Nursery Road, Station Road and Edwards Place. In this regard, there is existing vacant and underutilised land within this area that is capable of being developed for residential purposes. However, due to the existing flood risk, intensification of this land for residential or other sensitive or vulnerable uses may not be appropriate. Furthermore use and developability of this land will be significantly restricted by the use and development controls within the Flood-Prone Areas Code which are likely to sterilise this land from future use and development. Another factor outside the RMPS that will also influence development of the land include costs associated with insuring buildings from flood risk, if insurance is able to be obtained at all.		

[10] https://www.ses.tas.gov.au/about/risk-management/flood-risk-management/tasmanian-flood-mapping-project-reports/

Policy Topic	Policy Application	Policy Objective
This land is therefore considered to be severely hindered with respect to future use and development and is not representative of actual land supply within Branxholm. This land should therefore be excluded from available land supply calculations when considering future scheme amendments within Branxholm relating to residential growth. Furthermore, the implementation strategy associated with the Structure Plan should be adjusted to provide an offset for the existing land that is unable to be developed within Branxholm due to the presence of flood risk by allowing consideration of rezoning of the identified growth areas within Branxholm concurrently with the development of the growth area within Derby. Overall, the Structure Plan avoids designating land for residential purposes that is exposed to known and significant flood risk affording consistency with Strategies 3.3.3(1) and (2).		
3.4 Coastal Hazards	3.4.1 Applies to the Coastal Zone as defined in the *State Coastal Policy 1996*, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the highwater mark.	3.4.2 To minimise the risks associated with coastal erosion and coastal inundation caused by climate change induced sea level rise by incorporating avoidance, mitigation and adaptation strategies into land use planning.
Response The State Coastal Policy 1996 defines the term 'Coastal Zone' as, *under the State Coastal Policy Validation Act 2003, a reference in the State Coastal Policy 1996 to the coastal zone is to be taken as a reference to State waters and to all land to a distance of* ***one kilometre inland*** *from the high-water mark*. Derby and Branxholm are located approximately 30km inland from the nearest coastline and associated high-water mark and is therefore not located within the Coastal Zone. The Coastal Hazards Policy is therefore not applicable to the Structure Plan.		
3.5 Contaminated Air and Land	3.5.1 Statewide.	3.5.2 To consider the impacts of past, present and future land use and development that has involved, or is proposed to involve, potentially contaminating activities, and to minimises the risk of harm to human health, property and the environment arising from exposure, or potential exposure, to contaminants or nuisances caused by those activities.
Response The Structure Plan is consistent with the Contaminated Air and Land Policy. Sites that contain known potentially contaminating activities[11] within the investigation area have been identified. Land that is earmarked for residential growth is either existing residential zoned land or land that has previously been used for agricultural purposes and not used or developed for industrial activities or other purposes that are likely to involve potentially contaminating activities. Overall, the Structure Plan avoids assigning new or intensified residential growth on land that is known to support potentially contaminating activities in addition to providing appropriate physical		

[11] Clause C14.3.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
buffers between known potentially contaminating activities and proposed residential growth areas affording consistency with Strategies 3.5.2(1), (2) and (3).		
4.0 Sustainable Economic Development		
4.1 Agriculture	4.1.1 Statewide.	4.1.2 To promote a diverse and highly productive agricultural sector by protecting agriculture land and the resources on which agriculture depends, while supporting the long-term viability and growth of the agricultural sector.

Response

The Structure Plan is consistent with the Agriculture Policy.

In this regard, the residential growth area in Derby comprises Rural zoned land and the residential growth area in Branxholm, which proposes intensification of the land by rezoning it from Rural Living to Low Density Residential, adjoins Rural zoned land to the north.

An Agricultural Assessment was conducted by RMCG in June 2024 (**'Agricultural Assessment'**) to understand and determine potential impacts on the identified agricultural land.

With respect to the two proposed residential growth areas, the Agricultural Assessment can be summarised as follows:

- Land located at Renison Street in Derby comprises a mixture of Class 3, 5 and 6 Agricultural Land. It is feasible to rezone the eastern section of this land given it predominately comprises the lower agricultural land class. A field assessment determined that the western end of this sector comprises class 3 agricultural land. However, it concluded that the isolated nature of this land does not make it land significant to the local or regional agricultural estate and its conversion to non-agricultural land will have little impact upon agricultural land at a regional level.

  No development controls have been recommended to buffer future residential zoned land from adjoining or adjacent agricultural land.

- Land located at Pearce Street in Branxholm is already zoned Rural Living and is therefore removed from the agricultural land estate.

  Adjoining land to the north is zoned Rural and includes active timber production land. A possible solution to reduce the potential for constraint on this land would be to retain the Rural Living zone along the northern side of the land which would limit the number of lots that could accommodate dwellings along this interface.

  The Agricultural Assessment recommends a 100m physical buffer incorporating along the agricultural interface of this sector. Furthermore, additional consultation would need to occur to the adjoining agricultural land owner at the time any amendment to the Dorset LPS is proposed to better understand the land management regime which may render a reduced development control or buffer along the interface with agricultural land.

The analysis identified in Section 6 of the Structure Plan identifies and details the need to prepare a Specific Area Plan ('**SAP'**) for the Pearce Street Residential Growth Area to support the proposed amendments to the Dorset LPS. The SAP process should incorporate a layer of agricultural investigation and analysis to ensure mitigation measures identified are integrated into the SAP with respect to the provision of controls that seek protect and minimise impacts upon agricultural land within Branxholm.

Policy Topic	Policy Application	Policy Objective
The Structure Plan is considered to be consistent with the Agriculture Policy insofar as it focusses on providing residential growth areas within the established settlement boundaries and prevents significant expansion into adjoining and adjacent agricultural land. It is important to recognise that some impacts to agricultural land will be inevitable as part of the growth areas that have been nominated within the Structure Plan given the relationship that Derby and Branxholm urban growth area have with surrounding agricultural and primary industry land. This matter has been considered within the Structure Plan particularly within the context of General Application Principle 7 of the TPPs which provides guidance where there are competing interests between planning policies. Overall, the Structure Plan is consistent with Strategies 4.1.3(1), (2), (4) and (5).		
4.2 Extractive Industry	4.2.1 Statewide.	4.2.2 To identify and protect existing and potential extractive industry resources, and supporting infrastructure, to facilitate economic growth and support efficient infrastructure and urban development.
Response The investigation area does not include any mining leases or land that is used for extractive industry purposes. Furthermore, land that has been identified to accommodate residential growth does not encroach within an attenuation area[12] of nearby extractive industry activities. The Structure Plan therefore does not affect the Extractive Industry Policy.		
4.3 Tourism	4.3.1 Statewide.	4.3.2 To promote the sustainable development of the State's tourism industry.
Response The Structure Plan indirectly accords with the Tourism Policy. Derby is identified as a key MTB tourism destination. Current data indicates that the popularity of MTB tourism in Derby has led to the displacement of some housing for the local community which has caused a reduction of the permanent population of Derby. The Structure Plan seeks to identify and allocate additional land to encourage residential growth and to provide additional housing options for employees associated with the local tourism sector. In this regard, the Structure Plan recommends, in addition to rezoning the Renison Street land to Low Density Residential, investigating options to limit or manage the amount of visitor accommodation that can establish within the growth area with a view of minimising housing displacement. The Structure Plan builds upon the established activity centre of Derby and directly supports the local tourism industry by way of ensuring there is adequate supply of suitably located and serviced land to meet current and future demand of workers and residents that support the MTB tourism industry. The Structure Plan also identifies land which is recommended to be investigated to determine its feasibility for use and development that would integrate into the existing natural and landscape values of the land and MTB trails and associated offerings to strengthen and enhance the long-term viability of MTB tourism. The Structure Plan is therefore consistent with Strategy 4.3.3(5).		

[12] Clause C9.3.1, Tasmanian Planning Scheme.

Policy Topic	Policy Application	Policy Objective
4.4 Renewable Energy	4.4.1 Statewide.	4.4.2 To promote renewable energy use and development to support economic and employment opportunities and strengthen the State's economy, while also supporting emissions reduction.
Response The Renewable Energy Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
4.5 Industry	4.5.1 Statewide.	4.5.2 To protect industrial land, facilitate sustainable industrial use and development and ensure there is sufficient availability of suitable industrial land to meet the existing and future needs of Tasmania.
Response The Industry Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
4.6 Business and Commercial	4.6.1 Statewide.	4.6.2 To promote business and commercial activities at a scale and intensity suited to the location to support diverse economic and employment opportunities and strengthen the State's economy.
Response The Business and Commercial Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
4.7 Innovation and Research	4.7.1 Statewide.	4.7.2 To promote innovation and research, and the institutions and infrastructure that drives learning and prepares a skilled workforce, that will support existing and emerging opportunities and contribute to a diverse and resilient economy.
Response The Innovation and Research Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
5.0 Physical Infrastructure		
5.1 Provision of	5.1.1 Statewide.	5.1.2 To promote the efficient,

Policy Topic	Policy Application	Policy Objective
Services		effective, sustainable and safe delivery of services including reticulated water and sewerage, stormwater management, electricity, gas, telecommunications and recycling and waste management.
Response The Structure Plan responds to the Provision of Services Policy. The investigation area encompasses the established settlement boundary of Derby and Branxholm which is serviced by reticulated water and stormwater infrastructure, electricity and telecommunications infrastructure. The areas are not serviced by sewer. An infrastructure analysis has been undertaken to ascertain the capacity of existing infrastructure to determine whether it is sufficient and available to support areas within the investigation area that are earmarked to accommodate residential growth. Early engagement with TasWater as part of the targeted stakeholder consultation process did not identify any capacity issues with respect to the water treatment plants (**'WTP'**) that service each settlement area TasWater indicated that some water mains may require upgrading in localised areas along with necessary infrastructure extension to service new residential lots, which are able to be identified and managed at the development stage. The infrastructure analysis did not identify any significant constraints with respect to provision of reticulated stormwater infrastructure to service the proposed growth areas that are unable to be overcome through either upgrades or the extension of the existing public stormwater system. The TPS contains adequate subdivision development standards within the zones that are proposed to be applied to the identified growth areas to require reticulated services to be installed prior to new lots being created which will afford certainty to use and development that is facilitated by the new lots with respect to being provided with appropriate reticulated services. The Structure Plan provides an integrated approach to planning and infrastructure by identifying areas that are suitable for residential growth and detailing the way in which development ought be prioritised and coordinated to allow the efficient provision of infrastructure to support existing and future service needs of Derby and Branxholm. The Structure Plan is therefore consistent with Strategies 5.1.3 (1), (2), (4), (6) and (7) of the Provision of Services Policy.		
5.2 Energy Infrastructure	5.2.2 Statewide.	5.2.2 To protect electricity infrastructure, including infrastructure to support energy efficiency and renewable energy and provide for a safe, secure and reliable energy system to meet the needs of the community, businesses and industry.
Response		

Policy Topic	Policy Application	Policy Objective
The Energy Infrastructure Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
5.3 Roads	5.3.1 Statewide.	5.3.2 To plan, manage and maintain an integrated road network that supports efficiency, connectivity, travel reliability and safety.
Response The Roads Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
5.4 Transport Modes	5.4.1 Generally applied statewide, with a focus on urban areas.	5.4.2 To support a safe, reliable, efficient and accessible passenger transport system that provides people with modal choice and is well integrated with land use.
Response The Transport Modes Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
5.5 Ports and Strategic Transport Networks	5.5.1 Statewide.	5.5.2 To recognise and protect Tasmania's strategic freight system, including key freight networks, ports, intermodal hubs and industrial estates.
Response The Ports and Strategic Transport Networks Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.		
6.0 Cultural Heritage		
6.1 Aboriginal Cultural Heritage	6.1.1 Statewide.	6.1.2 Support the protection and Aboriginal custodianship of Aboriginal Cultural Heritage including places, objects and practices.
Response The Structure Plan responds to the Aboriginal Cultural Heritage Policy. Aboriginal Heritage Tasmania (**'AHT'**) were engaged with as part of the targeted stakeholder consultation process. Initial advice from AHT indicates that there are now known Aboriginal heritage sites the proposed growth areas. AHT also note that the proposed growth areas have not been comprehensively assessed for Aboriginal heritage. The Structure Plan is therefore consistent with Strategies 6.1.3 (1), (2), (3) and (4) of the Aboriginal Cultural Heritage Policy, noting that obligations under the *Aboriginal Heritage Act 1975* will continue to apply to land following the endorsement of the Structure Plan.		

Policy Topic		Policy Application		Policy Objective	
6.2	**Non-Indigenous Cultural Heritage**	6.2.1	Statewide.	6.2.2	To support the identification and conservation of significant non-Indigenous local cultural heritage buildings, part of buildings, infrastructure (for example bridges), places, precincts and landscapes and consider design responses that preserves cultural heritage values while allowing for appropriate adaptive reuse.
Response The Structure Plan considers the Non-Indigenous Cultural Heritage Policy. Management of non-indigenous cultural heritage are integrated into the current RMPS through the application of the suite of overlay maps under the Local Historic Heritage code of the TPS and the obligations under Part 6 of the *Historic Cultural Heritage Act 1995*. In this instance, Derby and Branxholm do not have any heritage places, heritage precincts, historic landscape precincts or precincts of archaeological potential listed under the Dorset LPS. Derby contains 10 places and Branxholm 3 places, that are permanently registered on the Tasmanian Heritage Register (**'THR'**). The Structure Plan does not affect any of the places listed on the THR. Accordingly, matters related to non-indigenous cultural heritage are not affected by the Structure Plan.					
7.0	**Planning Processes**				
7.1	**Consultation**	7.1.1	Statewide.	7.1.2	To improve and promote community consultation processes to ensure the community's needs, expectations and values are identified and considered in land use planning.
Response The Structure Plan aligns with the Consultation Policy. The Structure Plan process includes a multi-faceted approach to consultation including targeted stakeholder engagement and public exhibition which includes face-to-face information sessions. The Structure Plan is therefore consistent with Strategies 7.1.3 (2), (3) and (4).					
7.2	**Strategic Planning**	7.2.1	Statewide.	7.2.2	To encourage the strategic consideration of land use planning issues by promoting integrated and coordinated responses that balance competing social, economic, environmental and intergenerational interests to provide for the long-term sustainable use and development of land.
Response					

Policy Topic	Policy Application	Policy Objective
The Structure Plan directly aligns with the Strategic Planning Policy. The Structure Plan is high-level, predominately strategic planning framework which seeks to shape preferred land use and development within Derby and Branxholm within a coordinated and logical manner. The Structure Plan process has followed the SPGs which provide a consistent and best practice framework for the preparation of structure plans at the local strategic planning level. The Structure Plan is therefore consistent with Strategies 7.2.3 (2), (3), (4) and (7).		
7.3 Regulation	7.3.1 Statewide.	7.3.2 To avoid over regulation by aligning the level of regulation to the scale of the impact associated with use and development.
Response The Regulation Policy is relevant to the Structure Plan only insofar as it will act as a nexus between strategic and statutory planning where it will ultimately change the statutory controls that will apply to land identified within the investigation area by way of changing the underlying land use zone. The Structure Plan does not affect or alter any other established regulatory and statutory planning frameworks.		

2.5 Northern Tasmania Regional Land Use Strategy

The Northern Tasmania Regional Land Use Strategy (**'NTRLUS'**) was established under section 5A of the LUPA Act.

The NTRLUS is the regional plan for Northern Tasmania which sets out the strategy and policy framework to facilitate and manage change, growth and development within the region through until 2032. The NTRLUS contains seven (7) distinct parts which are:

- **Part A**: The purpose and scope of the NRLUS
- **Part B**: Regional Profile and Overview
- **Part C**: Regional Strategic Planning Framework
- **Part D**: Regional Planning Land Use Categories
- **Part E**: Regional Planning Policies
- **Part F**: Implementation and Monitoring Measures
- **Part G**: Local Provisions Schedule Preparation Addendum

All municipal planning schemes and policy making within the region are expected to advance and implement all active parts of the NTRLUS. In this instance, parts of the NTRLUS that are most pertinent to the Structure Plan are Parts D and E.

2.5.1 Part D: Regional Land Use Categories

The NTRLUS divides the region into three Regional Land Use Categories which provide the spatial framework to implement the vision and strategic goals and policies of the strategy. The three Regional Land Use Categories are:

- Urban Growth Areas

- Rural Areas
- Natural Environment Areas

Derby is identified as an Urban Growth Area being listed as a Rural Town within Table E.1 Northern Tasmania Regional Settlement Hierarchy of the NTRLUS. It is observed that Branxholm is not listed within the NTRLUS but is a settlement that most readily fits within the parameters of a Rural Town.

Section D.2.1 is therefore applicable to the Structure Plan.

The intent of Urban Growth Areas is to identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions with respect to future growth. The NTRLUS prioritises and directs growth and associated economic and social activities toward established Urban Growth Areas.

Section D.2.1.1 lists the Key Principles that shape Urban Growth Areas. A response in relation to how the Structure Plan is considered to reflect consistency with the Key Principles that shape Urban Growth Areas is provided in Table 5 below.

Table 5 - Consistency of the Structure Plan with the Key Principle of Urban Growth Areas.

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
The Urban Growth Areas will aim to provide a well-planned region of distinct cities, towns and villages that:	
– Maintains the integrity of 'intra-regional' open space green breaks.	The Structure Plan will maintain the integrity of the 'intra-regional' open space green breaks which currently exist between the distinct activity centres within the region. It achieves this by confining the investigation area to within the established settlement boundaries of Derby and Branxholm where infill, consolidation and intensification of the existing urban growth area is prioritised. The Structure Plan therefore avoids 'creeping' of the urban growth boundary to the degree that future use and development facilitated by the Structure Plan raises the role of Derby and Branxholm above Rural Towns which are LMCs and renders them undistinguishable from other activity centres.
– Minimises impacts on natural resources.	The Structure Plan minimises impacts on natural resources by confining the investigation area and proposed future residential growth areas to within the established settlement boundaries which are predominately devoid of significant or material natural resources including native vegetation, major watercourses and known mineral resources.
– Maximises the use of major transport and water and sewerage infrastructure (committed and/or planned).	The urban growth boundaries of Derby and Branxholm comprises existing transport and water infrastructure. They are not serviced by reticulated sewer infrastructure. An infrastructure analysis has identified that there is capacity within existing infrastructure and services to accommodate the

D.2.1	**Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.
D.2.1.1	**Urban Growth Areas – Key Principles**
Key Principle	**Consistency of Structure Plan with Key Principle**
– Enables efficient physical and social infrastructure, including public transport.	growth facilitated by the Structure Plan. The Structure Plan therefore maximises the use of available existing infrastructure and services within the Derby and Branxholm urban growth areas. The Derby and Branxholm urban growth areas comprise existing physical and social infrastructure commensurate to their role as an LMC which includes a good range of public open space facilities and local road network. The Structure Plan will strengthen established physical and social infrastructure within Derby and Branxholm by way of providing additional residential land supply which is aimed at promoting, encouraging and generating residential growth. This will in turn bolster the local population which supports physical and social infrastructure as well as enabling further investment in physical and social infrastructure.
– Has ready access to services and employment.	The Derby and Branxholm urban growth areas act as LMCs within the regional activity centre hierarchy. They each include a range of retail, tourism and accommodation that support employment. Each settlement area therefore has access to services and employment to support residential growth encouraged by the Structure Plan.
– Ensures significant non-residential activities will meet specific location, infrastructure and site requirements.	This particular principle is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.
Development opportunities will increase the capacity of the existing *Urban Growth Areas*, unless local strategy determines that expansion is the most appropriate response to the strategic needs of the area.	The Structure Plan focuses on consolidating the existing urban growth area of each settlement and does not propose significant expansion of the outer boundary.
Land within the *Urban Growth Areas* illustrated in the Regional Framework Plan Maps D.1, D.2 and D.3 or settlements categorized by the descriptions in Table E.1 or illustrated in Map E.1, may be rezoned for urban development, subject to local strategy, that responds to the Key Principles and leads to the strategic and orderly development of the area.	The Structure Plan proposes to rezone land within the Derby and Branxholm urban growth area for residential use. The Structure Plan forms the local strategy which has been developed in conjunction with the Key Principles (of the NTRLUS). The Structure Plan leads to the strategic and orderly development of the Derby and Branxholm urban growth areas.
Areas contiguous to the *Urban Growth Areas* identified in the Regional Framework Plan Maps D.1, D.2 and D.3 or settlements categorized by the descriptions in Table E.1 or illustrated in Map E.1, may also be	This Key Principle is not applicable to the Structure Plan on the basis that it does not include rezoning of land for urban development that is contiguous to the established urban growth area.

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
considered for rezoning for urban development, where it can be demonstrated that their inclusion responds to the Key Principles and is appropriate for the strategic and orderly development of the area or where evidence identifies it is necessary to accommodate higher than anticipated demand or changing demands.	
Land considered for rezoning within or contiguous to an *Urban Growth Area* should:	
– Be physically suitable.	Land within the investigation areas that has been identified for rezoning to support residential land use and development has been determined to be physically suitable for such purposes.
– Exclude areas with unacceptable risk from natural hazards, including predicted impact of climate change.	Land within the investigation areas that has been identified for rezoning to support residential land uses avoid areas with an unacceptable risk from a natural hazards, including bushfire, landslip and flooding.
– Exclude areas with significant biodiversity values.	The growth areas within the investigation areas either do not contain any remnant vegetation of identified or known significant biodiversity or conservation value, or future development is capable of being designed to avoid or minimise removal, destruction or disturbance of native vegetation.
– Be appropriately separated from incompatible land uses.	Land within the investigation areas that has been identified for rezoning to support residential land uses has been located to avoid existing incompatible land uses where practical. In this regard, the Structure Plan has been informed by a constraints analysis which identified and mapped attenuating land uses within the Derby and Branxholm urban growth areas which have potential to be incompatible with residential land uses. Residential land has been directed away, and provided with appropriate separation from, potentially incompatible land uses.
– Be a logical expansion of an existing urban area, or be of sufficient size to support efficient social and economic infrastructure.	Land within the investigation area that has been identified for rezoning to support residential land uses are contained within the established urban growth area and therefore represent a logical expansion of residential land stock within Derby and Branxholm.
As a guide, any investigations to support growth within or contiguous to *Urban Growth Areas* should include an assessment of the following matters where relevant:	
– the identification of existing land use.	The Structure Plan identifies existing land uses within the Derby and Branxholm urban growth areas.

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
– for proposed planning scheme amendments within, or contiguous to, the urban growth areas shown in Map D.1, an analysis of residential supply and demand for the Greater Launceston Area (*the Greater Launceston Area is the contiguous, urban extent of the Regional City and includes Legana and Hadspen settlements, as generally indicated in Map D.1*).	Derby and Branxholm area not an urban growth area shown in Map D.1.
– for areas not shown in Map D.1, an analysis of residential supply and demand for the relevant individual settlement identified in Table E.1.	Residential land supply within Derby has been analysed. There are two large lots on the northern end of Derby at Renison and North Street. One lot has been approved to be subdivided into 8 lots and there is a proposal to subdivide the other lot into 4 lots. These lots are within the Low Density Residential zone. There are some vacant lots within the Village zone. However these lots are relatively small and are constrained by the need to accommodate on-site wastewater management systems, topography, presence of rock and access. Accordingly, there is an identified shortage of available unconstrainted land supply to meet anticipated requirements for residential and associated growth and to provide the requisite supply of residential land required by (Draft) TPP 1.1. The Structure Plan will provide additional land that is relatively unconstrained for residential land use.
– an analysis of growth opportunity based on local strategy for the relevant settlement.	The Structure Plan provides the analysis of growth opportunity at the local level. It identifies locations within the Derby and Branxholm urban growth areas that are appropriate and capable of supporting residential land necessary to promote and facilitate sustainable population growth commensurate to the role of each settlement within the regional activity centre hierarchy.
– an analysis of the potential loss to the agricultural estate including prime agricultural land.	The Structure Plan includes an Agricultural Assessment which considers the potential loss of land within the local and regional agricultural estate including prime agricultural land. The Structure Plan minimises loss of agricultural land by confining the investigation area to the established urban growth area of Derby and Branxholm and identifying land that has effectively been converted to non-agricultural uses or where Rural zoned land is currently significantly constrained by existing residential use, or

D.2.1 **Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.	
D.2.1.1 Urban Growth Areas – Key Principles	
Key Principle	**Consistency of Structure Plan with Key Principle**
	where it is agricultural potential is constrained by physical limitations which is the case for the Renison Street Residential Growth Area.
– the impact on agricultural productivity and infrastructure, and other resources.	The Structure Plan minimises impacts on productive agricultural land by avoiding expansion into, and intensification adjacent to, surrounding agricultural uses. Land that has been identified for residential intensification to the north of the Pearce Street residential growth area in Branxholm Road has already been removed from the local agricultural estate. Derby is separated from nearby agricultural land on the northern side of Ringarooma River and to the north-east on the Tasman Highway Plateau by topography, distance, native vegetation and physical and natural features including road and river systems.
– the extent to which land is included in irrigation districts (and potential loss in irrigation infrastructure).	Derby is not located within the (adjacent) Winnaleah Irrigation District. Branxholm is located within the Winnaleah Irrigation District. However, the Pearce Street residential growth area in Branxholm is currently zoned Rural Living and is therefore removed from the local agricultural estate. The Structure Plan will therefore not remove agricultural land from the Winnaleah Irrigation District nor will it result in the loss of irrigation infrastructure.
– the potential for land use conflict with nearby uses if residential development were to occur.	The Structure Plan has been informed by a comprehensive constraints mapping exercise to ensure the proposed residential growth areas are located as far as practical from potentially conflicting land uses including high productivity agricultural land and industrial activities.
– the potential impact on the efficiency of the State road and rail networks.	The Structure Plan does not identify any potential impacts upon the efficiency of the local road networks. The proposed residential growth areas will utilise established road junctions. New roads associated with future subdivision of land, including any new junctions onto existing roads are capable of being designed to minimise impacts upon the local road network. This is regulated through the suite of development standards within the TPS and Dorset LPS which seek to manage use and development of roads, including road and active transport connectivity.
– the potential impact on, and fettering of, existing extractive industries (and potential to sterilise strategic mineral	The Structure Plan will not impact on, or fetter, existing or potential extractive industry use.

D.2.1	**Urban Growth Areas** *Urban Growth Areas* will identify sufficient land to sustainably meet the region's urban development needs considering population, housing, employment projections and reasonable assumptions about future growth.
D.2.1.1	**Urban Growth Areas – Key Principles**
Key Principle	**Consistency of Structure Plan with Key Principle**
resources). – an assessment of natural, cultural and landscape values.	Residential growth areas have been directed to land that has been largely modified and that does not contain any known threatened vegetation communities or flora and fauna species. Growth areas are also located within areas of low sensitivity landscape value. The Structure Plan does not affect listed non-indigenous cultural heritage places within Derby or Branxholm. There are no known Aboriginal heritage values identified within the proposed growth areas following consultation with AHT.
– an assessment of natural or other hazards.	The location of proposed residential growth areas have been informed by an assessment of natural hazards including bushfire, landslip and flooding risk. The growth areas as far as practically avoid areas that are at significant risk to natural hazards.
– the potential for conflict with State policies.	The Structure Plan has been informed by and is consistent with State policies (refer to Section 2.6).

2.5.2 Part E: Regional Planning Policies

Part E of the NTRLUS sets out the regional planning policies that manage and direct growth at the regional level. The regional planning policies are expressed through the following themes:

- Regional Settlement Network Policy
- Regional Activity Centre Network Policy
- Regional Infrastructure Network Policy
- Regional Economic Development Policy
- Social Infrastructure and Community
- Regional Environment Policy

The most relevant planning policies within the context of the Structure Plan include specific policies and actions contained within the Regional Settlement Network Policy, Regional Activity Centre Network Policy, Regional Infrastructure Network Policy and the Regional Economic Development Policy.

Notwithstanding this, each of the policy themes including specific policies and actions are interlinked and integrated. Accordingly, compliance or consistency with the overarching policies and actions feed into compliance with the lower order or subsequent policies.

The following policies are considered the most relevant to the Structure Plan.

2.5.2.1 Regional Settlement Network Policy

The NTRLUS adopts a Regional Settlement Hierarchy to serve the existing and future population of the region. The Regional Settlement Hierarchy is illustrated in Map E.1 and described in Table E.1 of the NTRLUS.

Derby is a settlement illustrated in Map E.1 and is described in Table E.1 as a Satellite Settlement which is described as a *significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources*.

Section E.2.4 of the NTRLUS details specific policies and actions within the following policy areas:

- Regional Settlement Networks
- Housing Dwellings and Densities
- Integrated Land Use and Transport
- Residential Design
- Housing Affordability
- Rural and Environmental Living Development

A response in relation to how the Structure Plan is considered to reflect consistency with pertinent policies and actions of the Regional Settlement Network Policy is provided in Table 6 below.

Table 6 - Consistency of the Structure Plan with the Regional Settlement Network Policy.

E.2.4 Specific Policies and Actions		
Regional Settlement Networks		
Policy	**Actions**	**Response**
RSN-P1 Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).	**RSN-A1** Provide an adequate supply of well-located and serviced residential land to meet projected demand. Land owners and/or developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.	Derby and Branxholm are established urban growth areas. Growth Strategy 1.1.3(1) of the TPPs requires existing settlements to provide for at least a 15 year supply of land for residential purposes. Currently, there is a shortage of suitable unconstrained land for residential purposes and there is known demand for residential land which is competing with the visitor accommodation sector. The Structure Plan identifies land that is well-located and capable of being serviced to support residential growth to meet future demand. The Structure Plan articulates where future residential growth areas ought be located which have been informed by the land use principles outlined in the NTRLUS, land capability

		assessment and infrastructure and service capacity and demand.
	RSN-A2 Land supply will be provided in accordance with the Key Principles through local strategy for Urban Growth Areas which include: ▪ *Priority Consolidation Areas* ▪ *Supporting Consolidation Areas* ▪ *Growth Corridor* ▪ *Future Investigation Areas*	Derby is an established urban growth area where it is identified as a rural town on Map E.1 of the NTRLUS. The Urban Growth Area categories do not apply to rural towns. RSN-A2 is therefore not applicable to the Structure Plan.
	RSN-A3 Apply zoning that provides for the flexibility of settlements or precincts within a settlement and ability to restructure under-utilised land.	The Structure Plan allocates residential growth land to locations within Derby and Branxholm that are assessed as being underutilised insofar as it is land that is contained within the established urban growth area of each settlement, relatively removed from land uses that have potential to cause conflict and incompatibility and is land that is capable of being serviced by existing reticulated service infrastructure.
RSN-P2 Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.	**RSN-A4** Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.	The Structure Plan aligns with RSN-P2 and RSN-A4. It seeks to consolidate residential growth within the established urban growth areas of Derby and Branxholm which will promote population and employment growth in turn enhancing the ability to improve services and infrastructure within each settlement which will lead to enhancement of quality of life for residents.
RSN-P3 Recognise the isolated relationship of the Furneaux Group of islands to the settlement system of the region, and that settlement and activity centre planning will be dependent on local strategies to support sustainable outcomes.	**RSN-A5** Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; 'ageing in home' options should be provided.	RSN-P3 and RSN-A5 are not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.
	RSN-A6 Encourage urban residential expansion in-and-around the	RSN-A6 is not relevant to Derby or Branxholm within the context of its position and role within the

	region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.	regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.
	RSN-A7 Ensure all rural and environmental living occurs outside *Urban Growth Areas*.	The Structure Plan does not include land for rural or environmental living.
	RSN-A8 Identify areas with existing mixed land use patterns, and/ or 'Brownfield' areas adjacent to activity centres, for mixed use redevelopment, and apply zones that provide for flexibility of use to support the activity centre and the role of the settlement.	RSN-A8 is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.

2.5.2.2 Regional Activity Centre Network Policy

The NTRLUS adopts a Regional Activity Centre Network Hierarchy to serve the existing and future population of the region. Activity centres provide focal points for a diverse range of mixed land uses including services, employment, commercial/retail facilities, community infrastructure, entertainment and residential accommodation commensurate to the spatial and geographic nature of settlements and the existing and desired role they play within the region. The Activity Centre Hierarchy is illustrated in Map E.1 and described in Table E.2 of the NTRLUS.

Derby is an activity centre illustrated in Map E.1 and is described in Table E.2 as a District Service Centre the role and function of which is reproduced in Table 7.

A response in relation to how the Structure Plan is considered to reflect consistency with pertinent policies and actions of the Regional Activity Centre Network Policy is provided in Table 8 below.

Table 7 - Description of a District Service Centre as detailed in Table E.2 of the NTRLUS.

E.3	**Regional Activity Centre Network Policy**
Table E.2	**Northern Tasmanian Regional Activity Centre Hierarchy**
Local or Minor Centre	**Derby and Branxholm**
Role	To provide a focus for day-to-day life in an urban community.
Employment	Employment opportunities are limited.
Land Uses	
Commercial and Retail	Offers a range of small speciality shops (including newsagents, pharmacy, and gift store) and a convenience store.
Government and Community	Local community services, including Child Health Centre.
Residential	May include residential land uses, however interspersed.
Arts, Cultural and Entertainment	May include some dining (in the evening) or local bar.

E.3	Regional Activity Centre Network Policy
Table E.2	**Northern Tasmanian Regional Activity Centre Hierarchy**
Local or Minor Centre	**Derby and Branxholm**
Access	Ideally, near public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access.
Public Open Space	May include minor sporting or community spaces to serve local needs. May be connected to linear parks.
Indicative Catchment	Serves rural areas not served by regional level activity centres.

Table 8 - Consistency of the Structure Plan with the Regional Activity Centre Network Policy

E.3.4 Specific Policies and Actions		
Infrastructure Network Planning		
Policy	**Actions**	**Response**
RAC-P1 Maintain and consolidate the Regional Activity Centres Network so future urban development consolidates and reinforces the spatial hierarchy of existing centres. This will be achieved through the reuse and redevelopment of existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated infrastructure.	**RAC-A1** Integrate the Regional Activity Centres Network into government policy and strategies (including strategic plans, corporate plans, planning schemes and capital works programs).	The Structure Plan consolidates and reinforces the spatial hierarchy, role and function of the existing LMCs of Derby and Branxholm by allocating and consolidating residential growth areas within the established urban growth areas of each settlement.
	RAC-A2 Zoning and land use planning provisions are to minimise potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforce the spatial hierarchy, role and function of centres.	The Structure Plan directs and allocates residential growth areas within the established urban growth area of Derby and Branxholm which centres around the activity centres of respective settlements. The Structure Plan therefore focuses on centralising rather than decentralising the functions of the regional activity centre network adopted by the NTRLUS and reinforces the spatial hierarchy, role and function of each LMC.
RAC-P4	**RAC-A5**	Derby and Branxholm are lower

Promote and support the role of lower order activity centres, particularly neighbourhood and rural town centres. This will support and strengthen local communities and encourage a viable population base for regional and rural settlements, while promoting the development of new neighbourhood and local centres within Urban Growth Areas where appropriate.	Provide for lower order activity centres to be sustained through a local residential strategy or development plans to create vibrant and sustainable regional and rural communities. It should strengthen their role and function, maintaining and consolidating retail attractions, local employment opportunities, public amenities and services.	order activity centres defined as rural town local or minor centres within the context of the broader regional activity centre hierarchy. The Structure Plan reinforces and supports the role of Derby and Branxholm as a rural town through the consolidation of residential growth within the parameters of the established urban growth area. The scope of the Structure Plan does not necessitate the requirement to develop or introduce new neighbourhood or local centres within each settlement or grow each settlement beyond their current role and identity within the activity centre hierarchy.
RAC-P5 Provide safe and amenable access to Activity Centres, for all members of the community, by supporting active transport opportunities that encourage people to walk, cycle and use public transport.	**RAC-A6** Support the improved use of public transport and alternative modes of transport, pedestrian amenity and urban environments in a coordinated and consistent manner between the higher order activity centre.	Existing road, pedestrian and bicycle access to and within the Derby and Branxholm LMCs from surrounding residential and employment areas occurs within the Structure Plan area. Each settlement has an established road and footpath network. They also include new MTB trails within each settlement as well as connecting both settlements along the Tasman Highway transport corridor. The outer residential growth areas proposed in the Structure Plan will be provided connectivity to the existing local road and pedestrian network which is capable of being extended by future subdivision development.
RAC-P10 Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the *Activity Centres Hierarchy*.	**RAC-A13** Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors. **RAC-A14** Planning scheme controls concerned with land use, built form and residential density should reflect the Regional Activity Centres Network.	RAC-13 is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan. Land identified for residential growth will be subject to the zone controls that apply under the TPS which are derived from and reflect the requirements and desires of the NTRLUS with respect to residential density and built form appropriate for intended land use outcomes promoted by respective zones.

RAC-P12 Regional Activity Centres should encourage local employment. In most instances this will consist of small-scale businesses servicing the local or district areas.	**RAC-A15** Regional Activity Centres should encourage local employment. In most instances this will consist of small-scale businesses servicing the local or district areas.	RAC-A15 Policy is not relevant to Derby or Branxholm within the context of its position and role within the regional activity centre hierarchy adopted by the NTRLUS and the planning outcome that is being sought by the Structure Plan.

2.5.2.3 Regional Infrastructure Network Policy

The Regional Infrastructure Network Policy provides a range of strategies to consolidate and maximise the use of existing infrastructure capacity and planned infrastructure within the spheres of transport, energy, water and digital communications.

The Regional Infrastructure Network Policy is pertinent to the Structure Plan insofar as it involves the identification of land that is appropriate and suitable for its intended purpose within the framework of local service and infrastructure capacity.

A response in relation to how the Structure Plan is considered to reflect consistency with applicable policies and actions of the Regional Infrastructure Network Policy is provided in Table 9 below.

Table 9 - Consistency of the Structure Plan with the Regional Infrastructure Network Policy.

E.4.4 Specific Policies and Actions		
Infrastructure Network Planning		
Policy	**Actions**	**Response**
RIN-P1 Coordinate, prioritise and sequence the supply of infrastructure throughout the region to match the settlement framework.	**RIN-A1** Liaise with relevant state agencies including the Department of State Growth to develop transport initiatives.	The structure plan process involves direct engagement with key stakeholders including the Department of State Growth. Early outcomes engagement with State Growth with respect to the proposed growth areas have been synthesised. No capacity issues were identified with respect to State Growth administered roads Main Street in Derby and Scott Street in Branxholm.
RIN-P2 Identify infrastructure capacity, need and gaps in current provision to meet requirements for projected population and economic activity.	**RIN-A2** Liaise with relevant state agencies, including the Department of State Growth, to develop infrastructure strategies for Northern Tasmania.	The structure plan process involved an infrastructure analysis which determined that the WTP has capacity to accommodate the proposed residential growth areas facilitated by the Structure Plan.
RIN-P3 Direct new development towards settlement areas that have been identified as having spare infrastructure capacity.	**RIN-A3** Direct growth to areas where existing infrastructure capacity is underutilised and give preference to urban expansion that is near existing transport corridors and higher order Activity Centres.	The Structure Plan directs residential growth to areas of the Derby and Branxholm settlements that are identified as being underutilised land that is suitable and appropriate for residential use. An infrastructure analysis identified that there is capacity within existing service infrastructure to accommodate the level of

		growth that will be facilitated by the Structure Plan. Land that is earmarked for residential growth is capable of being serviced water, stormwater, road and electricity services.
RIN-P4 Recognise the Department of State Growth Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon existing and future operations.	**RIN-A8** Protect strategic road corridors that are predominately State Roads (Category 1-3) under Tasmanian Road Hierarchy which include: ▪ Tasman Highway ▪ Tasman Highway from Scottsdale to Ringarooma Main Road	The Structure Plan will not result in material impediments or conflict with the operation of the Tasman Highway.

2.6 State Planning Policies

The State Planning Policies made under section 11 or that comes into operation under section 12 of the *State Policies and Projects Act 1993* (**'the SPP Act'**).

The following section considers each of the State Planning Policies within the context of the Structure Plan.

2.6.1 State Policy on the Protection of Agricultural Land 2009

The *Protection of Agricultural Land Policy 2009* (**'PAL Policy'**) seeks to conserve and protect agricultural land so that it remains available for the suitable development of agriculture, recognising the particular importance of prime agricultural land to the agricultural sector.

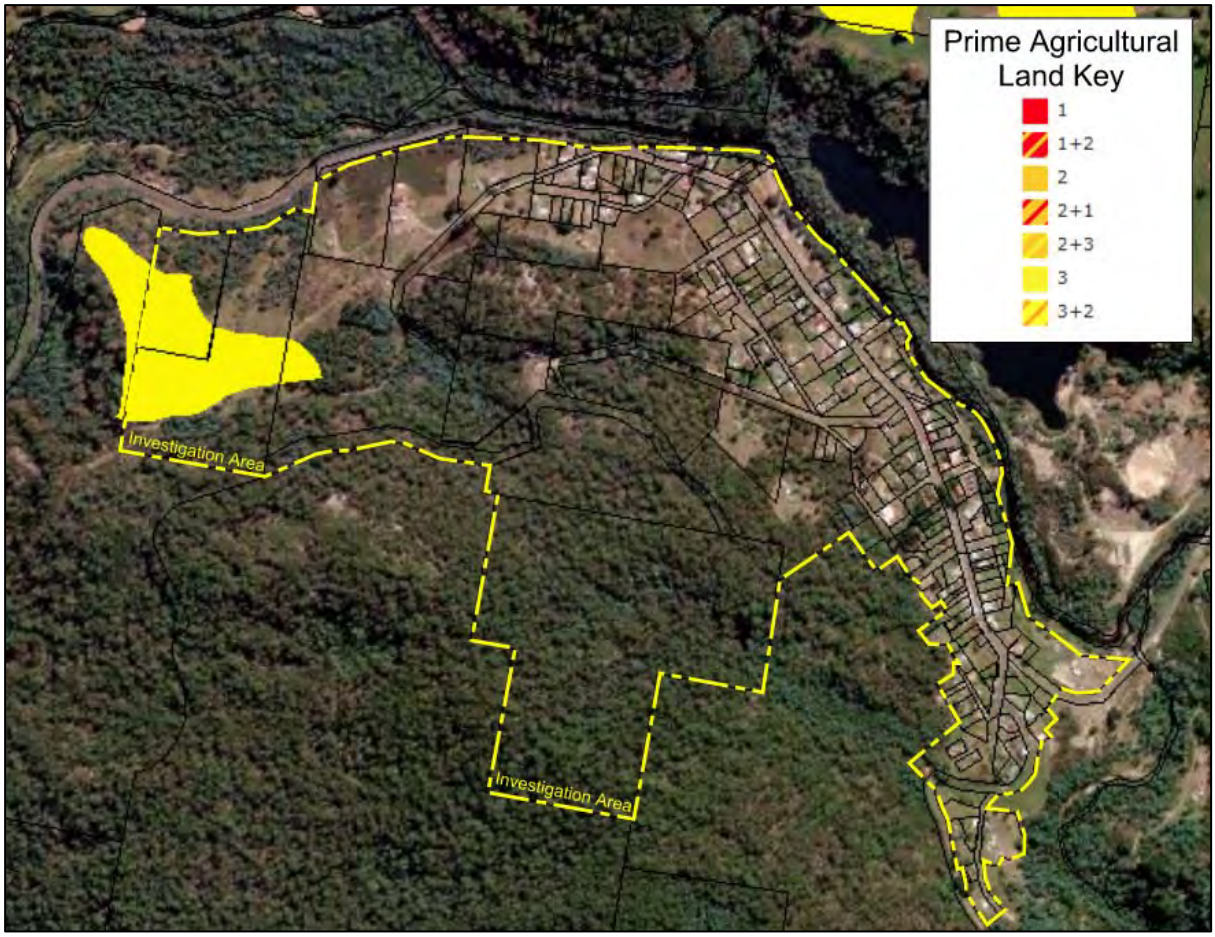
The PAL Policy introduces the term prime agricultural land which is defined as:

"agricultural land classified as Class 1, 2 or 3 land based on the class definitions and methodology from the Land Capability Handbook, Second Edition, C J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania."

The PAL Policy comprises 11 principles which relate to the protection, conservation and administration of agricultural land. The principles are integrated into the current RMPS. In this regard, the Rural and Agriculture zones of the TPS have been prepared to be consistent with the PAL Policy.

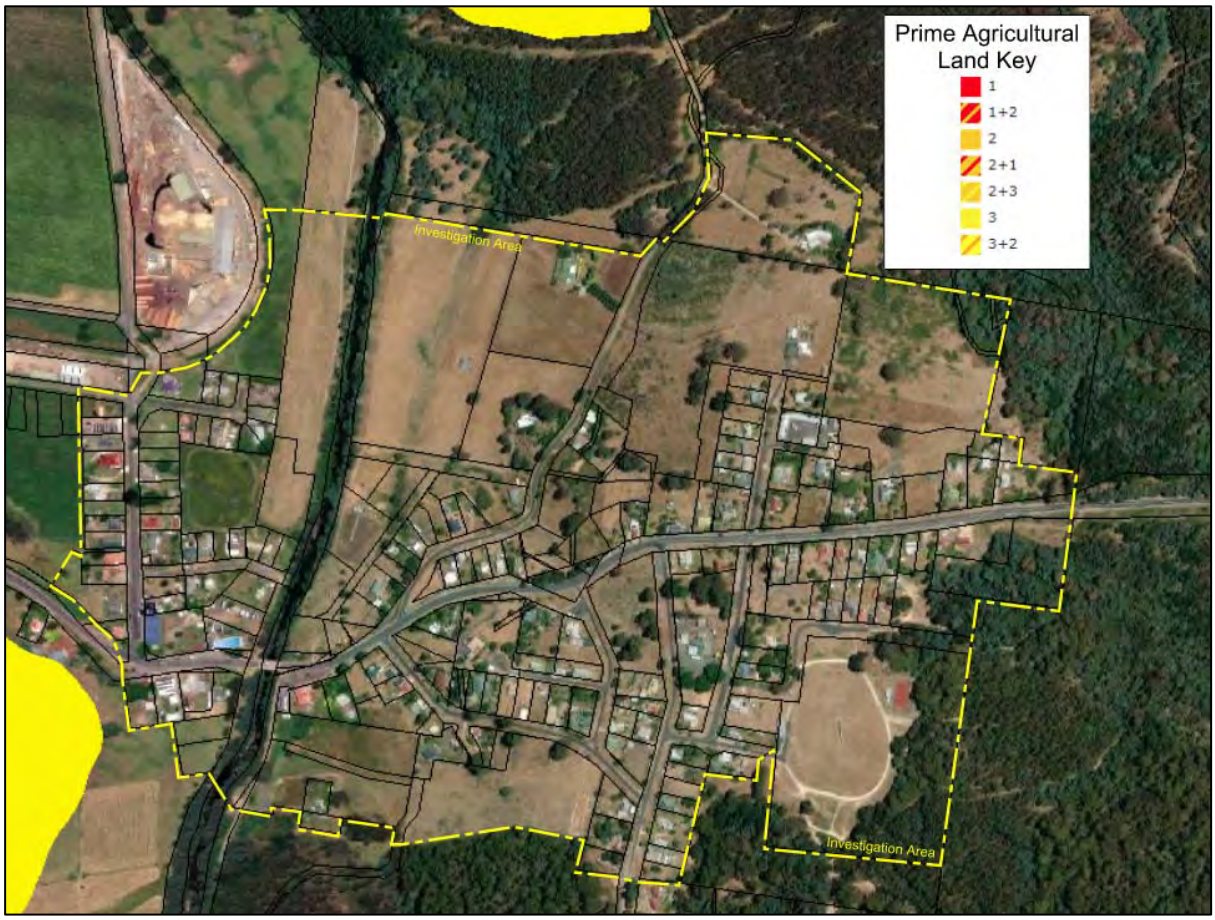
The location and spatial extent of prime agricultural land within the context of the investigation area of Derby is illustrated in Figure 4 and 5.

Figure 4 - Location and spatial extent of prime agricultural land within the context of the Derby investigation area.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 5 - Location and spatial extent of prime agricultural land within the context of the Branxholm investigation area.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Derby contains a small, isolated area of Class 3 agricultural land and there is no Prime Agricultural Land within the Branxholm investigation area.

With respect to the Class 3 agricultural land within Derby, this area has been identified for further investigation within the Agricultural Assessment which concludes that its removal from the agricultural estate will not have a significant impact at a regional level and will not be discordant with the PAL Policy.

2.6.1.1 Consistency with the PAL Policy

The Structure Plan is demonstrates consistency with the PAL Policy insofar as:

- it seeks to contain residential growth within defined settlements;
- it involves the conversion of potential higher productivity agricultural land within Derby which is isolated and fragmented from adjacent prime agricultural land to the north of Ringarooma River and it is excluded from the Winnaleah Irrigation District;
- seeks to manage or minimise land use conflict at the interface between the settlement area and adjoining and adjacent agricultural operations.

The Structure Plan includes agricultural land investigation areas along the outer perimeter of residential growth areas which adjoin existing agricultural land which has been informed by the Agricultural Assessment. Additional investigation of each of the residential growth areas is required to determine an appropriate and balanced approach with respect to the management of the interface between the proposed residential land and agricultural land.

2.6.2 State Coastal Policy 1996

The *State Coastal Policy 1996* defines the term 'Coastal Zone' as, *under the State Coastal Policy Validation Act 2003, a reference in the State Coastal Policy 1996 to the coastal zone is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.*

Derby and Branxholm are located approximately 30km inland from the nearest coastline and associated high-water mark and is therefore not located within the Coastal Zone. The State Coastal Policy therefore does not apply to Derby and Branxholm.

2.6.3 State Policy on Water Quality Management 1997

The *State Policy on Water Quality Management 1997* (**'SPWQM Policy'**) applies to all surface waters, including coastal waters and ground waters. It seeks to manage and where possible, enhance the quality of surface and ground water systems through catchment management, monitoring and development control. The SPWQM Policy comprises a series of often technical objectives for the management of surface and ground water systems.

The objectives of the SPWQM are integrated into the current RMPS. In this regard, the Natural Assets Code of the TPS which applies to watercourses contains development controls that seek to minimise impacts on water quality including native riparian vegetation, watercourse condition and the natural ecological function of watercourses.

The Structure Plan will be consistent with the SPWQM by virtue of incorporating development controls established by the TPS which are required to be consistent with State Policies[13].

2.7 Dorset Council Strategic Plan 2023-2032

Whilst not a statutory planning instrument created under the LUPA Act, section 34(2)(f) requires the Dorset LPS to have regard to the strategic plan of Council, prepared under section 66 of the *Local Government Act 1993*. Consideration of Council's strategic plan is therefore useful in the preparation of the Structure Plan.

Council's Strategic Plan was adopted on 26 June 2023. It sets out the strategic framework to identify and establish the vision and future direction of Council to meet the needs and aspirations of the community. The vision and objectives of the strategies of the strategic plan are as follows:

- **Vision Statement**: *An inclusive, thriving and connected community.*
- **Liveable Community Strategy**: *To continually improve the liveability of the community and to respond to community challenges and changing demographics*.
- **Economic Development Strategy**: *To stimulate economic growth through sustainable and visionary projects, with a view to increasing prosperity, population and investment*.
- **Leadership and Governance Strategy**: *To create value and improve service delivery for the community through effective leadership and governance*.

Overall, the Structure Plan aligns with the vision and objectives of the strategic plan.

The Structure Plan directly responds to Strategic Imperative 7.2 which identifies the need to undertake a master planning exercise to identify settlement growth and required infrastructure planning. This strategic imperative is developed within the context of increasing Dorset's population to improve and ensure Council has a sustainable rates and grant base. The Structure Plan identifies residential growth areas and includes an analysis of infrastructure necessary to facilitate the desired growth.

[13] Section 15(2)(c), *Land Use Planning and Approvals Act 1993*.

2.8 Tasmanian Planning Scheme – Dorset

The Dorset LGA is under the controls of the Tasmanian Planning Scheme incorporating the Dorset LPS which came into effect on 18 January 2023.

The Structure Plan proposes changes to the Dorset LPS insofar as it recommends new land use zones in the following locations:

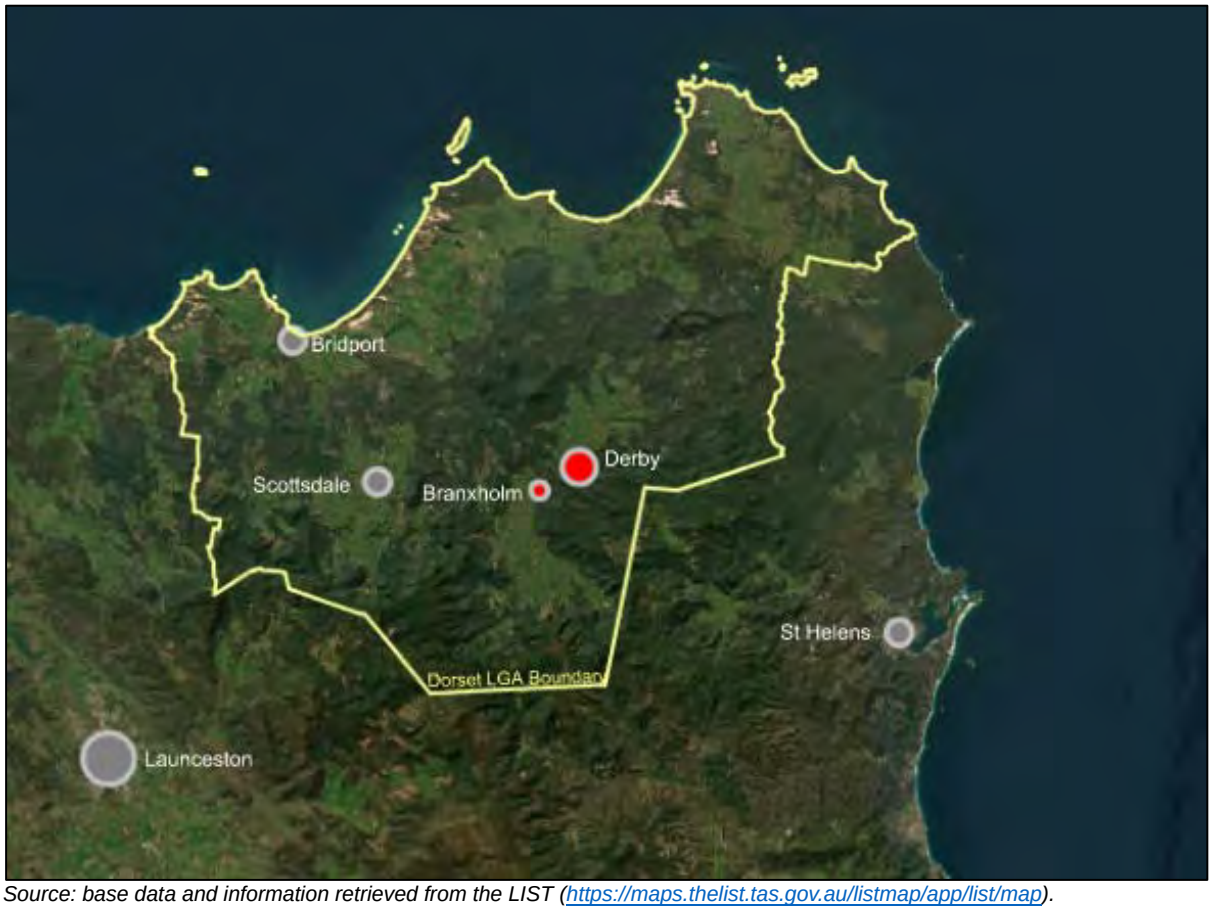
1. Rezoning 5 lots at the western end of Renison Street in Derby from Rural to Low Density Residential; and
2. Rezoning 5 lots on the northern end of Pearce Street in Branxholm from Rural Living to Low Density Residential.
3. Rezoning 3 lots and partial rezoning of a lot and road reserve parcels from Rural to Village on the southern side of Joyce Street and eastern side of Coxs Lane in Branxholm.

In addition, the rezoning proposed by the Structure Plan will remove a small portion of the Scenic Road Corridor overlay of the Scenic Protection Code that applies along the southern side of Tasman Highway along the western entrance to Derby.

3. Profile of Derby

Derby is a small rural town the Dorset LGA. Spatially, it is located approximately 90km north-east of Launceston, 23km east of Scottsdale and 50km north-west of St Helens (refer to Figure 6).

Figure 6 - aerial image illustrating the location of Derby within the context of the Dorset LGA boundary and the broader northern region.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The physical, social and economic attributes, settlement pattern, role and function of Derby are described in the following sections.

3.1 Physical Attributes

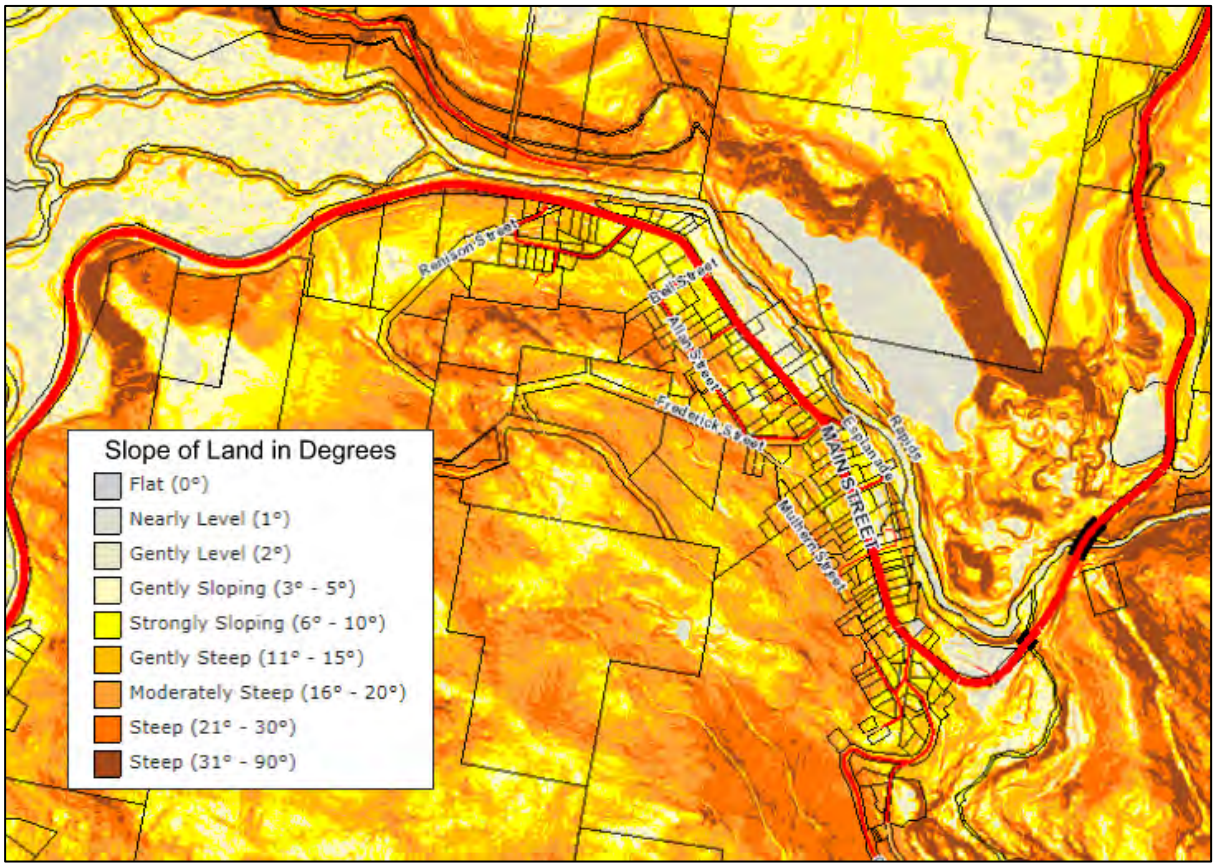
3.1.1 Topography and Natural Features

Derby is located within a valley which follows the Ringarooma River. The main village follows the Tasman Highway which transitions into Main Street which wraps around the base of a vegetated hill to the south which has a series of peaks that have an elevation of up to 360m Australian Height Datum (**'AHD'**).

From Tasman Highway and Main Street, land falls away from the road to the Ringarooma River to the north and north-east and rises up to the top of the hill to the south and south-west. There is approximately 200m difference in elevation between the Ringarooma River and the mountain range. There are very steep sections of land within Derby which affects the way in which land is able to be developed. There are also large, often contiguous rock outcrops along the base of the forested section of the mountainside which also restrict development.

Slope of the land within Derby is expressed in Figure 7.

Figure 7 - Topographical map of Derby expressing the degree of slope of land.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

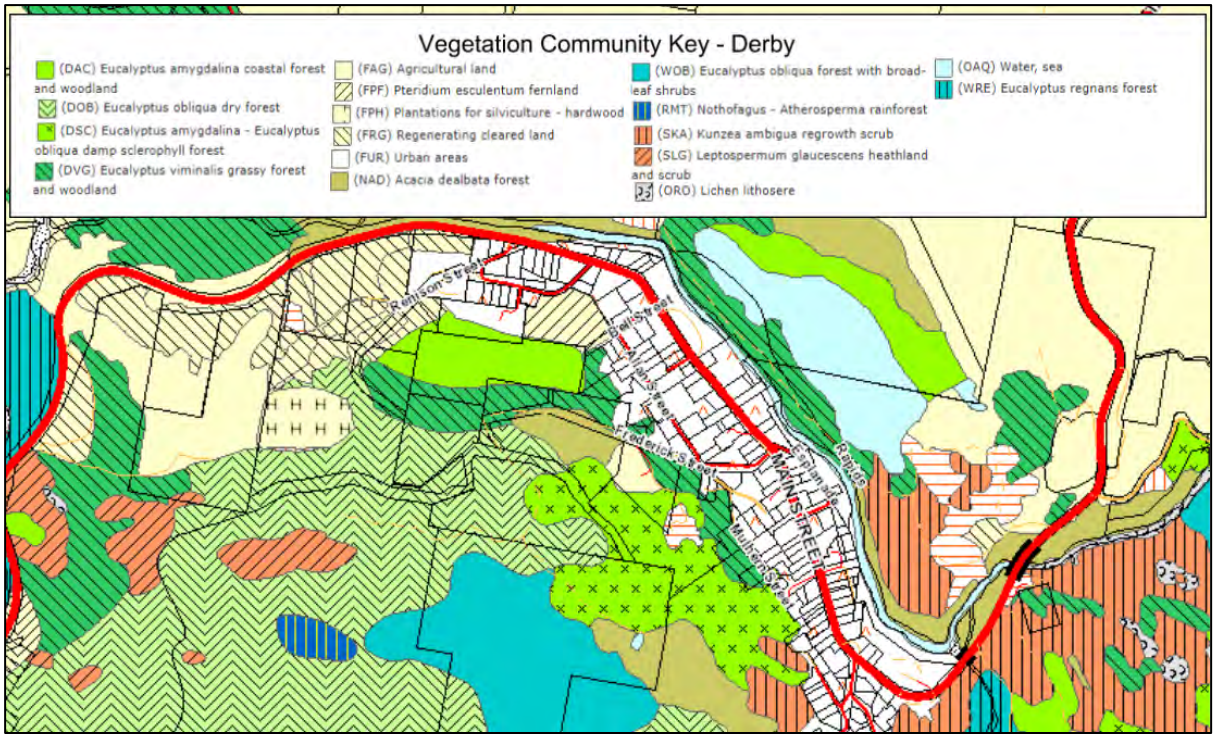
3.1.2 Natural and Landscape Values

Derby has a relatively high level of natural and landscape value sensitivity which is created by its natural landscape setting. Apart from the village spine along Main Street which wraps around the lower side of the hill and land on the northern side of the mountain above Tasman Highway, much of the land surrounding Derby on the southern side of the Ringarooma River comprises native vegetation. Figure 8 illustrates the composition of vegetation communities that occur within and around Derby which are derived from TASVEG 4.0 mapping data.

There are specific protections in place under the Dorset LPS that apply to areas of Derby that are identified to have higher natural and landscape value sensitivity through the application of the Priority Vegetation Waterway Protection Area and Scenic Road Corridor overlay maps (refer to Figure 9). It is noted that the application of the Priority Vegetation Area is based on the TASVEG 3.0 mapping data which has been superseded by the 4.0 version of the mapping data. TASVEG 4.0 is therefore considered to be the most accurate dataset with respect to the identification and mapping of biodiversity values within Tasmania.

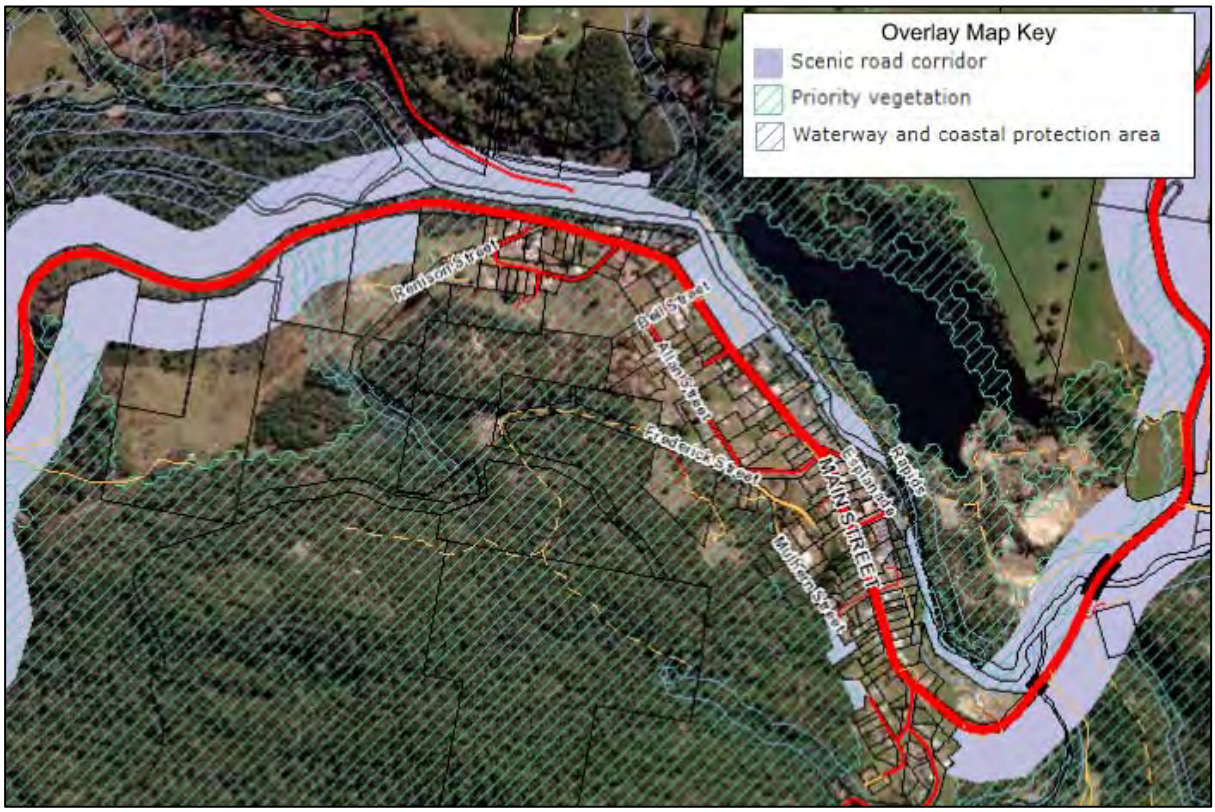
The overlays comprise a large expanse of the Priority Vegetation Area which corresponds with most of the vegetated areas of Derby and the vegetation communities identified in Figure 8. The Scenic Road Corridor follows Tasman Highway and parts of Main Street and the Watercourse Protection Area applies to the Ringarooma River, Cascade River and minor tributaries which drain water downhill from the higher sections of the mountain range.

Figure 8 - map of Derby illustrating the vegetation communities and land type in and around Derby based on TASVEG 4.0 mapping data.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 9 - overlay map showing the location and extent of the Scenic Road Corridor and Priority Vegetation Area that applies to Derby.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

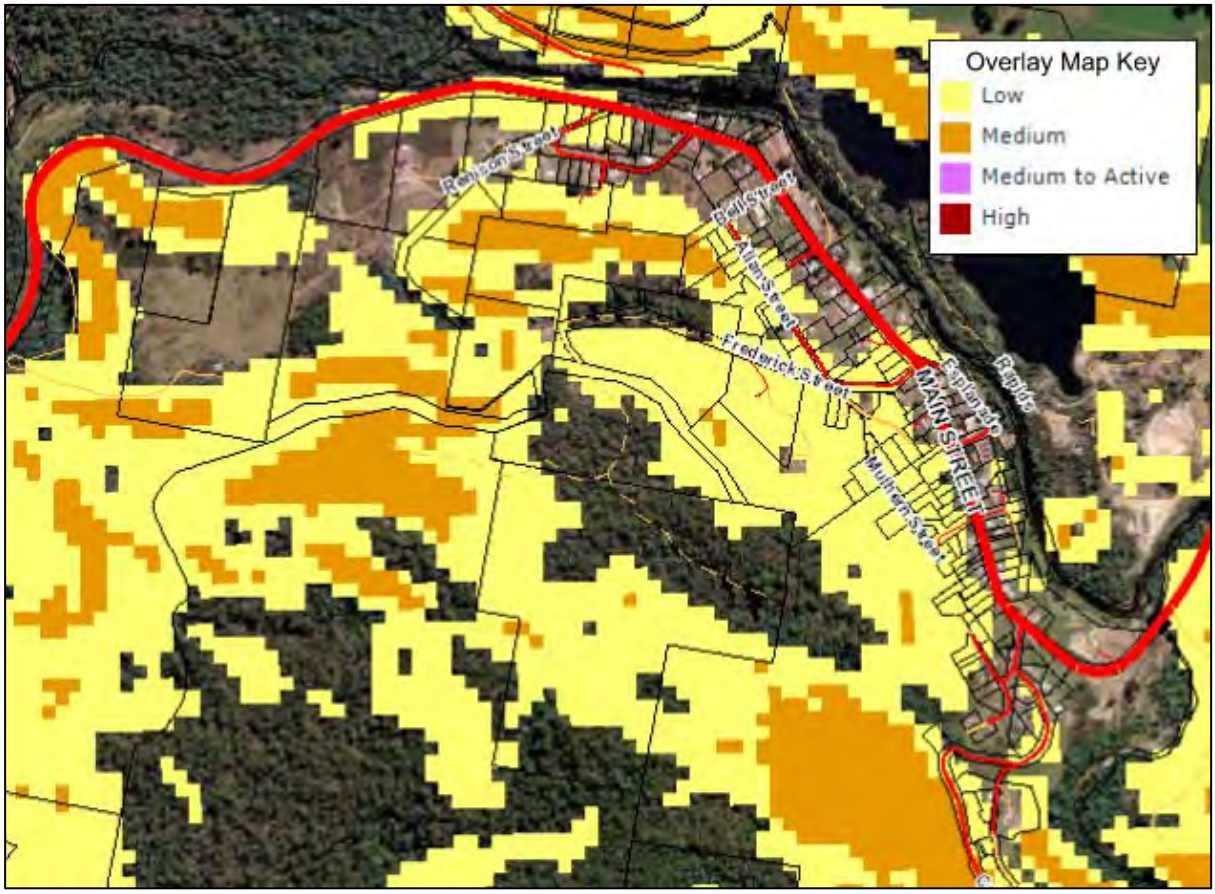
3.1.3 Natural Hazards

3.1.3.1 Landslip

Stepper areas of land associated with the mountain range and local escarpments along Tasman Highway and Main Street are mapped as low and medium hazard landslip risk (refer to Figure 10).

Derby does not contain any medium to active or high landslip risk hazard bands.

Figure 10 - Landslide planning map showing the landslip hazard bands within Derby.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.1.3.2 Bushfire

Apart from the central spine of Main Street between Renison Street to the north and Krushka Street to the south, all of Derby is mapped within a Bushfire-Prone Area in accordance with the Dorset LPS

3.1.3.3 Flooding

All of Ringarooma River and the northern end of Cascade River as mapped as being flood prone in accordance with the Dorset LPS (refer to Figure 11).

Figure 11 – Flood-prone area planning map showing floor-prone areas within Derby.

Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.1.4 Land Capability

In the Tasmanian context, land capability refers to the classification of land to evaluate the capability of land to support agricultural uses[14]. Land capability assessment considers biophysical factors (geology, soil, slope and climate), physical limitations (drainage, flooding, presence of rocks and stones and erosion susceptibility), versatility (range of agricultural activities such as different crops) and the productivity (crop yield and stocking rates) of land to determine the agricultural productivity value of the land and how it can be used for agricultural activities without long-term detrimental impacts to sustainable agricultural production.

Land capability is distilled down to 7 classes of agricultural land. Class 1, 2 and 3 is identified as prime agricultural land which is the highest order of agricultural land suitable for a wide range of intensive cropping and grazing activities. Class 4-7 land is identified as having limitations to agricultural production with Class 7 land having very severe to extreme limitations making it unsuitable for agricultural use.

Derby is located within an area that has low agricultural land value which is reflected in the minimal area that is mapped as Class 3 agricultural land. Figure 4 illustrates the location and spatial extent of prime agricultural land within Derby within the context of the investigation area. Protection of prime agricultural land is important when assessing future residential growth areas associated with the Structure Plan and is mandated by the RMPS through the Strategy 4.1 of the TPPs and the PAL Policy.

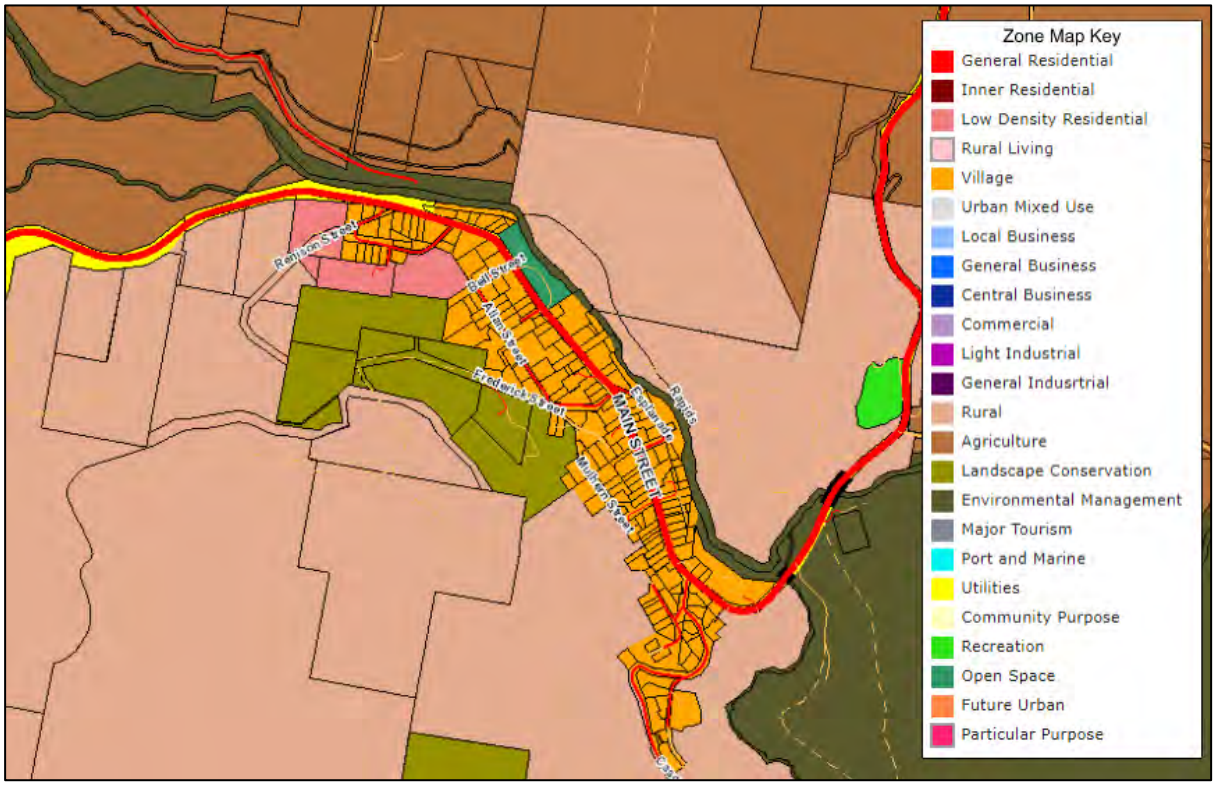
[14] Grose C.J. (Ed) 1999, Land Capability Handbook. Guidelines for the Classification of Agricultural Land in Tasmania. Second Edition, Department of Primary Industries, Water and Environment, Tasmania, Australia.

3.2 Settlement Pattern

3.2.1 Land Use Zoning

Derby is identified as a local or minor centre within the NRTLUS which provides a minor day-to-day service function. The land use zoning pattern within Derby reflects its role as a local or minor centre (refer to Figure 12).

Figure 12 - Map identifying the location and spatial extent of land use zone allocation within Derby.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

The general form of the town follows the spine of Main Street which is zoned Village and comprises the main retail, business and community service uses. The Village zone covers the majority of the developed area of Derby. Buildings that have direct frontage to Main Street either have a retail or business function or are used for visitor accommodation. Residential dwellings are typically located behind Main Street.

There is a small cluster of Low Density Residential zone at the western end of Renison Road. Derby Park is zoned Open Space. The Landscape Conservation zone applies to private freehold titles along the middle section of the hillside which is accessed from Frederick Street. There is some additional Landscape Conservation zoned land to the south at the end of Cascade Dam Road.

Land surrounding the southern side of the Derby is zoned Rural. Land to the east is under the Environmental Management zone and land t the north of Ringarooma River is zoned Agriculture.

The breakdown of the zones that comprise the urban and residential form of Derby by area is shown in Table 11.

Table 10 - Breakdown of zones that form the urban or settlement boundary of Derby.

Derby Urban Boundary		
Zone Clause (TPS)	**Zone Name**	**Existing Area (ha)**
10.0	Low Density Residential	5.91

12.0	Village	36.4
22.0	Landscape Conservation	69.68
28.0	Recreation	1.79
29.0	Open Space	1.43

3.2.2 Transport and Access

Derby is accessed by Tasman Highway which is identified as a Category 2 road west of Derby and a Category 4 road east of Derby in accordance with the State Road Hierarchy[15].

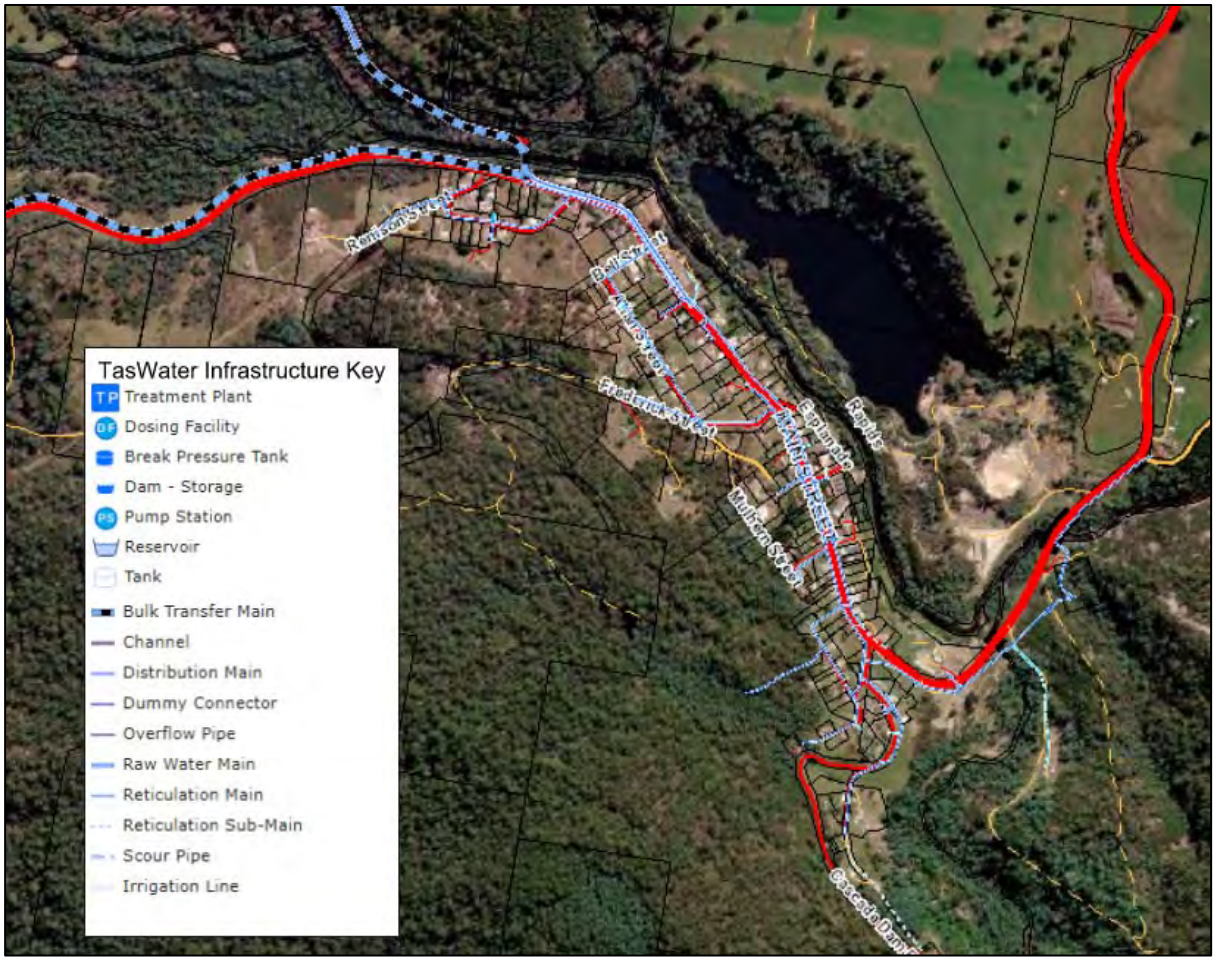
3.2.3 Services and Utilities Infrastructure

3.2.3.1 Water

Derby is serviced by full reticulated water infrastructure.

Figure 14 illustrates the reticulated water network within Derby. Water is supplied from the water dosing plant at the top of Derby Station Road. Water is supplied by rain which is stored in a tank.

Figure 13 - Map showing the reticulated water network that services Derby.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

3.2.3.2 Sewerage

Derby is not serviced by reticulated sewer infrastructure.

[15] https://www.transport.tas.gov.au/__data/assets/pdf_file/0005/108509/State_road_hierarchy_December_1.pdf

3.2.3.3 Stormwater

Derby is services by a public stormwater system that includes a series of piped and open drain infrastructure. Stormwater from the developed land within Derby is directed to Ringarooma River.

3.2.3.4 Electricity

Electricity supply is provided from the Derby Spur transmission which ceases at the Derby substation which is located further north-east on Tasman Highway.

3.2.3.5 Telecommunications

Derby is serviced with existing telecommunications infrastructure.

3.2.4 Urban Form

The built form of Derby is relatively compact. Buildings along Main Street are predominately constructed to the frontage with a mixture of detached and conjoined building types which creates a strong village character.

Land behind Main Street within the Village zone comprises a more dispersed pattern of development which is influenced largely by constraints associated with slope, rock, access and other natural hazards including landslip and bushfire risk. Buildings are predominately detached and elevated to take advantages of views.

3.2.5 Function and Role of Activity Centre

Derby is identified as a local or minor within the NTRLUS activity centre hierarchy. The function and roles of this type of activity centre is detailed in Table 7 in Section 2.5.2.2. Employment within Derby is strongly related to the MTB tourism sector which has reforged the identity of Derby.

The current role and function of Derby which is driven by MTB tourism is an outlier for the role and function of a local or minor centre within the context of the NTRLUS activity centre hierarchy. There remains opportunity within Derby to allow for other large scale use and development that seeks to leverage from MTB tourism such as hotel and visitor accommodation uses.

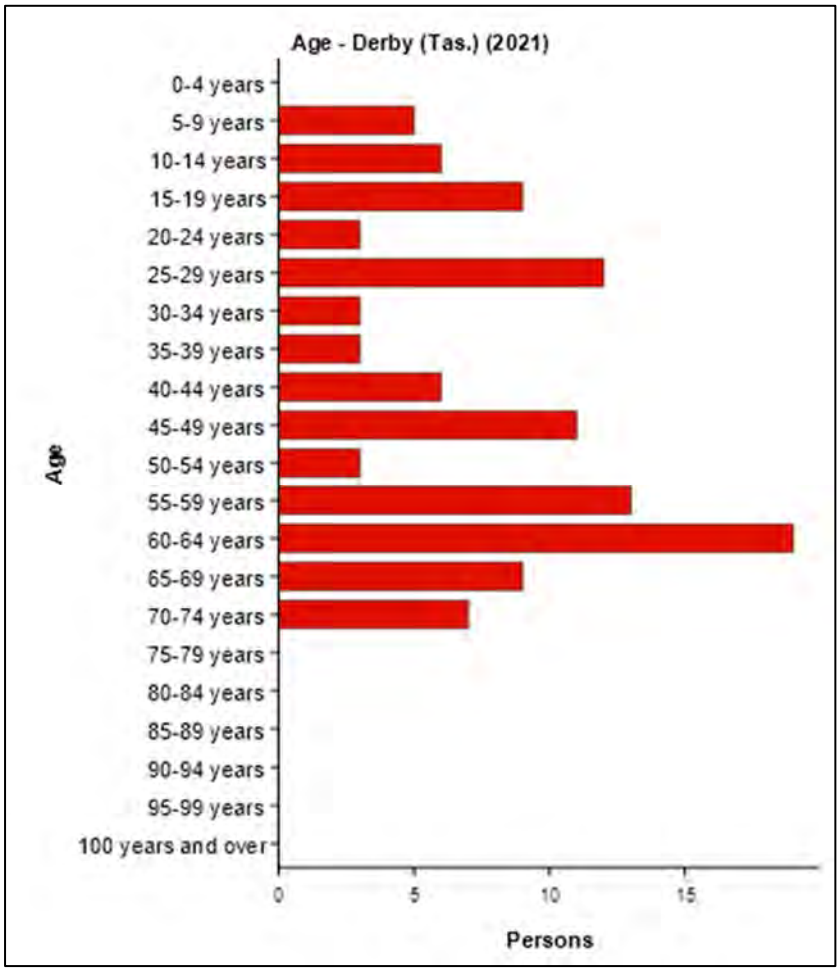
3.3 Social and Economic Attributes

3.3.1 Population and Housing Profile

The following information and data is extracted from REMPLAN Community which collates data from the 2021 census. The data relates specifically to the locality of Derby which encompasses the Structure Plan area but also includes land outside the investigation area.

Derby has a reported population of 109 people which represents 1.60% of the total population of the Dorset LGA. Population by age cohort within Derby is illustrated in Figure 14. Approximately 25% of the population is over the age of 55 with the largest population cohort being 60-64 which is on par with the national average of approximately 25% of residents over the age of 55.

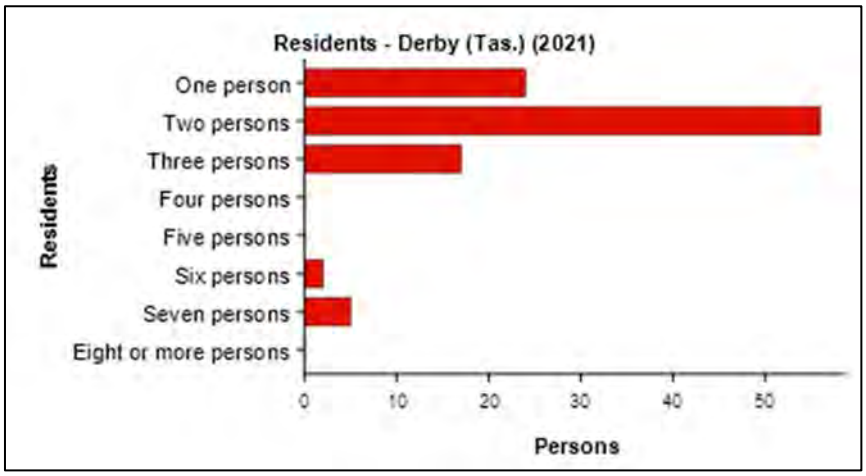
Figure 14 - Population by age in Derby.



Source: REMPLAN Community

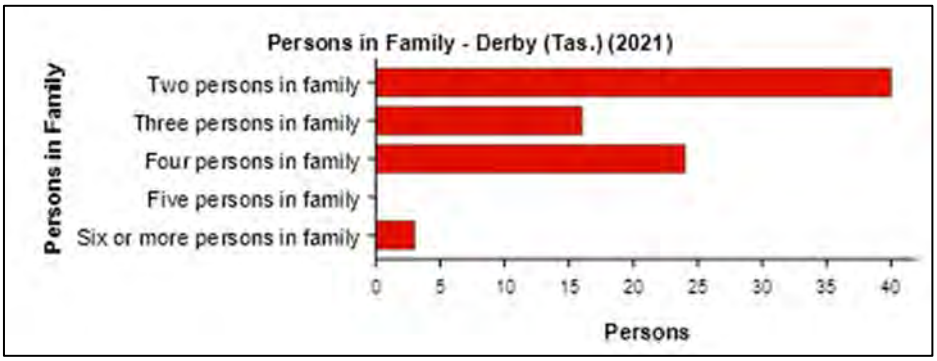
Derby has a total of 113 private dwellings with all dwellings being single dwellings. No unoccupied dwellings are recorded. Figure 15 illustrates the number of people normally residing in a dwelling and Figure 16 illustrates the number of people per family in Derby.

Figure 15 - Number of people per dwelling in Derby.



Source: REMPLAN Community

Figure 16 – number of people per family in Derby.



Source: REMPLAN Community

It is evident that the most common form of dwellings within Derby are separate dwellings on single lots that mostly accommodate 2 people. This is consistent with the established pattern of residential development that is observed within Derby.

3.3.2 Economic Activity

No specific economic data is available for Derby and the economic data for that is available for the whole of the Dorset LGA is not representative of the role, function and activity of Derby.

Notwithstanding this, there is economic data that specifically relates to the tourism sector within Dorset which is likely to correlate with Derby on the basis that it is a significant MTB tourism destination.

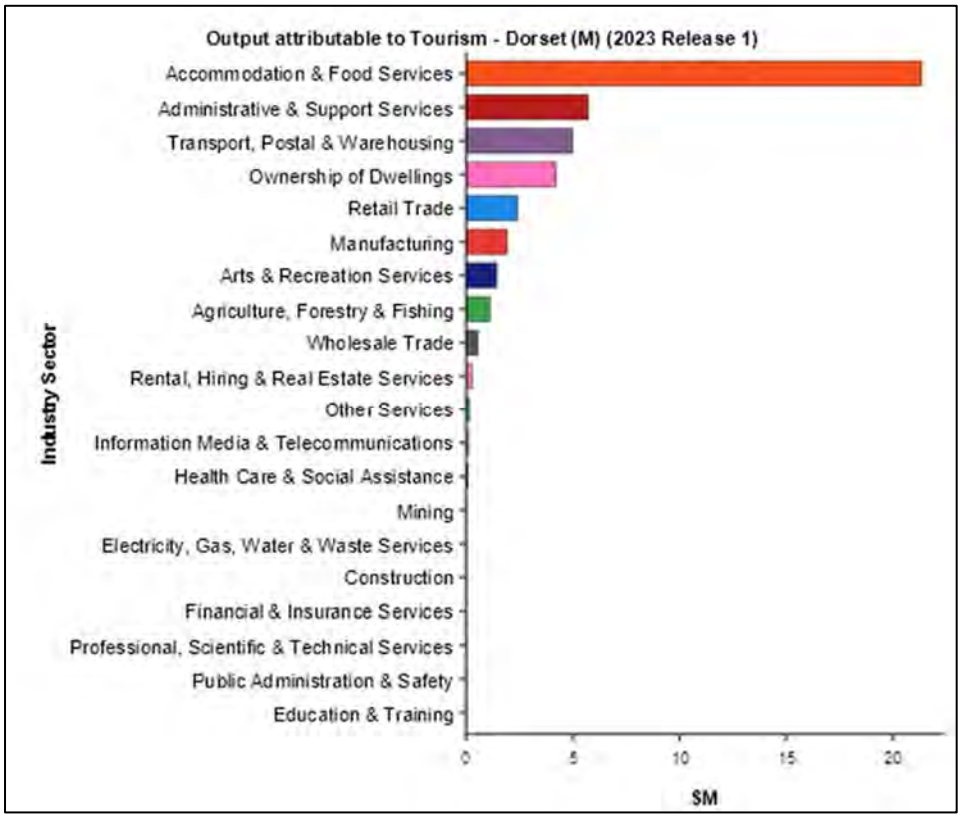
The tourism sector is responsible for contributing approximately $44.1m to the total gross revenue which equates to 4.9% of the total revenue generated by industry sectors within the Dorset LGA.

Almost 50% of the revenue that is attributable to the tourism sector is within accommodation and food services (refer to Figure 17). The tourism sector also contributes to 10.5% of all jobs within Dorset with the majority employed within accommodation and food services sector.

Overall, the tourism sector is estimated to contribute $22.78m, or 5.8%, of the total value-added contribution industry sectors make to the Dorset economy which is fifth behind the agriculture, ownership of dwellings, construction and manufacturing sectors (refer to Figure 18).

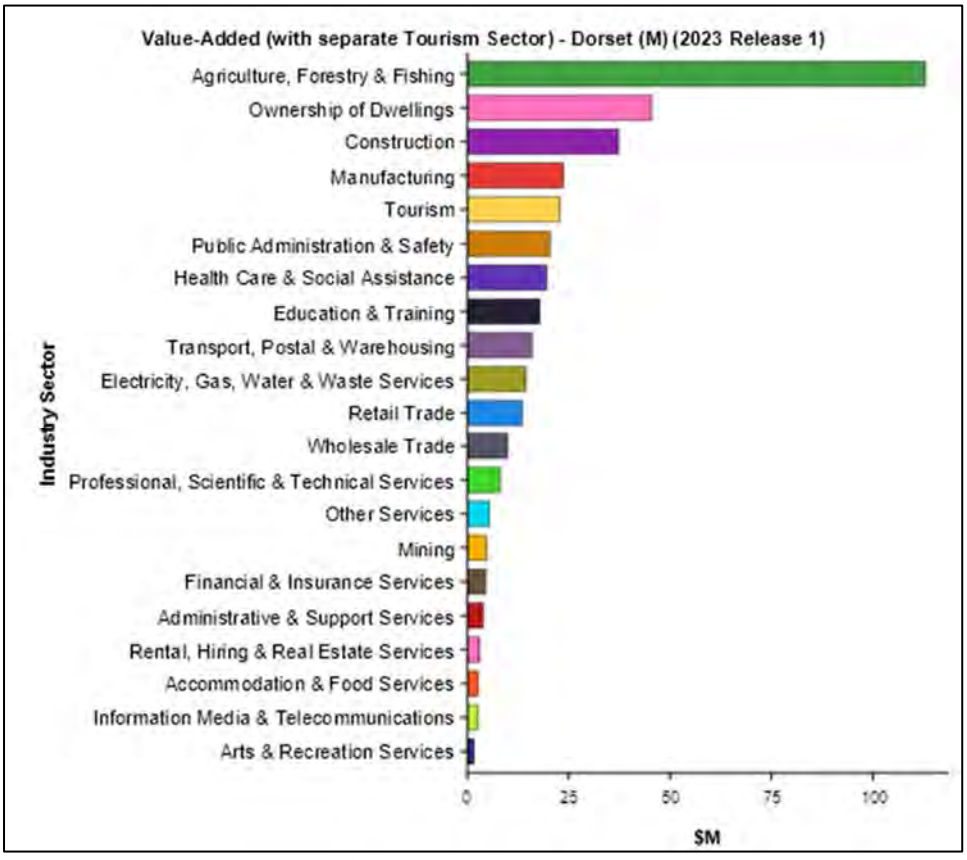
The tourism sector plays an important role within the economic profile of Dorset. The tourism sector is particularly concentrated in and around Derby due to the significant growth of world class MTB trails which attract stages of the Enduro World Series MTB competition as well as accommodating domestic MTB demand.

Figure 17 - break down of revenue by service within the tourism sector.



Source: REMPLAN Economy

Figure 18 - contribution to value-added sector within Dorset.



Source: REMPLAN Economy

3.3.3 Community and Recreation Facilities

Derby has a small number of community and non-MTB trail recreation facilities which is consistent with its role and position within the NTRLUS activity centre hierarchy. Key facilities are detailed in Table 12.

Table 11 - Community and public facilities of Derby.

Community and Public Facilities of Derby		
Facility	**Category**	**Address**
Derby Park	Sport and recreation	Main Street
Public Museum	Community	53 Main Street
Australia Post	Community	56 Main Road
Public Toilet and Information	Community	57 Main Street
Public Hall	Community	80-82 Main Street
Car Park	Community	99 Main Street
Bike Pump Track	Sport and Recreation	99 Main Street

4. Defining the Structure Plan Area

4.1 Planning Principles and Objectives

The following planning principles and objectives have been adopted to define the Structure Plan investigation area and to develop the methodology for the Structure Plan:

1. Prioritise residential growth within the Derby and Branxholm urban growth boundaries with a focus on infill development and consolidation or intensification of existing residential zones to avoid further expansion of the urban growth boundary;
2. Minimise as far as practical impacts upon agricultural land on the northern side of the Branxholm residential growth area;
3. Where practical, avoid land that is subject to significant risk of natural hazards and high biodiversity, landscape and natural values;
4. Where practical, avoid land that is subject to potential land use conflict by separating incompatible land uses;
5. Ensuring land is physically suitable for its intended purpose and capable of being serviced by reticulated utility and road infrastructure, where available;
6. Establishing demand or need for additional residential land.

4.2 Rational for Residential Growth Land

4.2.1 Population Decline

Ordinarily, population growth drives demand for residential land supply.

Derby is an anomaly. Between the census years of 2016 and 2021, Derby experienced a 31% reduction in population (refer to Figure 19). This figure also translated in the same percentage reduction in occupied dwellings within Derby (refer to Figure 20).

There is a strong correlation between the reduction in population and occupied dwellings and the inception and growth of the visitor accommodation sector within Derby which grew in parallel with MTB tourism. Figure 21 shows the number and location of properties within the investigation area of Derby that are used for visitor accommodation. In total, 44 properties have been identified as containing buildings that are used for visitor accommodation. This represents approximately 25% of all private freehold properties[16] in the investigation area.

It is evident that the resident population of Derby is being displaced by visitor accommodation use which is attributable to the significant growth and popularity of MTB tourism. Furthermore, development of the remaining vacant freehold lots are significantly constrained by slope, rock, access and mitigation of natural hazards including bushfire and landslip.

Accordingly, there is an identified shortage of available unconstrainted land supply to provide opportunities for residential growth within Derby.

The Structure Plan seeks to identify appropriately located and physically suitable land within Derby to promote and support residential growth.

[16] Excluding properties that contain buildings for other uses including the pubs, retail and service, food and beverage.

Figure 19 - comparison of 2016 and 2021 population data for Derby.

	Derby (Tas.) (2021)		Derby (Tas.) (2016)		Derby (Tas.) (Change from 2016 to 2021)	
Age	Persons	%	Persons	%	Persons	%
0-4 years	6	5.31%	6	3.66%	0	0.00%
5-9 years	5	4.42%	5	3.05%	0	0.00%
10-14 years	7	6.19%	0	0.00%	7	n/a
15-19 years	4	3.54%	10	6.10%	-6	-60.00%
20-24 years	3	2.65%	3	1.83%	0	0.00%
25-29 years	14	12.39%	4	2.44%	10	250.00%
30-34 years	3	2.65%	10	6.10%	-7	-70.00%
35-39 years	7	6.19%	12	7.32%	-5	-41.67%
40-44 years	9	7.96%	0	0.00%	9	n/a
45-49 years	8	7.08%	9	5.49%	-1	-11.11%
50-54 years	4	3.54%	13	7.93%	-9	-69.23%
55-59 years	11	9.73%	36	21.95%	-25	-69.44%
60-64 years	17	15.04%	21	12.80%	-4	-19.05%
65-69 years	8	7.08%	28	17.07%	-20	-71.43%
70-74 years	7	6.19%	3	1.83%	4	133.33%
75-79 years	0	0.00%	4	2.44%	-4	-100.00%
80-84 years	0	0.00%	0	0.00%	0	n/a
85-89 years	0	0.00%	0	0.00%	0	n/a
90-94 years	0	0.00%	0	0.00%	0	n/a
95-99 years	0	0.00%	0	0.00%	0	n/a
100 years and over	0	0.00%	0	0.00%	0	n/a
Total	113	100.00%	164	100.00%	-51	-31.10%

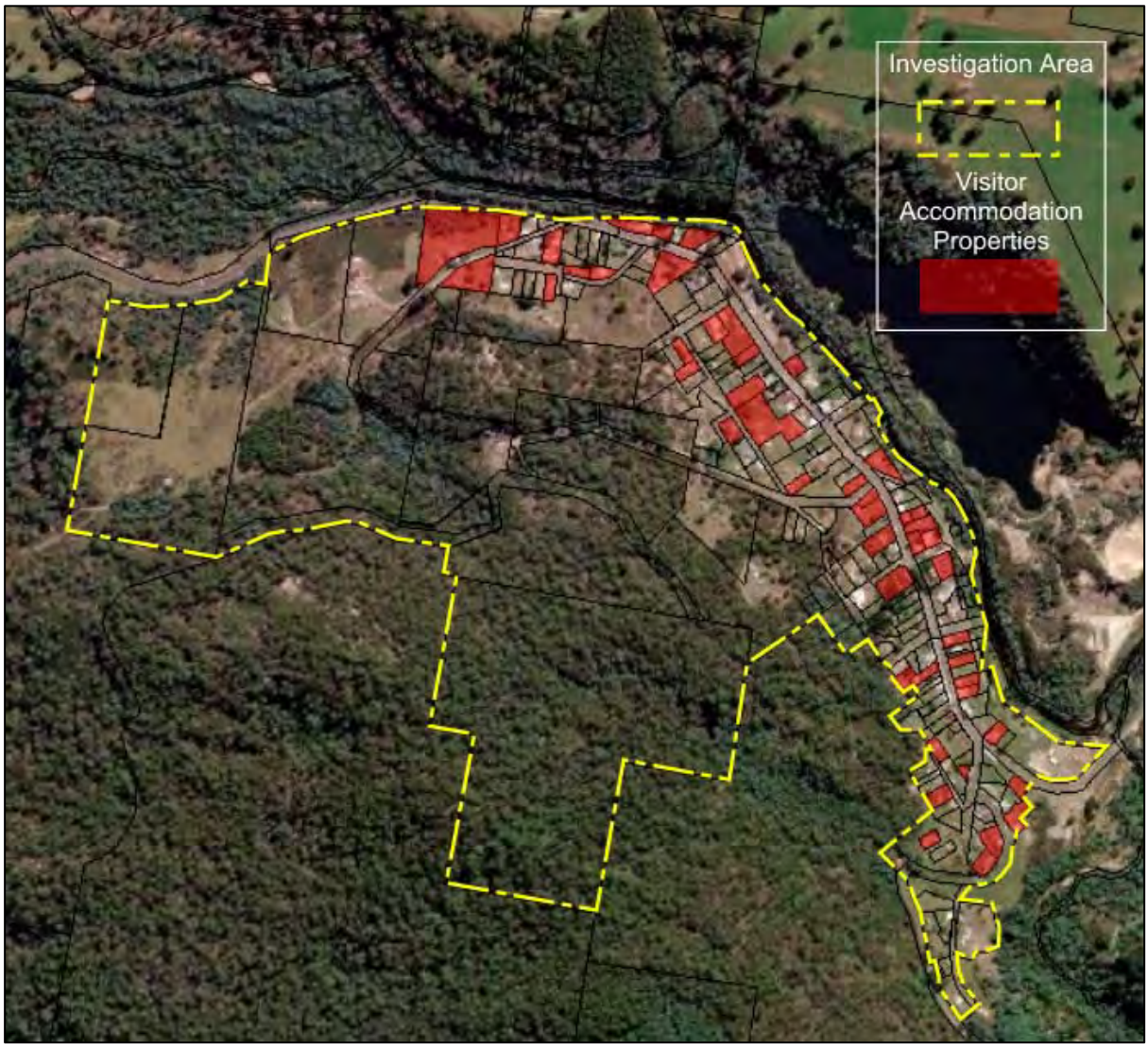
Source: REMPLAN Community

Figure 20 - comparison of 2016 and 2021 occupied dwelling data in Derby

	Derby (Tas.) (2021)		Derby (Tas.) (2016)		Derby (Tas.) (Change from 2016 to 2021)	
Type	Persons	%	Persons	%	Persons	%
Occupied private dwellings	113	100.00%	164	100.00%	-51	-31.10%
Unoccupied private dwellings	0	0.00%	0	0.00%	0	n/a
Non-private dwellings	0	0.00%	0	0.00%	0	n/a
Migratory	0	0.00%	0	0.00%	0	n/a
Off-shore	0	0.00%	0	0.00%	0	n/a
Shipping	0	0.00%	0	0.00%	0	n/a
Total	113	100.00%	164	100.00%	-51	-31.10%

Source: REMPLAN Community

Figure 21 - aerial image showing the number and location of properties known to be used for visitor accommodation within the Derby investigation area.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.2.2 Residential Land Sale Analysis

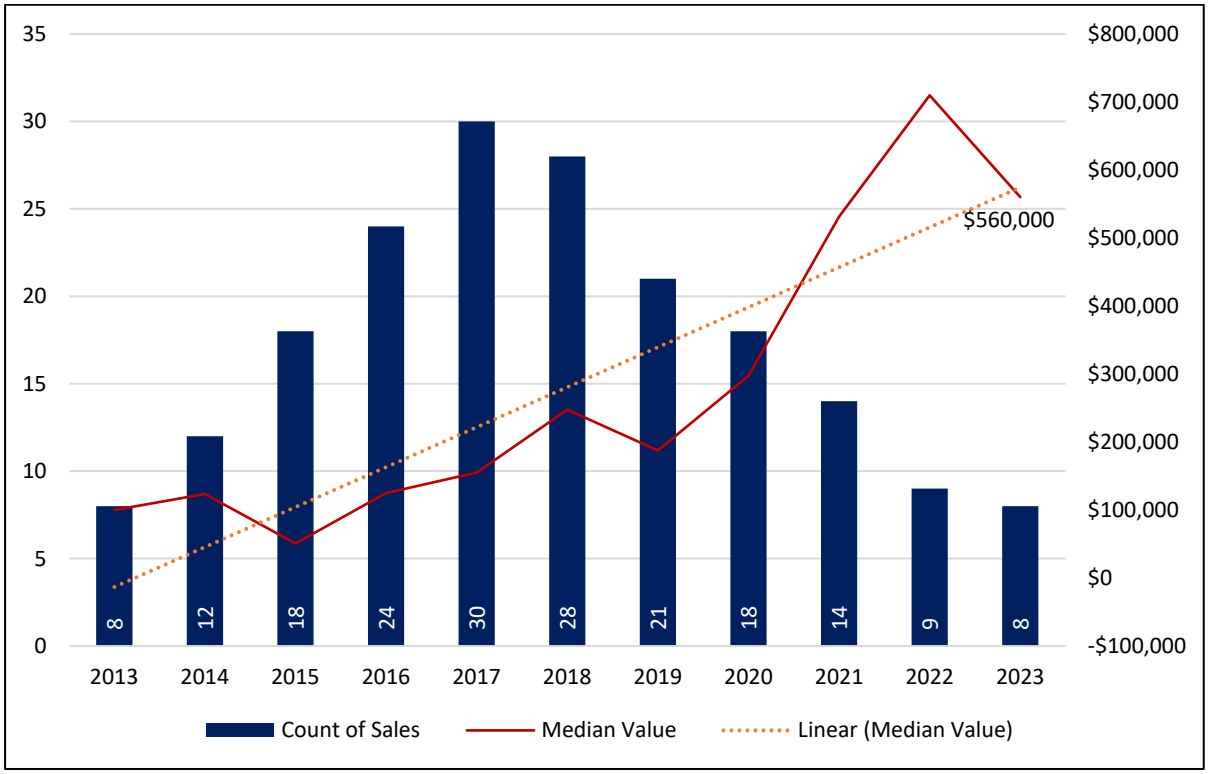
To further inform local demand for residential land in Derby, an analysis of residential property sales and values has been undertaken over a 10 year period between 2013 and 2023. Table 12 and Figure 22 illustrate the trend in property sales and values within this period.

Table 12 - Residential property sales and values in Derby between 2013 and 2023 (financial year)

Component	3 years (2020-23)	5 years (2018-23)	10 years (2013-23)
Residential property sales (total)	49	98	190
Residential property sales (average annual)	12	16	17
Growth in median value	88%	126%	460%
Average annual growth in median value	23.5%	17.7%	18.8%

Source: Residential property sales, DPIPWE, 2013-23.

Figure 22 - Residential property sales and values in Derby between 2013 and 2023 (financial year)



Source: Residential property sales, DPIPWE, 2013-23.

The analysis identifies the following trends:

- the median residential property value in Derby is $560,000;
- Derby has recorded substantial growth in values. Since 2013, the median value has increased by $360,000 which is a 460% increase over the 10 year period.;
- on average, the median residential property value has increased by approximately 19% per annum since 2013.;
- Derby has recorded an average of 17 property sales per annum over the past decade. The volume of sales has declined year on year since the peak of 30 sales in 2017, to a 10-year low of 8 sales in 2023.;
- over the past 3 years, the median value has grown by an average of 23.5% per annum, and peaked in 2022. The median value fell from a peak of $710,000 in 2022.
- the upward trend in value growth in the past 3-years occurred alongside a lower volume of sales, indicating buoyant demand conditions, but with less stock available to the market.

4.3 Methodology to Develop the Structure Plan Area

4.3.1 Structure Plan Investigation Area and Sectors

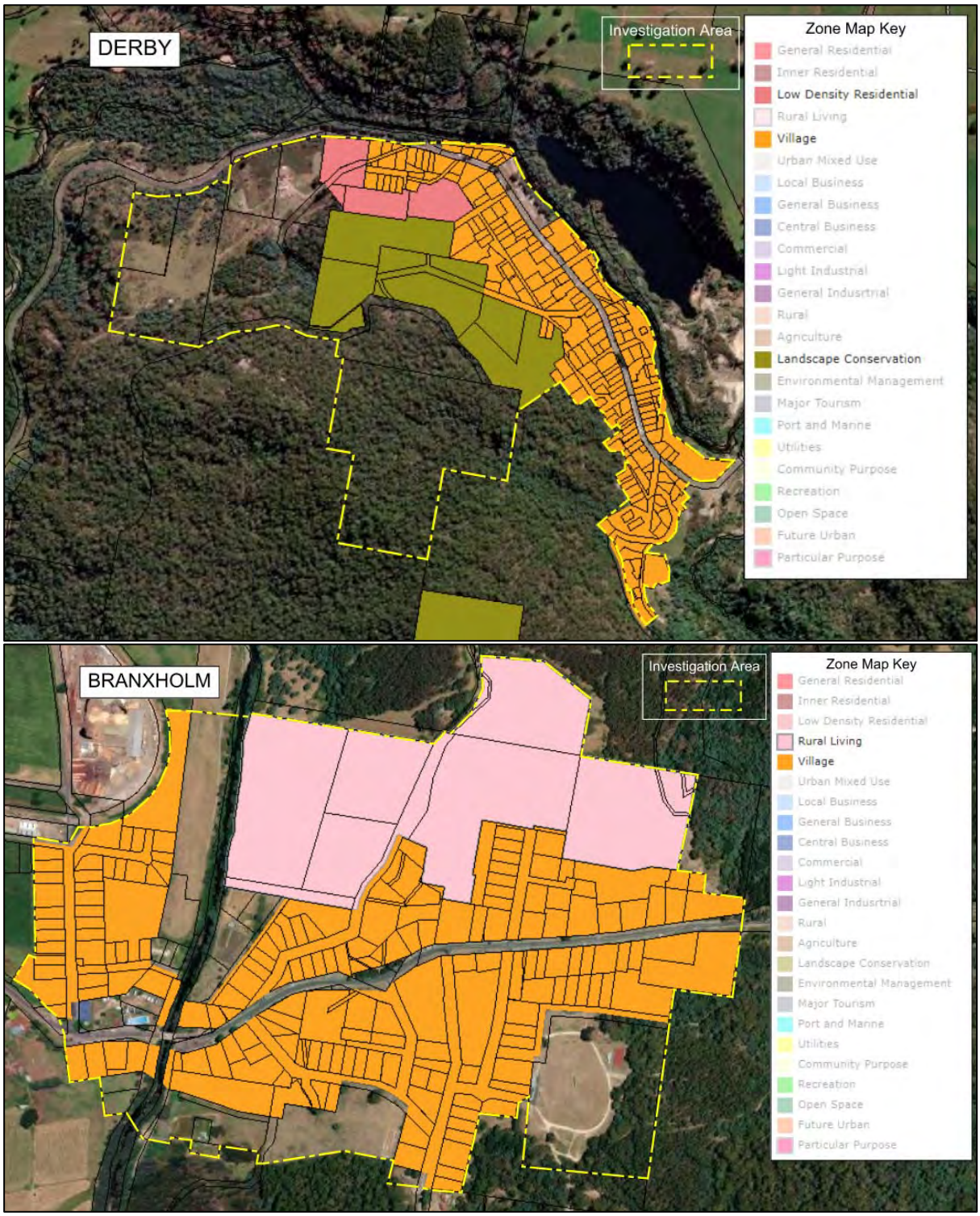
The primary focus of the Structure Plan is to investigate and determine the appropriateness and suitability of land within Derby to accommodate new residential growth to address the known shortage of land and to ensure Derby is able to grow along a coordinated and sustainable trajectory. Through the process, it has become evident that there are physical barriers to the provision of land for this purpose. As such, Branxholm has been included to accommodate any 'overflow' growth from Derby in the event all land within Derby is developed.

The growth areas in both settlements listed in Section 6.2 have been selected following the principles and objectives listed in Section 4.1 as well as being informed by a constraints and infrastructure analysis which are detailed in Sections 4.3.2 and 4.3.3 below.

The first step of defining the investigation area of the Structure Plan involved reviewing the spatial arrangement of residential zones which comprise both settlements along with other land tenure constraints which are illustrated in Figures 23 and 24.

The zone and land tenure analysis provides a sound framework to identify the growth boundary of Derby and Branxholm, guiding the perimeter of the investigation area and to determine logical areas within each settlement for residential growth.

Figure 23 - map showing the zones that comprise the Derby and Branxholm settlements within the context of the investigation areas of the Structure Plan.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 24 - map showing public land tenure within and surrounding Derby and Branxholm.

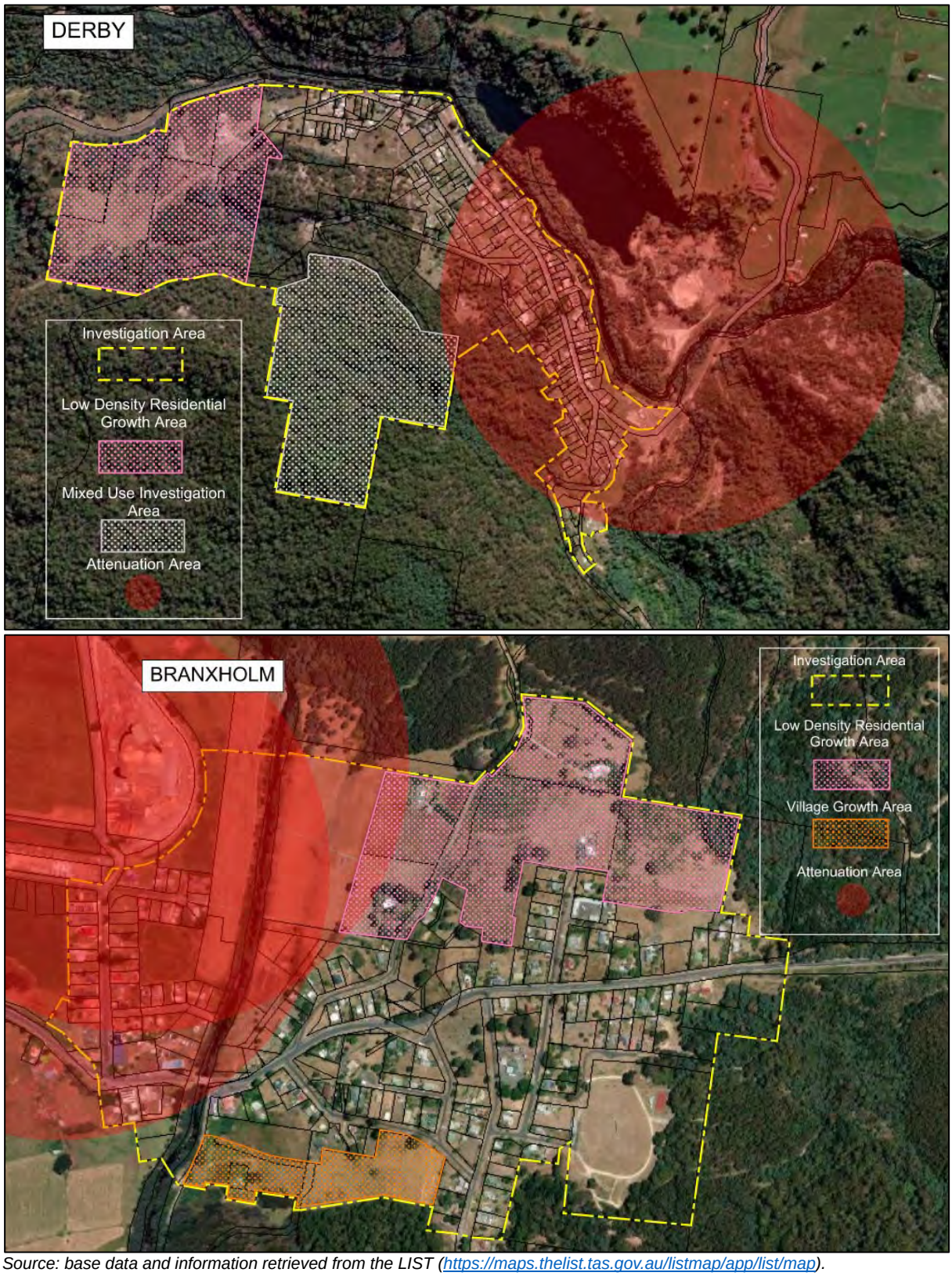
Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2 Constraints Analysis

The following maps illustrate the prescribed constraint within the context of the investigation area of the Structure Plan and the key areas that have been identified for residential growth within Derby and Branxholm. The maps collectively demonstrate how the proposed residential growth areas avoid, as far as practical, known land constraints.

4.3.2.1 Attenuation

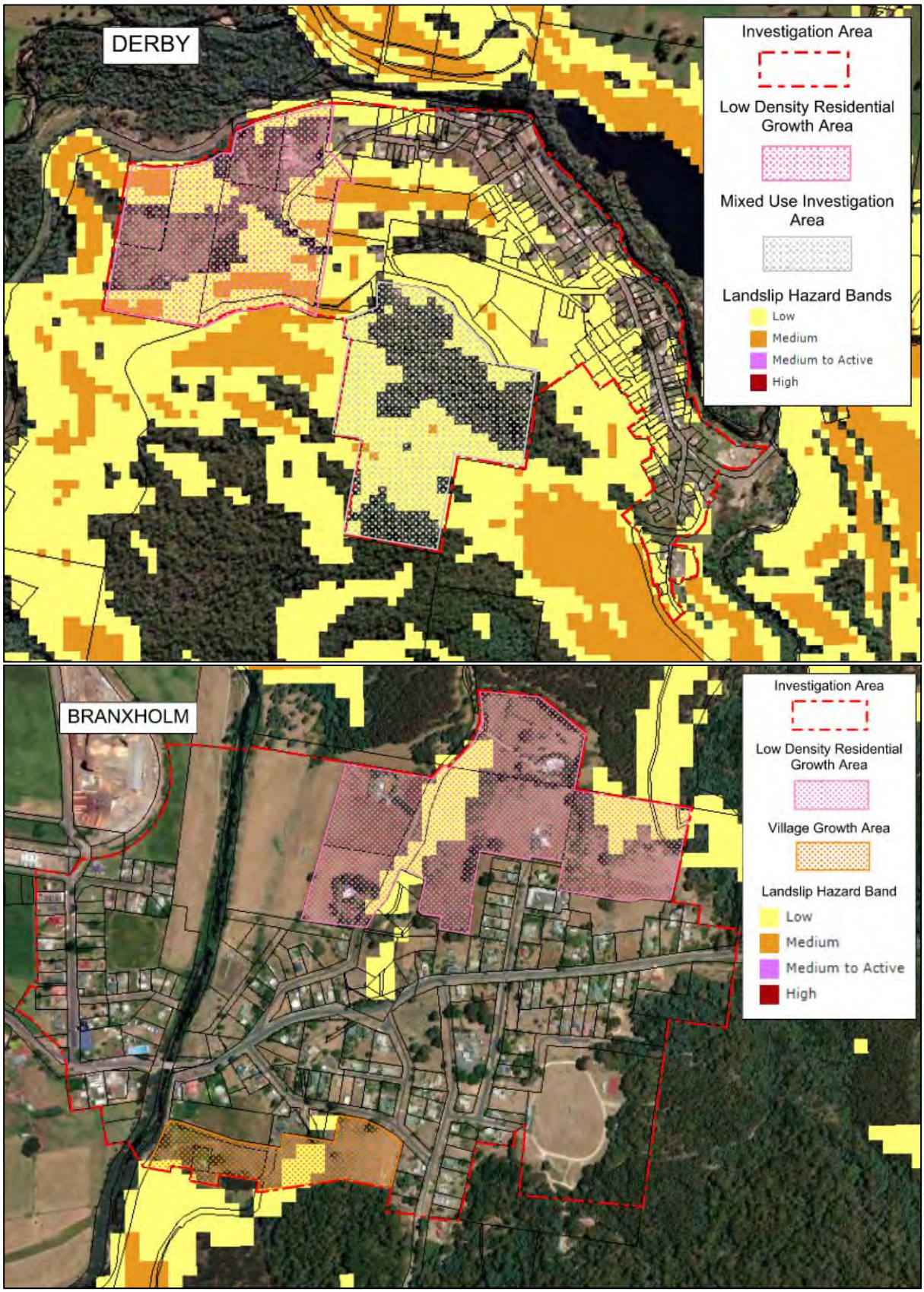
Figure 25 - map identifying attenuation areas of known attenuating activities within Derby and Branxholm within the context of the proposed growth areas.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.2 Landslip Hazards

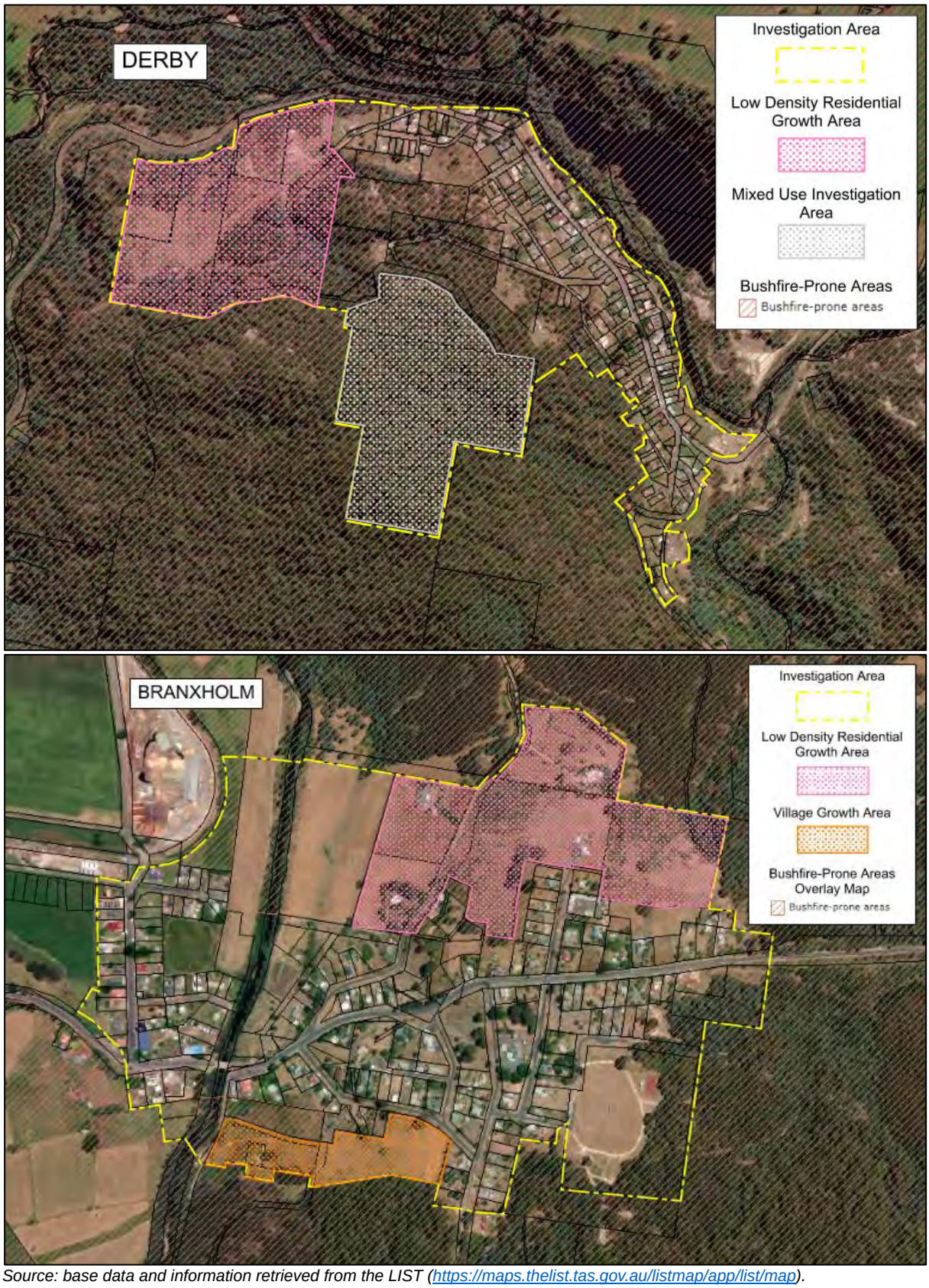
Figure 26 - map identifying landslip hazard bands within Derby and Branxholm within the context of the proposed growth areas.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.3 Bushfire Hazard

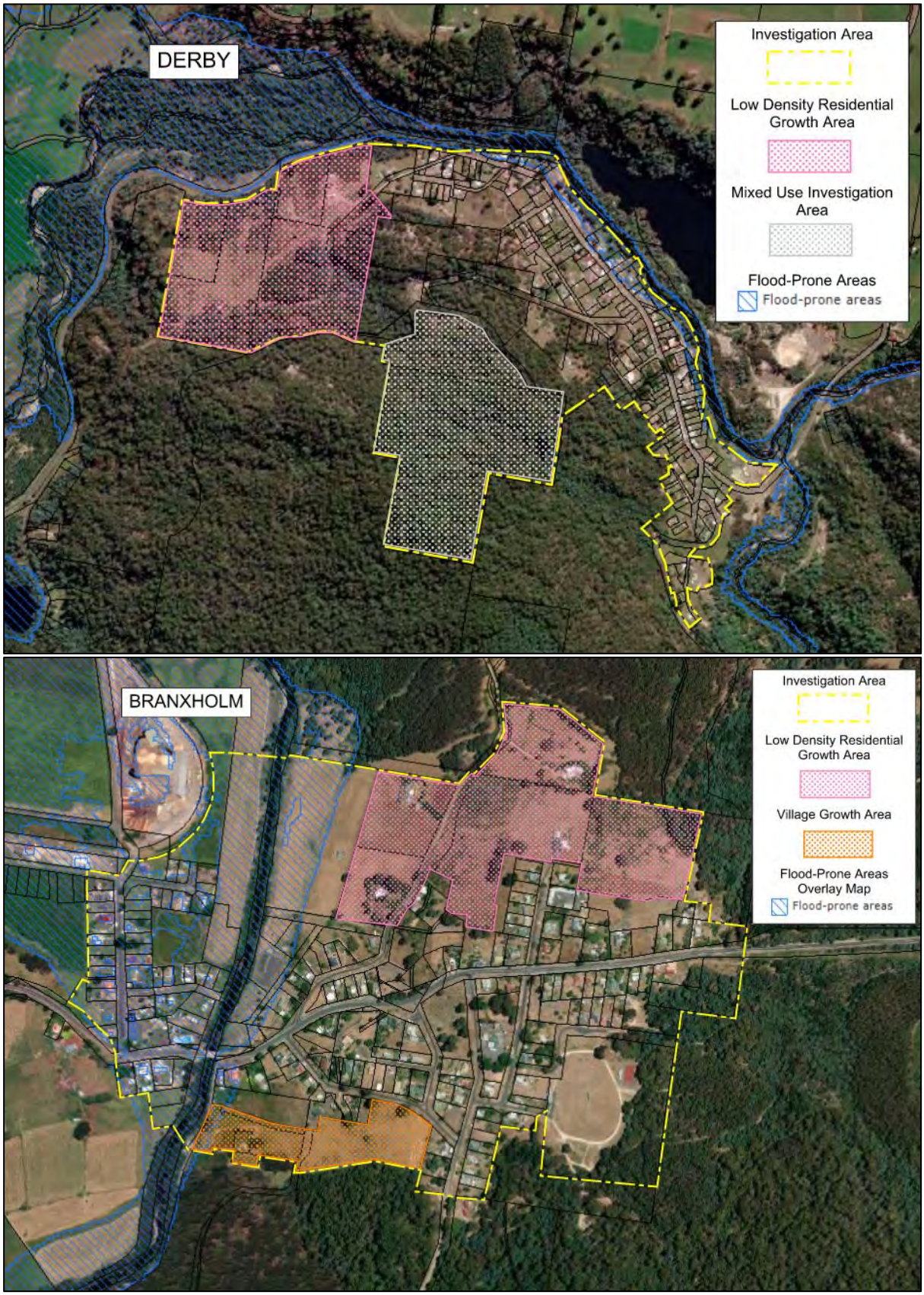
Figure 27 - map identifying bushfire-prone area land within Derby and Branxholm within the context of the proposed growth areas.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.4 Flood Hazard

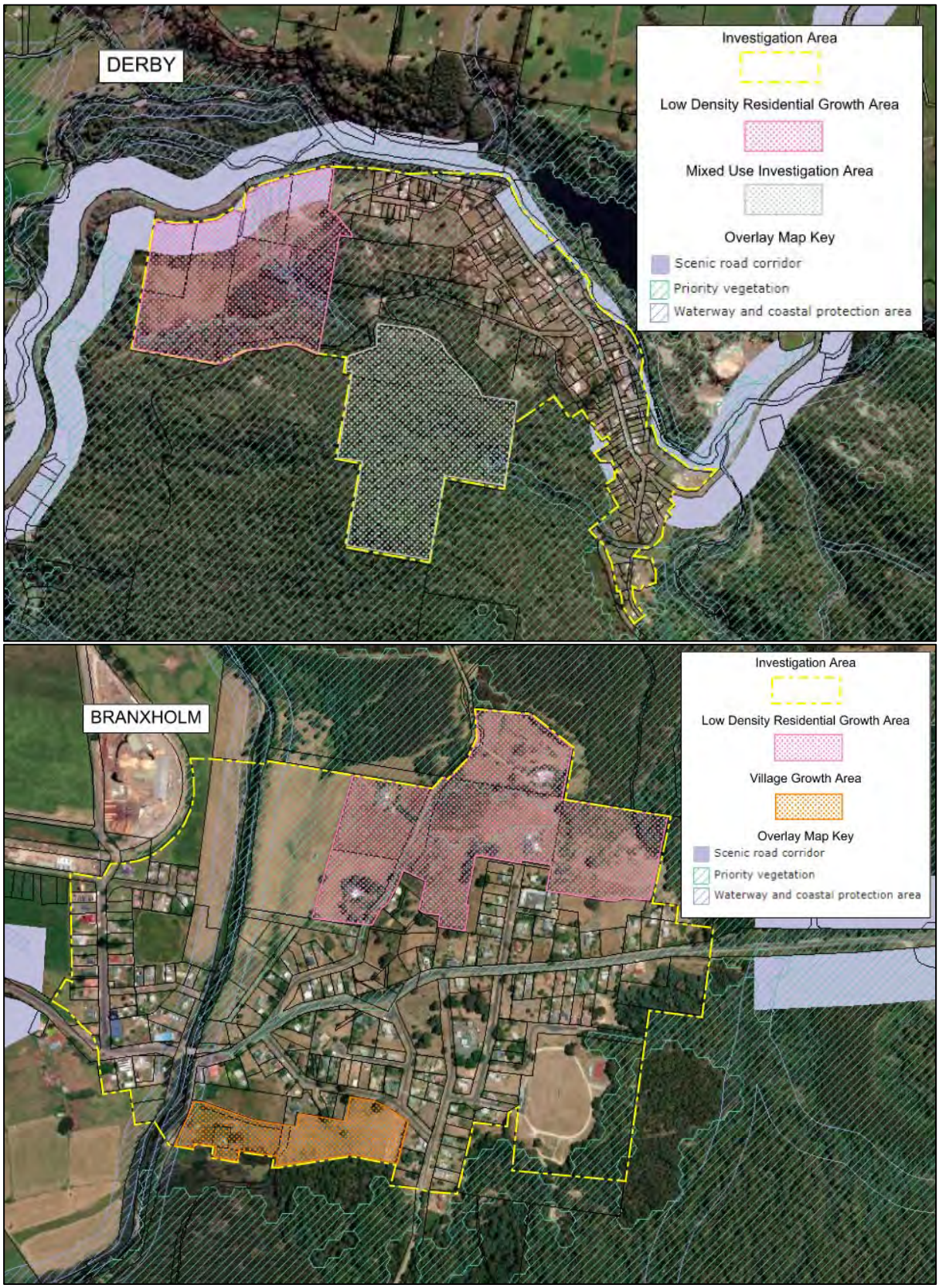
Figure 28 - map identifying flood-prone area land within Derby and Branxholm within the context of the proposed growth areas.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.2.5 Natural and Landscape Values

Figure 29 - map identifying identified natural and landscape values within Derby and Branxholm within the context of proposed growth areas.



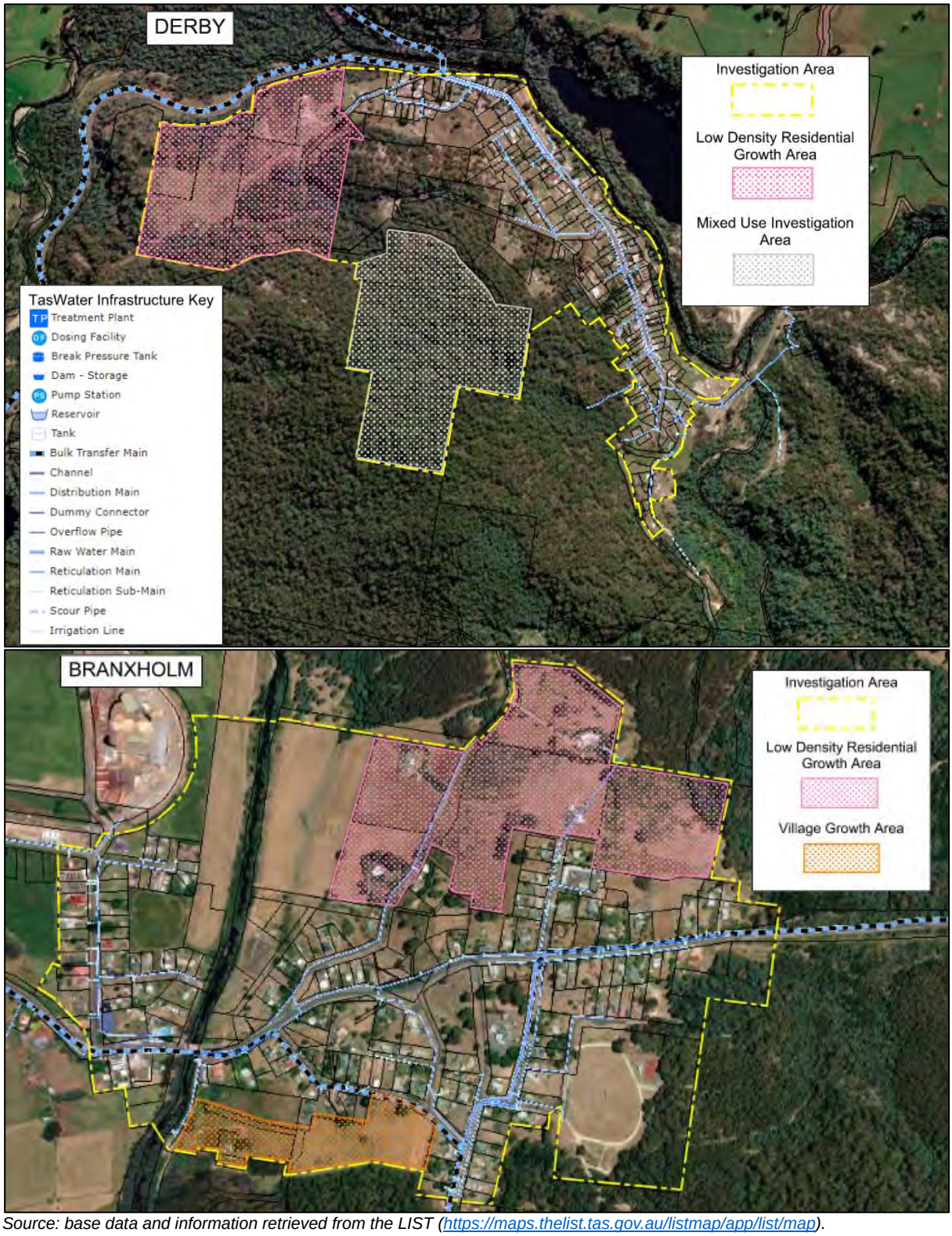
Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

4.3.3 Infrastructure Analysis

The following maps illustrate the location of the proposed residential growth areas within the context of existing reticulated water service infrastructure.

4.3.3.1 Water

Figure 30 - map identifying the existing water service network within Derby and Branxholm within the context of the proposed growth areas.



Source: base data and information retrieved from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

5. Community Consultation

Community and stakeholder consultation has been tailored for the particular planning outcome that is being sought by the Structure Plan which can be distilled to the identification of suitable and appropriately located and serviced land within Derby and Branxholm that is able to support residential growth.

The objective of the community consultation process included:

1. generate awareness of the Structure Plan within the community and stakeholders;
2. provide for the opportunity for key stakeholders being landowners and regulatory authorities to provide input into key stages of the Structure Plan process;
3. provide for opportunities for critical issues and opportunities within Derby and Branxholm to be elucidated where unknown; and
4. provide an open and transparent process between Council and the community.

The community consultation process is detailed below.

5.1 Targeted Stakeholder Consultation

Targeted stakeholder consultation involved direct engagement with key State agencies and individual landowners of land that would be affected by the Structure Plan.

The consultation draft has been informed by feedback received during this process. Additional details relating to this process will be included in the final version of the Structure Plan in conjunction with the conclusion of the public consultation process detailed below.

5.2 Public Consultation

5.2.1 Public Exhibition

The Structure Plan involves a 4 week public exhibition period commencing 2 February 2024.

No matters of substance were borne from the public exhibition process.

5.2.2 Drop-in session

A drop-in session will be held during the public exhibition period. Approximately 10 members of the community attended the drop in session. No matters of substance were borne from the drop in session which resulted in material alterations to the Structure Plan.

6. The Structure Plan

This section provides an overview of the Structure Plan including a description and analysis of each proposed growth and investigation area, recommended actions associated with each growth area and investigation area and an implementation strategy for the scheme amendments that are required to facilitate the residential growth envisaged by the Structure Plan.

The Structure Plan is spatially represented within the series of plans in Appendix A.

6.1 Objectives

Objectives and key considerations of the Structure Plan are:

- Ensure the provision of adequate residential land supply to meet demand over a minimum period of 20 years;
- Ensure residential growth areas are appropriate and fit for purpose and avoid, where practical, constraints imposed by natural hazards and conflicting land uses;
- Ensure growth areas provide as much certainty and reliability, as practically capable, around supply being realised.

6.2 Structure Plan Growth Areas

The following sections provide an overview of land contained within each growth which is proposed to be changed through the Structure Plan. It includes a descriptions of the features, constraints and necessary works required to facilitate the proposed residential growth.

This section should be read in conjunction with the specific plans that have been prepared for individual sectors.

It is important to note that the provisional subdivision layouts are conceptual only and do not reflect a firm position as to the preferred configuration of development. Each growth area will require further investigation concurrently with the recommended actions and steps detailed within the implementation strategy.

6.2.1 Derby

Derby contains two areas within the Structure Plan. The primary area is to the west of Renison Road which is identified for residential growth. The secondary area is west of Mulhern and Frederick Street which is identified as a further investigation area only.

6.2.1.1 Renison Street Residential Growth Area

The Renison Street Residential Growth Area to be rezoned to Low Density Residential is a collection of 5 parcels on the southern side of the Tasman Highway which are currently zoned Rural. The total land area is approximately 29.77ha and is predominantly accessed from Renison Street with only limited access available from the Tasman Highway. Renison Street is not constructed for much of its length nor does the road reservation provide frontage to all of the existing parcels.

The land is an elevated hillside and ridgeline that descends to the Tasman Highway and the Ringarooma River that contains limited areas of flatter grades on the ridge lines. The steeper hillsides contain outcrops of rock with gradients of up to 50% on the higher slopes or in the escarpment that drops down to the Tasman Highway. A high voltage, overhead powerline traverses the property, initially within the Renison Street road reservation in the northeast, to the Tasman Highway west of the site. This powerline is the primary power supply for Derby.

A concept subdivision layout plan for area has been developed to assist in the assessment of the suitability of the land for residential development within the context of managing constraints and servicing. This base plan includes high resolution aerial imagery, LIDAR contours and existing infrastructure (where known). A preliminary layout has been prepared to identify those areas which will be difficult to develop, to form a basic road layout and to determine a preliminary lot yield. Preliminary layouts are not final designs and are intended to assist in understanding the constraints to development that exist for each investigation area.

The preliminary design extends Renison Street along the alignment of the overhead powerline to access the areas of the land that are less steep and have previously been cleared for pasture and residential use. The layout provides for lots down to the zone minimum[17] of 1,200m^2 where gradients are mild and ensures that each lot does have an area where gradients are greater than 20%, sufficient for a dwelling.

The provisional layout does not provide for independent development of the existing lots but does establish lots for each of the existing buildings (3) on the land.

The following steps and works are required to facilitate residential growth in this location of the Derby urban growth area:

- the land will require rezoning to Low Density Residential;
- acquire and close the disused portion of the Renison Street road reserve adjacent to 16 Renison Street;
- create new road reserve following the existing overhead power supply;
- acquire approximately 260m^2 of road widening from the privately owned title of 23 Renison Street to include the extents of the existing road construction;
- construction of the internal streets and services. This will see the extension of Renison Street by some 750m and the construction of two short courts and a road loop for a total of 1550m of new road;
- the provisional subdivision layout indicates a likely lot yield of some 76 lots, with a minimum lot size of 1,200m^2 where level land is available increasing with larger lots in steep terrain;
- upgrade and extend the water supply from Main Street, via the Hill Street and Renison Street road reserves, to provide domestic water and firefighting to the new zone. This will involve the construction of some 750m of DN150 watermain and an additional 800m of DN100;
- no sewer is available in Derby requiring the installation of onsite wastewater treatment plants for each new lot. Consideration of land capability within the context of on-site wastewater management will need to be integrated into future LPS amendments;
- there are no public stormwater systems currently serving the land. Stormwater is shed from the land to Crown land and the Tasman Highway via sheet flow or via the minor watercourses that flow through or from the land. The bulk of the proposed building envelopes and roads can be conveyed to these watercourses however dispersion methods may be required for house development on the larger lots that directly drain to the Tasman Highway.
- commission a bushfire hazard management study for the land to support the proposed layout along with a geotechnical engineer review to ensure the layout of roads and lots is adequate to minimise risk associated with landslip and bushfire hazard within the parameters of the TPS codes;

[17] Cl 10.6.1 P1, TPS

- the land is in fragmented ownership which will necessitate the development and adoption of a specific area plan (**'SAP'**) to coordinate the provision of service infrastructure across multiple lots and for the provision of road interconnectivity between separate lots. The SAP will need to establish the alignment of water, stormwater and roads (including active transport connectivity) in addition to providing sequencing of construction and equitable sharing of costs where needed.

6.2.1.2 Mulhern and Frederick Street Mixed Use Investigation Area

This land has been identified during the structure plan process as a potential site to introduce additional Landscape Conservation zoned land, which is the contiguous zone to the north and north-east (different zone control), and apply additional development controls to provide for a mixed use residential and commercial precinct that interacts with the natural environment and MTB trails in a way that supports and enhances MTB offerings and experiences within Derby.

6.2.1.3 Recommended Actions

- Undertake further site investigation to understand and determine implications of Class 3 agricultural land on the site;

- Develop a SAP for the Renison Road residential growth area which rezones the land to Low Density Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by additional investigations relating to provision of infrastructure services and bushfire and landslip risk;

- Commence the necessary investigations to establish an appropriate and flexible planning framework that could facilitate the Mulhern and Frederick Street mixed use precinct including a preliminary social and economic benefit analysis, natural values assessment and bushfire hazard management assessment to determine its feasibility.

6.2.2 Branxholm

Branxholm contains two areas within the Structure Plan. The primary area is the land to the north of Pearce Street which is identified for Low Density Residential growth. The secondary area is to the south of the village area adjacent to Joyce Street which is earmarked for extension of the Village zone.

Base plans for the study area have been developed to assist in the assessment of the residential development potential of the land. This base plan includes high resolution aerial imagery, LIDAR contours and existing infrastructure (where known). A preliminary layout has been prepared to identify those areas which will be difficult to develop, to form a basic road layout and to determine a preliminary lot yield. Preliminary layouts are not final designs and are intended to assist in understanding the constraints to development that exist for each study area.

6.2.2.1 Pearce Street Residential Growth Area

The northern area is some 14.25ha of land in 5 lots, located either at the northern end of Albert Street or on either side of Pearce Street. Pearce Street runs parallel the Ringarooma River with the topography descending to the river from east to west. There are three existing residences accessed off Pearce Street and a fourth residence located at the northern end of Albert Street at the crest of a ridgeline that Albert Street follows.

The preliminary design extends Albert Street some 80m, past the existing residence to before turning east terminating in a court bowl. It provides for 10 lots, each with a minimum area of approximately 5,000m^2. Albert Street currently does not have a formal turning head.

For Pearce Street, the preliminary design creates a further 14, ~5,000m^2 lots with frontage to Pearce Street or, in the case of the existing residence at 20 Pearce Street, an internal lot relying on the existing driveway for access.

The following steps and works are required to facilitate residential growth in this location of the Branxholm urban growth area:

- rezone the land to Low Density Residential;

- construction of the extension of Albert Street and services. This will see the extension of Renison Street by some 80m, including a turning head. The provisional subdivision layout indicates a likely lot yield of some 24 lots with a minimum lot size of 5,000m^2. Density may be increased subject to capacity of lots to accommodate suitable onsite wastewater management systems;

- upgrade and extend the water supply of Albert Street, relaying the existing DN 50mm main with DN 100mm main for a total length of 270m of new pipe;

- upgrade and extend the water supply of Pearce Street to provide a domestic water connection to each lot. This will require the installation of 680m of DN 50mm (ID) main to provide house water connections only or 680m of DN 100mm main to provide for firefighting supply;

- no sewer is available in Branxholm requiring the installation of onsite wastewater treatment plants for each new lot. Consideration of land capability within the context of on-site wastewater management will need to be integrated into future LPS amendments;

- there are no public stormwater systems currently serving the land. Stormwater is shed from the land to the Pearce Street road drainage system or to the floodplain of the Ringarooma River, currently used as pasture. Upgrade of the road table drain along with the provision of an open drain to the river from Pearce Street, a distance of some 350m will be required;

- commission a bushfire hazard management study for the land to support the proposed layout;

- the land is in fragmented ownership which will necessitate the development and adoption of a specific area plan ('SAP') to coordinate the provision of service infrastructure across multiple lots and for the provision of road interconnectivity between separate lots. The SAP will need to establish the alignment of water, stormwater and roads (including active transport connectivity) in addition to providing sequencing of construction and equitable sharing of costs where needed.

6.2.2.2 Joyce Street Village Growth Area

The southern area is some 3.60Ha of land in 5 parcels, extending east from Coxs Lane on the Ringarooma River to Joyce Street which forms the northern boundary of the land.

Branxholm has its origin as a mining town and this can be seen in the cadastre for parts of the town. Reserves for former water race channels exist, existing residential lots without road frontage or with buildings and fences that appear to be within road reservations.

The preliminary design creates 6 lots, each greater than 5,000m^2, and creates a new court in the vacant road reserve between 10 and 12 Joyce Street. A single lot retains frontage to Coxs Lane, and this lot contains the driveway access to the otherwise landlocked residence of 1 Coxs Lane.

The new court is some 90m in length and provides access to 3 new lots as well as the existing residence of 12 Joyce Street.

The following steps and works are required to facilitate residential growth in this location of the Branxholm urban growth area:

- acquire from the Crown, the northern extremity of the former race channel that adjoins 1B Coxs Lane;

- undertake a boundary check of both 10 and 12 Joyce Street to establish the title boundary of the disused road reservation separating these two titles;

- rezone land to Village;

- construction of the new court between 10 and 12 Joyce Street , a total length of some 90m, including a turning head;

- the provisional subdivision layout indicates a likely lot yield of 6 lots, each with a minimum lot size of 5,000m^2. Lot density may be able to increase subject to the ability for lots to accommodate a suitable onsite wastewater management system;

- upgrade and extend the water supply of Albert Street, relaying the existing DN 50mm main with DN 100mm main for a total length of 270m of new pipe;

- upgrade and extend the water supply of Joyce Street to provide a domestic water connection to each lot. This will require the installation of 130m of DN 50mm (ID) main to connect the Joyce Street main with the main in Cranstoun Street and a further 90m within the new court to provide house water connections only;

- no sewer is available in Branxholm requiring the installation of onsite wastewater treatment plants for each new lot. Consideration of land capability within the context of on-site wastewater management will need to be integrated into future LPS amendments;

- there are no public stormwater systems currently serving the land. Stormwater is currently shed from the land to the table drain of Coxs Lane and the construction of a new court will require the provision of some 460m of stormwater pipe to provide a public stormwater system for the land;

- commission a bushfire hazard management study for the land to support the proposed layout.

6.2.2.3 Recommended Actions

- Undertake further site investigation to understand and determine implications of impacts on timber production land to the north of the Pearce Street Low Density Residential Growth Area;

- Develop a SAP for the Pearce Street residential growth area which rezones the land to Low Density Residential and coordinates the provision, layout and equitable distribution of infrastructure services. The SAP should be informed by additional agricultural land investigation along with the bushfire investigation;

- Engage with Crown Land to understand implications for acquisition of Crown Land that is necessary to expand the Village zone adjacent to Joyce Street and Coxs Lane;

- Undertake preparations to rezone the Joyce Street Village Growth Area to Village subject to support from Crown Land services with respect to devesting the Crown Land.

6.3 Structure Plan Summary

Based on the concept subdivision plans that have been borne from the infrastructure analysis, the Structure Plan has the capacity to facilitate approximately 106 residential lots in the following locations:

1. 76 lots within the Renison Road Residential Growth Area in Derby;
2. 24 lots within the Pearce Street Residential Growth Area in Branxholm; and

3. 6 lots within the Joyce Street and Coxs Lane Residential Growth Area.

6.4 Implementation Strategy

The implementation strategy has been developed within the context of the following key considerations:

1. prioritising residential growth within Derby; and
2. ensuring the staging of land release is appropriate to minimise creation of a substantial oversupply of land;
3. allowing additional residential land supply to be realised within Branxholm in parallel to land release within Derby acknowledging that each settlement provides a different land offering from a locational and affordability perspective;
4. offsetting existing land supply within Branxholm that is subject to flood risk by removing this land from residential land supply calculations.

The Structure Plan implementation strategy is detailed in Table 14.

Table 13 – implementation strategy for the Derby Structure Plan.

Derby Structure Plan Implementation Strategy			
Priority	**Sector**	**Rationale**	**Timing**
1	**Renison Road Residential Growth Area in Derby**	Derby is the focal point of the Structure Plan	• Recommended actions for the residential growth area should commence as soon as practical following the adoption of the Structure Plan by Council. • The Scheme amendment associated with the recommended actions for the growth area should be in effect by the end of 2028.
2	**Mulhern Street and Frederick Street Investigation Area**	This component of the structure plan involves preliminary investigations into natural values, bushfire and social and economic benefits which will guide the feasibility of the site for use and development. These investigations inevitably take time and will likely require additional stakeholder and community consultation. It is identified as a higher priority than the Branxholm growth areas insofar as recommended actions are able to be undertaken concurrently with the preparation	• Recommended actions for the sector can commence as following the adoption of the Structure Plan by Council.

Derby Structure Plan Implementation Strategy			
Priority	**Sector**	**Rationale**	**Timing**
		and development of the Renison Street residential growth area.	
3	**Pearce Street Residential Growth Area in Branxholm**	Pearce Street involves the consolidation of existing Rural Living zoned land. It is a logical next step for residential growth within the context of Branxholm.	• Recommended actions for this growth area can be undertaken in parallel with Implementation Priority 1 where there is demonstrated need or demand, including land owner willingness to develop the land.
4	**Joyce Street Village Growth Area in Branxholm**	The Joyce Street Village Growth Area represents the final stage of the implementation strategy. It requires acquisition of Crown Land and the use of Crown Land which will take time.	• Recommended actions for this growth area can be undertaken in parallel with Implementation Priority 1 and or 2 where there is demonstrated need or demand, including land owner willingness to develop the land.

6.4.1 Implementation Guidelines

The following principles should be followed with respect to the implementation strategy of the Structure Plan:

1. Apart from Derby being the main focal point, there is no firm or absolute order or hierarchy with respect to the implementation of the residential growth areas associated with the Implementation Priorities 2, 3 and 4. In this regard, these priorities may be interchanged with each other depending on one or more of the following factors:
    a. The outcome of the infrastructure service analysis associated with each priority area and where provision of infrastructure or upgrades to infrastructure which could contribute to delays;
    b. Landowner willingness or interest in developing their land.
2. The Structure Plan is not intended to disallow any future rezonings or scheme amendments that have not been captured within the Structure Plan. Rather, future rezonings or scheme amendments should demonstrate broad compatibility with, and not detract from, the objectives and outcomes of the Structure Plan having regard to:
    a. The purpose of the particular rezoning or scheme amendment;
    b. The scale and location of the particular rezoning of scheme amendment; and
    c. The consistency of the particular rezoning or scheme amendment within the broader RMPS.

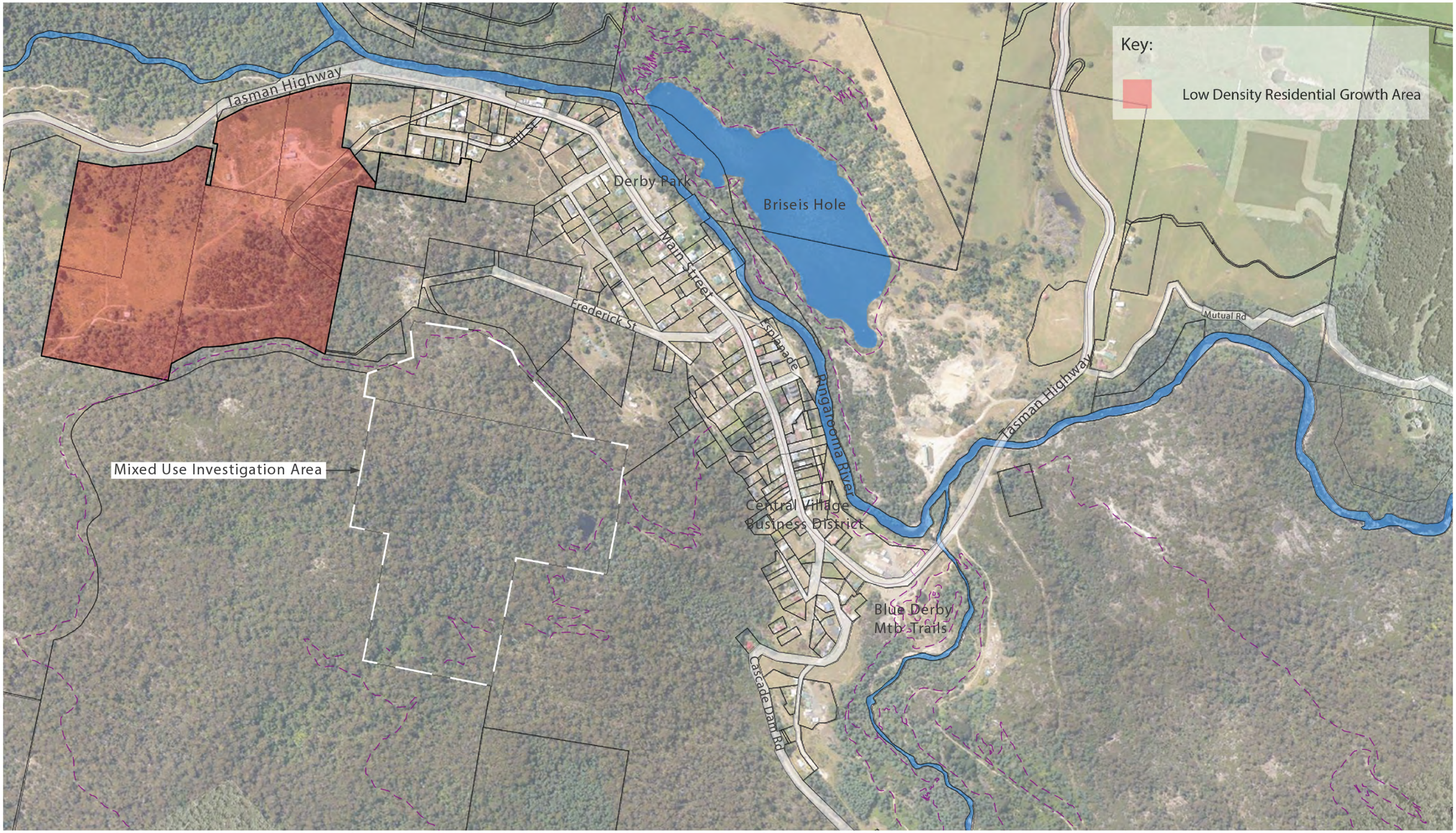
6.4.2 Monitoring

Monitoring of the implementation plan is important, Assumptions made with respect to staging of growth areas may be subject to change due to several social, environmental and economic factors. The Structure Plan should therefore be reviewed at the following intervals:

1. once the Tasmanian Planning Policies are in effect; and
2. every 5 years; or
3. at the completion of each implementation priority (whichever comes sooner).

The purpose of the review is to track progress associated with the implementation strategy, to allow necessary amendments to the staging and timing of the development of the identified growth areas in the event impediments or resistance to development is encountered and to include any new data or information that may impact the implementation of the Structure Plan priorities.

Appendix A Structure Plan Maps



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CONCEPT ONLY

Main St

Derby Town Centre

Hill St

Renison St

Branxholm

Tasman Hwy

Key:

Transmission Line

Road

Tree

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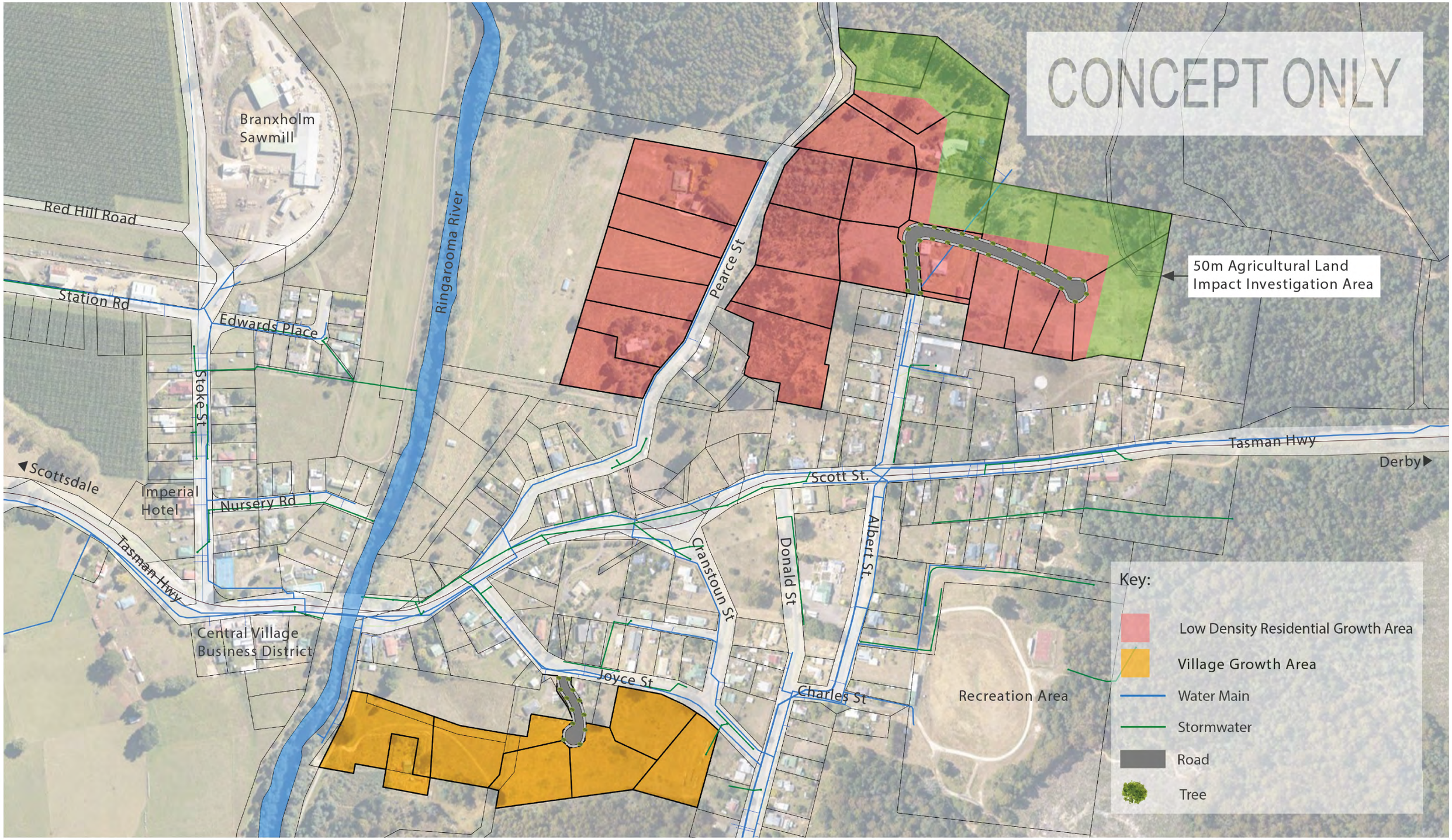

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RMCG

JUNE 2024

Agricultural Assessment of Proposed Urban Growth Areas - Dorset

Final Report

Dorset Council

Level 2, 102-104 Cameron Street, Launceston Tasmania 7250
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Victoria — Tasmania — NSW

Certified B Corporation

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Executive Summary

Table ES1: Summary Table for Scottsdale Structure Plan Investigation Areas

AREA	NUMBER OF TITLES	SIZE (HA)	CURRENT ZONING	PROPOSED ZONING	STRUCTURE PLAN RATIONALE	RMCG ASSESSED LOCAL & REGIONAL SIGNFICANCE	RMCG RECOMMENDATION SETBACKS
North Scottsdale Sector							
Thomas Street Cluster	6	Titles range in size from 0.16ha to 1.6ha. Combined area of approximately 4.7ha.	General Residential	Low Density Residential	Align zoning with utilities servicing potential	Not within the Agricultural Estate	No setback requirements
119 George Street	1	3.9ha	General Residential	Low Density Residential	Align zoning with utilities servicing potential	Not within the Agricultural Estate	No setback requirements
Central Scottsdale Sector							
58-60 George Street	1	8.9ha	Split zoning - General Residential (0.25ha) and Agriculture (8.65ha)	General Residential	Infill zoning and to meet future residential supply demand	Local – low Regional – very low	50m setback from eastern boundary, which incorporates a 10m wide dense vegetation buffer.
South Scottsdale Sector							
Grenda Place	1	2.4ha	General Residential	Low Density Residential	Align zoning with utilities servicing potential	Not within the Agricultural Estate	No setback requirements from an agricultural perspective

AREA	NUMBER OF TITLES	SIZE (HA)	CURRENT ZONING	PROPOSED ZONING	STRUCTURE PLAN RATIONALE	RMCG ASSESSED LOCAL & REGIONAL SIGNFICANCE	RMCG RECOMMENDATION SETBACKS
Ada Street	4	Combined area of 9.6ha	Rural Living A	Low Density Residential	Promote higher density on the periphery of the urban area.	Not within the Agricultural Estate	50m from south boundary. 10m from western boundary.
Union Street	16	Range in size from 296m^2 to 3.6ha. Total combined area of approximately 14.7ha	Rural Living A	Low Density Residential	Promote higher density on the periphery of the urban area.	Not within the Agricultural Estate	50m setback from CT 17362/1 to the east, which incorporates a 10m wide dense vegetation buffer. 50m setback to CT 197929/1 to the south east.
Ringarooma Road Sector							
Ringarooma Road Residential Sector	18	Range in size from 976m^2 to 11.2ha, Total combined area of approximately 28.1ha	Rural Living A	Low Density Residential	Promote higher density on the periphery of the urban area. Priority growth area	Not within the Agricultural Estate	50m setback to adjacent land in the Agriculture Zone to the east and south east.
54 Ringarooma Rd – Industrial Precinct	1	24.4ha	Agriculture	Light Industrial	Priority industrial area reflecting established industrial use	Local – low Regional – very low	No setback requirements from an agricultural perspective.

Table ES2: Summary Table for Derby Structure Plan Investigation Areas

AREA	NUMBER OF TITLES	SIZE (HA)	CURRENT ZONING	PROPOSED ZONING	STRUCUTRE PLAN RATIONALE	RMCG ASSESSED LOCAL & REGIONAL SIGNFICANCE	RMCG RECOMMENDATION SETBACKS
Derby Sector							
Renison Street	5	Combined area of 29.7ha	Rural	Low Density Residential	Priority Growth area for Derby township	Local – moderate Regional – very low	No setback requirements from an agricultural perspective.
Mulhern & Fredrick St – Mixed Use	2	Combined are of 32ha	Rural	Mixed zoning, potentially Landscape Conservation and Commercial	Town expansion area	Not within the Agricultural Estate	No setback requirements from an agricultural perspective.
Branxholm Sector							
Pearce Street	5	Range in size from 1.5ha to 4.5ha. total combined area of approximately 10.9ha	Rural Living B	Low Density Residential	Promote higher density infill development	Not within the Agricultural Estate	100m setback from agricultural land to the north
Joyce Street and Coxs Lane	5	Range in size from. 0.1ha to 2.3ha. Total combined area is approximately 3.7ha	Rural	Village	Infill development	Local – low Regional – very low	No setback requirements from an agricultural perspective.

ACKNOWLEDGEMENT OF COUNTRY

Tasmania is Aboriginal land. We acknowledge the palawa and pakana, the Tasmanian Aboriginal people, as the Traditional Owners and continuing custodians of the lands, seas and waterways of lutruwita, Tasmania on which this project has been conducted. We recognise their continuing connection to land, waters and culture and pay our respects to their Elders past and present, and we acknowledge emerging leaders. Moreover, we express gratitude for the knowledge and insight that Traditional Owners and other Aboriginal and Torres Strait Islander people contribute to our shared work in Australia.

We pay respects to all Aboriginal and Torres Strait Islander communities. We recognise that Australia was founded on the genocide and dispossession of First Nations people and acknowledge that sovereignty was not ceded in this country. We embrace the spirit of reconciliation, working towards self-determination, equity of outcomes, and an equal voice for Australia's First People.

1 Introduction

1.1 THIS PROJECT

An Agricultural Assessment has been requested to support proposed growth areas within Draft Structure Plans for Scottsdale and Derby (including Branxholm) in the Dorset Municipality. The Structure Plans are being developed by 6ty^{o} for the Dorset Council.

The Structure Plans are being developed under the requirements of the Draft Tasmanian Planning Policies requirements draft (TPPs) which have recently been on public exhibition on the Tasmanian Planning Commission's (TPC) website. Hence the Agricultural Assessment will need to consider the relevant agricultural and other primary industry policies in Section 4 of the Draft Planning Policy document.

Any application for rezoning will need to be considered by the Tasmanian Planning Commission (TPC) and as a result, the agricultural assessment needs to be comprehensive. Furthermore, where land is proposed to be rezoned from either 'Agriculture' or 'Rural' to an alternate non-agricultural zone the State Policy on the Protection of Agriculture Land2009 (PAL Policy) will also need to be considered.

It is important to note, that Agriculture is only one consideration under the draft TPPs. Hence the advice and recommendations within this report will need to be weighed up against all other aspects of the draft TPPs.

1.2 INVESTIGATION AREAS

The investigation area in the Scottsdale Structure Plan is comprised of:

- North Scottsdale Sector
  - Thomas Street Cluster
  - 119 George Street
- Central Scottsdale Sector
  - 58-60 George Street
- South Scottsdale Sector
  - Grenda Place
  - Ada Street
  - Union Street
- Ringarooma Road Sector
  - Ringarooma Road Residential Sector
  - 54 Ringarooma Rd – Industrial Precinct

The investigation area in the Derby Structure Plan is comprised of:

- Derby Sector
  - Renison Street
  - Mulhern & Frederick St – mixed use
- Branxholm Sector
  - Pearce Street
  - Joyce Street and Coxs Lane

1.3 METHOD

6ty[0] has provided the identified growth areas for RMCG to consider, along with the rationale behind the proposed change in zoning for each area. RMCG have then undertaken the following steps in conducting the assessment:

- Reviewed the proposed future growth areas along with the *Scottsdale Structure Plan 2024-2044 – Consultation Draft*, dated May 2024 and the *Derby Structure Plan 2024-2044 – Consultation Draft*, dated 2 February 2024
- Identified and acquired if feasible any other relevant previous studies (Land Capability Assessments Agricultural Reports and Planning studies)
- Considered the physical characteristics of the affected titles and existing and potential agricultural potential (Land Capability, enterprise suitability mapping, geology, cadastral parcels, contours, hydrographic lines, Irrigation Districts, landslip hazards, vegetation, threatened flora and fauna, reserves, production forests, mining leases, existing and proposed dams, water licences). This includes considering existing and potential agricultural use on adjacent land
- Reviewed historical Google Earth Imagery to better understand historical land use
- Considered the existing and/or potential for irrigation water resources to be accessed by the affected titles or developed on the titles or surrounding land
- Considered how the proposed zoning may impact on adjacent agricultural land
- Reviewed the draft Tasmanian Planning Policies for Agriculture (see Section 2) and the Tasmanian Planning Scheme Zone Application Guidelines and provided desktop recommendations/comments that will meet the requirements and/or identified where we think there may be challenges in meeting these requirements
- Undertaken site visits of the identified sites to confirm desktop assumptions. Site visits included a mix of completing onsite Land Capability Assessments and roadside visual inspections
- Reviewed and updated the desktop assessments based on site visit findings
- Provided a report (this report) summarising recommendations for each area.

2 Policy Framework

The development of the Structure Plans is governed by the Tasmanian Resource Management and Planning System (RMPS), which is underpinned by the *Land Use Planning and Approvals Act 1993*. As part of the RMPS there are two particular policies relating to Agriculture that the Structure Plans need to consider:

- The draft Tasmanian Planning Polices (TPPs)
- The *Protection of Agriculture Policy 2009* (PAL Policy).

2.1 TASMANIAN PLANNING POLICIES

The Tasmanian Government is in the process of develop new Planning Policies for the state. The Draft Planning Polices went out for public exhibition from March to June 2023. The next stage will be public hearing. The relevant policies to this assessment are in Section 4.1 – Agriculture. These are listed below.

4.1 – Agriculture

4.1.1 Application

Statewide

4.1.2 Objective

To promote a diverse and highly productive agricultural sector by protecting agriculture land and the resources on which agriculture depends, while supporting long-term viability and growth of the agricultural sector.

4.1.3 Strategies

1. Identify agricultural land, and potential agricultural land, and apply contemporary land capability classification mapping systems, that includes access to irrigation water as a criteria of land capability, that identifies and maps the capability of land to sustain long term agricultural uses as a criterion, including under forecast climate change scenarios
2. Protect land that is identified as being within the higher classes of agricultural capability by designating it specifically for agricultural use and development or for purposes that prevent the permanent loss of conversion of the land's agricultural potential
3. Allow compatible land uses to operate on agricultural land, where they do not cause unreasonable fettering or fragmentation and minimises the sterilisation of agricultural land
4. Protect land with significant agricultural capabilities, and agricultural land within irrigation districts, by affording them the highest level of protection from fettering, fragmentation, or conversion to non-agricultural uses
5. Prevent fettering of agricultural land by considering the impacts of agricultural uses on surrounding future use and development to prevent land use conflict and protect the productivity and viability of agricultural uses
6. Encourage the protection of viable agricultural uses by preventing the fragmentation of agricultural land
7. Protect agricultural land by avoiding the permanent conversion of agricultural land to non-agricultural land use unless:
    a. The land is strategically identified for growth;
    b. The scale of the conversion is minor in terms of the overall agricultural operation of the site, local area or region; or
    c. The conversion contributes to the viability of agricultural use of the site, local area or region;

And the intended use will not cause land use conflict, fetter or impact the viability of surrounding agricultural use.

8. Support diversification and value-adding of the primary industries sector by supporting effective agricultural production and processing, innovation in rural industries and farm-related retailing and agritourism that is ancillary to the principal use, to enable sustainable growth of the sector and strengthen its ability to adapt to climate change, natural disasters and market challenges
9. Allow residential use where it is part of, or supports, an agricultural use, such as workers' accommodation, where it does not unreasonably fetter, fragment or convert agricultural land uses
10. Support the retention of small farms close to urban areas and acknowledge the contribution, or potential contribution, that they make in supplying local produce to farm gate market, agrifood economy and tourism
11. Facilitate the provision and protection of infrastructure that supports the diversification and improved productive capacity of the primary industries sector
12. Encourage the protection of the viability of upstream dam infrastructure when strategically planning land use development.

2.2 STATE POLICY ON THE PROTECTION OF AGRICULTURAL LAND 2009

The State Policy on the Protection of Agricultural Land 2009 (PAL Policy) seeks to conserve and protect agricultural land so that it remains available for the suitable development of agriculture, recognising the particular importance of prime agricultural land to the agricultural sector.

The PAL Policy introduces the term prime agricultural land which is defined as: "*agricultural land classified as Class 1, 2 or 3 land based on the class definitions and methodology from the Land Capability Handbook, Second Edition, C J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania*."

The PAL Policy comprises 11 principles which relate to the protection, conservation and administration of agricultural land. Land within the existing 'Agriculture' and 'Rural' zones of the Tasmanian Planning Scheme – Dorset are covered by the PAL Policy. The principles of the PAL Policy are:

1. Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development
2. Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium
3. Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy
4. The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following:
    a. Minimising the amount of land alienated;
    b. Minimising negative impacts on the surrounding environment; and
    c. Ensuring the particular location is reasonably required for operational efficiency.
5. Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land
6. Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits

7. The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use
8. Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development
9. Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11
10. New plantation forestry must not be established on prime agricultural land unless a planning scheme reviewed in accordance with this Policy provides otherwise. Planning scheme provisions must take into account the operational practicalities of plantation management, the size of the areas of prime agricultural land, their location in relation to areas of non-prime agricultural land and existing plantation forestry, and any comprehensive management plans for the land
11. Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.

RMCG COMMENT

The two Structure Plans propose changes to zoning of agricultural land and of land adjacent to agricultural land. It is noted that the structure planning process aims to demonstrate that the rezoning of the land is strategically required. It is outside of RMCGs area of expertise to assess whether the strategic requirement outweighs the agricultural importance of the land. Because of this, the assessment of each area focusses on identifying the agricultural characteristics of the land and what the appropriate mitigation measures would be to minimise the impact on adjacent agricultural land. We have also considered what the loss of the assessed agricultural land would mean to the local and regional agricultural estate where relevant.

3 Dorset Agricultural Profile

The Dorset municipal area is approximately 3250km^2 (325,000ha) in area and is known for its agricultural productivity. Of the land associated with Dorset, 256,988ha is within the agricultural estate (128,797ha in the Agriculture zone and 128,191ha in the Rural zone). The region is characterised with highly fertile soils and complimentary high annual average rainfall. The primary production industries contribute significantly to the Dorset economy. The range of agricultural products and the value of production are highly variable across the landscape.

The primary production sector (agriculture, fisheries and forestry) is a major contributor to the economy of the Dorset region, both in terms of employment, but also in the value of production. Based on the Remplan data provided within the Draft Scottsdale Structure Plan Agriculture, Forestry & Fishing accounts for 30% of Dorset's gross domestic product. It is also the dominant employer, accounting for 27.7% of jobs in Dorset.

3.1 VALUE OF AGRICULTURAL OPERATIONS

The Estimated Value of Agricultural Operations (EVAO) is a measure of agricultural value used by both the Australian Bureau of Statistics (ABS) and the Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES), part of the Commonwealth Department of Agriculture, Fisheries and Forestry (DAFF).

The ABS and ABARES are usually the major sources of information on agricultural and commodity value and distribution in Australia.

The data presented here is based on ABS 2020/21 data and is sourced from the Tasmanian Profile ID webpage[1]. The ABS collected this data through the Rural Environment and Agricultural Commodity Survey. To be included in the survey businesses must have:

- An Australian Business Number (ABN)
- Undertaken agricultural activity
- An EVAO of $40,000 or greater.

Table 3-1 identifies the value of agriculture of each LGA in Northern Tasmania. This shows that Dorset contributes 19.7% of the region's agricultural economic output and 8.5% of the state's agricultural economic output.

Table 3-1: Value of Agriculture per LGA.

NORTHERN REGION LGA	$ (MILLION)	PERCENTAGE OF REGION	PERCENTAGE OF TASMANIA
Break O'Day	35.105	3.8%	1.7%
Dorset	$179.395	19.7%	8.5%
Flinders	$30.189	3.3%	1.4%
George Town	$41.436	4.5%	2%
City of Launceston	$24.725	2.7%	1.2%
Meander Valley	$270.765	29.7%	12.8%
Northern Midlands	$297.809	32.6%	14.1%

[1] Available at: https://economy.id.com.au/tasmania. Accessed 23/05/2024

NORTHERN REGION LGA	$ (MILLION)	PERCENTAGE OF REGION	PERCENTAGE OF TASMANIA
West Tamar	$33.182	3.6%	1.6%
	$912.606	100%	43.3%

Table 3-2 provides a breakdown of the various agricultural enterprises within Dorset. Livestock products (meat, wool 7 eggs) are the highest contributed at 37.7%, followed by dairy at 35.9% and vegetables at 19.4%.

Table 3-2: Value of agriculture enterprises for Dorset.

AGRICULTURAL ENTERPRISE TYPE	$ (MILLION)	PERCENTAGE OF VALUE
Livestock (inc. meat products, wool & eggs	$64.946	37.7%
Vegetables	$33.411	19.4%
Dairy	$61.993	35.9%
Fruit (inc. nuts)	$168.631	0.1%
Field Crops (inc. nursery/floriculture)	$11.939	6.9%
Wine	$0.336	0.0002%
Total	$179.395[2]	100%

3.2 LAND CAPABILITY

Within Dorset, approximately 158,240ha of land is mapped with a Land Capability Class. Of this area, approximately 10,534ha is mapped as 'prime agricultural land'. In Tasmania there is 107,000 ha of mapped 'prime agricultural land'. Hence, 9.8% of the state 'prime agricultural land' is located within the Dorset municipal area. See Figure 3-1 which shows the extent of mapped Land Capability in the Dorset region. Table 3-3 shows the land areas for each of Land Capability Class.

The municipal's 'prime agricultural land' is concentrated around Scottsdale and the Ringarooma valley.

Table 3-3: Land Capability Land Areas in Dorset

LAND CAPABILITY CLASS*	AREA (HA)
1	0
2	1,952
3	8,582
4	34,385
5	96,370
6	13,767
7	3184
Total	158,240

[2] Figures taken directly from Profile ID website.

*Land Capability Classes that are mapped as mixed (e.g. 3+4) have been combined with the primary Land Capability Class. For example, Class 3+4 considers 60% of the land to Class 3 and 40% to be Class 4, so the entire area mapped as Class 3+4 has been included in the Class 3 total area.

3.3 IRRIGATION SCHEMES

Within Dorset there are four active irrigation schemes which cover a total area of 86,680ha (Great Forester covered area is all within the Scottsdale Irrigation Scheme area), which means that 33% of the municipal's agricultural estate is covered by irrigation schemes as well as the majority of the mapped 'prime agricultural land' (see Figure 3-2). The schemes have a combined irrigation water resource capacity of 19,980ML. Details associated with each scheme are shown in Table 3-4.

Table 3-4: Dorset Irrigation Schemes Details

SCHEME	CAPACITY (ML)	AREA (HA)	LOCALITIES SERVICED
Great Forester	1,980	15,200	South Springfield, Scottsdale, North Scottsdale & Waterhouse
Scottsdale*	8,600	63,800*	Scottsdale, Bridport, Springfield, Nabowla & Waterhouse
Upper Ringarooma	5,700	15,400	Ringarooma, Legerwood, Branxholm, Alberton, New River, Talawa & Forsyth Hill
Winnaleah	3,700	9,980	Winnaleah, Derby & Herrick

* Approximately 2,500ha of land serviced by the Scottsdale Scheme is outside of the Dorset municipal area.

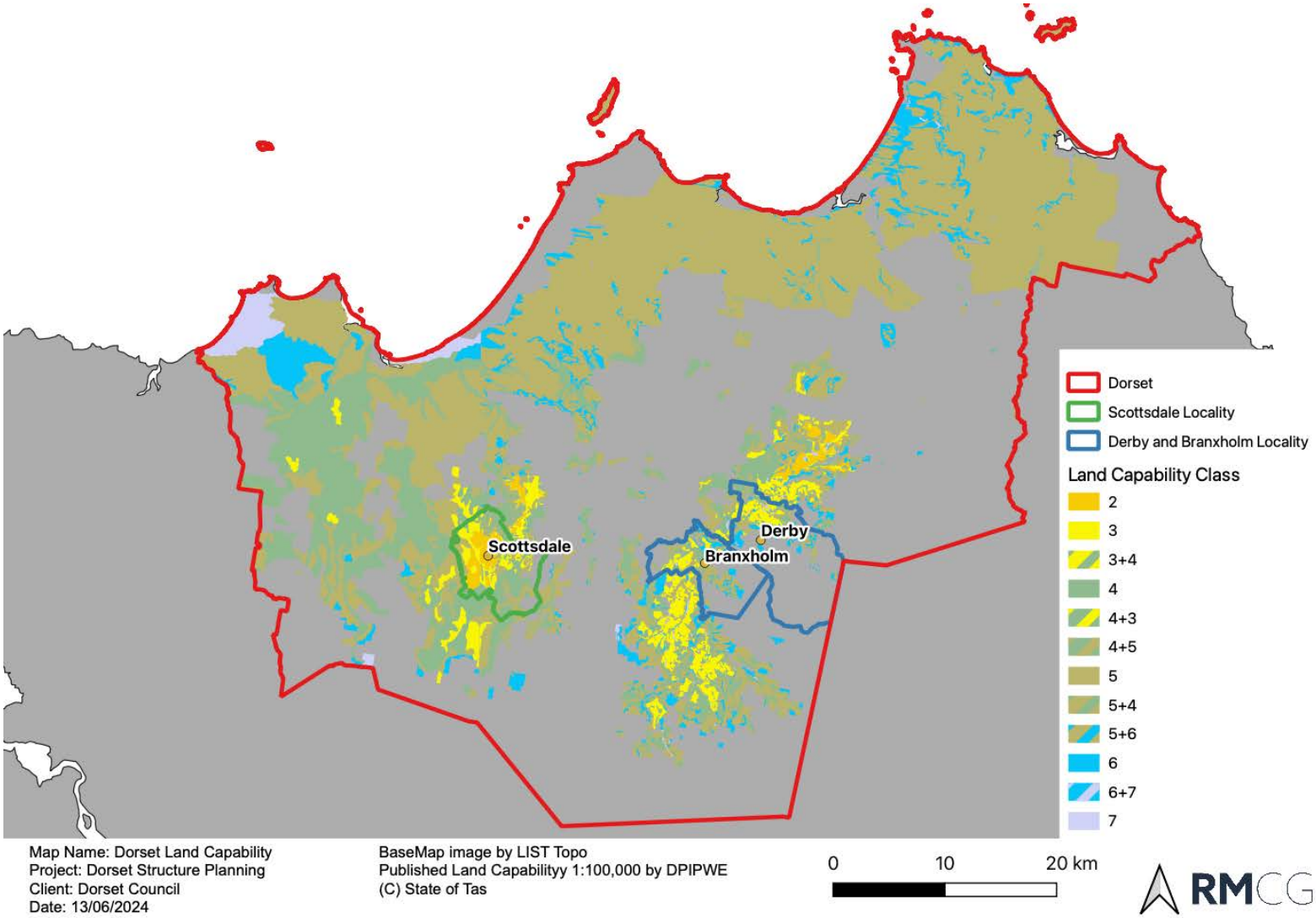


Figure 3-1: Published Land Capability for Dorset[3]

[3] Locality refers to an administrative area which uniquely defines the name of a place to enable street addressing.

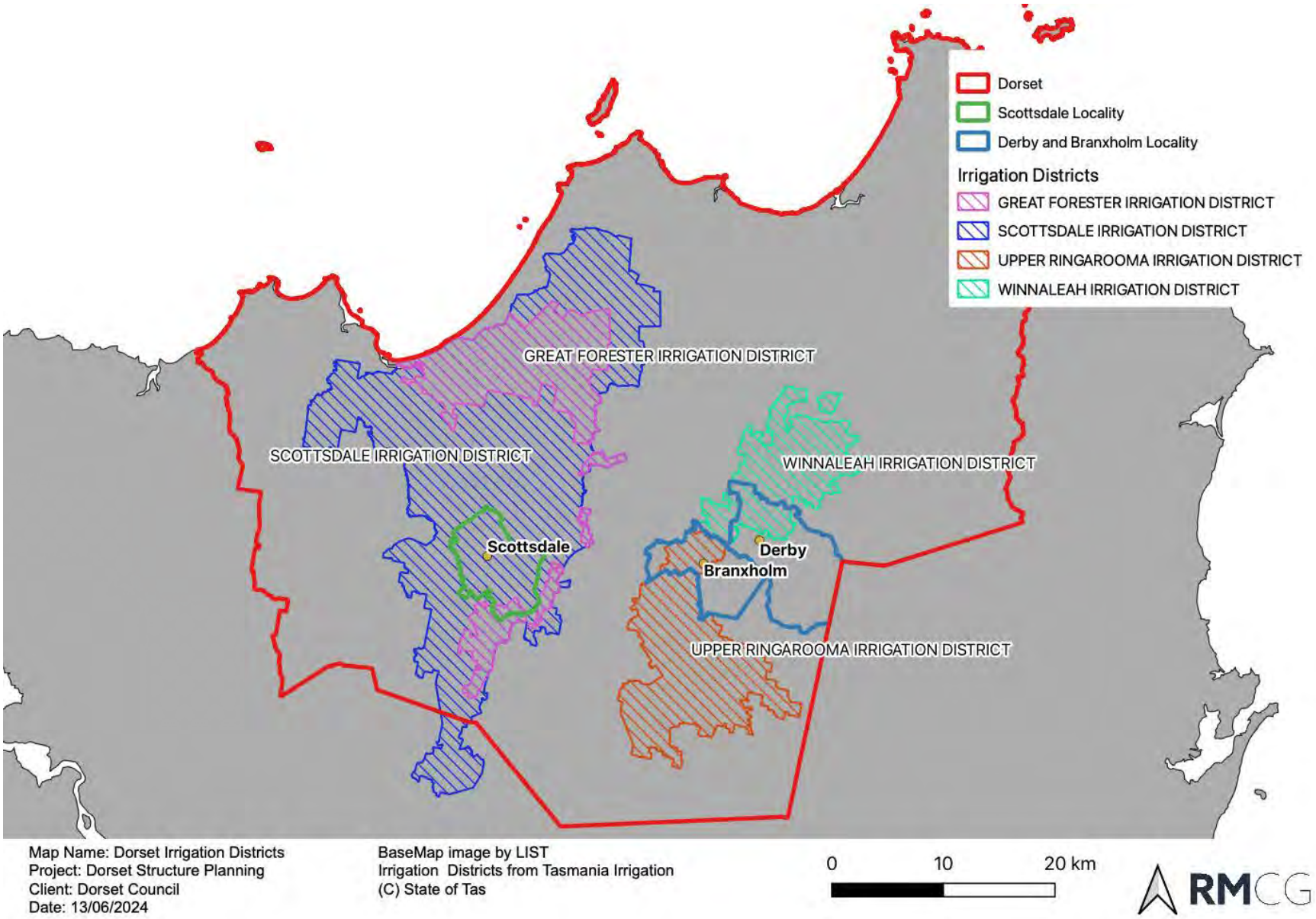


Figure 3-2: Dorset Irrigation Districts

4 Scottsdale Structure Plan

The Scottsdale Structure Plan (SSP) is being developed to meet future residential and industry growth requirements to 2044. Figure 4-1 shows the areas included with the SSP investigation area. These areas include:

- North Scottsdale Sector – This includes a cluster of 5 titles at Thomas St which are proposed to be rezoned from General Residential to Low Density Residential. It also includes a title at 119 George St which is also proposed to be rezoned from General Residential to Low Density Residential
- Simplot Site Sector – Currently zoned Light Industrial. Council were considering whether it would be appropriate to rezone this site to Future Urban. However, based on correspondence between Council and Simplot, this is no longer proposed. This site is not considered further as part of this report
- Scottsdale Central Sector – This includes one title at 58-60 George St. It is proposed to rezone this site from Agriculture to General Residential
- Scottsdale South Sector – This sector includes a title at 5 Grenda Place which is proposed to be rezoned from General Residential to Low Density Residential. It also includes four titles at Ada St which are proposed to be rezoned from Rural Living A to General Residential. There are also a further 12 titles south of Union St and east of Ringarooma Rd that are proposed to be rezoned from Rural Living A to Low Density Residential
- Ringarooma Rd Residential Sector – There are 18 titles on the eastern side of Ringarooma Rd within this investigation area which are proposed to be rezoned from Rural Living A to Low Density Residential
- Ringarooma Rd Industrial Sector – This sector includes one title at 54 Ringarooma Rd to be rezoned from Agriculture to Light Industrial.

The agricultural implications of each of the above areas is considered in the rest of this section. This includes consideration of potential impact on adjacent agricultural activities (if any) and appropriate mitigation measures. As part of the Draft SSP concept subdivision plans for each site were also provided through the public consultation phase. While RMCG have reviewed these site plans, they have not been specifically assessed as part of this assessment, due to them being ‘concept’ examples only.

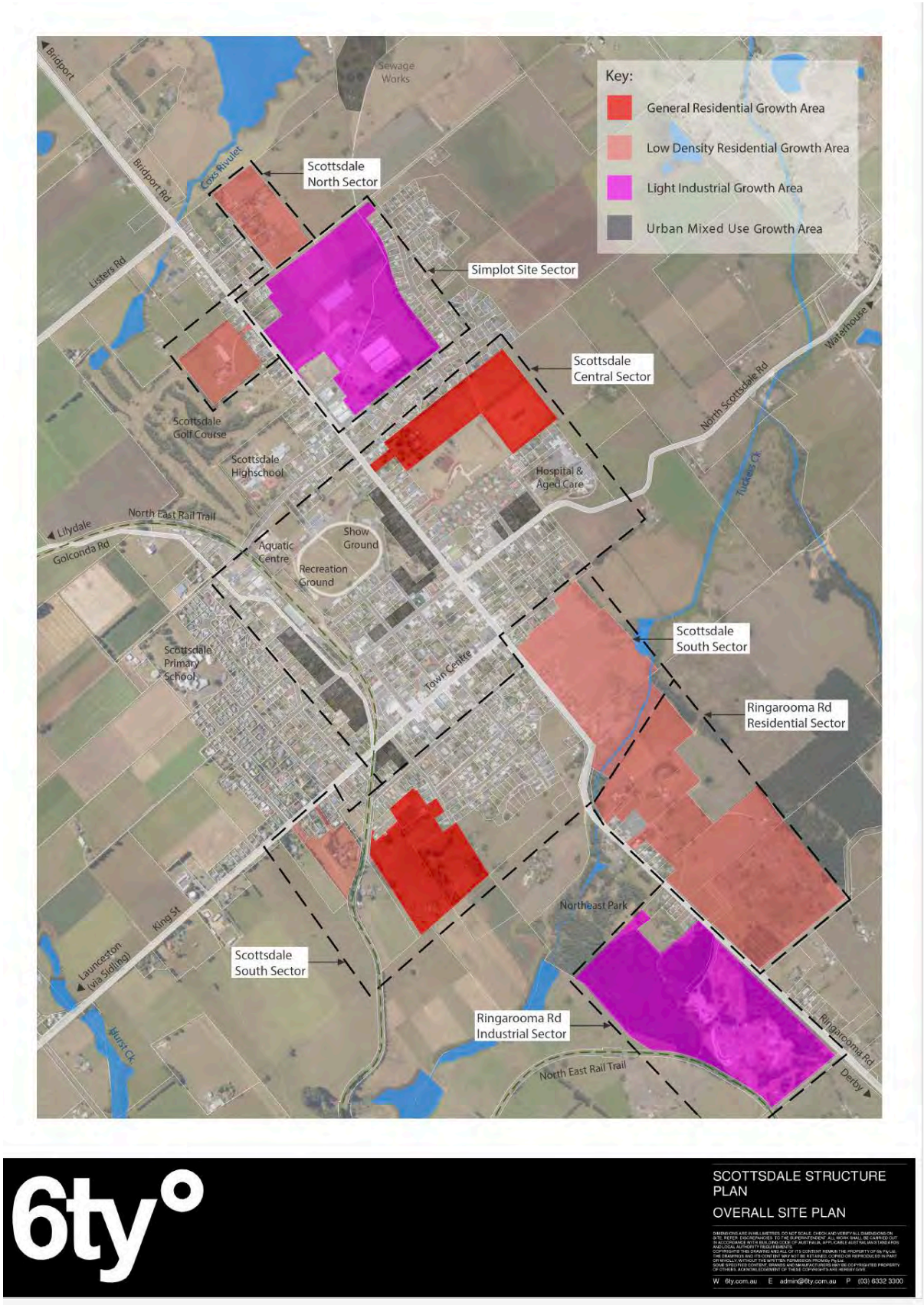


Figure 4-1: Scottsdale Structure Plan Investigation Areas[4]

[4] Map by 6ty°

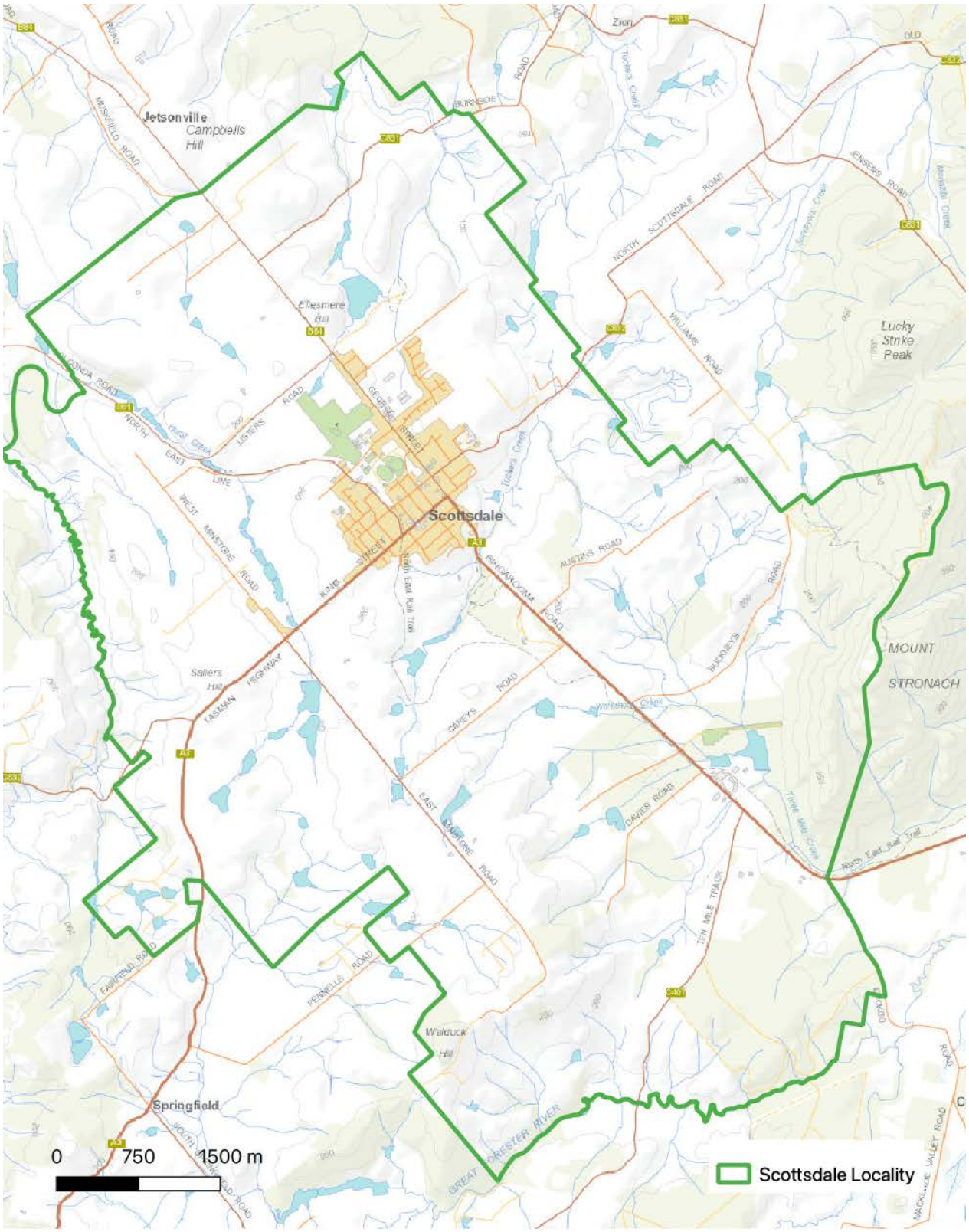
4.1 SCOTTSDALE LOCAL CHARACTERISTICS

The Scottsdale Locality is 5014ha in area (see Figure 4-2), it includes the Scottsdale township and surrounding farmland. Mean annual rainfall for the area is 969mm and prevailing wind is from the north east[5]. Within the area is 1903 ha of mapped 'prime agricultural land', which is 22% of Dorset's total mapped 'prime agricultural land'. It is noted that the majority of land associated with the existing Scottsdale township is mapped as 'prime agricultural land'. All land within the Scottsdale Locality is within the Scottsdale Irrigation Scheme District and a small area is also within the Great Forester Irrigation District.

The Scottsdale township is surrounded by highly productive agricultural land that is primarily utilised for mixed cropping and grazing. The township is located on a plateau that sits at approximately 200m Above Sea Level (ASL). All surrounding agricultural land of the township is zoned Agriculture.

The proximity of highly productive agricultural land to the Scottsdale township means that on almost all boundaries of the township there is the Agriculture Zone immediately adjacent to residential zones, most often the General Residential zone. From a planning perspective this is not an ideal scenario, however, this has evolved over time and is due the location of the highly productive land in relation to historical settlement patterns. Future zoning decisions need to find the balance between protecting agricultural land and associated activities with providing sufficient residential land for future growth. Because of the characteristics of the area, there will be situations where the best outcome for both of these competing priorities will not be able to be met. In these situations, it will up to the Planning Authority to identify the greatest need. This should be conducted on a case-by-case scenario.

[5] Weather data from 1971-2023. Scottsdale (West Minstone Rd) Weather Station (station number 91219)



Map Name: Scottsdale Locality
Project: Dorset Structure Planning
Client: Dorset Council
Date: 13/06/2024

BaseMap image by LIST Topo
(C) State of Tas

RMCG

Figure 4-2: Scottsdale Locality

4.2 NORTH SCOTTSDALE SECTOR

This sector includes a cluster of six titles at Thomas St which are proposed to be rezoned from General Residential to Low Density Residential. It also includes a title at 119 George St which is also proposed to be rezoned from General Residential to Low Density Residential. See Figure 4-3 for assessment area locations and published Land Capability.

4.2.1 THOMAS STREET

Description

There are six individual titles all individually owned within this investigation area. Five titles have existing dwellings. Titles range in size from 0.16ha to 1.6ha and have a total area of 4.7ha. All display lifestyle characteristics[6].

Already zoned residential, so not included in the agricultural estate. LISTmap indicates this land and all surrounding land is within the Scottsdale Irrigation District. Published Land Capability of the five titles indicates Class 2 to the south and west and Class 4 to the north and east.

Google Imagery indicates that the adjacent agricultural land (also Class 2 and 4) to the east is occasionally cropped.

Field Assessment

Visual roadside inspection completed only.

Conclusion

By rezoning these titles from General Residential to Low Density Residential, it will limit the titles' ability to be subdivided. This will reduce the risk of placing further constraints on adjacent agricultural land, as the minimum size land can be subdivided to is 1200m^2, compared to 450m^2 in the General Residential Zone.

Any future subdivision or proposed dwellings should consider setbacks to the adjacent ag land, especially to the east. However, given that the subject land is currently zoned General Residential, rezoning to Low Density Residential is a better outcome for the adjacent cropping land.

4.2.2 119 GEORGE ST

Description

A single title within this investigation area with an existing dwelling and a horse arena and a total area of 3.9ha. Displays lifestyle characteristics, although historical google imagery indicates areas may have been cropped in the past.

Already zoned General Residential, so not included in the agricultural estate. LISTmap indicates this land and all surrounding land is within the Scottsdale Irrigation District. Published Land Capability of the subject title and all surrounding land is Class 2.

[6] As Defined by RMCG 2022, see Appendix 3

Google Imagery indicates that the adjacent agricultural land to the north and north west is occasionally cropped.

Field Assessment

Visual roadside inspection completed only.

Conclusion

By rezoning this to Low Density Residential, it will limit the title's ability to be subdivided. This will reduce the risk of placing further constraints on adjacent agricultural land, as the minimum size land can be subdivided to is 1200m^2 compared to 450m^2 in the General Residential Zone.

4.3 CENTRAL SCOTTSDALE SECTOR

This sector includes one title at 58-60 George St. It is proposed to rezone this site from Agriculture to General Residential. See Figure 4-3 for location and published Land Capability.

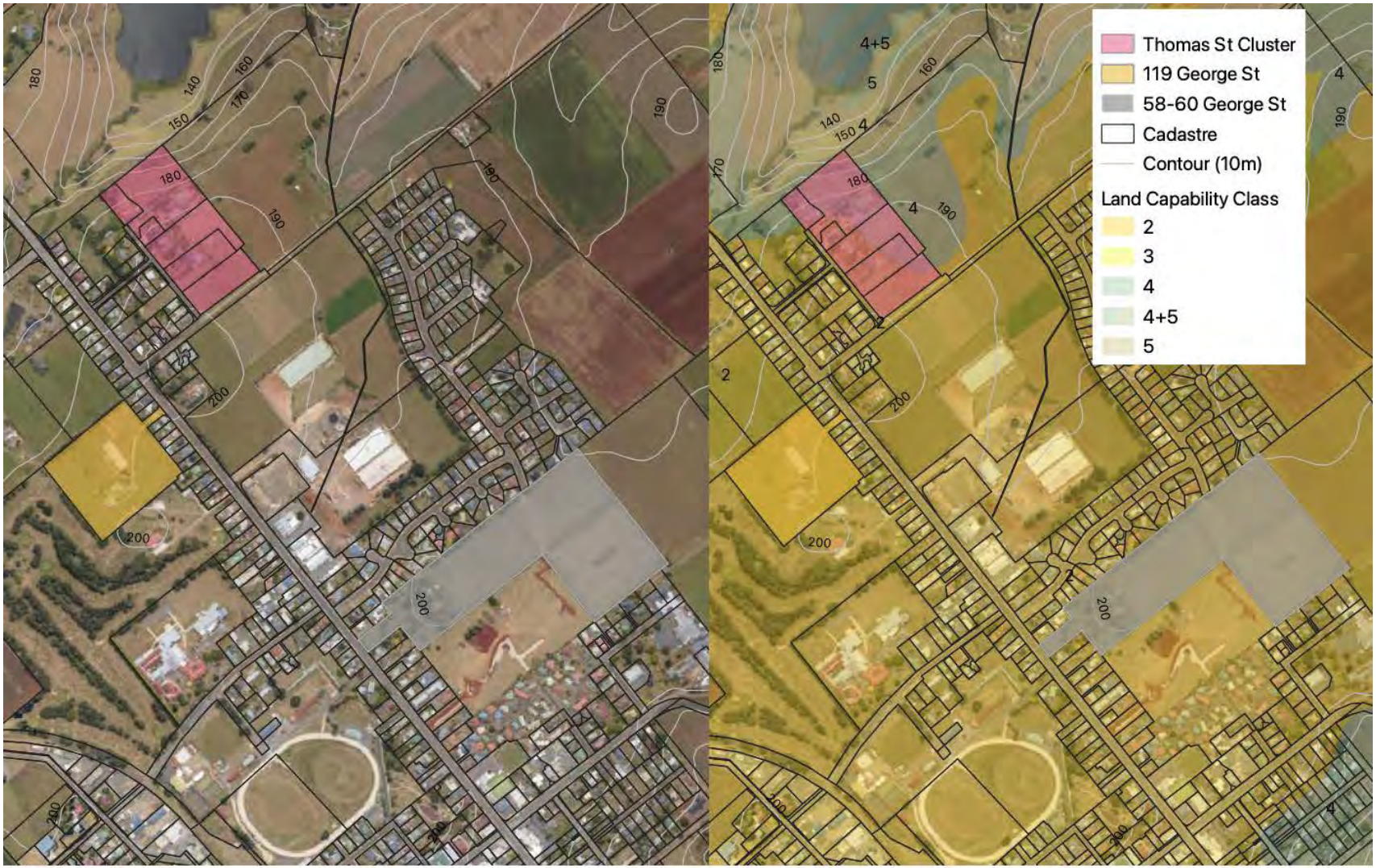


Figure 4-3: North and Central Scottsdale Assessment Area and Published Land Capability.

4.3.1 58-60 GEORGE ST

Description

An individual title within this investigation area (the site), with an existing dwelling near the western boundary and a total area of 8.9ha. The title is split zoned General Residential (most western 0.25ha) and Agriculture (balance). The existing dwelling and associated sheds are located in the Agriculture Zone section of the title, towards the western boundary.

LISTmap indicates that this land and all surrounding land is within the Scottsdale Irrigation District. Published Land Capability of the site and all surrounding land is Class 2. Historical imagery[7] indicates the land is used for dryland grazing only with no evidence of cropping or irrigation. Based on a discussion with the landowner during the site visit, it is estimated that this site has not been cropped for at least 50 years and has been utilised for low level grazing only. There are no stock currently on the property. Previously 10-12 cattle have been run on the property (per comms with G. Chidley, 09/05/2024).

The site is constrained by dwellings in the General Residential zone to the west, south and north. The Northborne retirement village adjacent to the south is also in the process of being further developed, which will place greater constraints on the subject title. In the past, the landowner leased part of the Northborne site to run cattle. However, this has ceased in the last few years, due the development of the Northborne site.

To the east is a 10.6ha title (CT 202537/1, 27 Fosters Rd) that is in the Agriculture zone and has a dwelling near the title's eastern boundary. This title is individually owned and appears (based on historical Google Earth Imagery) to be utilised for cattle grazing. There is a 10ML entitlement from the Scottsdale Irrigation Scheme associated with this title. The current scale of this site would best be described as hobby scale (RMCG 2022), however, given that there is 10ML of highly reliable water associated with this title, there is scope for agricultural activities to be intensified on this site. Although it is unlikely that a commercial scale agricultural enterprise would be developed on this site unless it was farmed in conjunction with adjacent agricultural land.

This adjacent title to the east is much less constrained from adjacent non-agricultural uses than the title within the investigation area There are three residential titles with dwellings adjacent to the north west corner and the Scottsdale Hospital is adjacent to the south western corner. All other adjacent land (including the subject site within the investigation area) is farmland and in the Agriculture zone.

Under the State-wide Planning Scheme, the Department of Justice Agricultural Land Mapping Project (ALMP) shows the subject site within the investigation area as 'unconstrained' and in the Agriculture zone. The Agricultural Land Mapping Project was completed by the Department of Justice to provide Councils with spatial data to assist with segregating the Rural Resource zone (and Significant Agriculture zone where relevant) into the Rural and Agriculture zones, as required under the new State-wide Planning Scheme. Under ALMP the subject site is mapped as 'potentially constrained 3'. This is driven by the proximity of the General Residential zone on three sides of the property.

North of 27 Fosters Rd, is Oakwood Farm. This property shares its eastern boundary with the General Residential zone and associated dwellings. This property appears to utilise its land adjacent to the residential zone for mixed cropping activities and has a centre-pivot irrigator which passes close to adjacent houses. Based on google Earth historical aerial imagery, it appears that the irrigator was installed within the last four years.

[7] Based on Historical google Earth Imagery 2004 -2023

Field Assessment

An onsite Land Capability Assessment and general inspection was completed for the investigation area. The Land Capability Assessment confirmed that the Land is Class 2 land, and so is considered ‘prime agricultural land’ as per the PAL Policy (see Appendix 2 for Land Capability Assessment information). However, it was also evident that the site is constrained by adjacent residential development. This is shown in Figure 4-4 and Figure 4-5. However, as identified above, the adjacent title to the east is much less constrained by adjacent non-agricultural land uses.

Figure 4-4: Example of adjacent dwellings to North

Figure 4-5: Northborne site to the south that is under development.

Conclusion

The investigation area has excellent agricultural characteristics given it is Class 2 land and is within an irrigation district. However, this is somewhat offset by its relatively small land area and by existing constraints from adjacent residential zoning, existing dwellings and the Northborne development. These constraints occur to the north, west and south and make it less likely that the site would be attractive for the development of an intensive agricultural operation.

When considering the loss of this land from the local Scottsdale agricultural estate, it would result in the loss 8.7ha of the mapped 1903ha of 'prime agricultural land'. This would have a relatively low impact on the local agricultural estate. From regional perspective, the impact would be even less.

If the site is rezoned from Agriculture to General Residential then appropriate setbacks to adjacent agricultural land need to be considered. There is a precedence within the immediate area of new dwellings within the General Residential zone being constructed directly adjacent to highly fertile agricultural land. However, even with an existing precedence, this doesn't mean that it should be accepted as the normal approach for the area. It is noted that the adjacent agricultural land to the east is currently utilised for grazing only, however the title has less constraints than the subject title, has an existing water allocation from the Scottsdale Irrigation Scheme and has the potential to be farmed conjunction with adjacent agricultural land in the future. This title to the east therefore has potential for future intensification of agricultural use.

Based on the site's characteristics a 50m setback which also incorporates a 10m wide multi-layered vegetation buffer is considered a suitable buffer for this site from agricultural land to the east (see Figure 4-). A north easterly prevailing wind will also assist with buffering the site. If the investigation area is developed in the future, the setback could either be developed as open space, or large residential lots that facilitate the 50m setback could also be developed. If residential lots are developed then a mechanism to ensure that the identified vegetation buffer is developed and maintained should be incorporated into the site requirements.

Figure 4-6: 58-60 George St recommended setbacks to adjacent agricultural land.

4.4 SOUTH SCOTTSDALE SECTOR

This sector includes a property at Grenda Place which is proposed to be zoned from General Residential to Low Density Residential, as well as a cluster four titles at Ada St and Arthur St which are proposed to be rezoned from Rural Living A to General Residential. There are also a further 12 titles south of Union St and east of Ringarooma Rd that are proposed to be rezoned from Rural Living A to Low Density Residential. See Figure 4- for assessment area locations and published Land Capability.

4.4.1 GRENDA PLACE

Description

An individual title within this investigation area with a dwelling located at 5 Grenda Place (CT 121352/1). Appears to display 'lifestyle' characteristics. Already zoned residential, so not included in the Agricultural Estate. All surrounding land is within the Scottsdale Irrigation District. Published Land Capability of the subject title and all surrounding land is Class 2.

Adjacent land to west and land to the south (south of rail corridor) is zoned Agriculture. However, the nearest title in both directions appear to display ‘lifestyle’ to ‘hobby scale’ characteristics. Although the southern portion of the title (CT 110800/1) to the south east of the rail corridor does appear to be used more intensively (possible cell grazing). Likewise, the southern portion of the adjacent title to the west is well connected to land used more intensively. Land further west and south appear to be farmed more intensively as part of ‘commercial scale’ enterprises (RMCG 2022).

Field Assessment

Visual roadside inspection completed only.

Conclusion

By rezoning the title within this investigation area to Low Density Residential, it will limit the site’s ability to be subdivided and place further constraints on adjacent agricultural land, as the minimum size land can be subdivided to is 1200m^2 under the Low Density Residential zone compared to 450m^2 in the General Residential zone.

Any future subdivision or proposed dwellings should consider setbacks to the adjacent ag land, especially to the west. However, given that the land is currently zoned General Residential, rezoning to Low Density Residential is a better outcome for the nearby agricultural land.

4.4.2 ADA STREET

Description

There are four titles associated with this investigation area (the site). The northern two titles (CT 110769/1 & CT 110768/4) are under the same ownership and form a single holding, there is an existing dwelling on the most northern of the two titles. The combined area of this holding is approximately 1.9ha. The south eastern title (CT 53151/1) is 3.3ha in area and has an existing dwelling in the southwest corner. There is an existing small dam in the south eastern corner of this title. The south western title (CT 26783/1) is 4.4ha in area and has an existing dwelling in the southern section of the title.

All adjacent agricultural land is within the Scottsdale Irrigation District. Published Land Capability of the site and all surrounding land is Class 2 with a band of Class 4 across the northern portion of the site and adjacent land to the east, which is zoned General Residential. Titles within the investigation area are currently zoned Rural Living A so not in the Agricultural Estate.

Adjacent land to the west and south is in the Agriculture Zone. Land in other directions is zoned General Residential.

Directly adjacent to the investigation area’s western boundary is a 15m (approximate) wide council owned road easement. Beyond the easement is CT 110800/1. This title is 3.4ha in area and has an existing dwelling in the northern section. The southern section appears to be utilised for cell grazing. However, based on the land area, this lot would still be classed as a ’lifestyle lot’ or potentially a ‘hobby scale’ lot (RMCG 2022) at best.

Adjacent to the south west is CT 101977/2, which is a 17.8ha title that appears to be farmed in conjunction with further land to the south as part of a commercial scale agricultural enterprise holding (possible dairy). There is an existing planning permit (2022/150) for a new dwelling (manager’s residence) in the north east corner of this adjacent title. There are existing water resources for irrigation associated with this holding. This includes five dams with a total capacity of 76ML, as well as a 120ML entitlement from the Scottsdale Irrigation Scheme.

To the south of the investigation area are a further two titles that are in the Agriculture Zone. These titles are under the same ownership and have a combined area of 9.1ha. It is understood that these titles are farmed in conjunction with other land around Scottsdale. The land appears to be regularly cropped. It is understood that the landowners have a 380ML entitlement from the Scottsdale Irrigation Scheme. However, the scheme pipeline does not appear to connect these two titles to the scheme. Regardless, historical aerial imagery indicates that these titles are intensively cropped. Given the Class 2 Land Capability of this land, this is not surprising.

Field Assessment

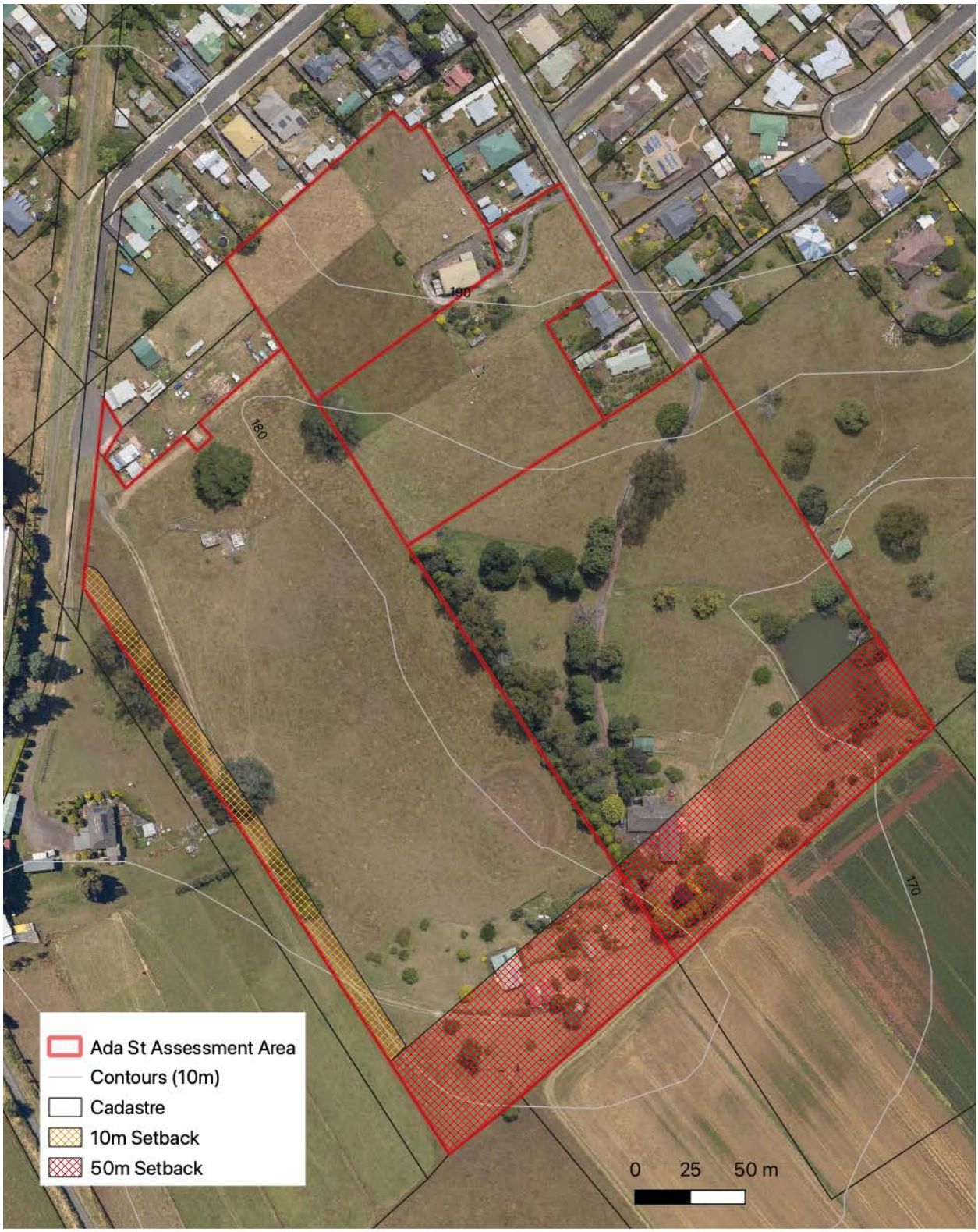
Visual roadside inspection completed only.

Conclusion

If this investigation area is rezoned from Rural Living A to General Residential, then consideration needs to be given to what appropriate setbacks to adjacent agricultural land would be. Land to the south appears to be regularly cropped, hence there is a greater risk of future conflict with adjacent dwellings than if the main agricultural use was grazing. It is noted that there is a dwelling approved in the north west corner of the adjacent south western title (CT 101977/2), this means that the immediately adjacent land associated with this title will most likely be converted to be part of the domestic area of the property, and/or to smaller paddocks. However, land directly to the south will still continue to be cropped.

It is recognised that the two existing dwellings near the southern boundary of the investigation area which are setback between 30 to 40m from adjacent agricultural land. It is also noted that the existing dam in the south eastern corner of the investigation area will also limit the amount of lots that could practically be developed adjacent to the southern boundary. However, regardless of these features, any future development should ensure that a setback of at least 50m can be achieved to the southern boundary. This could also be further buffered by a vegetation buffer, however, the prevailing wind direction (north east) will also act as a buffer and so would assist with offsetting the need for a vegetation buffer.

A 25m setback to the small area of grazing land to the west, on the western side of the road easement would be suitable to reduce the risk of future sensitive use constraining adjacent agricultural use. This setback would include the road reserve, which would result in a 10m setback on the subject site. See Figure 4- for recommended setbacks.



Map Name: Ada St Setbacks
Project: Dorset Structure Planning
Client: Dorset Council
Date: 14/06/2024

BaseMap image by LIST Ortho
Cadastre from LIST
(C) State of Tas

RMCG

Figure 4-7: Ada St recommended setbacks

4.4.3 UNION ST AND EAST OF RINGAROOMA ROAD RESIDENTIAL GROWTH AREA

Description

There are 16 lots located in this investigation area (the site). All titles are currently zoned Rural Living A and so are not within the Agricultural Estate. The titles range in size from 640m^2 to 3.6ha. Nine of the titles have existing dwellings. All titles would be best described as displaying lifestyle characteristics (RMCG 2022). Land Capability is mapped as predominately Class 4 land, with areas of Class 4+5 and Class 5 in the south of the site. The site and all surrounding land is within the Scottsdale Irrigation Scheme area.

The site is bordered by Union St to the north and Ringarooma Rd to the west. On the other side of the two roads is development associated with the Scottsdale township. To the south is land zoned Rural Living A, which is also included in the land being assessed for rezoning as part of the SSP (see Section 4.5.1).

To the east is CT 173621/1 (20 Union St). This title is 25ha in area and appears to be intensively utilised for cropping and grazing. It is the authors understanding that this land is farmed in conjunction with other agricultural land around Scottsdale as part of a commercial scale enterprise. There are four irrigation dams on this title with a total capacity of 24.5ML, and it is also understood that the landowner has access to irrigation water from the Scottsdale Irrigation Scheme. The land on this title that is adjacent to the assessment area is mapped as Class 4 land. However, based on historical Google Earth imagery, this land appears to be regularly cropped, which suggests it is likely to be a better Land Capability Class and most likely 'prime agricultural land'. This would not be surprising for this area. CT 197929/1 is adjacent to the south east, this title is described in Section 4.5.1.

Field Assessment

Visual roadside inspection completed only.

Conclusion

The site is already outside of the Agricultural Estate, so rezoning it from Rural Living A to Low Density Residential will not change this. However, the rezoning does have the potential to impact on the agricultural land to the east, through potential densification of residential uses. Based on the site's characteristics a 50m setback which also incorporates a 10m wide multi-layered vegetation buffer is considered a suitable buffer for this site from agricultural land to the east associated with 20 Union St to reduce the risk of agricultural use being constrained by future residential development (see Figure 4-). This will ensure that future dwellings are still further away than what some existing dwellings are to the north east of 20 Union St. A 50m setback without a vegetation buffer is suitable for agricultural land to the south east (see Section 4.5.1).

If the site is developed in the future, the setback could either be developed as open space, or large residential lots that facilitate the 50m setback could also be developed. If residential lots are developed then a mechanism to ensure that the identified vegetation buffer is developed and maintained should be incorporated into the site's requirements. There is an existing riparian zone associated with a drainage line along part of the site's eastern boundary. There may be scope to incorporate the vegetation buffer into this riparian zone.

Figure 4-8: Union St recommended setbacks to adjacent agricultural land

4.5 RINGAROOMA ROAD SECTOR

The Ringarooma Rd Residential Sector and the Ringarooma Rd Industrial Precinct have been included in this section. In the residential sector, north east of Ringarooma Rd it is proposed to rezone 18 titles from Rural Living A to Low density Residential.

The industrial sector south west of Ringarooma Rd includes one title at 54 Ringarooma Rd to be rezoned from Agriculture to Light Industrial. See Figure 4- for assessment area locations and published Land Capability.

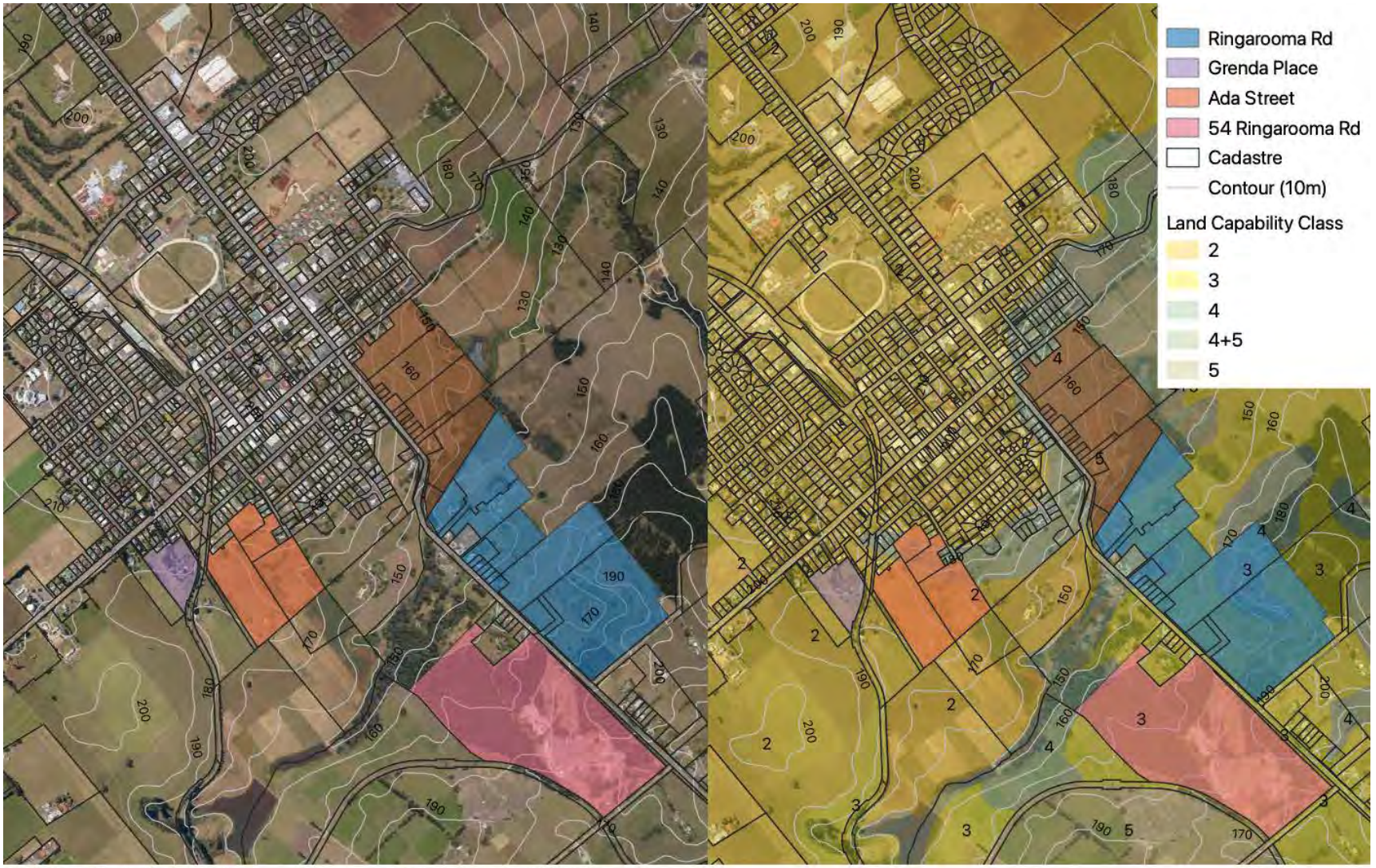


Figure 4-9: South Scottsdale and Ringarooma Rd areas and Published Land Capability.

4.5.1 RINGAROOMA RD - RESIDENTAL SECTOR

Description

The most southern title in this investigation area (the site) is split zoned Rural Living and Agriculture. Only the Rural Living section is included in this investigation area. All other titles are currently zoned Rural Living A, so not in the agricultural estate. All titles are individually owned except for the two Council owned titles (the two most southern, excluding the road reserve). Of the 18 titles included in this site, 14 have existing dwellings. LISTmap indicates that this land and all surrounding land is within the Scottsdale Irrigation District. Published Land Capability of the site is mainly Class 3 with an area of Class 4+5 in the west and two patches of Class 4 in northern portion of the sector.

For the Council title which is split zoned (CT 150049/1), this title is 17.8ha in area, with the eastern 6.8ha in the Agriculture Zone and covered in plantation. No aerial spraying occurs within the plantation.

There is a transmission line that traverses the site in a north to south direction in the western portion of the site. This terminates at a substation in the north west portion of the site.

Adjacent to the south west, south east and east is land in the Agriculture zone. There is also land in the Rural Living zone A to the south, west and north west, as well as some land zoned Environmental Management to the west. The land to the south west is discussed in Section 4.5.2. The majority of adjacent land in the Agriculture zone to the south east and east is mapped as Land Capability Class 3 (prime ag land), with the balance mapped as Class 4 and Class 4+5 land. The balance of the Council owned land in the Agriculture zone is currently utilised for plantation forestry, as is the land directly adjacent to the north. The rest of the land adjacent to the site appears to be predominately utilised for pasture and potentially occasional cropping.

The adjacent title in the Agriculture zone to the north East (CT 197929/1) is 50ha in area and appears to be farmed in conjunction with land further to the east as part of a commercial scale mixed farming enterprise. Based on the Tasmania Irrigation water entitlements register, there also appears to be a 60ML entitlement associated with this holding. Part of this holding that is adjacent to the site is mapped as ‘prime agricultural land’, although historical Google Earth Imagery from 2005 to 2023 indicates that the paddocks immediately adjacent to the site appears to be maintained for pasture only, whereas land further east appears to be utilised for rotational cropping. Based on the 2005 imagery, it appears that this adjacent land was covered in plantation prior to 2005.

There are two adjacent properties to the south east. The most northern of these two is 38 Austins Rd (CT 215287/1) which is 2.8ha and has an existing dwelling (constructed between 2018-2020). The title appears to be used for small scale livestock grazing at the lifestyle scale (RMCG 2022). The southern of the two titles is 36 Austins Rd, is 33ha in area and has an existing dwelling. This title appears to be individually owned and utilised for grazing and occasional cropping at a small scale level; either ‘small scale producer’ or ‘hobby scale’ (RMCG 2022). There is an unregistered dam associated with the property that may potentially be used for irrigation. Neither property appear to have water entitlements from the Scottsdale Irrigation Scheme.

Field Assessment

An onsite field Assessment (including Land Capability assessment) was undertaken on the Agriculture zoned portion of the Council owned title (CT 150049/1). This part of the title is covered in plantation and is not proposed to form part of the future development area. However, as this area is predominately mapped as ‘prime agricultural land’ it was considered important to understand it’s actual Land Capability so that suitable mitigation measures could be put in place to reduce future impacts to this adjacent land from future non-agricultural uses in the investigation area.

The Land Capability assessment concluded that there is no ‘prime agricultural land’ associated with the plantation section of the title (see Appendix 2 for assessment details). The characteristics more closely resemble Class 5 characteristics, with the key limitation being the prevalence of gravel throughout the soil profile. Hence, if the plantation is harvested, the most likely future agricultural use other than plantation would be pasture for grazing.

The Rural Living section of this Council owned title that is within the investigation area was not assessed for Land Capability because of its existing zoning, however it is mapped as being Class 3 Land Capability. Based on a visual inspection, it is considered unlikely to contain any prime agricultural land and more likely to be Class 5 Land Capability.

Figure 4-6: View of existing plantation on CT 150049/1 from within the area of the same title that is included in the Ringarooma Rd residential investigation area. The foreground is proposed to be rezoned from Rural Living to Low Density Residential. The plantation will be retained in the Agriculture zone and is adjacent to the future Low Density Residential

Figure 4-7: View of adjacent farmland to the south east of the Ringarooma Rd residential investigation area.

Conclusion

With the apparent dominant agricultural activity occurring adjacent to the Ringarooma Rd residential investigation area being grazing, a 50m setback to the areas where this occurs would be sufficient to mitigate the risk of future residential development constraining adjacent agricultural use(see Figure 4-12). However, if through consultation with adjacent land holders it is confirmed that cropping activity does occur in the directly adjacent paddocks, then it may also be appropriate to include a 10m wide vegetation buffer within the 50m setback. A 50m setback to the land zoned Agriculture on CT 150049/1 is also considered to be a sufficient setback. If the plantation was managed as a commercial crop and spraying occurred regularly 100m setback would be more appropriate, however, this does not appear to be the case and is unlikely to occur in future. The north westerly prevailing wind also assists as a further mitigating factor for reducing the risk of future residential use within the Ringarooma Rd residential sector constraining adjacent agricultural use.

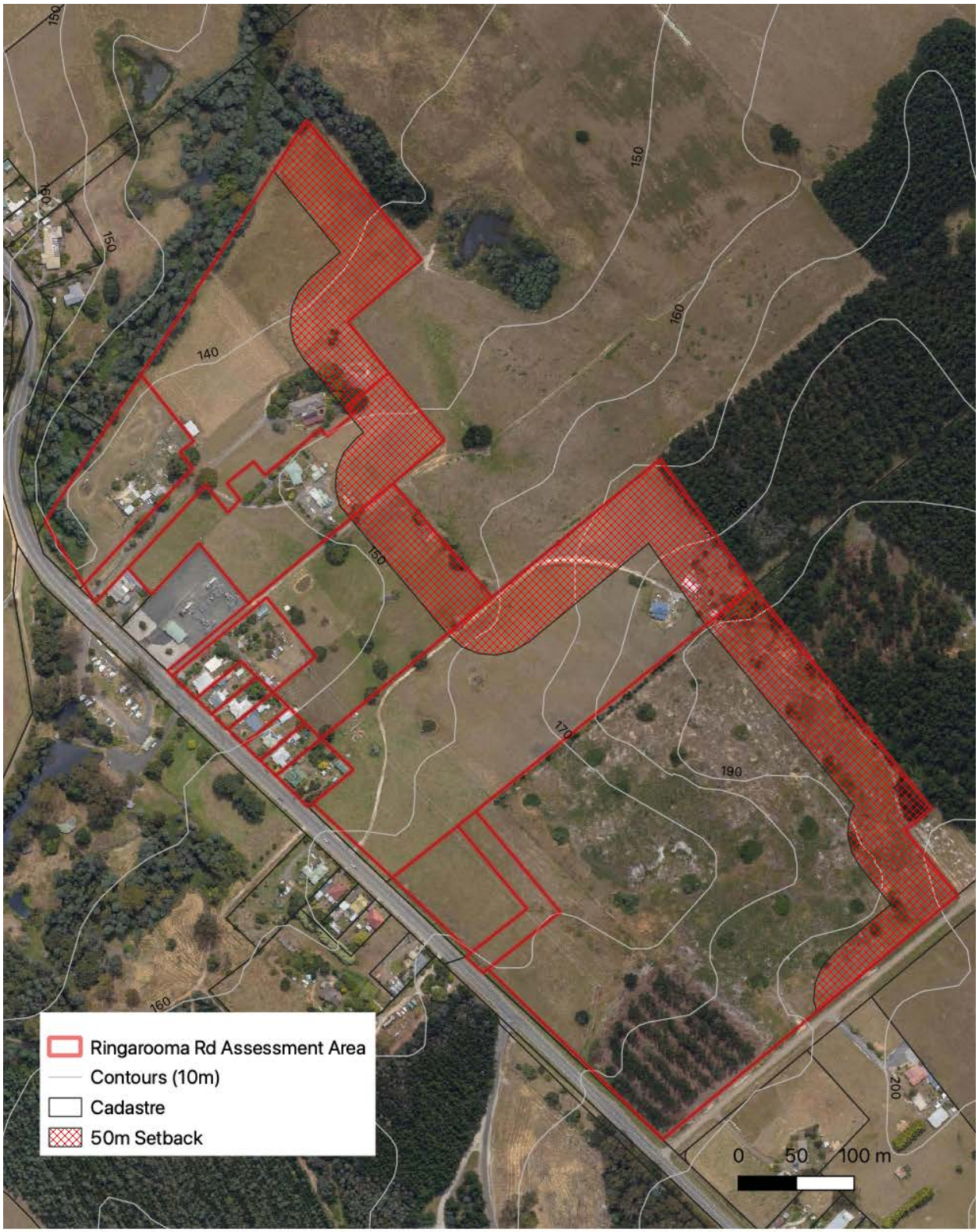


Figure 4-12: Ringarooma Rd Residential Investigation Area recommended setbacks to adjacent agricultural land

4.5.2 54 RINGAROOMA RD – INDUSTRIAL PRECINCT

Description

There is one title within the investigation area (the site). The site's title (9507247/1) is 34ha in area and is split zoned Environmental Management (the northern 9.6ha) and Agriculture (the balance). North East park is located within the section zoned Environmental Management.

Only the portion of this title that is zoned Agriculture is proposed for rezoning to Light Industrial and the portion zoned Environmental Management will be retained as is and has not been considered further. The Agriculture zone section houses the Council Works Depot in the south east. Imagery shows the northern section is covered in a plantation and historical Google Earth imagery shows this area has supported several rotations over the last 25 years. Figure 4- shows plantation over all of the northern section, however a portion has been harvested and a contractor depot is currently being constructed.

Adjacent to the north is a cluster of six titles that are zoned Rural Living A, with each title having an existing dwelling. Adjacent to the rest of the site's eastern boundary is Ringarooma Rd, with all adjacent land on the eastern side of Ringarooma Rd also zoned Rural Living A.

Careys Rd is adjacent to the southern boundary, while the North East Rail corridor is adjacent to the south western boundary. Adjacent to the west and south, is land in the Agriculture zone. The dominant adjacent agricultural activity appears to be grazing, both dryland and irrigated. The property to the west appears to be running as a dairy enterprise. There is an existing bike track along the rail trail corridor, and there is an existing bike track along the western boundary of the site's plantation, which connects the rail trail to North East Park.

There is a pocket of pasture in a western corner of the site, this has been fenced off and appears to be farmed in conjunction with the adjacent agricultural holding (see Figure 4-10).

Field Assessment

An onsite field assessment, which included a Land Capability Assessment, was conducted on the site. The Land Capability Assessment was focused on the land associated with the existing plantation. This was for two reasons; 1 – this area is the only area of the site that not been effectively converted to non-agricultural uses, and 2 - the land is mapped as 'prime agricultural land' (Class 3).

See Appendix 2 for the Land Capability Assessment information for this site. The Land Capability Assessment concluded that there was no 'prime agricultural land' associated with the section of the title (see Appendix 2 for assessment details). The characteristics more closely resemble Class 5 characteristics, with the key limitation being the prevalence of gravel throughout the soil profile. A full depth of 60cm could not be achieved for two of the three assessment pits; this is likely due to subsurface rocks or a hardpan.

Figure 4-8: Example of gravelly soils found within plantation.

Figure 4-9: Area under development for new contractor depot.

Figure 4-10: Area in western section of subject area that is converted to pasture and farmed in conjunction with adjacent property

Conclusion

Given that a large part of this site is already converted to uses that would be more appropriately located within the Light Industrial Zone, as well as the land associated with the existing plantation not being ‘prime agricultural land’, the loss of this land to the agricultural estate on a local level would be of low significance and would be negligible at a regional level.

It is unlikely that there will be any sensitive uses proposed within the future Light Industrial zone that would require setbacks from adjacent agricultural land. However, Council should closely consider any future proposed uses within the subject area to ensure that they are compatible with adjacent agricultural activities.

5 Derby Structure Plan

The Derby Structure Plan (DSP) is being developed in conjunction with the Scottsdale Structure Plan to meet residential growth requirements to 2044. It includes the townships of Derby and Branxholm and recognises the significant growth that is occurring in this area due to Derby being considered a premier mountain bike (MTB) destination in Tasmania and nationally.

Figure 5-1 shows the area included within the DSP investigation area. These areas include:

- Derby – This area includes five titles in the Renison St cluster which are proposed to be rezoned from Rural to Low Density Residential. It also includes two titles at Mulhern and Frederick St which are proposed for mixed future uses
- Branxholm – This area includes five titles at Pearce St which are proposed to be rezoned from Rural Living B to Low Density Residential. There a further five titles located at Joyce St and Coxs Lane which are proposed to be rezoned from Rural to Village.

The agricultural implications of each of the above areas is considered in the rest of this section. This includes consideration of potential impacts on adjacent agricultural activities (if any) and appropriate mitigation measures to reduce the risk of future sensitive use impacting on adjacent agricultural use. As part of the Draft DSP concept subdivision plans for each site were also provided through the public consultation phase. While RMCG have reviewed these site plans, they have not been specifically assessed as part of this assessment, due to them being ‘concept’ examples only.

See Figure 5-1 and Figure 5-2 for DSP Investigation areas.

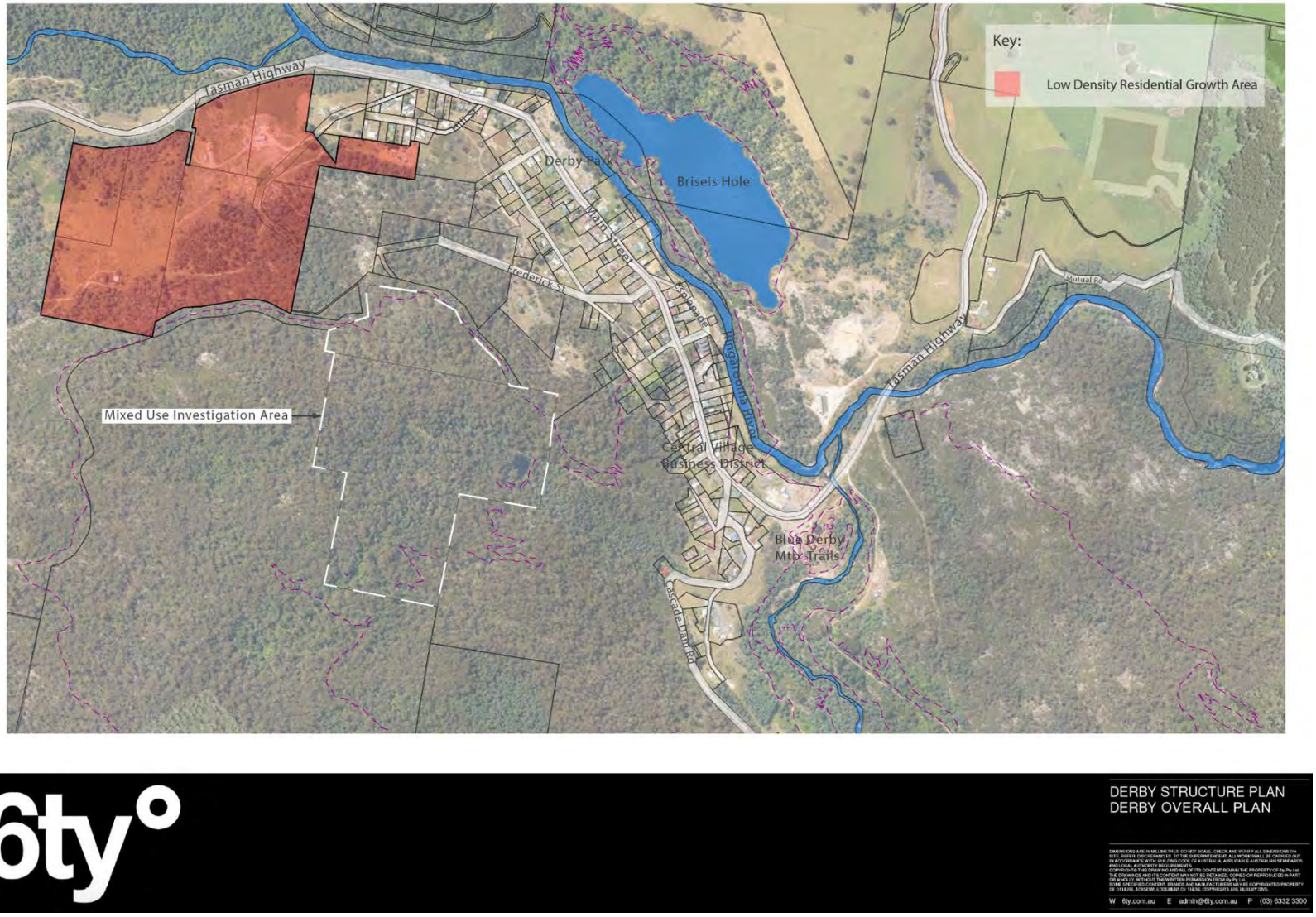


Figure 5-1: Derby Structure Plan – Derby Investigation Areas[8].

[8] Map by 6ty°

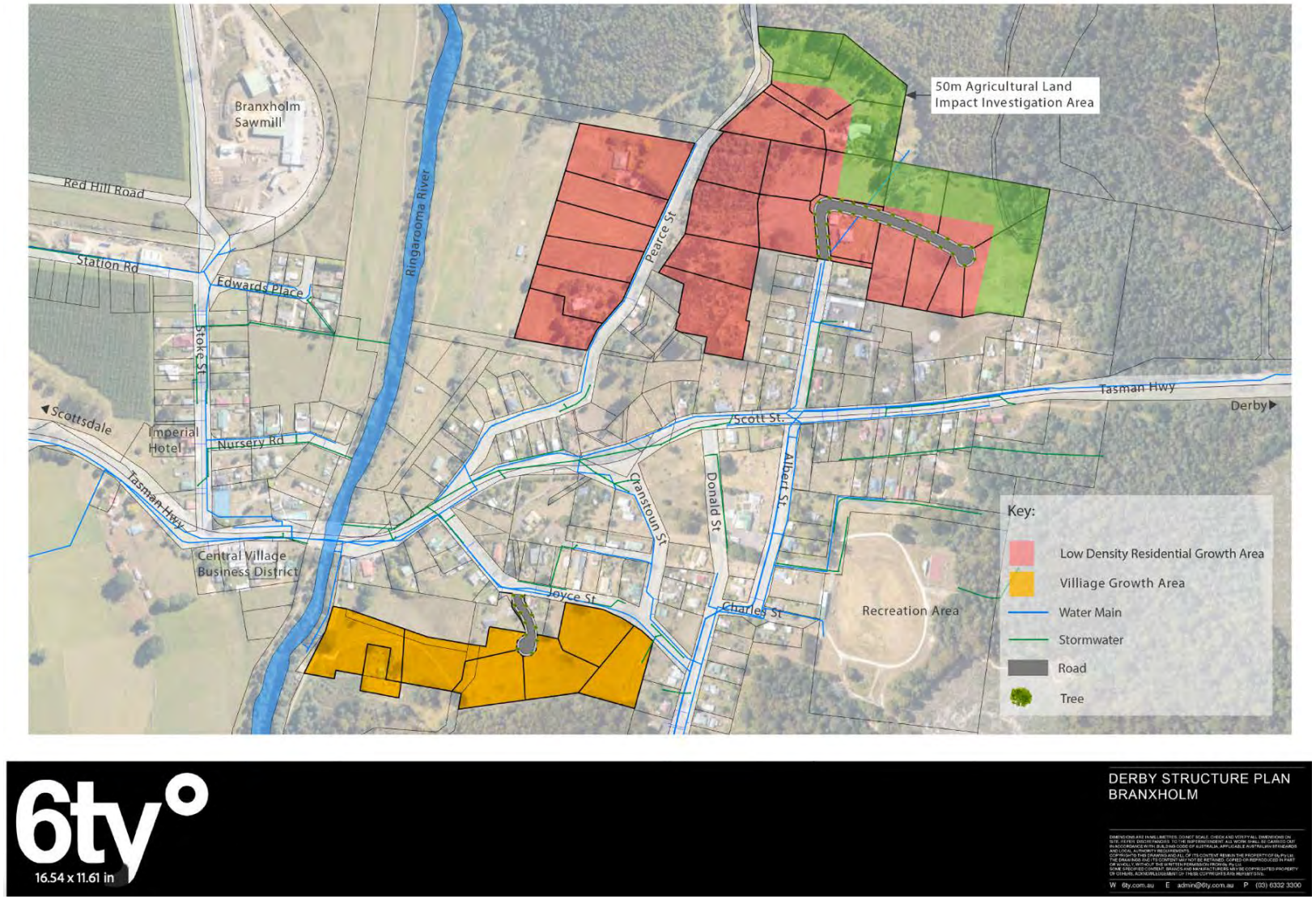


Figure 5-2: Derby Structure Plan – Branxholm Investigation Areas[9].

[9] Map by 6ty°

5.1 DERBY AND BRANXHOLM LOCAL CHARACTERISTICS

The Derby and Branxholm localities have a combined area of 12,330ha (see Figure 5-3). This includes the townships of Derby and Branxholm as well as surrounding farmland and bush. Mean annual rainfall is 916mm and the prevailing wind is from the North East[10]. Within the area there is 1000ha of 'prime agricultural land', which is 9% of Dorset's total mapped 'prime agricultural land'. The majority of the mapped 'prime agricultural land' is either to the north of Derby, or to the north west of Branxholm. The majority of farmland within the combined localities is within an irrigation district. For Branxholm this is the Upper Ringarooma Irrigation District, which includes the Branxholm township itself. While for Derby, the majority of farmland to the north of Derby (north of the Ringarooma River) is within the Winnaleah Irrigation District.

To the north and west of the Derby township is highly productive agricultural land. While to the south and east is predominantly state forest land which has retained native vegetation, some of which is utilised as production forest. The existing MTB tracks are located within this area. A similar pattern occurs for Branxholm, with agricultural land (including plantation forestry) occurring to the north and west, and native forest occurring to the south and east. Both townships occur on the banks of the Ringarooma River. Surrounding agricultural land is a mix of Agriculture and Rural zoning.

[10] Rainfall data from 1971-2023. Moorina Weather Station (station number 92134), wind direction data from Scottsdale (West Minstone Rd) Weather Station (station number 91219)

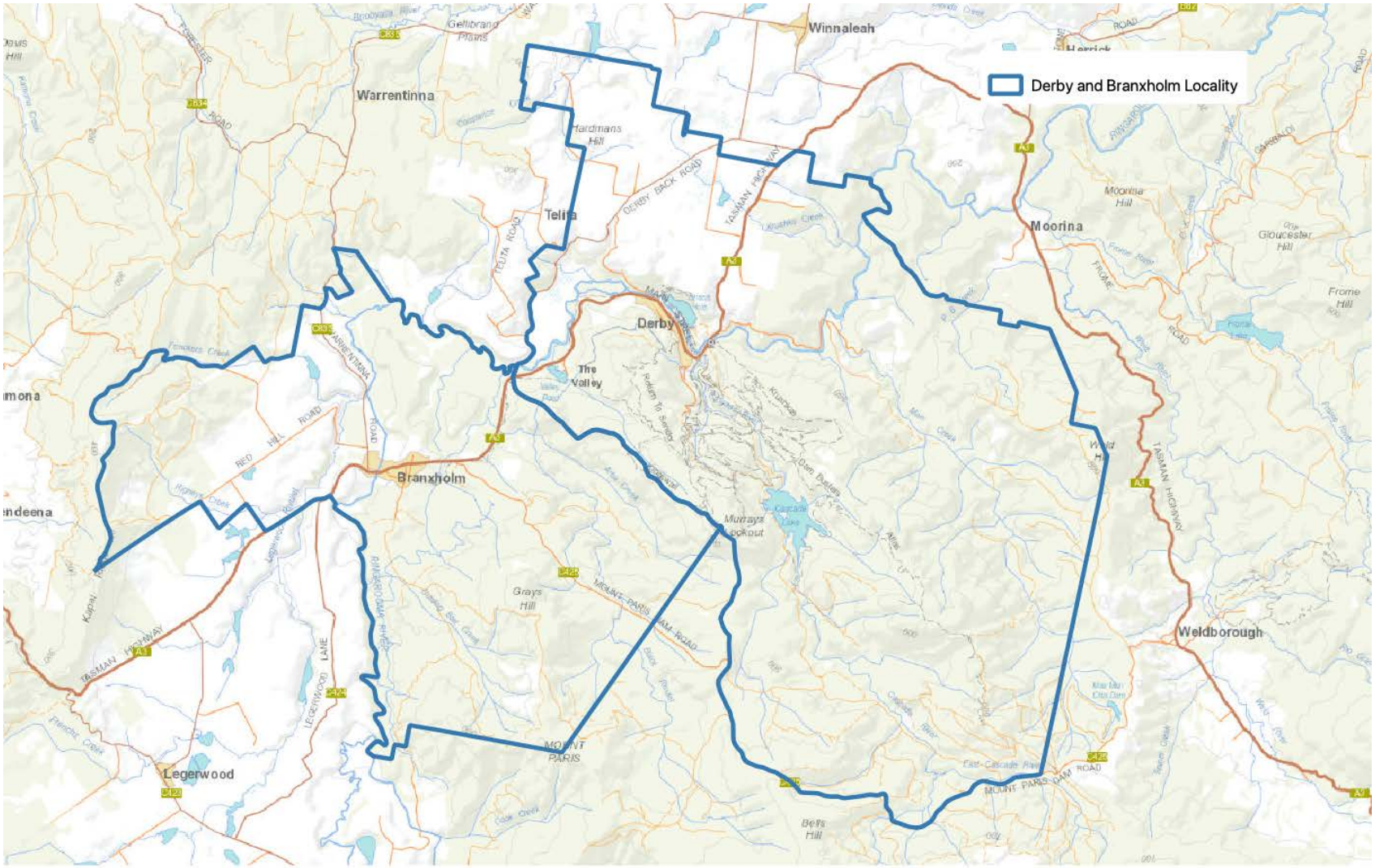


Figure 5-3: Derby & Branxholm Localities

5.2 DERBY SECTOR

The Derby investigation areas includes five titles in the Renison St cluster which are proposed to be rezoned from Rural to Low Density Residential. It also includes two titles at Mulhern and Frederick St which are proposed for mixed future uses. See Figure 5-4 for Derby Investigation Areas and published Land Capability.

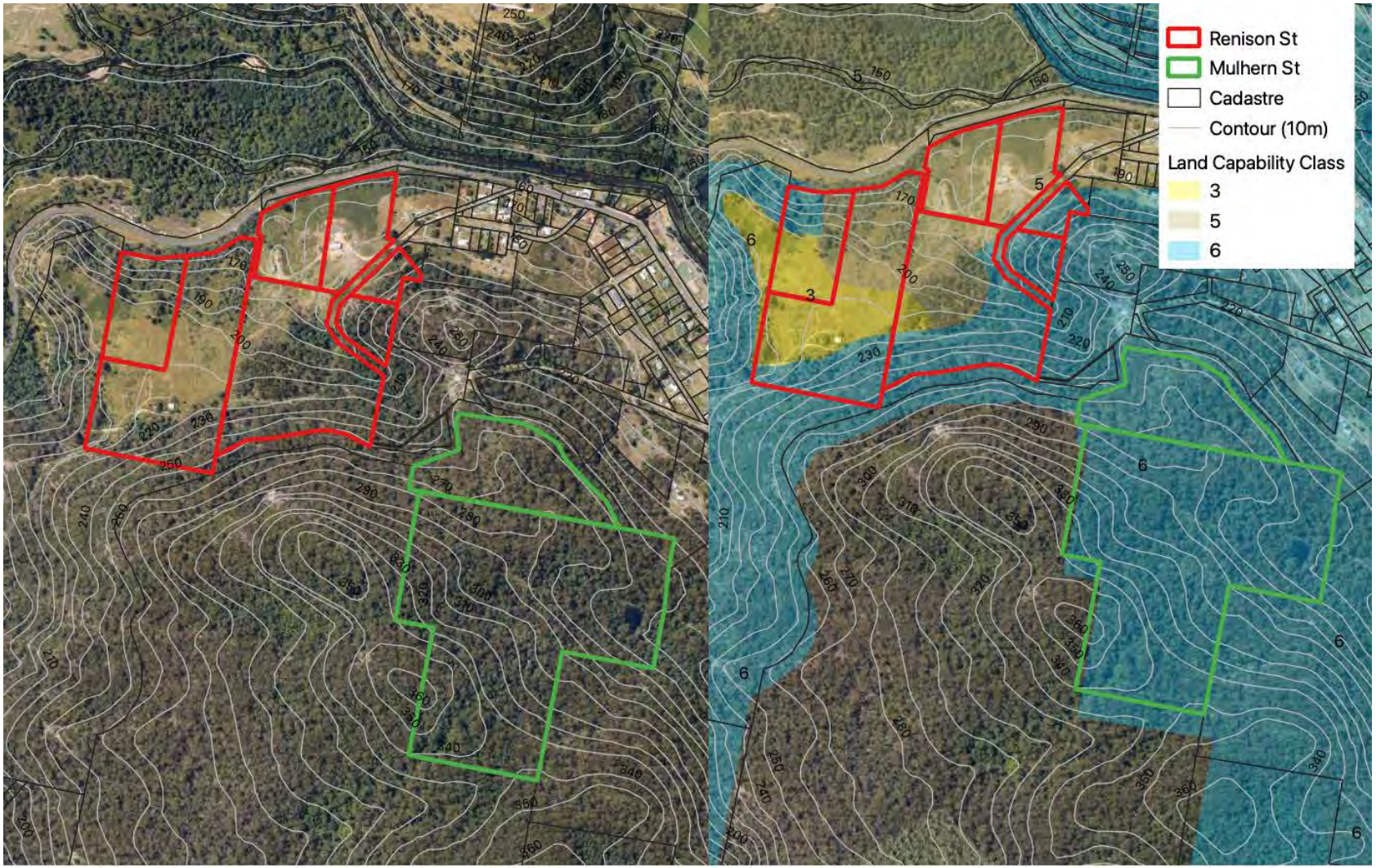


Figure 5-4: Derby Investigation Areas & Published Land Capability Mapping

5.2.1 RENISON STREET RESIDENTIAL GROWTH AREA

Description

There are five titles associated with this investigation area. The three eastern titles (CT 244609/1, CT 42077/1 and CT 177190) are under the same ownership, and there is one existing dwelling associated with this holding (address is 16 Renison St) and the holding has a combined area of 16.6ha. The two western titles (CT 221569/1 and CT 212144/5) are also under the same ownership, there is an existing dwelling associated with this holding (address is 32171 Tasman Hwy) and the titles have combined area of 13.1ha. All five titles are currently zoned Rural. The existing vegetation is a mix of native vegetation, regenerating cleared land, plantation and pasture. Based on the size of the two holdings and the amount of retained vegetation, both holdings are best described as lifestyle holdings (RMCG 2022). This site is located on the western boundary of the Derby township.

The published Land Capability is a mix of Class 3, Class 5 and Class 6 land. The investigation area is outside of any Irrigation District and there are no irrigation water resources associated with either holding.

Under the Department of Justice Agricultural Land Mapping Project (ALMP) the titles associated with 16 Renison St are unmapped except for half of CT 177190/1 which is mapped as ‘constrained 3’. ‘Unmapped’ generally means they were not deemed suitable for the Agriculture zone, and ‘constrained 3’ would be based on the site being adjacent to residential zoning. The two titles associated with 32171 Tasman Hwy were mapped as ‘unconstrained’. The ‘unconstrained’ rating appears to be primarily driven by the titles being adjacent to a large title that is also mapped as ‘unconstrained’ to the west. However, the adjacent unconstrained title is a Crown owned title so is highly unlikely to be utilised for agricultural activities. Hence, this puts into question the ‘unconstrained’ rating for the two titles associated with 32171 Tasman Hwy.

The investigation area has a northerly aspect, with the most southern corner sitting at 250m ASL and the northern boundary sitting at 160m ASL. The slope varies across the site and is a mix of steeply sloped to moderately sloped. At 32171 Tasman Hwy, there is a central plateau that is moderately sloped, this area is covered in what appeared to be native grasses (see Figure 5-5) and is where the majority of the mapped Class 3 land (‘prime agricultural land’) is located. There are no agricultural activities currently occurring on this site, although it understood that low level grazing may have occurred in the past.

Immediately south of 16 Renison St is a approximately 30m strip of Crown land which is covered in native vegetation. One of the existing Derby MTB trails (Kingswall) and the historic (now disused) Briseis Race are within this Crown reserve. To the south and west of 32171 Tasman Hwy there is also Crown land with the MTB trail and Briseis race traversing the south eastern corner of the southern most title before heading south in the larger Crown owned title. South of the narrow Crown reserve adjacent to 16 Renison St is State Forest managed by Sustainable Timbers Tasmania (STT). This adjacent SST managed forest is mapped as non-production forest[11].

Adjacent to the southern two thirds of Renison Street’s eastern boundary is land that is zoned Landscape Conservation. Within this area there are two adjacent titles, both of which are predominately covered in native vegetation, with the southern title having an existing dwelling. Adjacent to the northern third of Renison Street’s eastern boundary is land within the Low Density Residential zone. There are two immediately adjacent titles, with the northern title having an existing dwelling.

[11] Non-Production Forest Layer available on LISTMap https://maps.thelist.tas.gov.au/ (accessed 12/06/2024).

Adjacent to the north is the Tasman Hwy and associated corridor. Further north of the highway is Crown land associated with the riparian area of the Ringarooma River. North of the Ringarooma River is existing agricultural land that is within the Agriculture Zone.

Field Assessment

A site visit, which included a Land Capability Assessment was conducted on land at 32171 Tasman Hwy. A site visit was not conducted at 16 Renison St. The focus of the site visit was to confirm if there is 'prime agricultural land' (Class 3 land) located on the site as mapped. The Land Capability assessment confirmed that there is 6.1ha of Class 3 land and 7ha of Class 6 land at 32171 Tasman Hwy. (See Appendix 2 for full Land Capability assessment details).

Figure 5-5: Example of existing native grasses located within the area assessed as Class 3 at 32171 Tasman Hwy.

Conclusion

7ha of Class 3 land, does have local significance for the immediate Derby township, as there is no other 'prime agricultural land' identified directly adjacent to Derby itself. However, the significance of this land is reduced due to a lack of existing irrigation water resources, not being within an irrigation district, and by being separated from the rest of the nearby agricultural estate by the Tasman Hwy and the Ringarooma River. It is considered highly unlikely that this land would ever be utilised to support a commercial scale agricultural enterprise. There may be some scope to develop a small scale enterprise, however, the potential for this is also limited by the lack of a potential irrigation water resource.

When considering the significance of this ‘prime agricultural land’ at the broader Derby and Branxholm locality level, it makes up 0.7% of the areas’ existing ‘prime agricultural land’. At a regional level it makes up 0.06% of Dorset’s ‘prime agricultural land’. Hence it has little significance at a regional level.

If this land is to be rezoned to a residential zoning, there would be no setback requirements from an agricultural perspective from adjacent land.

5.2.2 MULHERN AND FREDERICK ST MIXED USE INVESTIGATION AREA

Description

This investigation area (the site) is located on the southern boundary of the Derby township. The northern title (CT 182468/1) is privately owned and has a land area of 5.8ha. The southern title (CT 230963/1) is owned by Dorset Council and is 26.2ha in area. Both titles are entirely covered by native vegetation and zoned Rural. Parts of the Derby MTB tracks (Return to Sender and Kingswall) pass through corners of the site. An historical disused water race (Valley Race) also passes through the southern title and another un-named disused water race originates in the southern title and follows the contour towards the south east.

The adjacent Rural zoned land to the west and south is STT native forest. The adjacent forest to the northern two thirds of the western boundary is mapped a non-production forest, while the forest to the south west is mapped as production forest (LISTmap 2024). It is also noted that the Return to Sender MTB track passes through the mapped production forest area adjacent to the south west. Rural zoned land to the east is owned by the Crown.

Adjacent to the northern boundary of the site’s northern title is a Crown Reserve which has Valley Race and parts of the Kingswall MTB track located in it. This Crown reserve is also zoned Rural. North of the Crown reserve is private freehold land within the Landscape Conservation Zone. There are three adjacent titles in the Landscape Conservation zones, two of which have existing dwellings.

Field Assessment

No site visit was undertaken.

Conclusion

Given the ownership and social licence issues and the presence of MTB tracks, it seems unlikely this land would be utilised for production forestry. It is also highly unlikely to be cleared and converted to agriculture. Hence, it appears feasible to rezone to non-agricultural zones.

5.3 BRANXHOLM SECTOR

The Branxholm investigation area includes five titles at Pearce St which are proposed to be rezoned from Rural Living B to Low Density Residential. There are then a further four titles located at Joyce St and Coxs Lane which are proposed to be rezoned from Rural to Village. Only the northern portion of the eastern most title is included in the investigation area. This also the case for the northern portion of a road reserve on the western side of the eastern most title.

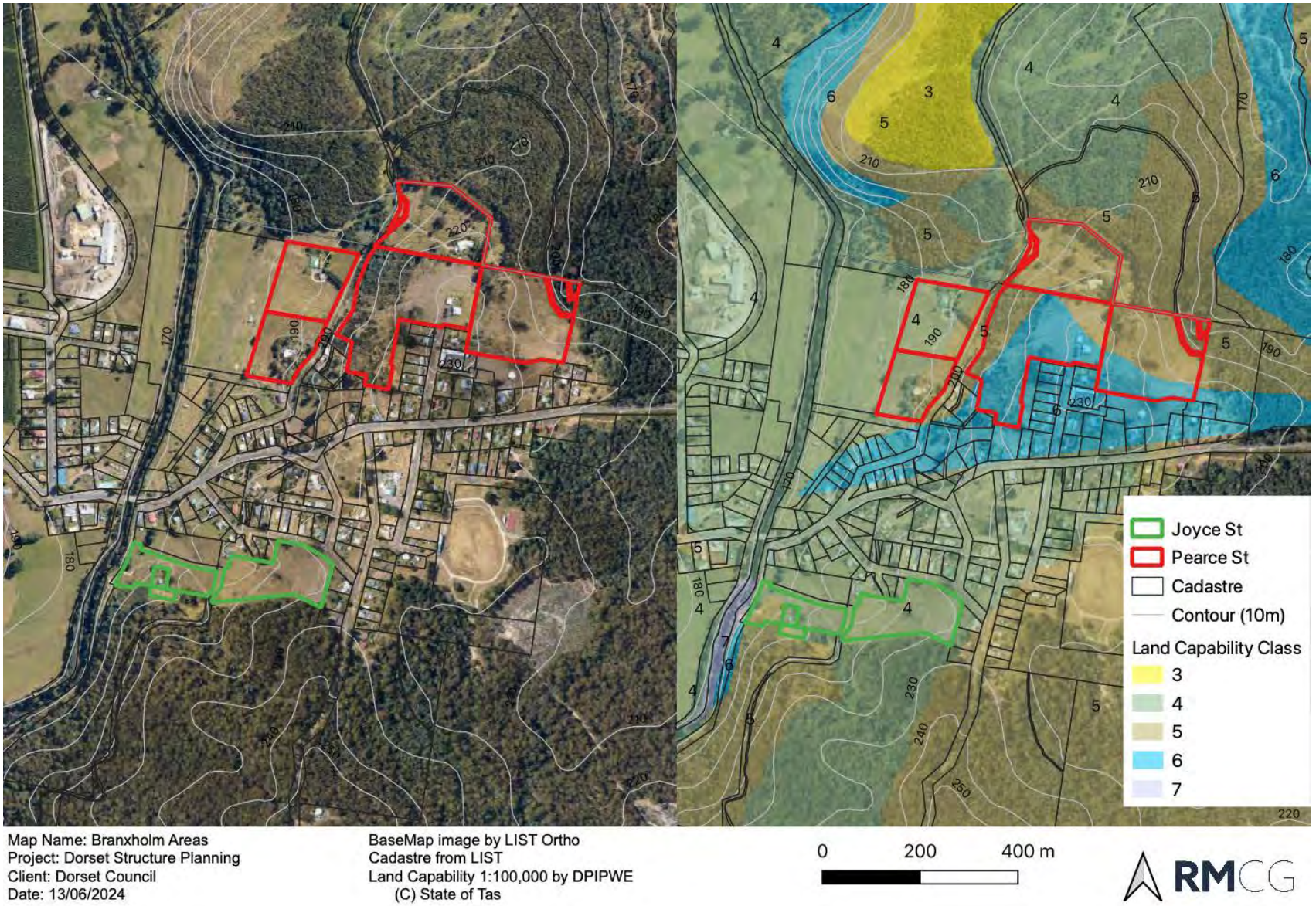


Figure 5-6: Branxholm Investigation Areas & Published Land Capability Mapping

5.3.1 PEARCE STREET RESIDENTIAL GROWETH AREA

This investigation area is adjacent to the north of Branxholm, east of the Ringarooma River. There are five individually owned titles within this investigation area, four have existing dwellings. All titles are zoned Rural Living B and so are not within the Agricultural Estate. They range in size from 1.5ha to 4.5ha. The titles are best described as 'lifestyle' lots. The Land Capability is a mix of Class 5 and 6.

There is adjacent land to the north that is in the Rural Zone managed by Forico. Until recently this land was under plantation, which has now been harvested (see Figure 5-4). Directly adjacent to the north, the Land Capability is mapped as a mix of Class 4 and Class 5 land, but further north is Class 3 land. It is considered likely that this land to the north will be replanted to plantations. However, historical imagery shows the majority of this land has been used for pasture in the past, hence more intensive agricultural use needs to be considered, particularly bearing in mind proximity to the Ringarooma River and potential irrigation water resources.

Adjacent to the east is a Crown owned title that is 2.1ha in area, is covered in native vegetation and is zoned Rural. To the south is land that is zoned Village and associated with Branxholm. To the west is a 4.3ha title that is managed as pasture and is zoned Rural Living B. A significant portion of this title to the west is within the mapped flood-prone area associated with the Ringarooma River, which is further west.

The investigation area, as well as all adjacent land is within the Upper Ringarooma Irrigation District. However, it is noted that the only adjacent land that may have potential to receive irrigation water for commercial agricultural activities is the Forico land to the north. Based on the Tasmania Irrigation Water Entitlements register, Forico does not have any existing water entitlements from the Upper Ringarooma Irrigation Scheme.

Field Assessment

Visual roadside inspection completed only.

Figure 5-4: Forico land, noted previously harvested plantation.

Conclusion

This investigation area is not within the Agricultural Estate, however adjacent land to the north is. Because of this, consideration of the densification of potential future residential use as a result of the rezoning of the investigation area from Rural Living B to Low Density Residential and the potential for constraining future agricultural use on the Forico land needs to be considered. The rezoning would potentially enable future subdivisions to create lots that are 1200m^2 compared to the current allowance of 2ha. This has the potential for densification of dwellings next to land that is actively utilised for plantation forestry and has potential for irrigated agriculture. To assist with minimising the risk for future sensitive use to constrain adjacent agricultural use, a minimum 100m buffer should be retained from the adjacent northern boundary and any new future dwellings. This will ensure that if the plantation is re-established, there is a low risk of future nearby dwellings constraining agricultural land use. However, depending on Forico's management regime for this site there may be scope to reduce this setback requirement.

It is recommended that Forico are contacted to better understand their management regime on this site, to determine the most appropriate setback. It may also be appropriate to conduct a Land Capability assessment on the adjacent Forico land to ascertain the potential for the land immediately adjacent to the investigation area to be utilised for irrigated cropping. This further investigation work, may enable the reduction in the recommended setback from 100m to 50m.

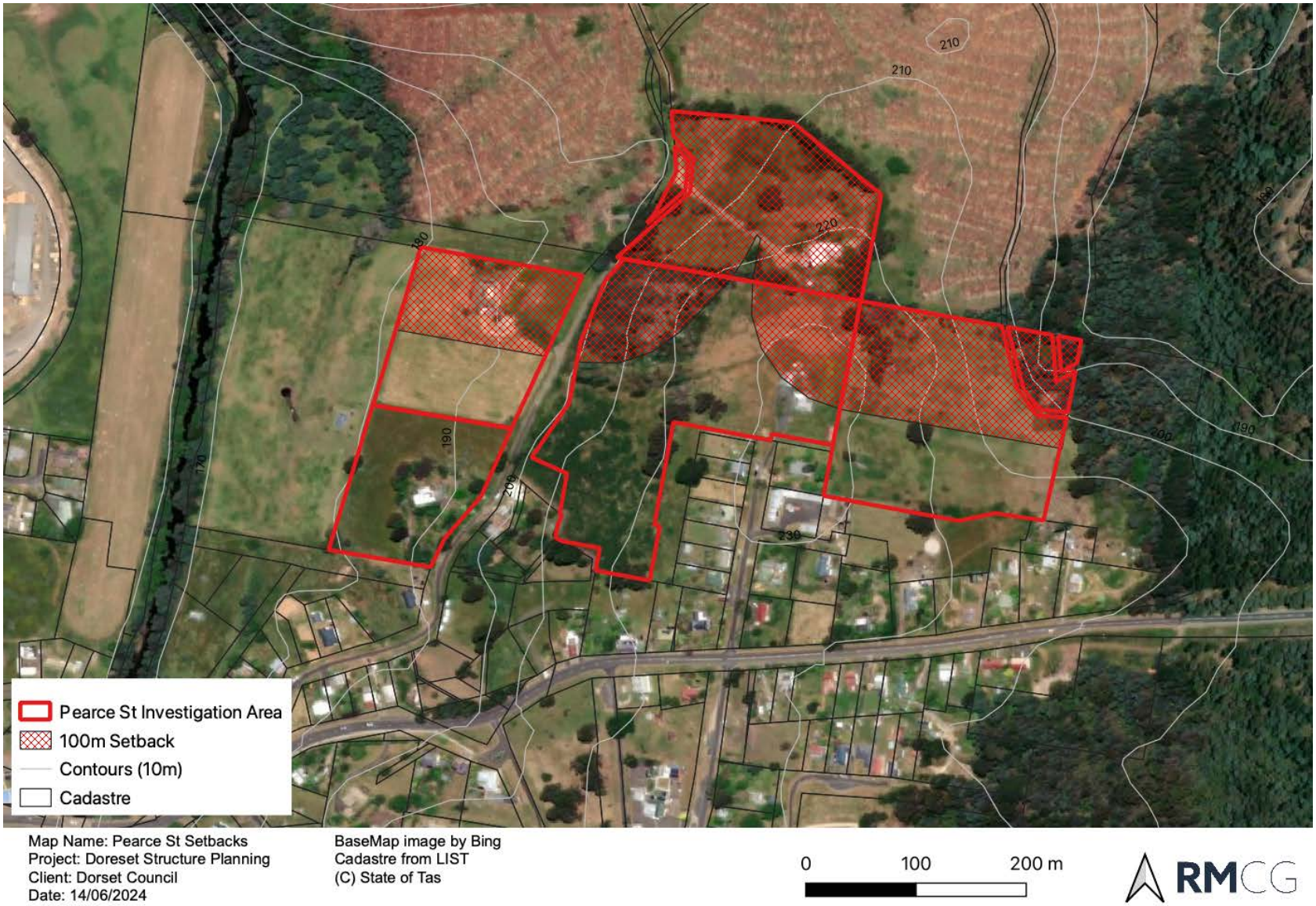


Figure 5-5: Pearce St Investigation Area Recommended Setbacks.

5.3.2 JOYCE STREET VILLAGE GROWTH AREA

This investigation area includes a cluster of three titles at Coxs Lane, as well as the northern portion of the fourth title and the northern portion of a road reserve at Joyce St, all currently zoned Rural. They are located adjacent to the southern boundary of the existing Village zone associated with Branxholm, on the eastern side of the Ringarooma River. One of the five titles has an existing dwelling (CT 228619/1), located at 1 Coxs Lane. This title is 0.1ha in area. The adjacent title within the investigation area to the south (CT 243862/1) is under the same ownership and is also 0.1ha in area. These two titles are surrounded to the north by CT 178341/1, which is 1ha in area and is managed as pasture. This title is under the same ownership as adjacent land (3 Coxs Lane) to the south of 1 Coxs Lane, which is predominantly covered in native vegetation. As part of this associated holding there is a further title to the south that has an existing dwelling and accommodation (three titles in total). This southern title is used for the eco retreat Tin Dragon Cottages.

The total area of the 3 Coxs Lane holding is 14.3ha (including CT 178341/1) and is predominately covered in native vegetation. This holding is considered to display small scale producer characteristics with a focus on tourism (RMCG 2022).

The remaining portion of land within the investigation area is the most northern 0.1ha of an undeveloped road reserve adjacent to CT 178341/3's eastern boundary that is owned by the Crown. As well as the most northern 2.3ha of a 27.7ha Crown owned title to the east of the road reserve. The section of both the Crown owned titles proposed to be included in the area for rezoning are cleared and have existing pasture. While the balance land is covered in native vegetation.

The land is predominantly mapped as Land Capability Class 4, with a small area of Class 5. It is also within the Upper Ringarooma Irrigation District. Although due to size and existing adjacent Village zone, it is unlikely that this land would be utilised for irrigated agriculture that utilises scheme water.

Field Assessment

Visual roadside inspection completed only. See Figure 5-6 that shows the existing pasture on the Crown land. The land appears to be utilised (potentially leased) by neighbouring properties.

Figure 5-7: Existing pastured area on Crown land

Conclusion

It is considered unlikely that rezoning this land will impact on any adjacent agricultural activities. The loss of around 3ha of pasture that is already constrained by the adjacent Village zone will be of minimal significance to the local or regional Agricultural Estate.

6 References

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Appendix 1: Land Capability definitions from Grose (1999)

Prime agricultural land as described in the Protection of Agricultural Land Policy 2009:

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

CLASS 2: Land suitable for a wide range of intensive cropping and grazing activities. Limitations to use are slight, and these can be readily overcome by management and minor conservation practices. However, the level of inputs is greater, and the variety and/or number of crops that can be grown is marginally more restricted, than for Class 1 land. This land is highly productive but there is an increased risk of damage to the soil resource or of yield loss. The land can be cropped five to eight years out of ten in a rotation with pasture or equivalent during 'normal' years, if reasonable management inputs are maintained.

CLASS 3: Land suitable for cropping and intensive grazing. Moderate levels of limitation restrict the choice of crops or reduce productivity in relation to Class 1 or Class 2 land. Soil conservation practices and sound management are needed to overcome the moderate limitations to cropping use. Land is moderately productive, requiring a higher level of inputs than Classes I and 2. Limitations either restrict the range of crops that can be grown or the risk of damage to the soil resource is such that cropping should be confined to three to five years out of ten in a rotation with pasture or equivalent during normal years.

Non-prime agricultural land as described in the Protection of Agricultural Land Policy 2009:

CLASS 4: Land primarily suitable for grazing but which may be used for occasional cropping. Severe limitations restrict the length of cropping phase and/or severely restrict the range of crops that could be grown. Major conservation treatments and/or careful management is required to minimise degradation. Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent, during 'normal' years to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited. (NB some parts of Tasmania are currently able to crop more frequently on Class 4 land than suggested above. This is due to the climate being drier than 'normal'. However, there is a high risk of crop or soil damage if 'normal' conditions return.).

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

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

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

Appendix 2: Protocol for Land Capability assessment used by RMCG

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

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

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

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

Table A2-1: Land Capability Assessment Scales

SCALE	AREA (HA) PER OBSERVATION	MINIMUM WIDTH OF MAP UNIT ON GROUND	MINIMUM AREA OF MAP UNIT ON GROUND	RECOMMENDED USE
1:100 000	400ha	300m	20ha	Confirmation of published land capability mapping
1:25 000	25ha	75m	1.25ha	Assessments of farms, fettering or alienation of Prime Agricultural Land
1:10 000	4ha	30m	2,000m^2	Area assessments of less than 15ha
1:5 000	1ha	15m	500m^2	Site specific assessments for houses and areas less than 4ha
1:1 000	0.04ha	3m	20m^2	Not used. Shown for comparison purposes

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

Assessment methodology

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

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

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

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

Definitions

Land Capability

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

Protocol references

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58-60 GEORGE ST LAND CAPABILITY ASSESSMENT

Published Land Capability (LIST at 1:100,000) maps the subject title as Class 2.

At the site inspection a Land Capability Assessment was completed at a scale of 1:10,000. This consisted of three assessment pits augured on the site, which are described below as well as by a visual inspection across the site and adjacent land.

The Land Capability Assessment determined that the published Land Capability Class (Class 2) is consistent with the on-ground characteristics. The only limiting factor identified is that the site is located above 180m Above Sea Level (ASL), as per the Land Capability Handbook, this dictates a Class 2 Land Capability rating.

Table A2-2: Land Capability Assessment Pits Summary Table 58-60 George St

PIT NO	SOIL	COMMENTS	TEXTURE	COLOUR	STRUCTURE (E)	COARSE FRAGMENT SIZE (G)		SOIL DRAINAGE (D)	SURFACE STONE (R)	SLOPE (E)	EROSION RISK		FLOOD RISK	LC CLASS
	DEPTH (CM) (L)					TYPE, MM	%	MOTTLE SEVERITY	PRESENCE	%	WATER	WIND		
1	0-60	Gradational Profile	Clay loam to light clay at depth	Dark red	Moderate					0-5	Very low	Very low	Very low	2
2	0-60	Gradational profile	Loam to medium clay at depth	Dark reddish brown	Moderate to strong					0-5	Very low	Very low	Very low	2
3		Same as pit 2												

Figure A2-1: Pit 2 Soil Profile

RINGAROOMA RD RESIDENTIAL SECTOR LAND CAPABILITY ASSESSMENT

While all land within this investigation area has Published Land Capability Mapping (1:100,000), the land is not part of the Agricultural Estate due to its existing zoning (Rural Living). However, the most southern title in this area (CT 150049/1) is split zoned Rural Living and Agriculture. The area zoned Agriculture is outside of the investigation area, but is mapped as Class 3. Because of this a Land Capability Assessment at a scale of 1:10,000 was conducted on this section of the title to better understand if the southern section of the investigation area is immediately adjacent to 'prime agricultural land'. This section of the title is planted out with a pine plantation.

The Land Capability Assessment consisted of two assessment pits augured on the site, which are described below as well as by a visual inspection across the site and adjacent land. The visual inspection included looking at the soil profiles under fallen trees (see Figure A2-3) as well as soil mound inspections (see Figure A2-4).

The Land Capability Assessment determined the area to be Class 5 land, and so is not 'prime agricultural land'. In both soil profiles, as well as the viewed tree soil profile and soil mounds, gravel was identified. This was assessed as being 70-90% and 50-70% density in various horizons in each soil pit. The prevalence of gravel throughout the site is a limitation that is in line with Class 5 land characteristics.

While a Land Capability Assessment was not conducted on the section of CT 150049/1 that is within the investigation area, due to it already having a residential zoning, it is noted that the published Land Capability mapping for a significant portion of this title also shows it as Class 3 land. However, based on visual characteristics identified while on site, it is considered unlikely that this area is actually Class 3 land.

Table A2-3: Land Capability Assessment Pits Summary Table Ringarooma Rd

PIT NO	SOIL DEPTH (CM) (L)	COMMENTS	TEXTURE	COLOUR	STRUCTURE (E)	COARSE FRAGMENT SIZE (G) TYPE, MM	COARSE FRAGMENT SIZE (G) %	SOIL DRAINAGE (D) MOTTLE SEVERITY	SURFACE STONE (R) PRESENCE	SLOPE (E) %	EROSION RISK WATER	EROSION RISK WIND	FLOOD RISK	LC CLASS
1	0-20	Gravel throughout profile. Auger refusal at 40cm	Loam	Very dark greyish brown	Moderate	2-60	70-90			5-12	Low	Low	Low	5gl
	20-40		Light clay	Dark yellowish brown	Moderate	2-60	50-70							
2	0-20		Loam	Very dark brown	Moderate					5-12	Low	Low	Low	5g
	20-55		Clay loam	Dark brown	Moderate	2-60	70-90							
	55-60		Light Clay	Very dark grey	Moderate	2-60	20-35							

Figure A2-2: Pit 1 Soil Profile

Figure A2-3: Soil profile in root ball of fallen over tree

Figure A2-4: Example of gravelly soil mound identified across the site

54 RINGAROOMA RD INDUSTRIAL SECTOR LAND CAPABILITY ASSESSMENT

Published Land Capability (LIST at 1:100,000) maps the subject area as Class 3.

At the site inspection a Land Capability Assessment was completed at a scale of 1:10,000. This consisted of three assessment pits augured on the site, which are described below, as well as a visual inspection across the site and adjacent land. The Land Capability Assessment focused on the area currently under plantation. It is noted that the rest of the site has already be effectively converted to non-agricultural uses, through the establishment of the Council works depot, as well as a section which is being developed by a contracting company for their own depot.

The key limitations identified across the assessed area was prevalence of gravel in two of the three soil profiles. Gravel was also identified in mounds across the site (see Figure A2-6). In two pits auger refusal occurred at 40cm, which suggests there is subsurface rocks or an impermeable layer. In pit 3, common and distinct mottling occurred from a depth of 35cm which suggest the soil is imperfectly to poorly drained. These limitations dictate a Land Capability of Class 5 for the assessed area and so is not ‘prime agricultural land’.

Table A2-4: Land Capability Assessment Pits Summary Table 54 Ringarooma Rd

PIT NO	SOIL DEPTH (CM) (L)	COMMENTS	TEXTURE	COLOUR	STRUCTURE (E)	COARSE FRAGMENT SIZE (G) TYPE, MM	COARSE FRAGMENT SIZE (G) %	SOIL DRAINAGE (D) MOTTLE SEVERITY	SURFACE STONE (R) PRESENCE	SLOPE (E) %	EROSION RISK WATER	EROSION RISK WIND	FLOOD RISK	LAND CAPABILITY
1	0-15	Auger refusal at 40cm	Silty loam	Dark brown	Weak	2-60	50-70			5-12	Low	Low	Low	5gl
	15-40		Light clay	Brown	Moderate	2-60	35-50							
2	0-10		Silty loam	Dark brown	Weak	2-60	20-35			5-12	Low	Low	Low	4g
	20-60		Silty clay loam	Brown	Weak	2-60	35-50							
3	0-25	Auger refusal at 40cm	Silty loam	Very dark greyish brown	Weak					5-12	Low	Low	Low	5dl
	25-35		Silty clay loam	Dark brown	Moderate									
	35-40		Light clay	Yellowish red	Strong			Common and distinct						

Figure A2-5: Pit 1 Soil Profile

Figure A2-6: Example of gravelly soil mound identified across the site

32171 TASMAN HWY LAND CAPABILITY ASSESSMENT

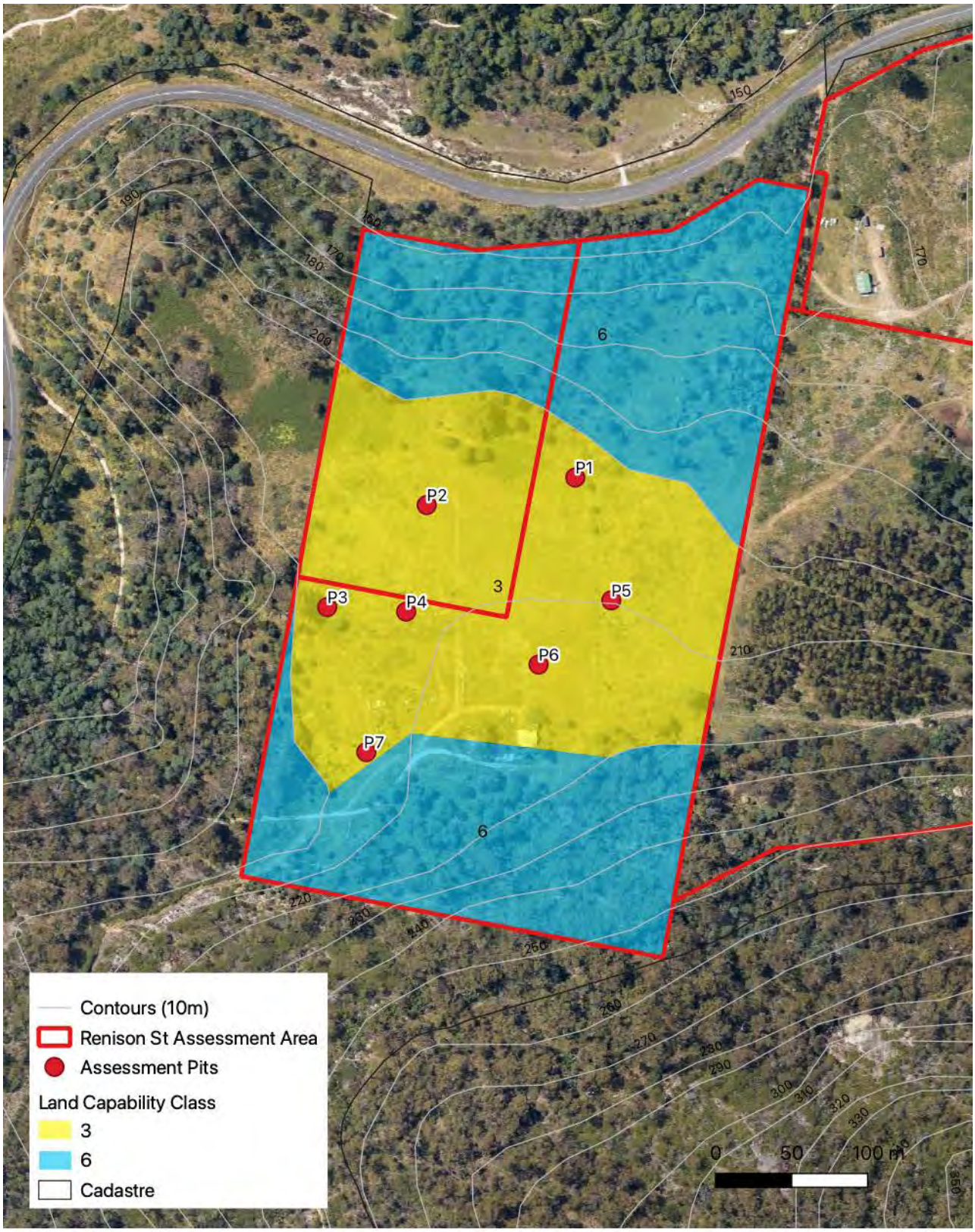
Published Land Capability (LIST at 1:100,000) maps the subject area at 32171 Tasman Hwy as a mix of Class 3 (5.3ha), Class 5 (4.1ha), Class 6 (0.7ha) with the balance 3ha unmapped.

At the site inspection a Land Capability Assessment was completed at a scale of 1:10,000. This consisted of seven assessment pits augured on the site, which are described below as well as by visual inspection across the site and adjacent land. The Land Capability Assessment focused on the grassed plateau on the site which is mapped as Class 3 land. The assessment confirmed that Class 3 land (6.1ha) is present on the site and is to a slightly greater extent than what is currently mapped. The balance land was visually inspected and was determined to be Class 6 land (7ha). The key limitation for the Class 3 area was drainage and for the balance area was slope. The Class 6 areas are also mapped as having landslip potential. See Figure A2-8 for the updated Land Capability Mapping.

Table A2-5: Land Capability Assessment Pits Summary Table Derby

PIT NO	SOIL	COMMENTS	TEXTURE	COLOUR	STRUCTURE (E)	COARSE FRAGMENT SIZE (G)		SOIL DRAINAGE (D)	SURFACE STONE (R)	SLOPE (E)	EROSION RISK		FLOOD RISK (F)	LC CLASS
	DEPTH (CM) (L)					TYPE, MM (G)	%	MOTTLE SEVERITY (D)	PRESENCE	%	WATER (H)	WIND (A)		
1	0-60	Gradational profile. Cobbles felt from 25-45cm	Loam to light clay at depth	Dark reddish brown	Moderate	60-200 (25-45cm)				5-12	Low	Low	Low	3gh
2	0-20		Loam	Very dark brown	Moderate					0-5	Very Low	Very Low	Low	3d
	20-50		Clay loam	Very dark brown	Moderate									
	50-60		Medium clay	Very dark brown	Massive			Common and distinct						
3	0-20		Loam	Very dark brown	Moderate					5-12	Low	Low	Low	3dh
	20-50		Clay loam	Very dark brown	Moderate									
	50-60		Medium clay	Very dark brown	Massive			Common and faint						
4		Same as Pit 3												3dh
5		Same as Pit 1, but no cobbles felt								5-12	Low	Low	Low	3h
6	0-60	Gradational profile	Loam to light clay	Very dark brown	Moderate					0-5	Very Low	Very Low	Low	2 (based on elevation)
7	0-20		Loam	Very dark brown	Weak	2-60mm	2-20%			0-5	Very Low	Very Low	Low	3dg
	20-40		Clay loam	Very dark brown	Moderate									
	40-60		Medium clay	Very dark brown	Massive			Common and faint						

Figure A2-7: Pit 1 Soil Profile



Map Name: Derby Assessed Land Capability
1:10,000
Project: Dorset Structure Planning
Client: Dorset Council
Date: 14/06/2024

BaseMap image by LIST Ortho
Cadastre from LIST
(C) State of Tas

RMCG

Figure A2-8: Assessed Land Capability for 32171 Tasman Hwy

Appendix 3: Potential conflict issues

Tables A3-1 to Table A3-9 describes the frequency and intensity of potential adjacent activities to the investigation areas and the associated issues likely to constrain the identified uses. These are a broad guide only and site specific, cultivar specific and seasonal variations occur. Aside from these specific issues associated with grazing Learmonth et. al. (2007) also provides a comprehensive list of potential land use conflict issues (see Figure A3-1). Table A3-1 provides the rationale behind the recommended minimum buffers contained in Table A6-1 (Appendix 6).

Table A3-1: Farming activity – Grazing

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Pasture sowing Herbicide spraying Cultivation Drilling	Spray drift, noise, dust	Ground based or aerial – often very early in the morning
Grazing	Livestock trespass, noise at certain time e.g., weaning calves	
Forage conservation, including mowing, raking, baling, carting bales	Noise, dust	
Fertiliser spreading	Noise, odour	
Insecticide spraying	Spray drift, noise	Ground based or aerial – often very early in the morning

Table A3-2: Farming activity – Irrigated Grazing

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Pasture sowing Herbicide spraying Cultivation Drilling	Spray drift, noise, dust	Ground based or aerial – often very early in the morning
Grazing	Livestock trespass, noise at certain time e.g., weaning calves	
Forage conservation including mowing, raking, baling, carting bales	Noise, dust	
Fertiliser spreading	Noise	
Insecticide spraying	Spray drift, noise	Ground based or aerial
Irrigation	Spray drift, noise (pump)	Potentially turbid and not potable

Table A3-3: Farming Activity - Poppy crop

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Pre-cultivation spraying	Spray drift, noise	Ground based or aerial
Cultivation – several passes (2-4)	Noise, dust	Dust is unlikely as soils are likely to be moist
Lime spreading	Noise	
Drilling	Noise	Can be very early in the morning
Herbicide spraying (2 passes)	Spray drift, noise	Ground based or aerial
Insecticide & fungicide spraying (2-3 passes)	Spray drift, noise	Ground based or aerial
Irrigation	Spray drift, noise	Potentially turbid and not potable
Harvesting	Noise	
Potential forage crop after harvesting	Noise	

Table A3-4: Farming Activity - Potato crop

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Pre-cultivation spraying	Spray drift, noise	Ground based or aerial – often very early in the morning
Cultivation – several passes (2-4)	Noise, dust	Dust is unlikely as soils are likely to be moist
Planting	Noise	
Herbicide spraying	Spray drift, noise	Ground based or aerial – often very early in the morning
Insecticide & fungicide spraying (5+ passes)	Spray drift, noise	Ground based or aerial – likely to be very early in the morning
Fertiliser spreading	Noise, odour	
Irrigation	Spray drift, noise	Potentially turbid and not potable
Harvesting	Noise	

Table A3-5: Farming Activity – strawberries (after establishment, 3yr rotation)

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Fungicide	Spray drift, noise	Ground based, likely to be very early in the morning
Herbicide spraying	Spray drift, noise	Ground based, likely to be very early in the morning
Cultivation	Noise	
Fertiliser spreading	Noise, odour	Ground based, likely to be very early in the morning
Planting	Noise (tractor and traffic)	By hand
Inter-row maintenance herbicide spraying and/or mowing	Spray drift, noise	Ground based, likely to be very early in the morning
Irrigation	Spray drift, noise	Potentially turbid and not potable
Harvesting (Dec – Mar)	Noise (tractor and traffic)	By hand

Table A3-6: Farming Activity – cherries (after establishment)

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Herbicide spraying	Spray drift, noise	Ground based, likely to be very early in the morning
Insecticide & fungicide spraying	Spray drift, noise	Ground based, likely to be very early in the morning
Irrigation	Spray drift, noise	
Frost fans	Noise	
Harvesting (Dec – Mar)	Noise (tractor and traffic)	By hand or machinery
Pruning (Jun – Sep)	Noise (tractor and traffic)	By hand

Table A3-7: Farming Activity – vines (after establishment)

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Fungicide spraying (Sep – Mar, max 10 passes)	Spray drift, noise	Ground based, likely to be very early in the morning
Herbicide spraying (Autumn and summer, 2-3 passes)	Spray drift, noise	Ground based, likely to be very early in the morning
Irrigation	Spray drift, noise	Potentially turbid and not potable
Frost fans	Noise	
Pruning, training (Jun – Sep)	Noise (tractor and traffic)	By hand or machinery
Harvesting (Mar – May)	Noise (tractor and traffic)	By hand or machinery

Table A3-8: Plantation Forestry

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Planting	Dust, noise	Ground based, likely all day
Herbicide spraying	Spray drift, noise	Ground and aerial, likely to be very early in the morning
Pruning/thinning	Dust, noise, vehicle movement	Use of loud machinery and regular heavy vehicle movement.
Harvesting	Dust, noise	Use of loud machinery and regular heavy vehicle movement.

Table A3-9: Farming Activity – Cereal Crop (Autumn sown, dryland)

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Stubble burning	Heat, smoke, dust, noise	Ground based, one to two days, particularly hazardous when inversion layer present
Cultivation	Dust, noise	Dust likely in early autumn
Herbicide spraying (Pre-sowing and post-sowing)	Spray drift, noise	Use of non-selective and selective herbicides
Sowing	Noise	Use of molluscicide and fertiliser in sowing
Fertiliser spreading (2 passes)	Noise	Aerial applications likely in late winter/early spring
Fungicide & Plant Growth Regulator spraying (2 passes/timings)	Spray drift, noise	Aerial applications likely in late winter/early spring

MANAGEMENT ACTIVITY	ISSUES LIKELY TO CONSTRAIN THE ACTIVITY	COMMENT
Insecticide spraying	Spray drift, noise	Ground applications likely in late spring
Harvesting	Dust, noise	Use of loud machinery for several days from afternoon well into the evening
Baling/grazing straw	Dust, noise	Use of loud machinery and regular heavy vehicle movement.

N.B. In Tasmania some autumn cereal crops are irrigated, for which aforementioned irrigation constraints are applicable. Spring sown cereal crops are also popular in Tasmania which require irrigation and fewer sprays.

Issue	Explanation
Absentee landholders	Neighbours may be relied upon to manage issues such as bush fires, straying stock, trespassers etc. while the absentee landholder is at work or away.
Access	Traditional or informal 'agreements' for access between farms and to parts of farms may break down with the arrival of new people.
Catchment management	Design, funding and implementation of land, water and vegetatin management plans are complicated with larger numbers of rural land-holders with differing perspectives and values.
Clearing	Neighbours may object to the clearing of trees, especially when it is done apparently without approvals or impacts on habitat areas or local amenity.
Cooperation	Lack of mutual co-operation through the inability or unwillingness on behalf individuals to contribute may curtail or limit traditional work sharing practices on-farm or in the rural community.
Dogs	Stray domestic dogs and wild dogs attacking livestock and wildlife and causing a nuisance.
Drainage	Blocking or changing drainage systems through a lack of maintenance or failure to cooperate and not respect the rights of others.
Dust	Generated by farm and extractive industry operations including cultivating, fallow (bare) ground, farm vehicles, livestock yards, feed milling, fertiliser spreading etc.
Dwellings	Urban or residential dwellings located too close to or affecting an existing rural pursuit or routine land use practice.
Electric fences	Electric shocks to children, horses and dogs. Public safety issues.
Fencing	Disagreement about maintenance, replacement, design and cost.
Fire	Risk of fire escaping and entering neighbouring property. Lack of knowledge of fire issues and the role of the Rural Fire Service.
Firearms	Disturbance, maiming and killing of livestock and pest animals, illegal use and risk to personal
Flies	Spread from animal enclosures or manure and breeding areas.
Heritage management	Destruction and poor management of indigenous and non indigenous cultural artefacts, structures and sites.
Lights	Bright lights associated with night loading, security etc.
Litter	Injury and poisoning of livestock via wind blown and dumped waste. Damage to equipment and machinery. Amenity impacts.
Noise	From farm machinery, scare guns, low flying agricultural aircraft, livestock weaning and feeding, and irrigation pumps.
Odours	Odours arising from piggeries, feedlots, dairies, poultry, sprays, fertiliser, manure spreading, silage, burning carcases/crop residues.
Pesticides	Perceived and real health and environmental concerns over the use, storage and disposal of pesticides as well as spray drift.
Poisoning	Deliberate poisoning and destruction of trees/plants. Spray drift onto non-target plants. Pesticide or poison uptake by livestock and human health risks.
Pollution	Water resources contaminated by effluent, chemicals, pesticides, nutrients and air borne
Roads	Cost and standards of maintenance, slow/wide farm machinery, livestock droving and manure.
Smoke	From the burning of crop residues, scrub, pasture and windrows.
Soil erosion	Loss of soil and pollution of water ways from unsustainable practices or exposed soils. Lack of adequate groundcover or soil protection.
Straying	Fence damage, spread of disease, damage to crops, gardens and bush/rainforest
Theft/vandalism	Interference with crops, livestock, fodder, machinery and equipment.
Tree removal	Removal of native vegetation without appropriate approvals. Removal of icon trees and
Trespass	Entering properties unlawfully and without agreement.
Visual/amenity	Loss of amenity as a result of reflective structures (igloos, hail netting), windbreaks plantings
Water	Competition for limited water supplies, compliance with water regulations, building of dams, changes to flows. Stock access to waterways. Riparian zone management.
Weeds	Lack of weed control particularly noxious weeds, by landholders.
	Based on: Smith, RJ (2003) Rural Land Use Conflict: Review of Management Techniques – Final Report to Lismore Living Centres (PlanningNSW).

Figure A3-1: Typical rural land use conflict issues (Learmonth et al. 2007)

Appendix 4: Farm Business Scale Characteristics

Table A4-1 summarises a number of key characteristics associated with each scale. No single characteristics is considered definitive and there will be overlap and anomalies. Table A4-1 can be used to determine the scale of the existing farm business and/or the potential scale based on the characteristics.

Table A4-1: Farm Business Scale Characteristics

INDICATIVE CHARACTERISTICS	COMMERCIAL SCALE	SMALL SCALE PRODUCER	HOBBY SCALE	LIFESTYLE SCALE
Relevance for primary production	Dominant activity associated with the farm business is primary production. Likely to be viable. Capacity to produce sufficient profit for a family and full-time employment of one person.	Dominant activity associated with the farm business is primary production. Likely to be viable in time, potentially through cooperative arrangements, higher value products, downstream processing, complementary food, recreation, hospitality, tourism or value adding. If running livestock, then current carrying capacity is at least average DSE/ha for their area.	Land used for some primary production. Occupant/family needs to be supported by non-primary production income and/or off-farm income.	Little or no relevance for primary production.
Producer aspirations	Shows commercial intent in primary production. Have a marketing strategy. Business focused with production decisions made on economic principles.	Shows commercial intent in primary production. Have a marketing strategy. Business focused with production decisions made on economic principles. Work with other small scale producers to share marketing and resources.	Profitability is not a high priority in primary production decisions and viability cannot be demonstrated.	Profitability has very low relevance. Lifestyle is the dominant motivation for any primary production activity.
Labour (FTE) for the primary production	At least 1 FTE	Likely to be at least 0.5 FTE	Likely to be less than 0.5 FTE	
Indicative Gross Income from Primary Production	Greater than $300 000 from the farm business with additional income derived from value adding or off-farm generally comprising less than 50% of total household income.	Generally, between $40 000 and $300 000 from the farm business. Total household income is generally derived from several income streams of which primary production is one. Primary production income often comprises less than 50% of total household income.	Generally, between $10 000 - $40 000 from the farm business with additional household income comprising more than 50% of total household income.	<$10 000 from the farm business.
Land and Water resources (general characteristics)	Total land area for mixed farming is likely to be 200ha-500ha or more, depending on Land Capability, water resources and farm business activity mix. Land area for vineyards, orchards or berries is likely to be at least 10ha-20ha and likely more. Land area generally comprising of a number of titles farmed together.	For livestock producers generally 40-80ha in one or two titles. Generally, 8-40 ha in area and a single title for other ventures. Water for irrigation likely, but it depends on the farm business activity.	Generally, 8-40 ha in area and a single title. Water for irrigation less likely, but possible, depending on location and cost of supply. The land and/or water resources associated with the title may have the capacity to contribute to a	Generally, 1-8 ha in area. Land Capability variable. Water for irrigation highly unlikely. No capacity to contribute to a commercial scale farm business due to constraining factors.

INDICATIVE CHARACTERISTICS	COMMERCIAL SCALE	SMALL SCALE PRODUCER	HOBBY SCALE	LIFESTYLE SCALE
	Irrigation is generally necessary for smaller land areas to be viable and/or for higher value products.	The land and/or water resources associated with the farm business may have the capacity to contribute to a 'commercial scale' farm business depending on the degree of constraint.	'commercial scale' farm business depending on the degree of constraint.	
Connectivity	Few constraints likely. Likely to be well connected to other unconstrained titles, Expansion and/or intensification feasible.	Some constraints likely. Residences on majority of adjacent titles. Low connectivity to unconstrained titles.	Some constraints likely. Residences on majority of adjacent titles. Low connectivity to unconstrained titles.	Moderate to significant constraints likely. Residences on majority of adjacent titles. Little or no connectivity to unconstrained titles.
Registrations	Are recognised by ATO as Primary Producer. Livestock producers will have a PIC and be registered for NLIS and LPA. All producers are likely to be registered for GST. Would be part of QA schemes, depending on products and markets.	Are recognised by ATO as a Primary Producer. Livestock producers will have a PIC and be registered for NLIS and LPA. All producers are likely to be registered for GST. Would be part of QA schemes, depending on products and markets.	May or may not be recognised by ATO as primary producer. Livestock producers will have a PIC and be registered for NLIS and LPA; may be registered for GST and may be part of any QA schemes.	Are not recognised by ATO as primary producer. May not have a PIC or be registered for NLIS; are not registered for GST and unlikely to be part of any QA schemes.
Role of a dwelling	Dwelling is subservient to the primary production.	Dwelling is convenient/preferred to facilitate improved productivity. Dwelling assists with security.	Dwelling is convenient/preferred for lifestyle reasons.	Dwelling is the dominant activity on the title.

Appendix 5: Characteristics of a Commercial Scale Farm Business Activity

It is very difficult to provide an assessment of the commercial viability of a single farm business activity as generally more than one farm business activity contributes to a farming business. Table A5-1 is designed to describe the general characteristics of a commercial scale farm business activity in Tasmania. Table A5-1 can be used to characterise land and water resources to determine whether they have the capacity to contribute to a commercial scale farm business activity. For example, a farming business with less than 4ha of cherries is likely to need additional farming activities to be viable.

Table A5-1: Resource Requirements for Various Land Uses

RESOURCE	LIVESTOCK			BROAD ACRE CROPS		VEGETABLES		BERRIES	ORCHARD FRUITS & VINES	NURSERIES & CUT FLOWERS	FORESTRY PLANTATIONS
	SHEEP	CATTLE	DAIRY	CEREALS	OTHERS	PROCESSED	FRESH MARKET				
Land Capability	LC generally 3–6.	LC generally 3–5/6.	LC generally 3–5.	LC 1–4.	LC 1–4.	LC 1–4.	LC 1–4.	LC 1–4/5.	LC 1–4/5.	LC 1–4 or N/A	LC 4–6
Minimum paddock sizes	No minimum	No minimum	To suit grazing system.	10–15ha min	5–10ha min.	10ha min.	10ha min.	2–4ha.	2–5ha.	2–4ha min.	10–20ha min.
Size for a 'viable' business if conducted as single farm business activity (1)	Generally 3,000–10,000 dse - area depends on rainfall). (2)		Capacity for at least 350 milkers.(3)	Broadacre cropping will be a mix of crops in rotation with pasture and livestock. The area required for viability is highly variable.				4–10ha.	10–30ha.	5–10ha.	TBC
Irrigation water	Not essential	Not essential	Preferable 4–6ML/ha.	Not necessary.	Mostly necessary, 2–3 ML/ha.	Necessary, 2–6ML/ha.	Necessary, 2–6ML/ha.	Necessary, 1–3ML/ha.	Necessary, 2–3ML/ha.	Necessary, small quantity.	Not required.
Climate specifications	Lower rainfall preferred for wool.	No preferences.	High rainfall (or irrigation).	Susceptible to spring frosts. Difficult to harvest in humid coastal conditions.	Susceptible to spring frosts.	Susceptible to spring frosts.	Susceptible to spring frosts.	High rainfall (or irrigation).	Susceptible to spring frosts for vines. Susceptible to summer rains for cherries. Susceptible to disease in high humidity in March for vines.	Preferably low frost risk area.	Rainfall above 700–800 mm.

RESOURCE	LIVESTOCK			BROAD ACRE CROPS		VEGETABLES		BERRIES	ORCHARD FRUITS & VINES	NURSERIES & CUT FLOWERS	FORESTRY PLANTATIONS
	SHEEP	CATTLE	DAIRY	CEREALS	OTHERS	PROCESSED	FRESH MARKET				
Infrastructure	Yards & shearing shed.	Yards, crush, loading ramp.	Dairy shed, yards, crush, loading ramp.	Minimal.	Irrig facilities.	Irrig facilities.	Irrig facilities. Possibly a packing shed unless using a contract packer or growing on contract	Irrig facilities. Packing shed	Irrig facilities. Packing shed	Plastic/glass houses.	Firefighting dams. Access roads
Plant & equipment	Minimal.	Minimal; hay feeding plant.	General purpose tractor, hay/silage feeding.	Tractors & implements.	Tractors & implements.	Tractors & implements.	Tractors & implements.	Tractors & implements.	Tractors & implements.	Small plant.	Contract services.
Market contracts	Not required.	Not required.	Necessary.	Not required.	Generally required.	Necessary.	Highly preferred.	Desired.	Desired.	Contracts preferable.	Varies.
Labour	Medium.	Low.	High.	Low.	Low.	Low.	Variable/medium.	High at times.	High at times.	High at times.	Low.
Local services	Shearers.	Vet.	Vet, dairy shed technician.	Agronomist, contractors.	Agronomist, contractors.	Agronomist, contractors.	Agronomist, contractors.	Pickers.	Pickers.	Pickers.	Contractors.
Regional suitability	Dryer areas good for wool. All areas suitable; larger farm sizes needed for viability.	All areas suitable.	Economics dictate large area necessary. Needs high rainfall or large water resource for irrigation.	Generally large areas, so need larger paddocks and larger farms.	Generally large areas, so need larger paddocks and larger farms.	Medium sized paddocks & farms; area for crop rotations and irrigation.	Medium sized paddocks & farms; area for crop rotations and irrigation.	Specific site requirements; proximity to markets and transport/carriers.	Specific site requirements; potentially available in most municipalities.	Proximity to markets is important.	Low rainfall areas less preferred.

Table notes:

1. The Agricultural Land Mapping Project (ALMP) (Dept of Justice, 2017) defined minimum threshold titles sizes that could potentially sustain a standalone agricultural farm business activity. The ALMP have 333ha for a livestock farm business activity, 40ha for dairy, 133ha for cereals and other broadacre crops, 25ha for processed and fresh market vegetable, 10ha for berries, other fruits & vines and nurseries and cut flowers and no specified minimum area for plantation forestry
2. Kynetec (March 2021) Farm Intel Information brochure uses 100ha as the minimum farm area for livestock
3. Kynetec (March 2021) Farm Intel Information brochure uses 75ha as the minimum farm area for dairy.

Appendix 6: Separation distances and buffers

Farm business activity scale (RMCG 2022 and included as Appendix 4) in combination with Table A6-1 can be used to provide guidance on appropriate separation distances when there are no additional mitigating factors. Appendix 3 provides guidance on constraints and potential conflict issues in relation to the relevant current and potential farming activities in proximity to a sensitive use.

Table A6-1: Separation distances

RESOURCE	LIVESTOCK			BROAD ACRE CROPS		VEGETABLES		BERRIES	ORCHARD FRUITS & VINES	NURSERIES & CUT FLOWERS	FORESTRY PLANTATIONS
	SHEEP	CATTLE	DAIRY	CEREALS	OTHERS	PROCESSED	FRESH MARKET				
Recommended min. buffer for individual dwellings (1)	50m to dryland and 100m to irrigated grazing area (3)	50m to dryland and 100m to irrigated grazing area.(3).	50m to dryland and, 100m to irrigated grazing, 300m to dairy shed and 250m to effluent storage or continuous application areas (2).	200m to crop.	200m to crop.	200m to crop.	200m to crop.	200m to crop.	200m to crop.	200m to crop.	100m from crop for aerial spraying.
Recommended min. buffer for residential areas (1)	50m to dryland and 100m to irrigated grazing area (3)	50m to dryland and 100m to irrigated grazing area.(3)	50m to dryland and, 100m to irrigated grazing, 300m to dairy shed and 250m to effluent storage or continuous application areas (2).	300m to crop.	300m to crop.	300m to crop.	300m to crop.	300m to crop.	300m to crop.	300m to crop.	Site specific (1).

Table notes:

1. From (Learmonth, Whitehead, Boyd & Fletcher, 2007). These are industry specific recommended setbacks which do not necessarily align with Planning Scheme Setback requirements. Council should ensure they are aware of attenuation setback requirements for specific activities
2. The State Dairy Effluent Working Group, 1997 uses 50m to grazing area, 250m to dairy shed and 300m to effluent storage or continuous application areas. The State Planning Scheme uses 300m to diary shed and 250m to effluent lagoon
3. Learmonth, Whitehead, Boyd & Fletcher, 2007 uses 50m from grazing areas.

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Document Control				
Report Title:	Scottsdale and Derby Structure Plan Consultation Summary			
Project Number:	22.344		**Project Name:**	Dorset Structure Plans
Client:	Dorset Council		**Client Contact:**	Rohan Willis
Revision:	**Date:**	**Revision details:**	**Prepared by:**	**Reviewed by:**
1	18 April 2024	Final	G. Walker	R. Willis A. Wardlaw
2	12 June 2024	Supplementary Consultation	G. Walker	R. Willis A. Wardlaw J. Marik
3	18 June 2024	General Edit	G. Walker	
Current revision:	**3**			

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1. Introduction

The purpose of this report is to provide a summary of the matters raised within formal submissions received for the Scottsdale and Derby Structure Plans during the public exhibition period which was held between **3 February 2024** and **4 March 2024**. These submissions are provided in Appendix A.

This revision also incorporates the supplementary exhibition period for the Scottsdale Structure Plan only held between **24 May 2024** and **10 June 2024**.

1.1 Submissions Received for Scottsdale

Formal submissions received for the Scottsdale Structure Plan are set out in Table 1 below.

Table 1 - Summary of formal submissions received during the first round of public consultation of the Scottsdale Structure Plan.

Author	Email address	Relevant land	Summary of matters raised
Lyne Artis	lyne.artis@padgettgroup.com.au	81 Arthur Street, Scottsdale	• A meeting was held with Lyne on Friday 23 February 2024 to discuss Lyne's concerns. • Lyne owns 81 Arthur Street where she has had an ongoing matter relating to the area of the property. • Lyne produced title documents which indicate that the area of 81 Arthur Street incorporates the adjoining road reserve which runs parallel between 81 Arthur Street and 77 Arthur Street (refer to Figure 1). • The Scottsdale South Sector plan incorporates the road reserve in the concept subdivision layout. • Lyne is concerned that the road reserve is integrated into her property and that it should be excluded from the concept subdivision layout.
Adam and Terese Hall	atheng@internode.on.net	4 Union Street, Scottsdale	• The Hall's own 4 Union Street which is currently zoned Rural Living A. • The Hall's are intending to advance the subdivision of land. They indicate that previous correspondence with Council inferred that the land may be rezoned to General Residential

Author	Email address	Relevant land	Summary of matters raised
			which would allow for higher density subdivision. • The submission identifies that 4 Union Street along with the two other larger lots to the south (17A and 25 Ringarooma Road) are under the same zone and have attributes that would support subdivision at a density that is higher than currently provided for under the Rural Living zone (absolute minimum lot size of 8,000m^2). • The Hall's have requested that their land effectively be included within the structure plan as a residential growth area in the same way the Ringarooma Road residential growth area has been shown. • A key point that has been made is that this land along with the adjoining lots appear to be suitable for residential growth and the best access to the land is from Union Street. There is an ability to develop 4 Union Street currently which has the potential to 'land-lock' the other developable land where access is restricted or wouldn't be encouraged along Ringarooma Road due to topographical constraints, sight-distances and the hierarchy of Ringarooma Road which connects the arterial and state highway roads of Tasman Highway and Bridport Road.

Figure 1 - aerial image showing the road reserve in relation to 77 and 81 Arthur Street and the boundary of 81 Arthur Street that matches the area shown on the title plan and incorporates the road reserve.

1.1.1 Actions Associated with Scottsdale Submissions

The following actions have been borne from the Scottsdale Submissions:

1. Preparation of advice to Lyne with respect to the actions required to be taken to clarify the status and ownership of the road reserve which adjoins 81 Arthur Street.

2. Removal of the road reserve from the Scottsdale South Sector concept plan of subdivision.

3. Review of the Union Stret and Ringarooma Road Rural Residential zoned land to determine whether it is feasible to include as a growth area within the structure plan. If it is, then a full infrastructure analysis will be undertaken and the structure plan will need to be amended to incorporate this land and will need to be re-exhibited for a minimum of two weeks along with direct correspondence provided to affected landowners and stakeholders.

1.2 Submissions Received for Supplementary Exhibition Period for Scottsdale

Formal submissions received for the Scottsdale Structure Plan are set out in Table 2 below.

Table 2 - Summary of formal submissions received during the second round of public consultation of the Scottsdale Structure Plan.

Author	Email address	Relevant land	Summary of matters raised
Phillip and Gudrun Macklow	8 Union Street, Scottsdale	Union Street and Ringarooma Road Residential Growth Area	• How will the increase in population envisioned by the Structure Plan be supported by employment; • A development this large could affect the value of properties nearby and impact upon their views; • There is a natural spring located on the land that extend throughout the area which will require management; • Concern in relation to loss of farming land; • Concern in relation to impact on fauna species that use the existing vegetation that lines Tuckers Creek and the potential destruction of a local wildlife corridor; • The increase in the number of houses in the area will lead to additional pollution from wood heaters which results in public health issues; • Query as to how sewer would be managed; • The proposed growth area will lead to an increase in car usage within the area and impact Union Street; • General position is against the development area.
Paul Tarvit	PTarvit@igmfp.com.au	Union Street and Ringarooma Road Residential Growth Area	• The landowner purchased their property at 5 Ringarooma Road following due diligence and the existing planning controls at the time. The property was selected partly due to its location and reasonably unconstrained views over the land and into the rural and natural landscape vista further afield. Development of the growth area will affect these views and vistas;

Author	Email address	Relevant land	Summary of matters raised
			• If the growth area was to be constructed then there would be impacts from construction and permanent loss of the most valuable asset of the property at 5 Ringarooma Road which is outlook; • Questions raised with respect to the growth area include: ▪ How would nearby landowners be compensated for loss and/or impact of the development in terms of loss of views; ▪ What is the timeframe for the growth area; ▪ What is the construction period. • There would be alternative options to progress growth and development including subdivision of existing larger lots and construction additional dwellings on existing lots.
Department of State Growth	Vili.Siale@stategrowth.tas.gov.au	Union Street and Ringarooma Road Residential Growth Area	• No objections but will require a Traffic Impact Assessment for any new junction to Ringarooma Road at the time such a junction is proposed.
TasWater	Development@taswater.com.au	Union Street and Ringarooma Road Residential Growth Area	• No specific objections raised although TasWater's strategy and planning teams are still reviewing. • Support of the need to service the land with a sewer pump station as detailed in the Structure Plan.

1.2.1 Actions Associated with Scottsdale Submissions

1.2.1.1 Macklow Submission

Two calls were made to the number provided but neither calls were answered.

Matters raised within the submission are either not relevant planning matters or matters than can be addressed through future design of the growth area.

No actions are required.

1.2.1.2 Tarvit Submission

A telephone call was held with Paul on 11 June 2024 at around 1:15pm.

Many of Paul's concerns related to when the growth area would be developed and how impacts would be managed. Paul was provided with a synopsis of the Structure Plan process and that the document would not result in instant, or physical changes to the zoning and developability of the land once endorsed. Paul was advised that the sequencing of the land for development would be (at a minimum) nearing, or following the completion, of Priority Sector 1 which is the Ringarooma Road Residential Growth Area. Additionally, there are other issues that need to be overcome in developing this land such as the need to achieve landowner agreement and the need to construct a sewer pump station in the initial stage which is likely to impact when and if the land is developed.

It was explained to Paul that the alternative options he detailed had been factored into the Structure Plan.

No actions are borne from the submission.

1.2.1.3 DSG and TasWater

No actions arising from these submissions.

1.3 Submissions Received for Derby

Formal submissions received for the Derby Structure Plan are set out in Table 3 below.

Table 3 - Summary of formal submissions received during the public consultation period of the Derby Structure Plan.

Author	Email address	Relevant land	Summary of matters raised
Alan Miller	holmil@ozemail.com.au	Derby - general	• Concern with respect to the expansion of Derby to the west will encourage sprawl and will harm the character of the town and the natural environment. • Suggestion that a better approach would be to focus on increasing the density within the village by way of allowing increased height and building footprints. The current development controls within the Village Zone impedes densification and the ability to promote varied building forms • Include a focus on infill development within the village such as the existing land around the trail head parking lot and old bike wash area. • Acknowledgement that the absence of reticulated sewer infrastructure hampers densification but should be investigated before expanding the village outwards.

Author	Email address	Relevant land	Summary of matters raised
			• There is potential damage to the natural environment caused by land clearing associated with the Mixed Use Investigation area which appears to be entirely intact native bushland. • Possibility of looking further afield to revitalise and connect surrounding villages through the creation of new trails as a creative way to generate new and enhanced tourism opportunities.
Anne (Taylor Estate)	info@bowerbankmill.com.au	32171 Tasman Highway, Derby	• A meeting was held with Anne on 29 February 2024. • Anne is the late Malcom Taylor's sister and was currently working through the estate of which she was the executor. • Information and advice was provided to Anne in relation to the Derby Structure Plan and its implications with the estate along with information relating to boundary adjustments that can occur under current planning controls. • Advice was provided in a follow up email.
Rob Thompson	robt375@gmail.com	Derby - general	• General advice and suggestions were provided with respect to the written document in terms of identifying grammatical errors.

1.3.1 Actions Associated with Derby Submissions

Apart from reviewing the information provided within the submissions, no substantial actions are required. Once the structure plan has been fully reviewed and corrected, a formal response will be provided to each author of the submissions.

1.4 Stakeholder Submissions

Submissions were received from the following stakeholders:

1. Tasmanian Fire Service - Bushfire Risk Unit; and
2. State Emergency Service.

The submission from the Tasmanian Fire Service (**TFS**) supports the Scottsdale Structure Plan in terms of bushfire risk and safety and broadly supports the Derby Structure Plan in terms of bushfire risk and safety.

With respect to the Derby Structure Plan, the advice from the TFS included the following recommendations:

(a) *"As outlined in Council's report, it is anticipated that future draft amendments will include Specific Area Plans (SAPs) to guide future subdivision design. It is recommended that bushfire risk be considered when preparing the SAPs to ensure an appropriate strategic design response to local risk is implemented. TFS would welcome the opportunity to provide input into the design of these future SAPs*; and

(b) *It is noted the supporting justification in Council's report (p.18-19) ought to be reviewed prior to finalisation as it incorrectly describes the bushfire hazard conditions in relation to Derby/Branxholm. The description appears to be taken from the Scottsdale Structure Plan report and therefore relates to a different context*."

These recommendations will be incorporated into the final version of the Derby Structure Plan.

The submission from the State Emergency Service (**SES**) reiterated their position with respect to undertaking a flood risk analysis for each location. The structure plans have been guided by a flood-risk analysis insofar as growth areas avoid mapped flood-prone areas which have been adopted based on recent flood studies undertaken in conjunction with the SES.

Notwithstanding this, there are some further areas within Branxholm that will be reviewed and investigated from a flood hazard perspective and incorporated into the final version of the Derby Structure Plan.

Appendix A March Submissions

George Walker

From: George Walker
Sent: Monday, 19 February 2024 12:09 PM
To: Lyne Artis
Subject: RE: Scottsdale - New Residential Areas

Thanks Lyne – mid afternoon around 2 or 3pm?

Regards,

George

From: Lyne Artis <lyne.artis@padgettgroup.com.au>
Sent: Monday, February 19, 2024 12:06 PM
To: George Walker <gwalker@6ty.com.au>
Subject: RE: Scottsdale - New Residential Areas

> This message was sent from outside your organisation. Do not click links or open attachments unless you know the content is safe.

Hi George,

Friday afternoon will be okay.
What time?

Thanks
Lyne

From: George Walker <gwalker@6ty.com.au>
Sent: Monday, February 19, 2024 11:57 AM
To: Lyne Artis <lyne.artis@padgettgroup.com.au>
Subject: RE: Scottsdale - New Residential Areas

> You don't often get email from gwalker@6ty.com.au. Learn why this is important

Thanks Lyne,

A good point – I have actually had an urgent matter come up that requires Wednesday. Would it be possible to move our meeting to Friday afternoon (I will be up then).

Regards,

George

From: Lyne Artis <lyne.artis@padgettgroup.com.au>
Sent: Sunday, February 18, 2024 4:08 PM
To: George Walker <gwalker@6ty.com.au>
Subject: RE: Scottsdale - New Residential Areas

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Hi George,

Sorry to bother you but I have just realised that next Wednesday 21st February is Launceston Cup day holiday for the council staff.

I am checking if you are coming and if I can get into the Council Chambers?

Thanks
Lyne

From: Lyne Artis
Sent: Wednesday, February 14, 2024 9:32 PM
To: George Walker <gwalker@6ty.com.au>
Subject: RE: Scottsdale - New Residential Areas

Hi George,

Thank you for getting back to me.

Next Wednesday 10.30am would be good.

Thanks
Lyne

From: George Walker <gwalker@6ty.com.au>
Sent: Wednesday, February 14, 2024 8:56 PM
To: Lyne Artis <lyne.artis@padgettgroup.com.au>
Cc: Elizabeth Hadley <Elizabeth.Hadley@dorset.tas.gov.au>; Lily Hayes <Lily.Hayes@dorset.tas.gov.au>
Subject: FW: Scottsdale - New Residential Areas

> You don't often get email from gwalker@6ty.com.au. Learn why this is important

Good evening Lyne,

Elizabeth has passed on your email.

We are assisting Council with the Structure Plan.

I would be available to meet with you at Scottsdale next Wednesday anytime from 10:30 if you'd like to propose a time?

Regards,

George

George Walker
Director | Planning Consultant

0417 921 661

Measured form and function

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287 Charles Street, Launceston 72
PO Box 63, Riverside 7250
P 03 6332 3300
E gwalker@6ty.com.au
W 6ty.com.au
ARCHITECTURE | SURVEYING |

From: Lyne Artis [mailto:lyne.artis@padgettgroup.com.au]
Sent: Wednesday, 14 February 2024 10:54 AM
To: Structure Plan <structure.plan@dorset.tas.gov.au>
Subject: RE: Scottsdale - New Residential Areas

Good morning,

Thank you I am aware of the meeting.
However this is complicated and I need an
appointment to discuss a roadway issue.

Regards
Lyne

From: Structure Plan <structure.plan@dorset.tas.gov.au>
Sent: Wednesday, February 14, 2024 10:51 AM
To: Lyne Artis <lyne.artis@padgettgroup.com.au>
Subject: RE: Scottsdale - New Residential Areas

Good Morning Lyne,

There is a Community Drop-In Session being held at the Council Chambers this Friday the 16th of February.

You will be able to speak with a representative from Council at either session in regards to questions you may have in regards to the Structure Plan for Scottsdale.

Please see information below in regards to the sessions:

Kind Regards,

Dorset Council

P: (03) 6352 6500

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

it's in the making

From: Lyne Artis <lyne.artis@padgettgroup.com.au>
Sent: Monday, 12 February 2024 1:36 PM
To: Structure Plan <structure.plan@dorset.tas.gov.au>
Subject: Scottsdale - New Residential Areas

Good afternoon,

Could I please make an appointment to discuss the Arthur street area.

Thanks
Lyne Artis
Mobile 0458222900

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Mr John Marik
General Manager
Dorset Council
3 Ellenor Street Scottsdale TAS 7260

dorset@dorset.tas.gov.au

Dear Sir,

RE: 4 Union Street Scottsdale TAS 7260

I am writing to you on behalf of my clients, Adam and Terese Hall. The following is provided for your consideration in the preparation of Dorset's 2024 to 2044 Structure Plan.

This correspondence relates to the treatment of the Halls land at 4 Union Street. The land is a vacant allotment zoned Rural Living, having frontage to both Ringarooma Road and Union street. The land has variable topography rising somewhat steeply to the Ringarooma Road frontage and then moderates to a more gentle slope in the vicinity of the mid region and Union Street end of the parcel.

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54 Cameron Street, Launceston 7250 T +61 3 6333 7888
48-54 Oldaker Street, Devonport 7310 T +61 3 6424 3568
KnightFrank.com.au

OWNER: RODNEY JOHN GOULD

FOLIO REFERENCE: F/R 135817-3

GRANTEE: PART OF 100 ACRES GTD TO WILLIAM SMITH

PLAN OF SURVEY

BY SURVEYOR: PAUL HODGETTS of MICHELL HODGETTS SURVEYORS
25 YORK STREET, LAUNCESTON, 7250

LOCATION: TOWN OF SCOTTSDALE

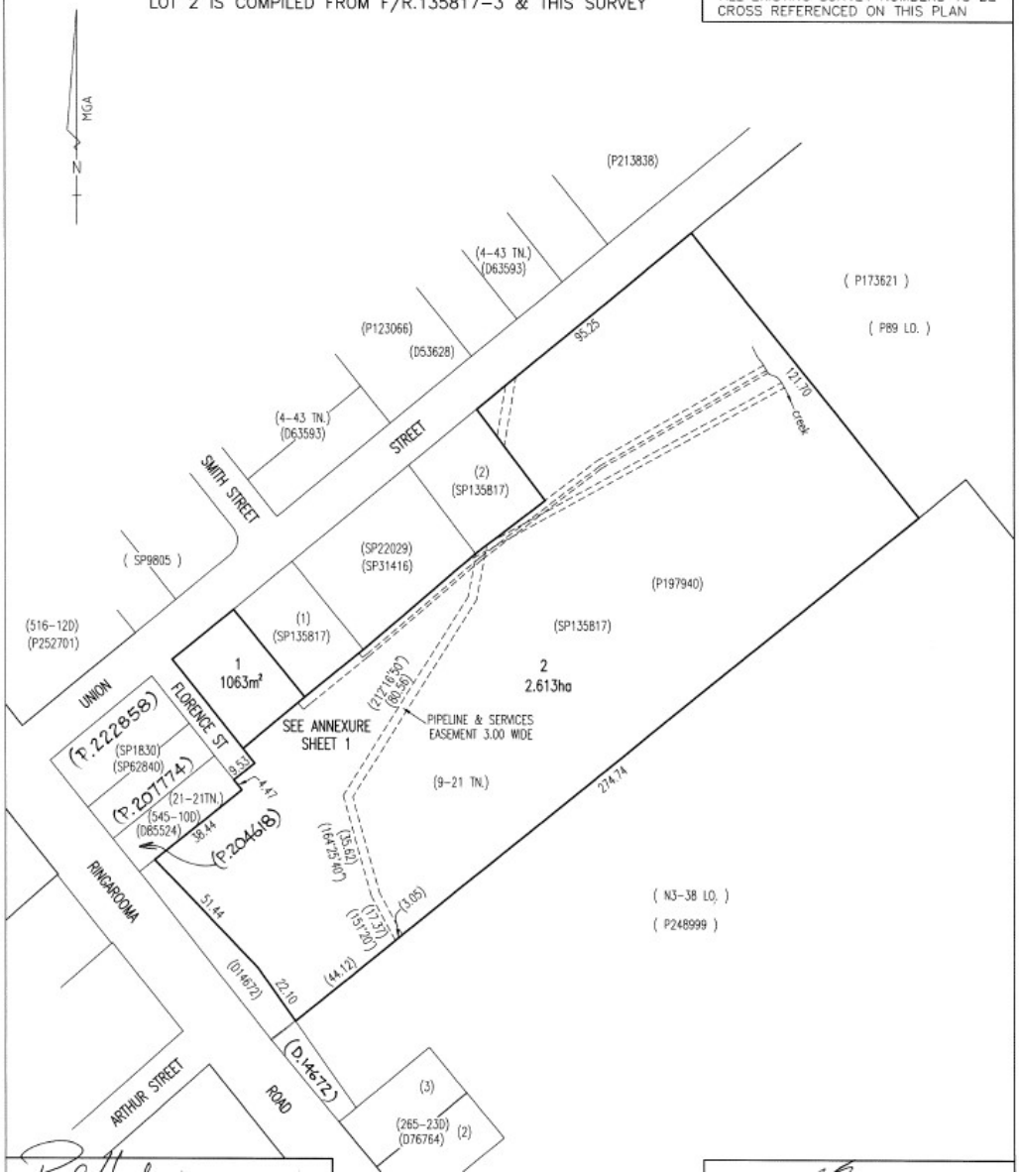
SCALE 1:1250 LENGTHS IN METRES

REGISTERED NUMBER
SP184127

~~APPROVED~~
EFFECTIVE FROM 16 FEB 2023
Recorder of Titles

LOT 2 IS COMPILED FROM F/R.135817-3 & THIS SURVEY

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



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I acknowledge the third paragraph of the introduction of your consultation draft of the Structure plan (Section 1.1 – page 5), which notes that whilst Dorset and the State Planning Commission may provide zonings to encourage development, often those parties with suitably zoned land, due to either economic, personal and other circumstances, they do not so elect to develop these parcels into more intensive land uses. My clients are looking to imminently develop their land by subdividing it having completed its purchase within the last 12 months.

Based on previous informal and formal conversations with Council in the lead up to purchase, I understand from discussions with the Halls that they were of the understanding that their land would be put forward to the Commission by Dorset as suitable for rezone to General Residential.

I further note that the land is presently zoned Rural Living. The minimum lot size under this zoning is 1 hectare, with provisions to consider applications with an area of no less than 8,000 sqm. The owner's land can therefore only be subdivided into three lots based on a land area of 2.6 hectares or thereabouts.

Should this be pursued by the owners - and the three lots sold, the resultant development of those three lots will effectively land lock the adjacent parcels at 17A and 25 Ringarooma Road. Due to topography off Ringarooma Road and traffic management issues onto what is effectively the Tasman Highway, the ability to practically develop multiple lots on 17A and 25 Ringarooma Road may be lost to the community into the coming decades.

The three parcels identified in the image on page 1 of this correspondence would appear in my opinion to be most suitable for more imminent intensified land use / density of residential development in the strategic development of the town. They are close to the town centre (no dislocation), predominately serviced by sewer and by virtue of topography do not represent an agricultural output loss associated with 'Prime Agricultural Land'.

I again reiterate that the Hall's intend subdividing in the near future in line with the purpose of their purchase of the land.

When this occurs the ability to practically plan for the future development of 17A and 25 Ringarooma Roadd will be problematic at best.

On this basis, it is my client's request that the Council consider their land as being earmarked for a zoning of Low Density and General Residential and that Council support such rezoning with the Planning Commission. Should the property be rezoned to Low Density, and a continuation of the General Residential zone along Union Street, then this would change plans for the level of development, which in turn should facilitate an internal road providing access through to 17A and 25 Ringarooma Road, thereby preventing future land locking.

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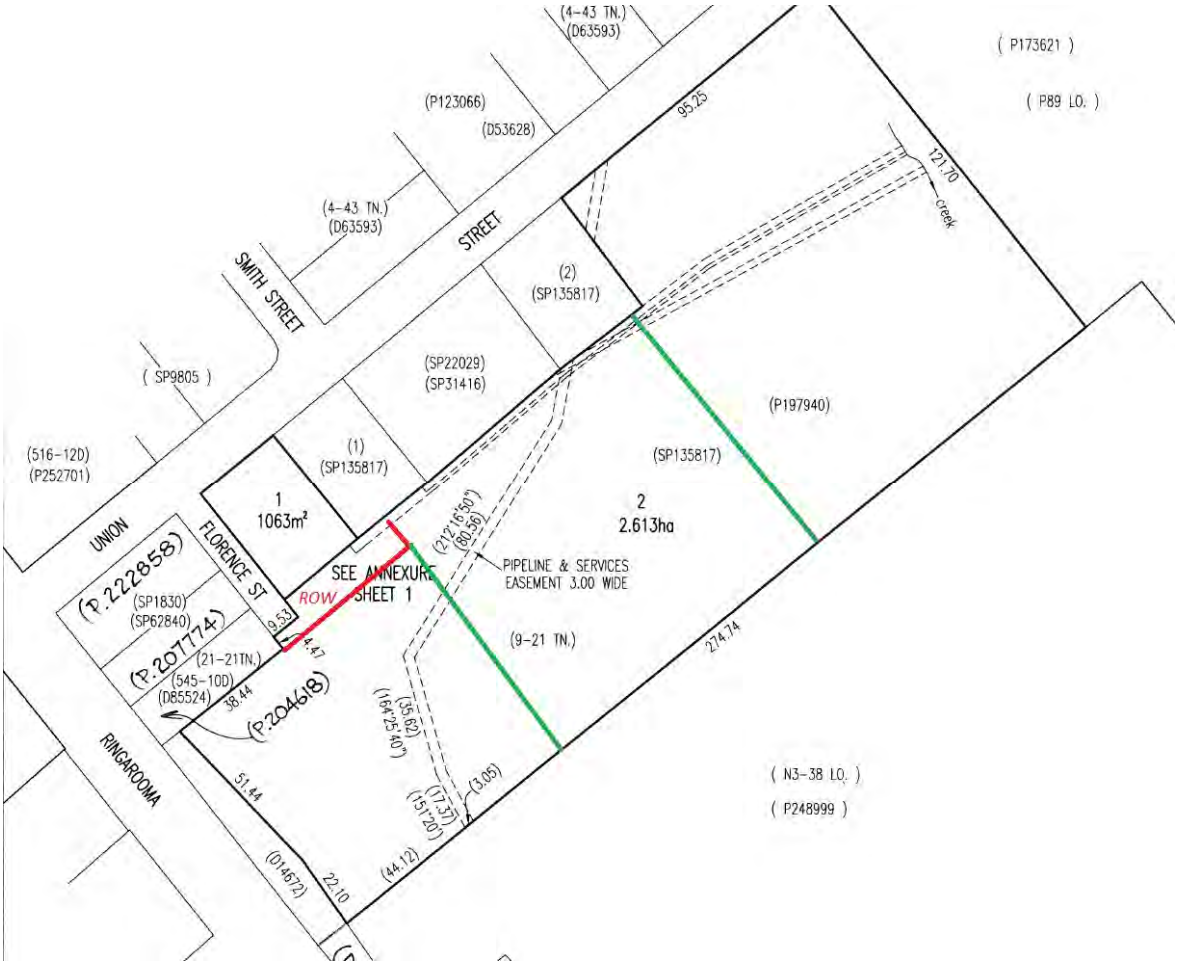

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KnightFrank.com.au

Should you or any of your staff wish to discuss this submission please do not hesitate to contact the writer.

Yours faithfully,

Doug Marshall
B.Bus. (Property Studies) MAPI
Knight Frank

George Walker

From: Structure Plan <structure.plan@dorset.tas.gov.au>
Sent: Monday, 26 February 2024 12:18 PM
To: Rohan.Willis; George Walker
Subject: FW: Derby Structure Plan Feedback

Kind Regards,

Lily Hayes | Planning Officer

P: (03) 6352 6539| F: (03) 6352 6509

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

-----Original Message-----
From: Alan Miller [mailto:holmil@ozemail.com.au]
Sent: Sunday, 25 February 2024 10:18 AM
To: Structure Plan <structure.plan@dorset.tas.gov.au>
Subject: Derby Structure Plan Feedback

Hello,

Thank you for the opportunity to comment on the exhibited structure plan for Derby. I am a Ringarooma resident who lived in Derby for four years and now works for Dorset Council on the mountain bike trail maintenance crew.

I appreciate that there are many constraints in Derby that make it difficult to expand the town. The terrain is steep, land ownership is varied and above all there is a limit to how much the town can rely on on-site waste management. Looking at the plans I'm concerned that extending Derby to the west would encourage sprawl that will harm the character of the town and the natural environment. I feel a better approach would be to raise the height limit in the centre of Derby along Main St. Greater density would support the vibrancy of the town centre and provide shop top housing ideal for those who work there. There are still several centrally-located infill sites, such as the grassy area around the new trailhead parking lot and the old bike wash area, that remain under-utilised; these could be developed for mixed use rather than releasing new land for what appears to be low density residential. Though Village zoning allows varied uses, limiting heights to about two storeys impedes densification as well as more varied building forms.

As the construction of sewerage to support such densification would be expensive I appreciate that higher density could be difficult to achieve in Derby but I think it would be a shame to encourage

sprawl in the form of green field development without thoroughly investigating whether some form of uplift might be possible in the town centre or whether there might be clever technological alternatives to building a sewer that would mitigate the waste problem.

There is also the damage to the natural environment caused by land clearing to consider, especially in the case of the “Mixed Use Investigation Area” shown on the map, which appears to be entirely on intact native bushland.

Another approach would be to see the surrounding towns, Winnaleah, Ringarooma, Legerwood, etc. as part of the project of supporting Derby. This is a challenge, to revitalise several towns instead of one or two, but the way Branxholm has benefited from mountain biking shows that it is possible. I hope Council looks into how surrounding towns might benefit from what is happening in Derby, both for their own revitalisation and in order to take pressure off of Derby itself. It may be that simply building trails connecting the towns, similar to the much-loved Valley Ponds trail, would help the whole district become known as a major outdoor recreation destination in Tasmania. Extending the rail trail from Billycock Hill to Legerwood and Branxholm (connecting then to Derby via Valley Ponds, with the possibility of upgrading the Briseis Water Race Track to Ringarooma) would build on Derby’s success, attracting touring cyclists and walkers as well as keen mountain bikers. It would also provide healthy recreational opportunities for locals. Constructing such a trail would involve some expense but Derby has shown that spending money on trails is worth it for the economic return it generates, not to mention the joy and happy memories it brings many locals and visitors. I mention this idea here because I think it could be part of a creative solution to the challenge of planning for growth in our district that would benefit everyone.

Derby has been a great success for Dorset; I think it is important that the same creativity and imagination that went into the construction of the mountain bike tracks is applied to the town’s urban design and planning.

Best regards,

Alan Miller
13 East Maurice Road
Ringarooma TAS 7263

George Walker

From: George Walker
Sent: Thursday, 29 February 2024 8:13 PM
To: info@bowerbankmill.com.au
Cc: Rohan Willis
Subject: Derby Structure Plan - The Late Malcom Frank Taylor

Good evening Anne,

It was good to meet you today to learn about Malcom, your roll as executor of his will and your thoughts on the Derby Structure Plan. As promised, this email is in two parts. The first part will provide a brief summary of the Derby Structure Plan as it relates to Malcom's land and the second part will provide some guidance as to the possibility of undertaking a boundary adjustment between the two existing lots.

I haven't included your solicitors in this email so please forward it to them.

Derby Structure Plan

1. Whilst you have a hard copy of the Structure Plan, it is still available and downloadable from here.

2. The Structure Plan is a very high level document that has identified Malcom's land as being suitable for residential growth.

3. To this end, the Structure Plan recommends rezoning the land to Low Density Residential along with the land between Malcolm's and the end of Renison Street.

4. The Structure Plan includes an indicative plan of subdivision which shows a potential road and lot layout which has been based on an engineering desktop analysis. The plan of subdivision is conceptual in nature and is by no means set in stone.

5. Should the Structure Plan be endorsed by Council, the next steps will be to prepare a Scheme amendment to rezone the land to Low Density which will also involve preparing a Specific Area Plan (SAP). The SAP will effectively incorporate a subdivision design where its purpose is guide and coordinate development of the land in an orderly way.

6. The Scheme amendment and SAP process will involve further investigation and landowner consultation whereby specific details can be ironed out (such as locations of roads and lots).

7. The Structure Plan recommends that the Scheme amendment and SAP be effective (i.e. part of the Scheme) by the end of 2028.

Boundary Adjustment

8. As discussed, a boundary adjustment between the two lots may be able to occur subject to satisfying the subdivision provision of the Scheme. The relevant provision of the Scheme for subdivision in the Rural Zone is 20.5.1 P1(a). The Scheme is available here and clause 20.5.1 P1(a) is reproduced below.

20.5 Development Standards for Subdivision

20.5.1 Lot design

Objective:	To provide for subdivision that: (a) relates to public use, irrigation or Utilities; or (b) facilitates use and development for allowable uses in the zone.

Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities or irrigation infrastructure; (c) be for the consolidation of a lot with another lot provided each lot is within the same zone; or (d) be not less than 40ha with a frontage of no less than 25m and existing buildings are consistent with the setback and separation distance required by clause 20.4.2 A1 and A2.	**P1** Each lot, or a lot proposed in a plan of subdivision, must: (a) have sufficient useable area and dimensions suitable for the intended purpose, excluding Residential or Visitor Accommodation, that: (i) requires the rural location for operational reasons; (ii) minimises the conversion of agricultural land for a non-agricultural use; (iii) minimises adverse impacts on non-sensitive uses on adjoining properties; and (iv) is appropriate for a rural location; or

9. Each lot within the boundary adjustment should be provided with a frontage or legal access to Tasman Highway which is along the northern boundary of both existing lots.

Please do contact me should you have any further questions regarding the Structure Plan.

Regards,

George

George Walker
Director | Planning Consultant

0417 921 661

Measured form and function

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287 Charles Street, Launceston 72
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E gwalker@6ty.com.au
W 6ty.com.au
ARCHITECTURE | SURVEYING |

George Walker

From: Rob Thompson <robt375@gmail.com>
Sent: Friday, 1 March 2024 2:38 PM
To: George Walker
Cc: Rohan.Willis
Subject: Extremely long

To George and Rohan
Thank you for your replies to my Friday Feb 26 email. I apologize for the delay in getting back to you.

I also apologize in advance for typos, errors, occasional brusqueness, etc. Also formatting: I wrote part of it on a Word document and it didn't all transfer to Gmail straightforwardly.

George, when I phoned your office last Friday, I was hoping for just a brief, informal chat. It's much more difficult to express opinions about style, grammar, etc, in writing. I fear I may be getting into hot water **and** out of my depth at the same time.

Also George, you have a Masters in Planning and both you and Rohan are fully experienced in reading and preparing reports, plans, submissions, etc, whereas I'm not. There may even be a State Government Style Guide that you both know backwards.

So it's pretty arrogant of me to think that I can suggest changes, much less provide a "rigorous review". I'm looking at the Structure Plan Draft from the point of view of an 'everyman'. I realize that many, if not all, of the things I find questionable may well be common usage in planning and local council documents and I'm simply not familiar with them.

Nonetheless, I still have some opinions; that's all they are. And I've already had to change one: I had thought that it was unnecessary to pluralize acronyms, eg "**Structure Plan Guidelines, SPGs**", but, after some 'research', I've found it's normal practice.

Acronyms are such a big component of the draft. I guess you blokes revel in them. I don't know if reports, plans, etc, ever contain a glossary of acronyms.

OK, having got that 'off my chest', here's what I've got so far:

On pg 1, you begin, "Dorset Council ('**Council**')". I feel the inverted commas inside the brackets are unnecessary and this would apply throughout the document, eg. ('**Structure Plan**'), ("**MTB**'), ('**RMPS**'), (**'the LUPA Act'**), etc. (though, as I said above, perhaps this is standard practice).

In my previous email I mentioned that "Figure 2" near the bottom of pg 9 should be Fig 3.

On pg 10, Table 2, final row, is "**(by virtue of consisting of the SPPs and a LPS)"**; perhaps this is another usage I'm not familiar with. I hope you'll forgive me for saying that, from my 'everyman' point of view, I find it a bit odd (by which I mean incomprehensible).

Concerning the phrase *by virtue of,* I found this Canadian Government website:

Writing Tips Plus
https://www.noslangues-ourlanguages.gc.ca/en/writing-tips-plus/index-eng

virtue, by virtue of, in virtue of

Avoid the expressions "by virtue of" and "in virtue of". The idiom by virtue of means "**because** of" or "**on account** of. The synonymous expression **in** virtue of is antiquated and found mostly in legal writing. To write plainly, replace these expressions with **because** of, **on account** of or **on the basis of.**

On pg 11, before Table 3, is: "**The objectives of the RMPS are reproduced ... below**". I think "laid out", "set out" or "listed" are better than "reproduced".

Then, in Table 3 itself, the words in the Part 1 heading are immediately and unnecessarily repeated in the white box; perhaps just list the objectives.

The second white box of Table 3 is numbered "**2.**" but it's not an "**Objective**", It seems to be an explanation and enlargement of clause 1(a) (as you can see, the spacing is wrong). The numbering system for the explanatory points, a), b), c), is confusing. I think i), ii), iii) or some other system would be better.

Also in Table 3, part 2., at the end of both points (a) and (b), you have "**; and**". I think the semicolon and the "and" could be omitted.

Immediately under Table 3 is: "**In addition, Part 2 of Schedule 1 set out ...** ". But, as I said above, I can't see Part 2 of Schedule 1. And, of course, it should be "**sets out"**.

Re. the paragraph, "**2.3.1 Structure Plan Consistent with Objectives of RMPS**":
i) Add a comma after "... **and strategic framework of**"
ii) The second sentence begins "**By virtue of** ...". See above.

Page 11, section **2.4 Tasmanain Planning Policies**
Second sentence begins "The purpose ...", so singular verb "is", not "are".

Page 12, last paragraph before Table 4 beginning: "It is within this context ...". I hope you'll pardon my describing this whole sentence/paragraph as 'a dog's breakfast'.

I think you meant something like: "All these things are taken into consideration when assessing whether the Structure Plan is consistent with the objectives and strategies of the TPPs. The assessment results are set out in Table 4."

Table 4
i) Could you consider starting Table 4 on page 13? I think that would be neater and more readable.
ii) Obviously line up the column headings with the columns.

Pg 13, continuing Table 4: In the first sentence, after "Rural Town", a word or words are missing; perhaps "in" or "according to".

The second sentence beginning "It is observed ...": I think it needs something like: "**By contrast**, Branxholm is not listed within the NTRLUS but is a settlement that **more** readily ..."

The next 2 paragraphs begin “Strategy 1.1.3(1)” and “Implementation Guidelines 1.1.4” respectively. Your humble ‘everyman’ correspondent (ie. me) is confused by this sudden appearance of Strategy and Implementation Guidelines but perhaps it all makes perfect sense to your target audience.

Concerning the Implementation Guidelines paragraph, obviously “a” should follow “provided within” rather than “at”.

Then the phrase, after **buffer**, “**to be instated**”: As you know, **instate** is not common word. I found the quote below on the U.S. website, “The Content Authority”:

https://thecontentauthority.com/blog/how-to-use-instate-in-a-sentence

“Instate” is a verb that means to establish or put into effect something, typically an official position or a system. It is often used when referring to the appointment or introduction of someone or something.”

“The Content Authority” is not part of any university; like me, they seem to be merely a ‘self professed authority’ but I agree with their opinion. “Instate” sounds a bit ‘lofty’ to me. Maybe “to be put in place”.

Pg 13, pragraph 8 beginning “**Localized**”: the phrase “**has not been conducted**” (for Derby). “Has not been assessed” is better. Or “A survey of … has not been conducted”.

Paragraph 9: after “… **and encourages land**”: I think you need a word such as “utilization”.

Page 14

You can see the spacing problem in box 1.2.2.

Underneath that box is “**Response**”: you begin with what appears to be the conclusion, (The SP supports the LP). I wonder why you didn’t put it at the end as you do with 1.4.

Then “**Derby and, to a lesser degree …**”: I inserted a comma after “and”. Also, it should be: “Derby and, to a lesser degree, Branxholm, **are** identified as Local or Minor Centre**s** (LMCs)”. And, at the end, perhaps “**settlements**” should be plural.

1.2 Response, 3rd paragraph, 1st sentence: “The areas … **are** located … “.

2nd sentence. Maybe something like: “These areas **can** be connected into the existing transport (**and active transport**) network - the Tasman Highway, incorporating Main St Derby, and Scott St Branxholm, the local road network and the myriad…”. with an “s” on “**settlements**”. I put “and active transport” in brackets because I’m not sure what it means.

Page 15

1.4 Response, paragraph 2, sentence 2. Should it be “….. avoids expansion into productive agricultural land, timber production land **and** undeveloped **or** public land which…..”? Also, rather than repetition of land, you could use areas, districts, regions, zones etc.

Paragraph 3.

i) omit “of” after “**each settlement**”

ii) “s” on “**perimeter**”?

1.5, Response. “… the context of **their** position**s** and role**s** …”.

Page 16

2.1 Response, paragraph 2, sentence 2: If possible avoid repetition of “**In this regard**” You just used it in 1.6

Paragraph 4, sentence 1 beginning “With respect to…”. Fix it.

Paragraph 8, beginning “**More broadly…**”. At the end, you use the expression “**ground truthing**” which I’ve never encountered before. You may very well be using it accurately but, after a little online ‘research’, I get the impression that ground truthing involves survey, measurement and **verification**.

From Wikipedia: “Ground truth is information that is known to be real or true, provided by direct observation and measurement (i.e. empirical evidence) as opposed to information provided by inference.”

From another website, GISGeography:

https://gisgeography.com/ground-truthing/

“Ground truthing assesses the accuracy of remote sensing data by comparing it with physical measurements collected at ground level.”

I’m thinking you meant something like “surveys on the ground”. I’m not suggesting you change “ground truthing” just check its proper meaning.

Page 17, still 2.1, the sentence beginning “The vegetation…”. Perhaps you could include “**(pg 47)”.**

That’s as far as I’ve read. I don’t know if any of this is useful, or even welcome. If you want to write back, I prefer to receive a reply from just one of you or a joint email from both of you.

It would be much easier to impart all this verbally, preferably sitting at a table together. Perhaps you can engage the services of a professional, **trained** editor. I don’t know how they provide suggestions.

I hope you're both well and I look forward to hearing from you.

Regards
Rob Thompson
Derby

On Mon, 26 Feb 2024 at 10:14, George Walker <gwalker@6ty.com.au> wrote:

> Good morning Rob,
>
> Thank you for your email.
>
> At this stage the consultation is in draft format and is undergoing full review. We would welcome any commentary in addition to the matters below you may have with respect to grammatical errors.
>
> Regards,
>
> George

from: **Rohan Willis** <Rohan.Willis@dorset.tas.gov.au>
to: Rob Thompson <robt375@gmail.com>
cc: George Walker <gwalker@6ty.com.au>
date: 26 Feb 2024, 10:18
subject: RE: Derby

Good morning Rob,

We'd appreciate that feedback and rigorous review. If you could have your comments through to us by no later than COB next Monday (4th March) that would be very much appreciated.

Regards

Rohan

From: Rob Thompson <robt375@gmail.com>
Sent: Monday, February 26, 2024 8:29 AM
To: George Walker <gwalker@6ty.com.au>
Subject: Derby

Hi George

I met you at the Derby community consultation last Friday morning, Feb 23; thanks for coming out.

I read the first 15 pages of the Derby Structure Plan Consultation Draft then rang 6ty° in Launceston. I spoke with Becky who told me you were out of the office and gave me your email address.

I'm wondering if the draft will be reviewed by a professional editor before being finalised. I'm not an editor, and can't say anything about the content, but I do have opinions about the writing. As you know, there are a couple of errors and, if you'll forgive me for saying so, some punctuation and style could be improved. (There's an error on pg 9: the paragraph under Table 1 begins: " Within the context of Figure 2" but I think you meant Fig. 3.)

If you're interested, I've got more suggestions.

Cheers

Rob Thompson

Village yokel

Derby

Tasmania Fire Service

Bushfire Risk Unit

File No: AD3701

General Manager
Dorset Council
structure.plan@dorset.tas.gov.au

Attn: Planning

Dear Sir/Madam,

RE: DRAFT SCOTTSDALE & DERBY STRUCTURE PLANS

Thank you for the opportunity to provide comment on Council's draft structure plans for the Scottdale and Derby townships. It is understood that the plans, once finalised, will likely inform future draft amendments to the Dorset Local Provisions Schedule.

Scottsdale Structure Plan

The draft Scottsdale Structure Plan identifies areas for future residential and light industrial development.

The outcomes of the plan would consolidate the urban footprint of the town with most future development located outside of the Bushfire-Prone Areas Overlay ('Scottsdale North Sector', 'Simplot Site Sector' and 'Scottsdale Central Sector'). Future infill development would have the incidental benefit of removing pockets of vacant land within the township that could support bushfire-prone vegetation if unmanaged.

If land is proposed for rezoning within the 'South Scottsdale Sector' as anticipated by the plan there may be scope to adjust the Bushfire-Prone Areas Overlay (and by extension, Council's hazard abatement policy) as part of the draft amendment. It is recommended Council consult TFS when preparing its future draft amendment.

The 'Ringarooma Road Industrial Sector' and 'Ringarooma Road Residential Sector' (Low Density Residential Growth Area) would allow for new development within the Bushfire-Prone Areas Overlay. Risk exposures associated with future development in these precincts can likely be adequately managed through application of existing use and development requirements. TFS's preliminary view is that these precincts should remain within the Bushfire-Prone Areas Overlay.

The draft Scottsdale Structure Plan is supported by TFS.

Derby Structure Plan

The draft Derby Structure Plan identifies a 'Low Density Residential Growth Area' and a 'Mixed Use Investigation Area' at Derby and a 'Low Density Residential Growth Area' and 'Village Growth Area' at Branxholm.

Assets and occupants within Branxholm and Derby are at risk from bushfire. Derby is considered particularly vulnerable due to its linear settlement pattern, surrounding vegetation, limited access/egress routes and high proportion of properties used for visitor accommodation. Under elevated fire weather conditions, a bushfire would most likely impact the township from the northwest, west or southwest.

Future rezonings of the nature anticipated could reasonably be expected to increase the total number of assets and occupants at risk of bushfire. The proposed growth areas in Derby would modify and expand the urban-bushland interface on the western side of the town. The proposed growth areas in Branxholm would bring the township closer to surrounding bushland to the north and south. Development in each of these precincts should be planned in a way that 'hardens' the urban-bushland interface and provides appropriate access/egress routes for occupants (for evacuation and for firefighter access to the interface).

As outlined in Council's report, it is anticipated that future draft amendments will include Specific Area Plans (SAPs) to guide future subdivision design. It is recommended that bushfire risk be considered when preparing the SAPs to ensure an appropriate strategic design response to local risk is implemented. TFS would welcome the opportunity to provide input into the design of these future SAPs.

It is noted the supporting justification in Council's report (p.18-19) ought to be reviewed prior to finalisation as it incorrectly describes the bushfire hazard conditions in relation to Derby/Branxholm. The description appears to be taken from the Scottsdale Structure Plan report and therefore relates to a different context.

TFS is broadly accepting of the draft Derby Structure Plan, provided future draft amendments make appropriate provision for bushfire risk mitigation.

Yours faithfully,

Tom O'Connor
A/MANAGER BUSHFIRE PLANNING & POLICY

4 March 2024

Cc: stateplanning@dpac.tas.gov.au

Appendix B June Submissions

P. & G. MACKLOW

8 Union Street
Scottsdale TAS 7260
Phone: 6352 4870
Date : 03.06.2024

General Manager
Dorset Council
3 Ellenor Street
Scottsdale TAS 7260

Dear Sir,

Ref: DOC/23/6842 24/05/2024

No, we were not aware.
Unable to accessed the plan on Council's web site. Dorset Council received a submission from whom?

Housing Development
How many blocks? 50-60? How many people will live there? What about jobs? People don't buy a block of land with no work place. Public Housing? People who need help should not be located in one place. Houses spread out over the whole area including Bridport.
A Development this large affect the value of houses already there.
Offers for our property is about the view! Remarks: Absolutly beautiful - Simply stunning.

Land = low lying
No 4 Union Street towards No 20 (Trevor Hall) has a gully with a very strong spring. This spring feeds a dam at No 17A Ringarooma Road.
Early frost in the season starting down by Tucker's Creek when high area's are still frostfree.
Destruction of the farms. No 17A Ringarooma Road (Clarke, Waterhouse) spend a lot of money and time on theirs.

Also the territory of the wildlife. Tucker's Creek = Grey Goshawk (permanent).
Other raptors. Wedgetail eagle (visitor, last time this year)
And: Bandicoot, Potoroo, Pademelon, Bennetts Wallaby, Brushtail Possum,
Ringtail Possum. Lizard, Frog, Bird - some are permanent others are visitors.
Lost are already some species.
Why don't you leave the land like it is? A Wildlife Corridor from
Scottsdale towards Mount Stronach.

Pollution

More Woodheaters. Already in cold months the smoke covers the area. Very bad on windstill days! Plus all the smoke from Burn off, Bushfire (mainland too) fill the 'Hole'. Healthproblems with Lungs, Heart.

Sewer

No 12 Union Street (Dianne Montefiore) had problems. Was told she could not build there... On the Concept plan the red Sewer Line goes over some blocks. Especially see behind No 6 Union Street.

Traffic

How many cars? A country road like Union Street is not suitable for it.

We moved from Melbourne to Scottsdale (climate, environment) for a quiet life not for this.

We are against a Development of this size.

Yours sincerely

G. Machlow

George Walker

From: Development Applications <development@dorset.tas.gov.au>
Sent: Thursday, 30 May 2024 5:35 PM
To: George Walker
Cc: Rohan.Willis
Subject: FW: Attn: Structure Plans

FYI - I have put this in CM – DOC/24/7207

If you have any other questions, please don't hesitate to contact me.

Kind Regards,

Elizabeth Hadley | Community and Development Administration Officer

P: (03) 6352 6569| **F: (**03) 6352 6509

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

it's in the making

From: Paul Tarvit <PTarvit@igmfp.com.au>
Sent: Thursday, 30 May 2024 9:47 AM
To: Development Applications <development@dorset.tas.gov.au>
Subject: Attn: Structure Plans

Dear Rohan,

With concern, we received the council's letter yesterday, regarding the proposal to make density changes to the Rural Living Zone east of Ringarooma Road, in the Scottsdale Structure Plan.

My wife and I purchased 5 Ringarooma Road in 2022. While an old house in need of much repair, the attraction for us was the beautiful views and open spaces across the farmland towards the mountains.

Prior to the purchase, we spent considerable time reviewing the Dorset Council's Planning Scheme to satisfy ourselves that these views would be protected under the zoning laws. Since the purchase, we have spent a sizeable amount of money improving the amenities at the rear of the property, to take advantage of those views.

People rely on council to provide sound information, on which they can reliably base their decisions. Should this proposal go ahead, we would face: (a) years of construction noise and dust, impacting the entire

community; (b) unsightly construction views in the interim; (c) permanent loss of our property's most valuable asset – it's outlook.

We object strongly to the submission.

Should it proceed, we would no longer view the house as an attractive place to live. Given the money spent on the purchase, based on the premise that the views were protected by the Planning Scheme, and the money spent since purchase to capitalise on those views, we would feel aggrieved.

I would appreciate the following information in reply:

- How does the Dorset Council plan to provide financial remedy for affected landowners? We are not the only people whose amenity would be impacted, noting that scores of properties on the western side of Ringarooma Road also enjoy the same views from the higher ground.
- What is the time frame for final approval?
- If approved, what is the time frame for works to begin?
- What would the duration of the unsightly, noisy, dusty, construction period be?

While we appreciate the need for progress, in terms of accommodating population growth, the concept of just opening up more land would see Scottsdale fall into the same trap as many other beautiful towns have in the past – over-developing and losing the very charm that attracts people to the town in the first place.

Alternative options, such as sub-division of existing larger blocks and less red tape for construction of secondary dwellings, have enjoyed great success elsewhere. The lead time for new housing is faster, requires less infrastructure and has minimal disturbance to the community as a whole. Could you please explain why these alternatives are not being considered?

I look forward to your response.

Paul Tarvit
5 Ringarooma Road
Scottsdale

George Walker

From: Development Applications <development@dorset.tas.gov.au>
Sent: Thursday, 30 May 2024 7:38 AM
To: George Walker
Cc: Rohan.Willis
Subject: FW: Dorset Council Strategic Project, Scottsdale Structure Plan - Additional Growth Area.

If you have any other questions, please don't hesitate to contact me.

Kind Regards,

Elizabeth Hadley | Community and Development Administration Officer

P: (03) 6352 6569| **F: (**03) 6352 6509

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

From: Dorset Council <dorset@dorset.tas.gov.au>
Sent: Wednesday, 29 May 2024 3:48 PM
To: Development Applications <development@dorset.tas.gov.au>
Subject: FW: Dorset Council Strategic Project, Scottsdale Structure Plan - Additional Growth Area.

Kind Regards,

Karsha Dewis | Customer Service and Rates Officer

P: (03) 6352 6537 | **F: (**03) 6352 6509

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

From: Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
Sent: Wednesday, 29 May 2024 3:20 PM
To: Dorset Council <dorset@dorset.tas.gov.au>
Subject: Dorset Council Strategic Project, Scottsdale Structure Plan - Additional Growth Area.

The General Manager
Dorset Council
3 Ellenor Street
Scottsdale Tasmania
PO Box 21 Scottsdale
Tasmania 7260

Your Reference: DOC/24/6828
Our References: D24/127236

Dear Sir/Madam,
Thank you for your letter of 24 May 2024 regarding the above matter.

Following a review of the related documents, the Department has no objections to the proposed rezoning but will require a Traffic Impact Assessment to justify any new road connections onto the Tasman Highway.

If you have any further queries, please contact me.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Traffic Engineering | Network Performance
Infrastructure Tasmania | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

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My current work pattern:

Monday	Tuesday	Wednesday	Thursday	Friday
Office	Office	Office	WFH	WFH

George Walker

From: Structure Plans <structure.plans@dorset.tas.gov.au>
Sent: Wednesday, 12 June 2024 9:50 AM
To: George Walker; Rohan.Willis
Subject: FW: TasWater Servicing Advice, TWSI 2023/00373-DC, Scottsdale Structure Plan additional growth area
Attachments: 3 ELLENOR ST, SCOTTSDALE Correspondence - Dorset Council Strategy Project - Scottsdale Structure Plan - Additional Growth Area.PDF SI 202300373-DC.PDF

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Tuesday, June 11, 2024 7:43 AM
To: Structure Plans <structure.plans@dorset.tas.gov.au>
Subject: TasWater Servicing Advice, TWSI 2023/00373-DC, Scottsdale Structure Plan additional growth area

Hi Rohan,

With the 10th of June being a public holiday, my advice is below:

Thank you for your enquiry. The information provided has been passed on to our strategy and planning teams. The only comment we have at this stage is that we support the council's view that the Union St and Ringarooma Rd properties must be serviced by a single SPS.

If you have any queries, please contact me.

Al Cole
Senior Assessment Officer

TasWater

M 0439 605 108
E Al.Cole@taswater.com.au
A GPO Box 1393, Hobart, TAS 7001

taswater.com.au

TasWater confirms that you have made a pre-lodgement enquiry for the above proposal. TasWater's servicing advice in this response to the above proposal is based on the water and sewerage components of the proposal only. The other aspects of the proposal will be assessed by the relevant Planning Authority, or the Development Assessment Panel established under section 60G of the Land Use Planning and Approvals Act ("the Act") where the proposal is declared as a project of regional significance under 60G of the Act.

Despite anything else in the servicing advice TasWater reserves the rights regarding this proposal, when it is submitted for assessment as required by law under the Act.

Disclaimer

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

4 August 2023

Dorset Council
Email: development@dorset.tas.gov.au

RE: Dorset Council – Derby Structure Plan & Scottsdale Structure Plan

Thank you for the opportunity to comment on the proposed Derby Structure Plan and Scottsdale Structure Plan. It is understood that both structure plans are to facilitate land release to accommodate forecasted population growth over the next 20 years and beyond. The structure Plans will act as a strategic framework to guide future rezonings and other planning scheme amendments.

The Heritage Council does not object to the proposed structure plans. However, as the land parcels identified for rezoning within the Derby Structure Plan are expansions to the existing village centers, which have recognized historic characters for Derby historically as a mining and forestry service center, and Branxholm as an agricultural and forestry service center. Naturally for a small village, it would be expected that future development be sympathetic with these historic characters.

Should the structure plan be approved, in the future the identified land parcels will be rezoned to Low Density Residential Zone where provisions under the Tasmanian Planning Scheme (Dorset) have a very limited consideration for historic characters; nor does the Tasmanian Planning Scheme (Dorset), specifically, the Dorset Local Provision Schedule contain local heritage places, local heritage precinct, or local historic landscape precinct to protect these characters. We suggest consideration is given during the time of formulating the structure plan on how the future development will have regard to the historic characters.

It is noted that Derby village has set its direction to be a popular mountain biking destination, it is worth pointing out that village historic characters are more often to enhance rather than hinder economic and tourism performance and growth. It is our view that Dorset Council should consider strategically the long-term benefits of retaining the historic heritage characters and have

balanced protective measures to prevent its diminishing or disharmony resulting from expansion of future development.

If you would like to discuss any of these matters raised above in further detail, please contact Xin Guo, Planner/Heritage Adviser at Heritage Tasmania on 1300 850 332.

Yours sincerely

Brett Torossi
Chair
Tasmanian Heritage Council

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Wednesday, 31 May 2023 7:39 AM
To: Development Applications <development@dorset.tas.gov.au>
Subject: TasWater Advice TWSI 2023/00274-326-327-DC, RE: Scottsdale Structure Plan

Hi team,

I have recently had some discussions with Mark Walters from 6ty about this, and my high level advice to him is repeated below, with some minor additions:

Water: There is currently some existing water capacity available to service these developments. There are also some uncertainties, including climate change (lower capacity during dry years), drinking water standards limiting the operation of the plant to below its nominal capacity, and TasWater projects that may decrease the available capacity for the proposed developments, so I am unable to advise the precise amount of available water. Depending on timing, the council/a future developer may be required to fund upgrades to the WTP to service some, or worst case all, of the ETs created by the proposals in the Plan.

Sewer:

The below advice should not be taken as TasWater having any preference as to which sites should be developed ahead of or behind any others and simply represents our attempts to model the proposed ETs.

For Areas 1 and 2, no capacity issues were identified in the mains.

When you include Areas 3,4,5 ie if all sites went ahead, upgrades to some mains would likely be required.

Arthur St SPS currently has an emergency storage and pumping deficiency, which would be exacerbated.
North East Park SPS would likely require some pumping and emergency storage upgrade to service the Area 3, 4, 5 flows, depending on timing/amount of additional ETs.

TasWater would not approve any new SPS unless it could be demonstrated that there were no gravity options.

We would be interested in any proposal that involved decommissioning Arthur Park SPS and upgrading North East Park SPS.

A note on the STP: . The proposed loadings represent a ~10-30% increase. Therefore, it is expected that the plant is capable of accepting the increased flow. It is important to note that the STP outflow discharges to an ephemeral creek; consequentially, the current EPN is contingent on the continuation of full reuse.

If you have any queries, please contact me.

Al Cole
Senior Assessment Officer

F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
169 Main Road, Moonah, TAS 7009
W http://www.taswater.com.au/

Have I been helpful? Please provide feedback by clicking here.

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Friday, 23 June 2023 8:07 AM
To: Thomas Wagenknecht
Subject: RE: TasWater Advice TWSI 2023/00274-326-327-DC, RE: Scottsdale Structure Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Thomas,

It was good to chat to you on the phone the other day. I have had some further conversations and I can advise the following:

Should any TasWater projects around rationalisation/consolidation of infrastructure significantly reduce the existing capacity of the Scottsdale WTP, we would upgrade the plant and add additional capacity as part of that upgrade.

If no TasWater projects proceed, then the WTP will be scheduled for upgrades as required.

I am advised that under both the above scenarios, our developer charges policy will apply. Council should be mindful that the larger scale proposals such as the Simplot site may be eligible for a bulk charge. We have some developer charges information on our website https://www.taswater.com.au/building-and-development/developer-charges and updates to this information are scheduled for next week.

I realise that this does not directly answer your question around existing capacity, however it is the best advice I can provide at this time. As we receive rezoning applications we will be able to provide updated advice.

If you have any queries, please contact me.

Al Cole
Senior Assessment Officer

F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
169 Main Road, Moonah, TAS 7009
W http://www.taswater.com.au/

Have I been helpful? Please provide feedback by clicking here.

From: Thomas Wagenknecht
Sent: Tuesday, June 13, 2023 4:32 PM
To: TasWater Development Mailbox <Development@taswater.com.au>
Cc: Cole, Al
Subject: RE: TasWater Advice TWSI 2023/00274-326-327-DC, RE: Scottsdale Structure Plan

Thanks Al

Just to let you know as well, we are extending the early stakeholder engagement period to the 31st July so give everyone a little extra breathing room. So don't feel you need to rush on the Derby/Branxholm advice is you are struggling to provide it in time. May also be an opportunity to firm up any advice on specific priority mains that may need close consideration as part of the Scottsdale Structure plan (i.e. the mains along Ringarooma Rd).

Noting that an important part of any structure plan is the staging of rezonings and integrating infrastructure provision to match, it would still be appreciated if you could provide rough guidance on how many person equivalents the existing WTP has? It may be appropriate to integrate the upgrading of the system via a percentage threshold of uptake for example (e.g. 85% of water being used as a hypothetical) rather than tying it to specific developments or years. Happy to work to find ways to integrate this meaningfully into the structure plan so that TasWater/Council/developers can reasonably forecast when an upgrade may become necessary.

Cheers

dorset COUNCIL

THOMAS WAGENKNECHT |

REGULATORY SERVICES MANAGER |

P: (03) 6352 6500| **F:** (03) 6352 6509

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

it's in the making

From: TasWater Development Mailbox [mailto:Development@taswater.com.au]
Sent: Thursday, 8 June 2023 1:54 PM
To: Thomas Wagenknecht
Subject: RE: TasWater Advice TWSI 2023/00274-326-327-DC, RE: Scottsdale Structure Plan

Hi Thomas,

I understand that the main question you have is the one we are most reluctant to answer, all I can really say is that the earlier the better for any projects you have planned.

I will advise as soon as I have a response to the Branxholm/Derby Structure plan.

Cheers,

Al Cole
Senior Assessment Officer

F 1300 862 066
A GPO Box 1393, Hobart TAS 7001
169 Main Road, Moonah, TAS 7009
W http://www.taswater.com.au/

From: Thomas Wagenknecht
Sent: Friday, June 2, 2023 5:21 PM
To: TasWater Development Mailbox <Development@taswater.com.au>
Cc: Rohan Willis
Subject: FW: TasWater Advice TWSI 2023/00274-326-327-DC, RE: Scottsdale Structure Plan

Hi Al,

Thanks for sending through your feedback on the Scottsdale Structure plan so promptly. It's really appreciated.

Your comments make a lot of sense, and certainly appreciate the interest in removing the Arthur Park SPS and directing sewerage from that catchment down to an upgraded North East Park SPS.

Do you have a rough gauge on where volumes of current available water is at? We understand that it may not be reflective of future capacity but even an approximate lower and upper threshold would be of assistance to help understand at what point in time over the next 20 years upgrades to the WTP may be necessary (while of course being conscious of the many variables at play).

Also, how are you progressing with your comments on the Derby (plus Branxholm) Structure Plan?

Cheers

dorset COUNCIL

THOMAS WAGENKNECHT |

REGULATORY SERVICES MANAGER |

P: (03) 6352 6500| **F:** (03) 6352 6509

PO Box 21 Scottsdale 7260 | **3 Ellenor Street Scottsdale 7260**

From: TasWater Development Mailbox <Development@taswater.com.au>
Sent: Wednesday, 31 May 2023 7:39 AM
To: Development Applications <development@dorset.tas.gov.au>
Subject: TasWater Advice TWSI 2023/00274-326-327-DC, RE: Scottsdale Structure Plan

Hi team,

I have recently had some discussions with Mark Walters from 6ty about this, and my high level advice to him is repeated below, with some minor additions:

Water: There is currently some existing water capacity available to service these developments. There are also some uncertainties, including climate change (lower capacity during dry years), drinking water standards limiting the operation of the plant to below its nominal capacity, and TasWater projects that may decrease the available capacity for the proposed developments, so I am unable to advise the precise amount of available water. Depending on timing, the council/a future developer may be required to fund upgrades to the WTP to service some, or worst case all, of the ETs created by the proposals in the Plan.

Sewer:

The below advice should not be taken as TasWater having any preference as to which sites should be developed ahead of or behind any others and simply represents our attempts to model the proposed ETs.

For Areas 1 and 2, no capacity issues were identified in the mains.

When you include Areas 3,4,5 ie if all sites went ahead, upgrades to some mains would likely be required.

Arthur St SPS currently has an emergency storage and pumping deficiency, which would be exacerbated.
North East Park SPS would likely require some pumping and emergency storage upgrade to service the Area 3, 4, 5 flows, depending on timing/amount of additional ETs.

TasWater would not approve any new SPS unless it could be demonstrated that there were no gravity options.

We would be interested in any proposal that involved decommissioning Arthur Park SPS and upgrading North East Park SPS.

A note on the STP: . The proposed loadings represent a ~10-30% increase. Therefore, it is expected that the plant is capable of accepting the increased flow. It is important to note that the STP outflow discharges to an ephemeral creek; consequentially, the current EPN is contingent on the continuation of full reuse.

If you have any queries, please contact me.

Al Cole
Senior Assessment Officer

M 0439 605 108
F 1300 862 066
A GPO Box 1393, Hobart TAS 7001

From: Anita Bourn
Sent: Thursday, 3 August 2023 3:42 PM
To: Thomas Wagenknecht
Subject: RE: Dorset Council Strategic Project - Derby and Scottsdale Structure Plans

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Thomas,

Apologies for the late reply.

At this stage, I don't have any concerns in relation to the rezoning of the township areas highlighted, however, I'd be interested and keen to be involved in the next stage where developments and works are planned/proposed, given the vast amount of electrical infrastructure and assets in all areas outlined.

Kind regards,

TasNetworks
Delivering your power

Anita Bourn
Land Use Planner - Property and Land Owner Management
Governance

1 – 7 Maria Street, Lenah Valley 7008
PO Box 606, Moonah TAS 7009

www.tasnetworks.com.au

From: Thomas Wagenknecht
Sent: Saturday, 15 July 2023 10:23 AM
Subject: Dorset Council Strategic Project - Derby and Scottsdale Structure Plans

Good morning,

Council has recently commenced important strategic projects (Structure Plans) for Scottsdale, Derby and Branxholm– which is focussed upon reviewing the existing zoning configuration of these township areas to ensure there is sufficient and appropriately-zoned land to accommodate forecasted population growth over the next 20 years and beyond. These Structure Plans are fundamentally intended to act as a framework to guide the growth and transition of the township areas. Importantly, the Structure Plan itself will not result in physical changes to zoning of land under the Council's Planning Scheme, but rather will act as a key strategic platform from which rezonings and other planning scheme amendments are identified and informed for future pursuit, as required. In short, the key purpose of these Structure Plans are to:

1. Review existing zoning to ensure that it is fit-for-purpose or otherwise appropriate for its location.

2. Identify areas within, and adjacent to, the Scottsdale township area that are capable of supporting anticipated residential, commercial and industrial growth.

3. Identify areas within, and adjacent to, the Derby township area that are capable of supporting anticipated residential and commercial growth.

4. Identify areas within, and adjacent to, the Branxholm township area that are capable of supporting anticipated residential and commercial growth.

I am writing in regards to correspondence previously supplied to your organisation that identifies areas/properties of interest that may be suitable for rezoning. It is important to Council that the views of all relevant State agencies are properly considered throughout the preparation of the structure plan. In particular, Dorset Council is seeking comment on potential rezonings to accommodate future residential, industrial and commercial growth of the townships over the next 20 years as detailed within the attached summary documents.

As such, we invite you to review the information contained within these attachments, and the previous correspondence, and provide any feedback you may have to Council's Department of Community and Development Services by email at development@dorset.tas.gov.au

Council would appreciate any feedback you may have prior **to 31st July 2023**.

If you would like to discuss the Scottsdale Structure Plan prior to making a written submission please feel free to contact me directly.

Kind regards

dorset COUNCIL

THOMAS WAGENKNECHT |

REGULATORY SERVICES MANAGER |

P: (03) 6352 6500| **F:** (03) 6352 6509

PO Box 21 Scottsdale 7260 | 3 Ellenor Street Scottsdale 7260

it's in the making

Tasmanian Government

Department of Police, Fire and Emergency Management

STATE EMERGENCY SERVICE
GPO Box 1290 HOBART TAS 7001
Phone (03) 6173 2700
Email ses@ses.tas.gov.au Web www.ses.tas.gov.au

TAS STATE EMERGENCY SERVICE

Our Ref: A23/178405

2 August 2023

Mr John Marik
General Manager
Dorset Council
PO Box 21
SCOTTSDALE TAS 7260

Dear Mr Marik,

SES RESPONSE ON PROPOSED DORSET COUNCIL STRATEGIC PROJECT – DERBY AND SCOTTSDALE STRUCTURE PLAN REZONING

I refer to your letter of the 24 July 2023, inviting SES to provide comment on the proposed rezonings of five areas around Scottsdale, one area around Derby, and two areas around Branxholm, to accommodate future residential, industrial and commercial growth of the townships over the next 20 years.

Strategic Context

SES note that the subject land includes a mixture of private freehold, council owned public land and crown land tenure. There is currently no strategic context provided to support the proposed rezonings, however, Dorset Council Regulatory Services Manager – Thomas Wagenknecht, has confirmed that a strategic context and public exhibition process is planned to occur after feedback from targeted consultation with State Agencies has been received and analysed.

The following information on flood hazards in the subject areas is provided to assist Council prepare the strategic context for the process.

Enclosures

Enclosed are five maps showing the subject areas overlayed with:

1. the 2016 flood event modelled extent, combined with the 1% Annual Exceedance Probability (AEP) current climate modelled flood extent as identified in the SES Statewide Strategic Flood Map; and
2. the 1% Annual Exceedance Probability (AEP) current climate flood hazards (H1 to H6) as identified in the SES Statewide Strategic Flood Map.

SES Analysis

Scottsdale area does not show any flood-prone areas in the subject land or the surrounding land. However, a strategic context would need to be provided to better inform the proposal, with consideration to land tenure, and demonstrate alignment with the Northern Regional Land Use Strategy.

Derby and Branxholm areas both show some flood-prone hazard areas within the subject land. Both Derby and Branxholm areas show flood-prone hazard areas adjacent to the subject land that are currently zoned Village.

Dorset Council has identified four key purposes for the proposed structure plan, the first being, "*to Review existing zoning to ensure that it is fit-for-purpose or otherwise appropriate for its location*". In support of this key purpose, SES recommend a strategic land use analysis of the broader areas of both Derby and Branxholm with consideration to flood-prone areas be carried out. This will be beneficial to understanding the existing and future flood risk and how rezoning might be beneficially reconsidered for broader long-term flood risk management.

SES trust that these comments have been helpful. SES will make a formal submission on the proposals when the draft Structure Plan is publicly exhibited.

Please contact myself on 6173 2700, or by email [redacted] , if you wish to discuss any of the matters raised in this correspondence.

Yours sincerely

Chris Irvine
Manager Flood Policy Unit

MAP ENCLOSURES

Scottsdale

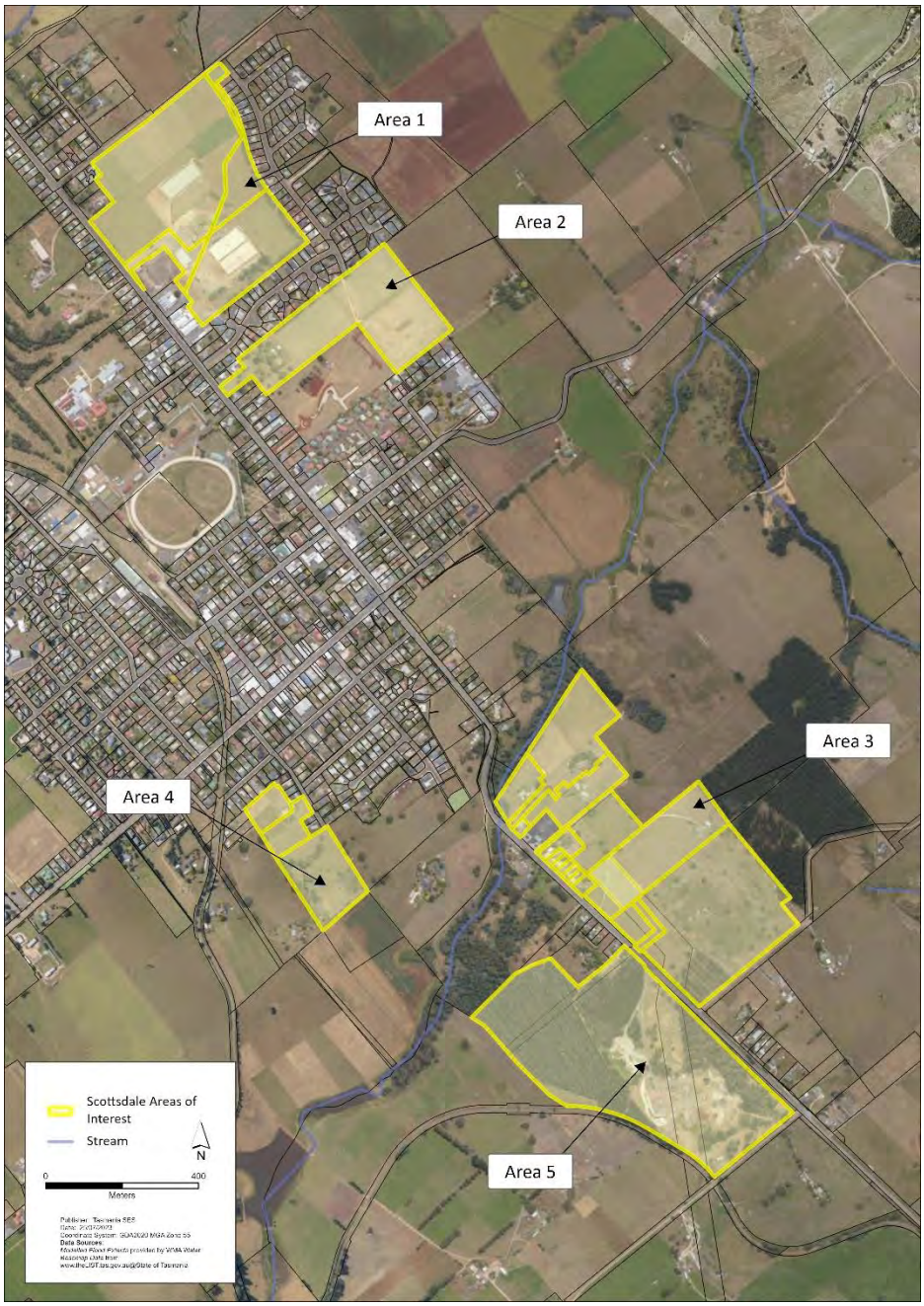

Figure 1 Scottsdale subject land shows no flood-prone hazard areas.

Derby

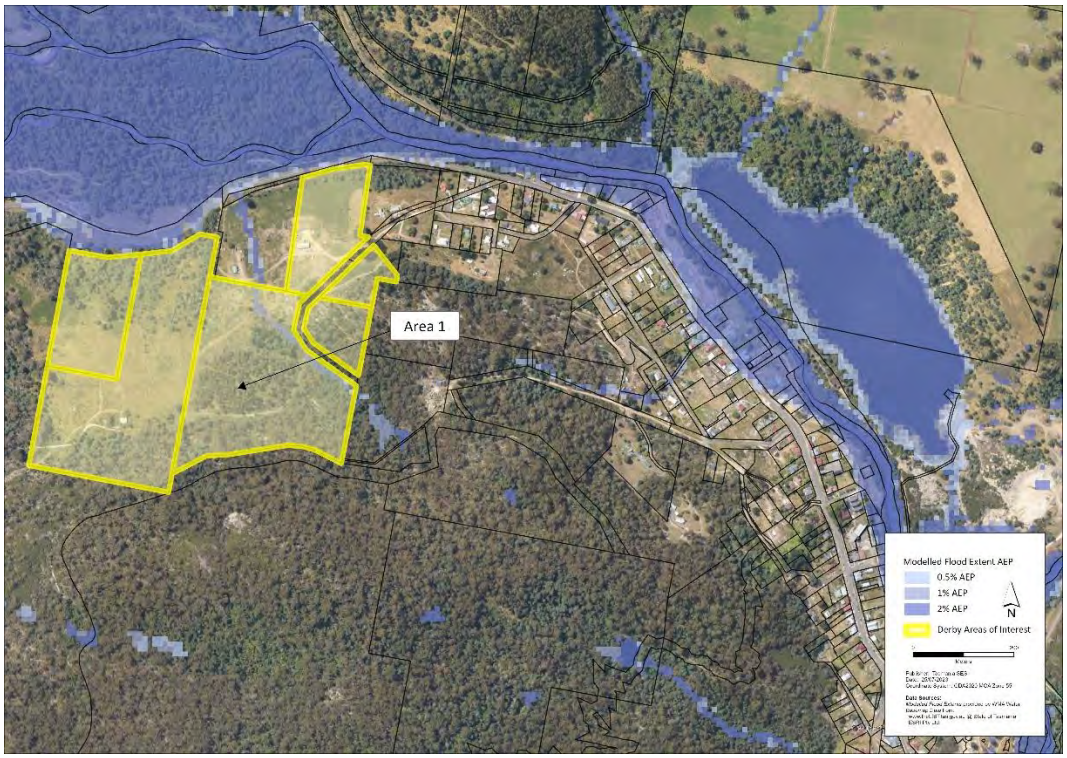

Figure 2 Derby area shows some minor flood-prone hazard areas within the subject land and large areas of flood-prone hazard areas adjacent to the subject land.

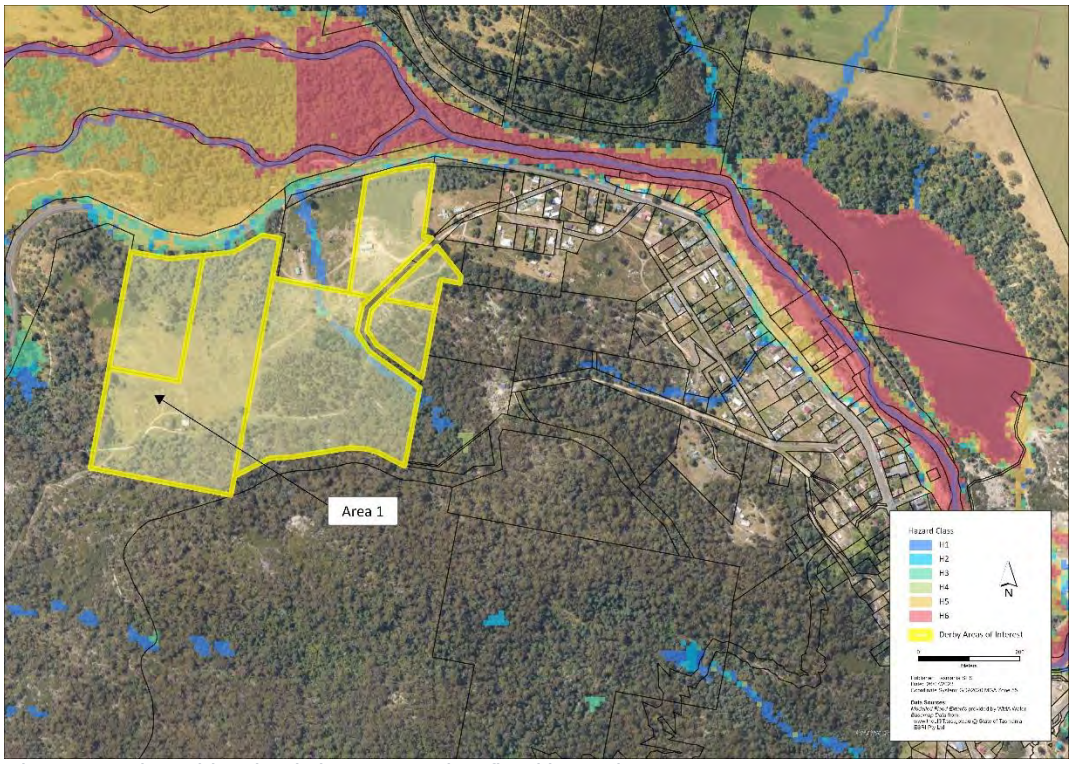

Figure 3 Derby subject land shows some low flood hazard.

Branxholm

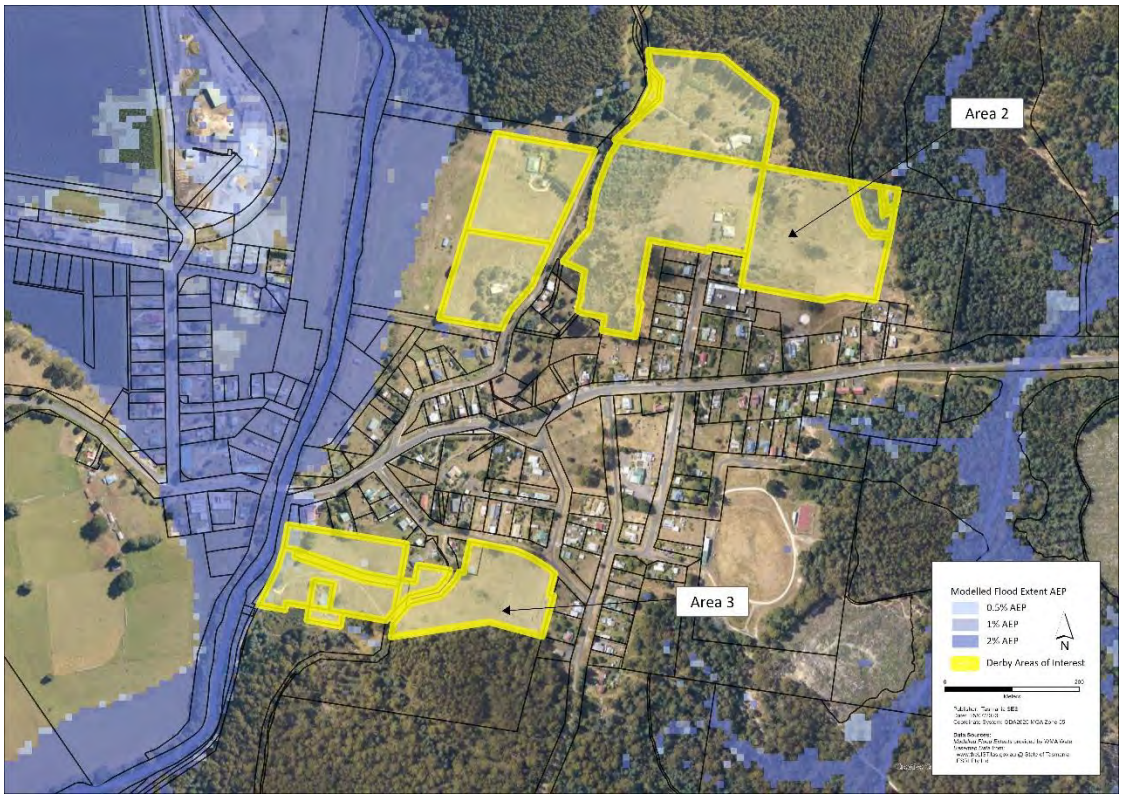

Figure 4 Branxholm area shows some minor flood-prone areas with Area 3 of the subject land

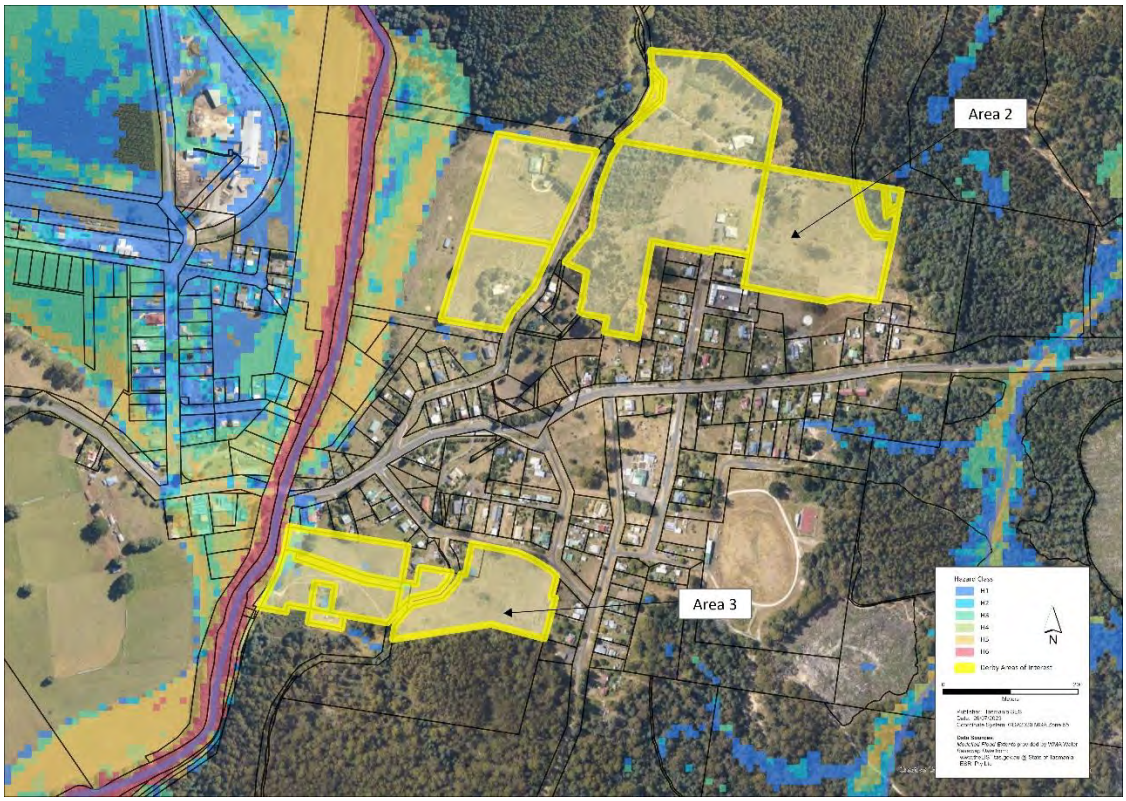

Figure 5 Branxholm area shows some H1 to H3 flood hazard land within the subject land

AHR Instrument: AHDR7033

Applicant: Greg Howard (Dorset Council)

Date: 05 June 2023

RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA

This document provides a record of advice relating to an application submitted in accordance with the *Aboriginal Heritage Standards and Procedures*, as adopted by the Guidelines issued under section 21A of the *Aboriginal Heritage Act 1975*.

Activity: Scottsdale Structure Plan - Dorset Council Strategic Project

Advice: Please see next page.

All Aboriginal heritage is protected under the *Aboriginal Heritage Act 1975*. It is an offence to destroy, damage, deface, conceal, or otherwise interfere with a relic (Aboriginal heritage) without a permit granted by the Minister. If at any time Aboriginal heritage is suspected, the process outlined in the Unanticipated Discovery Plan should be followed as there is an obligation to report findings of Aboriginal heritage as soon as practicable.

As explained in the Guidelines, obtaining this record of advice does not exempt a person from their obligations under the Act but is an important element of the actions summarised in the Guidelines. To be sure that you have "in so far as is practicable … complied with the guidelines" (s.21(1) of the *Aboriginal Heritage Act 1975*), be sure to read the relevant part and take any other action that may be relevant to your situation.

This advice is valid for 12 months and only for the activity as described in the Aboriginal Heritage Desktop Review application.

Please contact Aboriginal Heritage Tasmania on 1300 487 045 or aboriginalheritage@dpac.tas.gov.au if you require further information.

BL11948

Further advice or comments:

There is one Aboriginal heritage site (AH9962) recorded within Area 5 of the proposed zoning configuration at Scottsdale. The Aboriginal site is described as a piece of flaked ceramic, and is therefore classified as a contact site. Such Aboriginal site types are quite rare and provide important insights into Aboriginal cultural practices following European settlement of the area. Our records indicate the proposed rezoning areas have not been comprehensively assessed, and there remains the potential for unrecorded Aboriginal heritage to be present.

It is noted your present enquiry relates to strategic planning and there are currently no plans for any ground disturbance within these areas. To better inform your strategic planning, and to ensure that any Aboriginal heritage constraints or management considerations are incorporated early into your strategic plan, AHT recommend Dorset Council consider commissioning an Aboriginal heritage assessment. The assessment will identify any unrecorded Aboriginal heritage, or suspected areas of sensitivity. The assessment would also incorporate Aboriginal community consultation, which would provide input and advice toward your planning for these areas. For further information about the Aboriginal heritage assessment process, please visit our website.

Please be aware that all Aboriginal heritage assessment throughout Tasmania must meet the Aboriginal Heritage Standards and Procedures. A copy of the Standards and Procedures and further relevant information regarding the Aboriginal heritage assessment process can be found on AHT's website.

Understanding that Dorset Council are currently in the very early stages of the strategic planning process, we would be happy to discuss the assessment process further with you.

NRM North

Level 2, 63-65 Cameron Street
(PO Box 1224) Launceston TAS 7250
03 6333 7777
nrmnorth.org.au

31 July 2023

John Marik
General Manager
Dorset Council
3 Ellenor Street
Scottsdale TAS 7260

RE: Scottsdale Structure Plan and Derby Structure Plan

Dear Mr Marik,

We appreciated your correspondence providing the opportunity to review and comment on the Scottsdale Structure Plan and the Derby Structure Plan.

The Northern Tasmanian Natural Resource Management Association Inc., (trading as NRM North) is one of three formally recognised natural resource management organisations in Tasmania. NRM North is a not-for-profit organisation undertaking natural resource management in the northern region of Tasmania. We do this through developing programs that recognise the need to balance the environmental, economic and social needs of the community; providing leadership to ensure the sound management of the region's natural resources; and promoting partnerships with all stakeholders to determine appropriate investment and cost sharing strategies.

In reviewing the supplied information, NRM North provides the following comments.

Scottsdale Structure Plan

According to TasVeg mapping, Area 5 located adjacent to 54 Ringarooma Rd, has a remnant patch of wet *Eucalyptus obliqua* forest that would benefit from protection from clearing or other potential impacts associated with land use change.

In addition, the watercourse at the bottom of the slope in Area 5 is high visibility site and a valued natural asset to the community as a travellers rest site and for recreation. It may be subject to impacts from light industrial use if stormwater is not managed to prevent offsite impacts.

Derby Structure Plan

According to TasVeg mapping, Area 1 appears to contain approximately 8 ha of remnant vegetation including dry *Eucalyptus viminalis* forest that may be habitat for a range of threatened species such as the blue winged parrot and estern barred bandicoot. This remnant vegetation would benefit from protection from clearing or other potential impacts associated with land use change.

Thank you for the opportunity to comment on these important strategic plans, if you would like further information you are welcome to contact us on 6333 7777, or admin@nrmnorth.org.au.

Best Regards,

Jo Fearman
Chief Executive Officer

Department of State Growth

4 Salamanca Place, Hobart TAS 7000
GPO Box 536, Hobart TAS 7001 Australia
Ph 1800 030 688 Fax (03) 6233 5800
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.

Tasmanian Government

By email: development@dorset.tas.gov.au

Dorset Council Strategic Project – Scottsdale and Derby Structure Plans

Thank you for the opportunity to comment on the summary of preferred zoning changes that will form part of the Scottsdale and Derby Structure Plans. The Department of State Growth (State Growth) has the following comments.

Impacts on the State Road network

In preparing the Scottsdale and Dorset/Branxholm structure plans, Council should consider the connectivity of the local road networks in each settlement. A road network framework should be prepared to establish an order of road hierarchy in each town to ensure that the local road network is connected to State Roads via collector roads at strategic locations.

New development areas should consider minimising or avoiding new junctions/accesses to the State Road network where access via existing local roads/streets is feasible. Minimising the number and frequency of locations onto the road network where turning movements occur decreases the likelihood of accidents related to conflicts with through traffic.

The State Road network has sufficient capacity for the current traffic loading in both Scottsdale and Derby/Branxholm.

Impacts to existing accesses on the State Road network, that result from changes in the type and or volume of traffic due to a development, should be assessed by Council. Any modifications needed to existing accesses on the State Road network to accommodate such traffic changes are to be provided by Council or the developer.

Lower speed limits (including extension to existing lower speed limit zones) are considered after roadside development occurs and a lower speed limit is shown to be warranted.

Scottsdale

Although the junction of Bridport Main Road (George Street) and the Tasman Highway (King Street/Ringarooma Road) is strategic, it is expected to have predominant east-west trips along the through section of the junction between Bridport and St Helens. Union Street is a no through road and would generate few north-south trips. Most trips from Launceston to St Helens and Northeast are via the Midland Highway and the Esk Main Road which is quicker.

The next intersection of Ellenor Street/Cameron Street and Bridport Main Road is the busier intersection. The department understands that Council has previously considered installing a roundabout at this intersection. Any upgrade to this junction will have the challenge of the location of adjoining buildings.

The channelised right turn (CHR(S)) should be considered as a minimum for the junctions for areas A3 and A5. The proposed junction at the bottom of the hill near the corner will have poor sightline and should not be supported as an access to A3.

Derby

In Derby, Renison Street will require extending to and through Area 1, and the junction and cross-section may require some improvements. Council has advised that Renison Street will require widening and may not be able to service the full development of Area 1. Council's road network framework for Derby should determine the locations of additional collector road connections, if required, to ensure that the township maintains a compact and safe, walkable and rideable layout.

Noting the above, both access Options 1 and 2 suggested by Council (and shown in Figure 1 below) have restricted sightlines due to the geometry of the Highway and the close proximity of the embankment to the road. Any sightline improvement works may bring about other issues, such as embankment instability. State Growth has recently liaised with NRE Property Services for the subdivision in this vicinity (as circled below), which is accessed via a nearby service road and junction with good sightlines along the Tasman Highway that could potentially be linked to the land in question.

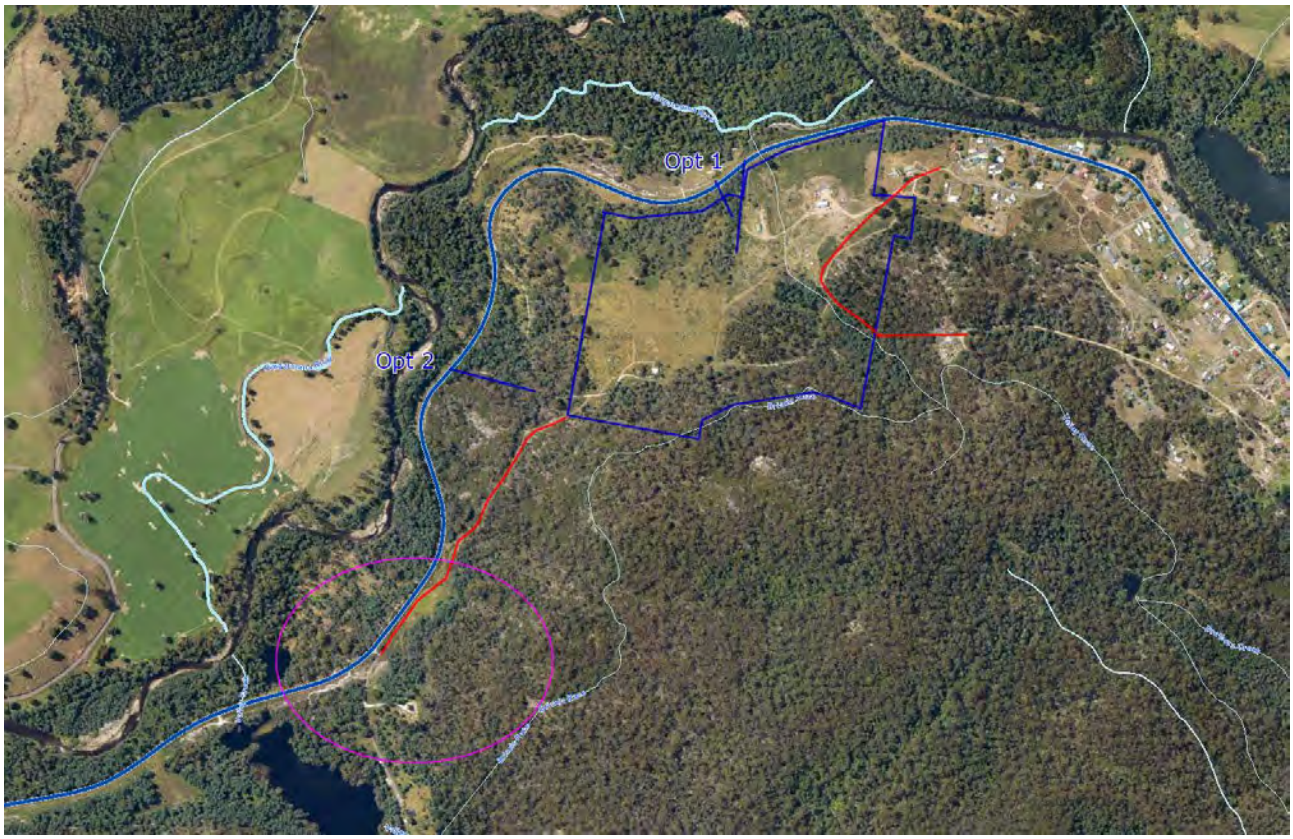

Figure 1 - Derby - connections to State Road network (source: the LIST)

Branxholm

All proposed development areas would access the Tasman Highway via existing Council Roads, which is acceptable. In developing the structure plan, Council should consider providing for a parallel road network to the Tasman Highway to limit unnecessary trips via the State Road network.

Land use planning and urban mobility

State Growth has an interest in the impacts of sprawl on the State Road network and supports compact and contained settlements wherever possible. The area of Low Density Residential Zone along Ringarooma Road in Scottsdale (Area 3) appears to be more remote from services in the town and may encourage the dispersal of commercial activity and increase motor vehicle reliance.

At least part of the Ada Street area (Area 4) appears to be serviced and may be appropriate for higher densities than provided for in the Low Density Residential Zone.

The provision of foot and bicycle paths should be considered in both structure plans. This is particularly important in Derby to maximise the opportunity for residents and visitors to walk/ride within the town, including along the lower narrow section of Renison Street.

Landslide hazard

The plans for Scottsdale and Branxholm mostly avoid problematic slopes, with only small areas of Low Hazard Band included. One very muted landslide (Landslide ID 9828) has recently been mapped at the eastern corner of Branxholm Area 2 but is so subtle that it is hard to confirm as a landslide; however, negative effects are possible.

Development at Derby will need to be more carefully considered given that several small zones of Medium Hazard Band are included (each is fringed by Low Hazard Band areas). Additionally, a landslide (Landslide ID 9822) that initiated above the Briseis water race was recently mapped by Mineral Resources Tasmania. That landslide, and some nearby possible landslides, extend slightly into the southern part of Area 1. These features appear to partially obscure the race in LiDAR, suggesting that they postdate those slope works and are thus recent movements. The possibility of and potential risk from failures along this slope will have to be considered. A slight refinement of the southeast edge of Area 1 may be wise. Regardless, appropriate site investigations will be necessary prior to any specific development occurring in that part of Area 1.

If further detail is required, please do not hesitate to contact Claire Armstrong, Senior Strategic Planner on (03) [redacted] or email planningpolicy@stategrowth.tas.gov.au who can coordinate engagement with relevant State Growth officers.

Yours sincerely

James Verrier
Director, Transport Systems and Planning Policy

27 July 2023