

Friday, 18 February 2022

Ref: 304241_L01_Rev0

The General Manager
Latrobe Council
Gilbert Street
Latrobe TAS 7307

Dear Sir

Representation to Draft Latrobe Local Provisions Schedule – Tasmanian Planning Scheme

Veris Australia Pty Ltd has been engaged by Joinery Products Properties Pty Ltd, owner of a property at 353 Port Sorell Road, Wesley Vale, to submit a representation to the Draft Latrobe Local Provisions Schedule in respect to that property.

The subject site is about 79.85ha and includes a residential dwelling towards the south (along Port Sorell Road), farm dams, a drainage system as well as cropping land on the southern half of the property. In 2020 an agricultural assessment was undertaken as part of a Development Application to create a small title in the north-eastern corner of the property (DA217/2020).

The agricultural report states that the land at 353 Port Sorell Road includes about 25ha of Class 2,3 (south) and 51ha of Class 4,4+5 and 5 land. The southern part of the property is suitable (and utilised) for intensive cropping while the northern part of the property is highly restricted for cropping activities and considered only suitable for grazing. The land is within the Sassafras Irrigation district however the agricultural report states that irrigating the lower lying (northern) part of the property would actually result in a lower level of overall pasture productivity due to the existing high seasonal water table.



FIGURE 1: LAND CAPABILITY AREAS 353 PORT SORELL ROAD (PRIOR TO SUBDIVISION)

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PROPOSED ZONE

The Draft Latrobe LPS proposes to apply the Agricultural Zone to the subject land. The adjacent area north of Mill Road comprises the Devonport Airport and is proposed to be zoned Utilities. There is land of about 50ha north-west of the subject site and adjoining the Devonport Airport proposed for the Light Industrial Zone and land of about 77ha north-east of the subject site proposed for General Industrial Zone. The remaining land in the vicinity of the subject site is proposed for the Agricultural Zone.

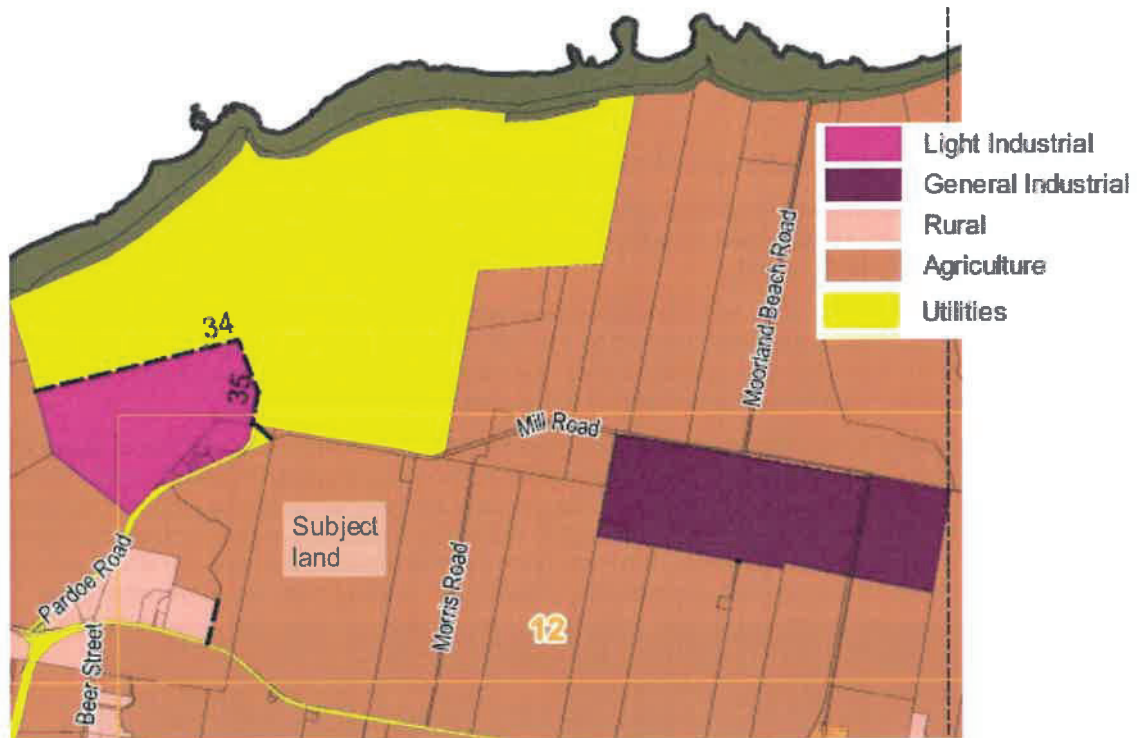


FIGURE 2: EXTRACT ZONING MAP DRAFT LATROBE LPS

ZONE PURPOSES

The primary objective of the Draft Latrobe Local Provisions Schedule is to apply a zone to achieve the zone purpose to the greatest extent possible (*p.68 Latrobe Draft LPS – Supporting Report – January 2022*).

The purpose of the Agricultural Zone is:

- 21.1.1. To provide for the use or development of land for agricultural use.
- 21.1.2. To protect land for the use or development of agricultural use by minimising:
 - (a) conflict with or interference from non-agricultural uses;
 - (b) non-agricultural use or development that precludes the return of the land to agricultural use; and
 - (c) use of land for non-agricultural use in irrigation districts.
- 21.1.3. To provide for use or development that supports the use of the land for agricultural use.

Based on the translation process described within the Latrobe draft LPS – Supporting Report – January 2022 the former Rural Resource Zone is translated to the Agricultural or Rural Zone.

The purpose of the Rural Zone is

- 20.1.1. To provide for a range of use or development in a rural location:
 - (a) where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics;
 - (b) that requires a rural location for operational reasons;
 - (c) is compatible with agricultural use if occurring on agricultural land;
 - (d) minimises adverse impacts on surrounding uses.
- 20.1.2. To minimise conversion of agricultural land for non-agricultural use.
- 20.1.3. To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.

The Agricultural Zone prioritises agricultural uses within the zone and aims to minimise the development of non-agricultural uses in particular if they are not associated with any agricultural use.

The Rural Zone provides for rural land which is limited or has no potential for agricultural use and allows the development of a range of rural businesses and industries in conjunction with agricultural uses.

Based on the results of the agricultural assessment the subject site comprises prime agricultural land on the southern half of the property and highly restricted and limited non-prime land towards the north. Applying either zone (Agriculture or Rural) to the whole property would lead either to prime land being inadequately protected or non-prime land being overly restricted.

PROPOSED ZONING

For the reasons noted above it would be contrary to the principles of sustainability to apply either the Rural or the Agricultural Zone to the whole property. It is therefore recommended that the northern portion be zoned Rural and the southern portion zoned Agricultural. The zone boundary would be located so as to include all the prime land and a suitable buffer in the Agricultural zone (approximately 50Ha) and the remaining 30Ha in the Rural zone.

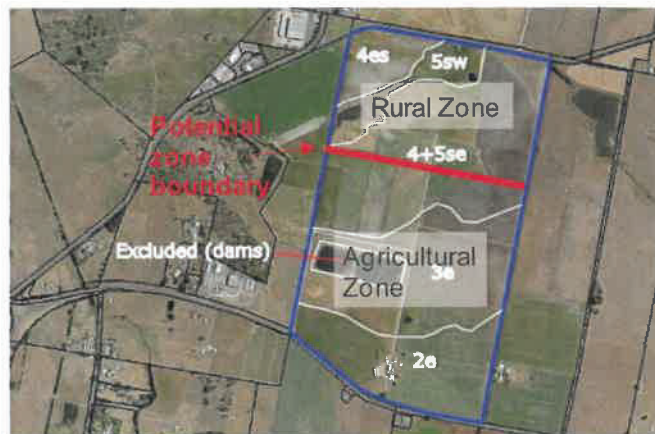


FIGURE 3: PROPOSED ZONE APPLICATION

The proposed Rural zoned area would allow for a range of rural business and industry uses.

The proximity of the property to Devonport Airport means minimal distance for freight transport. The site is also well connected to the road network and in close proximity to existing Light Industrial and General Industrial zoned sites.

The Cradle Coast Regional Land Use Planning Framework – Living on the Coast provides principles and policies against which all future proposals for processes and prescriptions for land use planning are to be considered (CCRLUS 2010-2030, p. 117). Part C contains strategic policy requirements for a coordinated and consistent approach to land use policy and decisions in the Cradle Coast Region. The policies must be observed in the preparation of local planning schemes for each of the nine Cradle Coast municipal councils (CCRLUS 2010-2030, p. 4).

Land use policies for changing climate contain under Part C 2.3c the policy to “Facilitate opportunity for resource processing, manufacturing and utility development in locations which minimise distances for freight transport, energy distribution and journey to work” (CCRLUS 2010-2030, p. 129).

Under Part C 2.5b. the strategy aims to implement land use planning processes to “ensure the sustainable use or development of land in accordance with capability to provide the greatest economic and social for the region’s communities benefit at least cost to natural values” (CCRLUS 2010-2030, p131).

We therefore submit that, based on the objectives of the Local Provisions Schedule, the principles of sustainability and the requirements of the Cradle Coast Regional Land Use Planning Framework, this site should be divided between the Rural and Agricultural zones along the lines described in this representation.

Your sincerely



Jana Rockliff
Town Planner