



Ms Dianne Cowen  
Delegate (Chair)  
Tasmanian Planning Commission  
GPO Box 1691  
HOBART TAS 7001  
tpc@planning.tas.gov.au

31 January 2024

Dear Ms Cowen

**KING ISLAND INTERIM PLANNING SCHEME 2013  
DRAFT AMENDMENT PSA 01/2023 AND PERMIT DA 2023/06 - 45 MORRISON AVE,  
LOORANA**

In response to your request of 19 December 2023 for further information Council advises the following-

- *Department of State Growth referral response* - The Department of State Growth referral response which was included in the authorisation letter was provided as an attachment to Council's correspondence dated 13 October 2023. A further copy is attached – refer Attachment 1.
- *In accordance with Section 43D of the former provisions of the Act, confirmation as to whether the planning authority is satisfied that all necessary owner's consents have been provided* – The planning authority is satisfied that all necessary owner's consents have been provided by:
  - Letter from Trevor Stones, Director, Saistones Investments Pty Ltd; and
  - Letter and signed application form under delegation from Fiona McLeod, Manager Asset Management, Department of State Growth. Morrison Ave is located with road reservations which are located between title boundaries, as such the Department of State Growth consent is considered to cover all the affected section of Morrison Ave. Refer Attachment 2.
- *A detailed description of the proposed uses on the site and their relationship with the airport, including confirmation whether storage and vehicle parking is solely associated with the airport or of a more general nature that also allows for storage not necessarily associated with the airport.*



## King Island Airport – Critical Infrastructure

The King Island Airport is owned and operated by the King Island Council. The airport is identified as critical infrastructure to the island as air freight and charter flights provide vital service and is the only passenger transport option to and from the island. The designated air services are provided by Sharp Airlines Rex Airlines and King Island Airlines although private charters are also available.

The air links to the island provide vital medical transport, freight options particularly for medicines and fresh produce and replacement parts needed for equipment to allow businesses to operate. It is acknowledged, that the airport must have the ability to operate without restriction.

The airport in Figure 1, shows the two main runways, terminal building, car parking and other sheds and infrastructure.



**Figure 1: The King Island Airport**

The King Island Airport Masterplan did scope out opportunity for commercial development on the Council's property, but this is unlikely to be realised due to financial constraints, hence the need to make provision of privately owned land for private investment for services to airport users.

The airport does not offer any non-aviation commercial areas at the airport for use by a person or businesses traveling to the island. Many businesses, government providers, skilled labor and individuals would benefit from the storage of equipment and additional vehicle parking adjoining the airport. The need for storage of equipment or vehicles at the airport is directly associated with persons, whether

professionals, skilled workers or individuals arriving at this single destination on the island.

#### *Professional and Government Services, Trades*

Visiting professionals provide vital services that cannot be provided on a permanent basis due to the small population being insufficient to support a permanent business and may require storage of equipment for their use while on the island.

Various specialised trades also visit to provide skilled labour to the island community. Specialised trades also provide important support to the construction industry on the island, particularly with larger projects as there is a shortage of a skilled workforce. The specialised trades have a requirement for equipment on the island but have limited to no options available for storage on the island. Essentially this can deter trades person with specialised skills to providing critical services for economic activity to the island.

With no public transport or taxi service available residents or regular visitors have no option but to park their vehicle at the airport. Currently the only vehicle parking servicing the airport is provided by Council within the airport site. The parking area is not secure, provides no protection from the harsh marine environment and is often full due to the large number of vehicles parked long term.

Presently non-residential persons requiring vehicles or equipment for use on the island is either transported at the time required or an alternative means is found to store equipment and vehicles on the island. The inability to store equipment can lead to additional costs in providing services to the island which the consumer then pays and potentially disadvantages the island community further.

There is some capacity to bring freight to the island via air, but it is restricted often limited by size or weight.

Bulky goods or large volumes of equipment required for use on the island especially by trades persons (such as chainsaws, excavators, plumbing equipment) is transported via sea usually by boat between the Port of Devonport and the Port of Grassy. The sea transport does not offer a passenger service, and a person transporting equipment or bulky goods will be required to arrive on the island via the plane travel.

#### Proposed use on the subject lot

The subject lot described within the application is proposing to:

- construct two storage sheds each 14.95m x 18.45m x 5.2m high;
- construct fifty-five vehicle parking spaces; and
- securely fence an area of around 2880 m<sup>2</sup> (approximately 48m x 60m).

#### *Storage sheds*

Each proposed storage shed will contain fourteen individually secured storage units, eight of which be accessed by a roller door and of sufficient size to allow for the

parking of a vehicle. The remaining six storage units will be for the storage of goods with individual personal access doors.

#### *Use of the subject lot*

The subject lot is strategically located in relation to the airport, and if approved, it will form part of the function and operation of the airport. The storage and vehicle parking service offered by the subject lot is strategically placed within 200m or so of the entrance of the airport terminal. Persons travelling to and from the island will have access to a long-term storage facility.

Examples for the use of the storage facility and vehicle parking is anticipated to:

- Allow seasonal workers or persons away from the island for extended period of time to store vehicles;
- Provide opportunity for storage for plant, equipment and vehicles for persons providing skilled labour to the island community for short-term periods or longer term; and
- Opportunity for storage for government services to have access to storage such as the Electoral Commission at the airport.

Essentially, the diversification of facilities at the airport is intended to attract a more regular skilled labour force to the island but also fill an important gap for storage in the absence of public transportation and taxi services on the island.

The proposed storage facility will provide secure vehicle parking which can be either in open spaces or within one of the storage units. Vehicle parking could be utilised by residents who would prefer to know that on arrival at the airport they have access to a guaranteed parking space which is also secure. Owners of holiday properties cannot bring their vehicle with them, requiring a vehicle to be left at the airport. Knowing that on arrival your vehicle has been secure, and if kept in a storage unit not only protected from the highly corrosive elements but also vermin such as rats and starlings which can cause considerable engine damage.

Many trades persons travel regularly to the island and keep a vehicle at the airport. Having a secure place to store that vehicle as well as tools which are required to be shipped due to dangerous good regulations applying to air freight. Required materials that must be shipped in advance could also be stored in the units.

Based on the established need to have access to a vehicle at the airport and with no alternative storage options on the island for regular visitors and tradespersons etc. the proposed storage and vehicle parking will at this stage be solely associated with the airport.

- *Planning authority's advice as to how the proposed uses comply with the relevant qualifications in the use table for the Utilities Zone.*

The proposed uses have been classified as Storage and Vehicle Parking. Both have permitted status in the Utilities Zone.



Storage is described as - *use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, contractor's yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and wood yard.*

Storage as a permitted use in the Utilities zone has the following qualification -

*Storage – If for equipment, plant, vehicles or vessels associated with a utility use of a type conducted on the site, including goods and materials in transit or awaiting dispatch or distribution to another site.*

The utility use is the airport which as previously described is a vital for the island's community to mainland Tasmania and interstate. The storage units can be used for the long-term storage of vehicles and goods. Vehicles in this instance would belong to airport users for the storage of vehicles whilst the owner/user is away from the island.

The location is easily accessible on foot from the airport terminal. Goods used by visiting tradespersons or regular visitors to the island could also be stored in the secure units. With no other storage options available on the island, or transport options to an alternative site (if one were available), being able to pick-up and leave vehicles/items on arrival/departure at the airport is an important service considered to be associated with the utility use.

'Site' is defined as the lots or lots on which a use or development is located or proposed to be located. The definition does not clarify whether the lots on which the use is located are required to be in the same ownership. In this instance the proposal is for a use that is considered to be consistent with and will support the airport use, but as the airport owner, Council is not in a position to provide a commercial use of the type proposed. It is therefore considered that proposed Lot 1 forms part of the airport site.

Vehicle parking is described as – *use of land for the parking of motor vehicles. Examples include single and multi-story car parks.*

Vehicle Parking is a permitted use within the Utilities zone with no qualifications.

The proposed use will provide both single story open parking and long-term undercover parking within the storage units for users of the airport.

It is noted thus under the State Planning Provisions both use classes are listed as having permitted status without qualification. While the proposed storage use would be restricted to the storage of goods associated/owned by travelers and future use would not be subject to this restriction.

- *An explanation for the requirement of two hectares of land to be rezoned and subdivided when the proposed development is shown on the site plan as being contained on a small proportion of the area proposed to be zoned Utilities. The explanation should also include details on the intended future use of the remaining area that is proposed for the Utilities Zone*

The rezoning of two hectares is to allow for the future expansion of the proposed storage facility if required as well as providing land for other allowable uses in the zone. Future development may be undertaken by the developer or by an alternative developer through further subdivision or strata.

Under the King Island Interim Planning Scheme 2013 offices could be constructed for use by airline operators (there are limited facilities within the airport terminal) or potentially by Biosecurity Tasmania. Air freight companies may require storage facilities. Tour operators, including the operators of the links golf courses may develop bus parking facilities. A hire car operation would also be an option.

- *Details of external cladding and proposed colours of the buildings, and any other design features which may require consideration against the Airport Impact Management Code –*

The cladding will be Colorbond steel in Ironstone which will blend with the existing buildings in the airport precinct including the terminal building and the airport reporting officers shed.

The proposed buildings will be well clear of the approaches for the airport runways, which coupled with the proposed cladding that will not produce glare, will have no impact on airport operations or safety.

The Airport Impact Management Code does not require any consideration of building cladding or colour, nor do the Utilities zone standards. The airport is operated by King Island Council. The proposal was referred to the Airport Manager, which is in accordance with the Code's Performance Criteria, who did not identify the need to specify cladding materials or colour.

The National Airports Safeguarding Framework (NASF) provides guidance on planning requirements for development that affects aviation operations including building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. A factsheet on the National Airport Safeguarding Framework is attached (Attachment 3)

- *Confirmation that Airservices Australia has reviewed the permit conditions and is satisfied with the condition for lighting –*

Airservices Australia is responsible for Australia's airspace management, aeronautical information, aviation communications, navigation aids and technology, flight path changes, and Aviation Rescue Fire Fighting Services. Being located outside the operational airspace, as confirmed by the response from Airservices Australia dated 9 October 2024, the proposed development does not fall within the responsibility of that organisation.

There is no part of the planning scheme that requires the proposal to be referred to Airservices Australia in relation to lighting of sites. In accordance with the Airport Impact Management Code the proposal was referred to the Airport Manager who advised that lighting is to comply with National Airports Safeguarding Framework (NASF) Guideline E – Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports. A copy of the guideline is attached (Attachment 4).

- *A revised site plan that demonstrates the elements shown in the bushfire hazard management plan including the required hardstands, tanks, and turning areas when combined with all the proposed development on the site –*

A revised set of drawing form Attachment 5. Sheets 8 & 9 identify the proposed cladding and colour. Sheet 11b shows the location of the firefighting water supply, hardstand and turning circle for firefighting vehicles.

The bushfire hazard management plan has been prepared in accordance with the subdivision clauses of E1 Bushfire-Prone Areas Code. This includes considering a potential building site and access point on the balance lot and should be taken as indicative only as any future development of the balance lot would be subject to a further approval.

All building applications under the *Building Act 2016* and *Building Regulations 2016* within a bushfire prone area are subject to the requirements of a bushfire hazard assessment and management plan specific to the buildings proposed.

- *Advice from a suitably qualified person on the agricultural potential of the site, the impact on the agricultural potential of the balance lot through the proposed development and uses allowable under the Utilities Zone and the loss of agricultural land through the proposed zoning to Utilities.*

A Land Capability and Agricultural Assessment dated January 2018 prepared by Macquarie Franklin is attached (Attachment 6). It is acknowledged that while the assessment was undertaken for a slightly different iteration of the proposal which would have seen proposed Lot 1 as containing 5ha, the land capability of the lot will not have changed. The current proposal will result in a lesser loss of agricultural land.

Yours sincerely



Robyn Barwick  
**Development Services Coordinator**

# Department of State Growth

Salamanca Building Parliament Square  
4 Salamanca Place, Hobart TAS  
GPO Box 536, Hobart TAS 7001 Australia  
Email [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au) Web [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Ref: SRA-23-606



Evan Boardman  
e3planning Pty Ltd  
By email: [evan@e3planning.com.au](mailto:evan@e3planning.com.au)

Dear Evan

## **Crown Landowner Consent Granted - 45 Morrison Avenue (King Island Main Road) Loorana King Island**

I refer to your recent request for Crown landowner consent relating to the development application at 45 Morrison Avenue (King Island Main Road) Loorana King Island for Rezone, subdivision, and additional access.

I, Fiona McLeod, Manager Asset Management, State Roads, the Department of State Growth, having been duly authorised by the Minister for Infrastructure under section 43D(1) of the former provisions of the *Land Use Planning and Approvals Act 1993*, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 5 September 2023, and the documents approved as follows:

<https://files.stategrowth.tas.gov.au/index.php/s/dK0TEbbVEyqYBZ3>

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

### **Access – construction or alteration (Access works permit required)**

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit

[https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/new\\_or\\_altered\\_access\\_onto\\_a\\_road\\_driveways](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways) or contact [permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au).

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

Pursuant to Section 16 of the *Roads and Jetties Act 1935*, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely



Fiona McLeod

**MANAGER ASSET MANAGEMENT**

On behalf of

**Minister for Infrastructure and Transport**

Michael Ferguson MP

19 September 2023

cc: General Manager, King Island Council

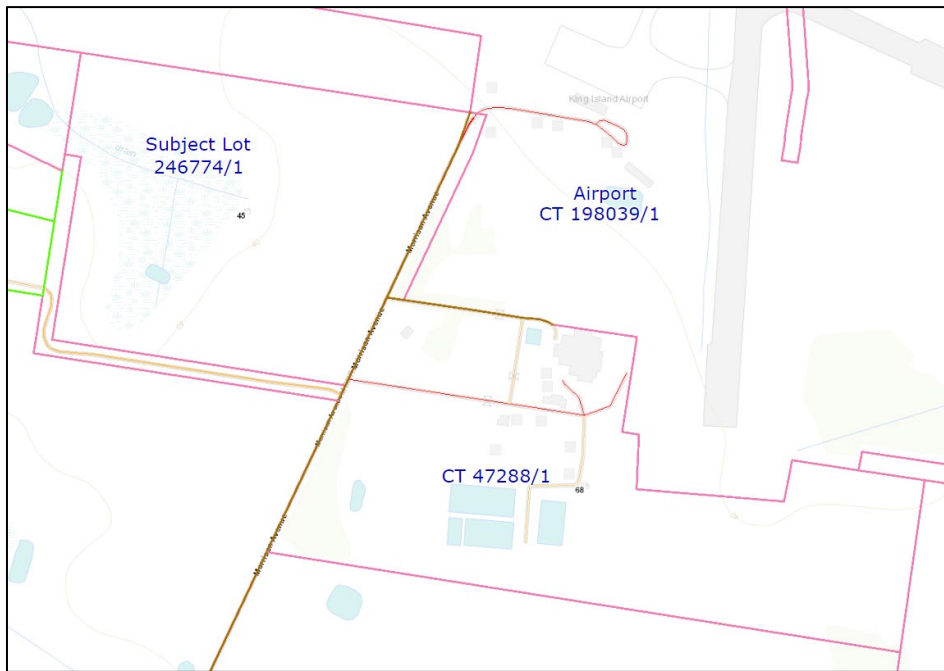


Figure 1 - Map Identifying Possible Affected Titles N.B. Not all Reserve Roads are Mapped.

Title boundaries are identified by the thick solid line. The title plans show the reserve road as located between the adjoining title boundaries, as such the land contained within CTs 198039/1 & 47288/1 is not affected as no access work will be required within those title boundaries.



Figure 2 - CT 246744/1

Morrison Avenue road reserve

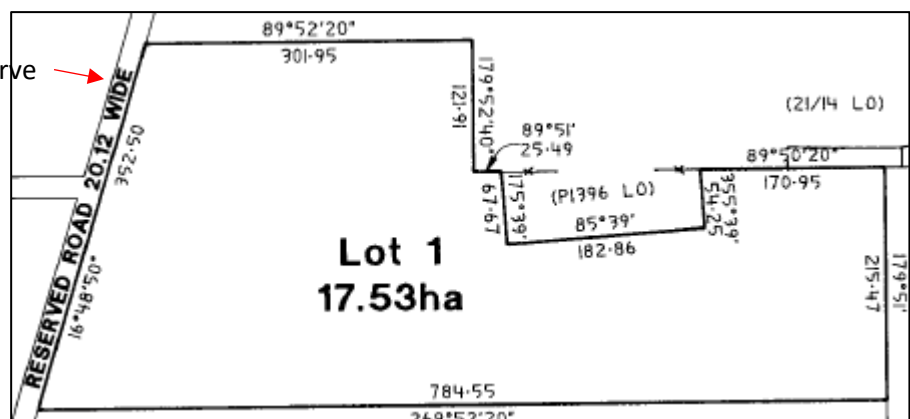


Figure 3 - CT 47288/1







Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

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# National Airports Safeguarding Framework factsheet



## What

The National Airports Safeguarding Framework provides guidance on planning requirements for development that affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft.

The Framework was developed by the National Airports Safeguarding Advisory Group, which includes representatives from: Commonwealth Infrastructure and Defence departments and aviation agencies; state and territory planning and transport departments; and the Australian Local Government Association.

The Framework consists of:

- Principles for National Airports Safeguarding Framework
- Guideline A: *Managing Aircraft Noise*
- Guideline B: *Managing Building Generated Windshear and Turbulence*
- Guideline C: *Managing Wildlife Strike Risk*
- Guideline D: *Managing Wind Turbine Risk to Aircraft*
- Guideline E: *Managing Pilot Lighting Distraction*
- Guideline F: *Managing Protected Airspace Intrusion*
- Guideline G: *Communications, Navigation and Surveillance*
- Guideline H: *Protecting Strategically Important Helicopter Landing Sites*
- Guideline I: *Managing the Risk in Public Safety Areas at the Ends of Runways*

## Why

The Australian Government recognises that responsibility for land use planning rests primarily with state, territory and local governments, but that a national approach can assist in improving planning outcomes on and near airports and under flight paths. The aim of the Framework is to:

- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions;
- improve community amenity by minimising noise sensitive developments near airports, including through the use of additional noise metrics; and
- improve aircraft noise-disclosure mechanisms.

## Who

The Framework applies at all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and/or affect navigational procedures for aircraft.

The Framework is intended to provide guidance to state, local and territory governments that can in turn be used to guide assessment and approvals for land use and development on and around identified airports.

The Framework can be downloaded from the Department of Infrastructure, Regional Development and Cities website at:  
[www.infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/](https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/)

The *Principles for a National Airports Safeguarding Framework* acknowledge the importance of airports and aviation facilities to national, state, territory and local economies, transport networks and social capital.

## Guideline A

Over the long term, inappropriate development around airports can result in unnecessary constraints on airport operations and negative impacts on community amenity due to the effects of aircraft noise.

Guideline A provides advice on the use of a supplementary suite of noise metrics, including the Australian Noise Exposure Forecast system and frequency-based noise metrics, to inform strategic planning and provide communities with comprehensive and understandable information about aircraft noise.

## Guideline B

Building-induced windshear and turbulence can be a problem for aviation operations in cases where structures are situated close to airport runways. When a significant obstacle is located in the path of a crosswind to an operational runway, the wind flow will be diverted around and over the building and can cause the crosswind speed to vary along the runway.

Guideline B presents a layered risk approach to the siting and design of buildings near airport runways to assist land use planners and airport operators to reduce the risk of building—generated windshear and turbulence.

## Guideline C

Wildlife strikes and/or avoidance can cause major damage to aircraft and/or compromise aircraft safety. Whilst the Civil Aviation Safety Authority has well-established safety requirements for wildlife management plans on-airport, wildlife hazards also occur outside the airport fence.

Guideline C provides advice to help protect against wildlife hazards originating off-airport. Many existing airports are surrounded by areas that are attractive to wildlife, especially birds, but appropriate land use planning decisions and the way in which existing land use is managed in the vicinity of airports can significantly reduce the risk of wildlife hazards.

## Guideline D

Wind turbines can constitute a risk to low-flying aviation operations such as agricultural pilots. Additionally, temporary and permanent wind monitoring towers can be erected in anticipation of, or in association with, wind farms and can also be hazardous to aviation, particularly given their low visibility. These structures can also affect the performance of Communications, Navigation and Surveillance equipment operated by Airservices Australia and the Department of Defence. Guideline D provides advice on the location and safety management of these and other similar structures.

## Guideline E

Pilots are reliant on the specific patterns of aeronautical ground lights during inclement weather and outside daylight hours. These aeronautical ground lights, such as runway lights and approach lights, play a vital role in enabling pilots to align their aircraft with the runway in use. They also enable the pilot to land the aircraft at the appropriate part of the runway.

It is therefore important that lighting in the vicinity of airports is not configured or is of such a pattern that pilots could either be distracted or mistake such lighting as being ground lighting from the airport. Guideline E provides advice on the risks of lighting distractions and how these can be minimised or avoided.

## Guideline F

The operational airspace of airports is the volume of airspace above a set of imaginary surfaces, the design of which is determined by criteria established by the International Civil Aviation Organisation. These surfaces are established with the aim of protecting aircraft from obstacles or activities that could be a threat to safety—in particular, high-rise buildings.

Guideline F provides advice for planners and decision makers about working within and around protected airspace, including OLS and PANS-OPS intrusions, and how these can be better integrated into local planning processes.

## Guideline G

Communications, Navigation and Surveillance (CNS) facilities are crucial to the safe and efficient operation of aircraft. While such facilities are generally associated with airports, some are offsite and at significant distances from airports. Inappropriate development in the vicinity of these facilities can compromise their effectiveness.

Guideline G is intended to assist land-use planners in their consideration of these facilities when assessing development proposals and rezoning requests and when developing strategic land use plans. It will also guide their interactions with Airservices Australia and the Department of Defence on when to consult on development proposals and in gaining up to date geographical locations for these facilities.

## Guideline H

The protection of strategically important helicopter landing sites (HLS) (such as those associated with hospitals) from the adverse impacts of development has become a critical issue in recent years. There have been times where hospital emergency helipads have been closed due to safety concerns arising from the nearby operation of construction cranes. Guideline H seeks to provide a consistent national approach for land use planning in the vicinity of these facilities. State and Territory governments are responsible for identifying HLS that are considered to be of strategic importance, or those that are to be protected in the interest of public safety.

## Guideline I

Public Safety Areas (PSAs) are designated areas of land at the end of airport runways within which certain planning restrictions may apply. While air crashes are rare events, the majority occur in the vicinity of airports during take-off and landing. The PSA Guideline was developed to mitigate the risk of on-ground fatalities from an aircraft incident, by informing a consistent approach to land use at the end of Australian airport runways.

### Social media

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts acknowledges the Traditional Custodians of Country throughout Australia.

Aboriginal and Torres Strait Islander people are advised that this website may contain images, voices and names of deceased people.

ABN: 86 267 354 017

**GUIDELINE E****NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK****MANAGING THE RISK OF DISTRACTIONS TO PILOTS FROM LIGHTING  
IN THE VICINITY OF AIRPORTS**

<b>REVISION DATE</b>	<b>VERSION NUMBER</b>	<b>CHANGES MADE</b>	<b>APPROVED BY</b>
Feb 2012	5.1.1	Document Creation	NASAG
Apr 2012	5.1.2	Drafting changes post consultation process	SCOTI
Jul 2012	5.1.3	Version control table added. Page numbers added.	S. Stone, GM Aviation Environment, DOIT.
27/10/2014	5.1.4	Footnote added to reference runway centre as centre of buffer zone	S. Stone, GM Aviation Environment, DIRD

**Purpose of Guideline**

1. This document provides guidance to assist local governments and airport operators to jointly address the risk of distractions to pilots of aircraft from lighting and light fixtures near airports.

**Why it is important**

2. The *Principles for a National Airports Safeguarding Framework* acknowledge the importance of airports to national, state/territory and local economics, transport networks and social capital.
3. Pilots are reliant on the specific patterns of aeronautical ground lights during inclement weather and outside daylight hours. These aeronautical ground lights, such as runway lights and approach lights, play a vital role in enabling pilots to align their aircraft with the runway in use. They also enable the pilot to land the aircraft at the appropriate part of the runway.
4. It is therefore important that lighting in the vicinity of airports is not configured or is of such a pattern that pilots could either be distracted or mistake such lighting as being ground lighting from the airport.

**How it should be used**

5. Some States/Territories already have planning guidelines or policies in place and this document provides guidance for review. For those without policies in place, these Guidelines (in addition to the associated Safeguarding Framework) will provide input to new policies.
6. When planning applications are made that involve significant lighting, planning authorities should assess them first by drawing on these guidelines and second, where necessary, by referring them to the Civil Aviation Safety Authority (CASA) for detailed advice and assessment.

## Roles and Responsibilities

7. State/Territory and Local Governments are primarily responsible for land use planning in the vicinity of all airports.
8. Australia's 19 major airports are under Australian Government planning control and are administered under the Airports Act 1996 (the Airports Act). Planning on other airports is undertaken by State, Territory Governments and Local Governments or private operators.
9. As a contracting state to the Convention on International Civil Aviation (the Convention) Australia has international obligations regarding the regulation and management of aviation safety. The International Civil Aviation Organisation (ICAO), which was established by the Convention, has established Standards and Recommended Practices covering all aspects of civil aviation safety.
10. CASA has powers under the Civil Aviation Act 1988 to regulate potential sources of distractions from lighting. Under Regulation 94 of the Civil Aviation Regulations 1988 (CAR 1988), CASA can require lights which may cause confusion, distraction or glare to pilots in the air, to be extinguished or modified.

## Key considerations for managing risk of distractions to pilots from lighting in the vicinity of airports

11. It is important that these guidelines are consulted or CASA advice sought when new sources of significant lighting are being planned in the vicinity of airports. Examples of such developments include:
  - motorway/freeway lighting
  - sea container yards
  - wharves
  - refinery flare plumes
  - stadium flood lighting
  - construction lighting.

## GUIDELINES FOR MANAGING RISK OF DISTRACTIONS TO PILOTS FROM LIGHTING IN THE VICINITY OF AIRPORTS

12. The following guidelines are provided to assist development proponents and planning authorities to ensure that lighting in the vicinity of airports does not compromise aviation safety. They should assist also in maintaining compliance with Regulation 94 of the Civil Aviation Regulations 1988.
13. Advice for the guidance of designers and installation contractors is provided for situations where lights are to be installed within a 6km radius<sup>1</sup> of a known aerodrome. Lights within this area fall into a category most likely to be subject to the provisions of regulation 94 of CAR 1988.
14. Within this large area there exists a primary area which is divided into four light control zones: A, B, C and D. These zones reflect the degree of interference ground lights can cause as a pilot approaches to land.

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The 6km buffer radius is applied from the centre point of each runway.

15. The primary area is shown at **Attachment 1**. This drawing also nominates the intensity of light emission above which interference is likely. Lighting projects within this area should be closely examined to ensure that they do not infringe the provisions of regulation 94 of CAR 1988.
16. The fact that a certain type of light fitting already exists in an area is not necessarily an indication that more lights of the same type can be added to the same area. Even though a proposed installation is designed to comply with the zone intensities shown in **Attachment 1**, designers are advised to consult CASA as there may be overriding factors which require more restrictive controls to avoid conflict.
17. Light fittings chosen for an installation should have their iso-candela diagram examined to ensure the fitting will satisfy the zone requirements. In many cases the polar diagrams published by manufacturers do not show sufficient detail in the sector near the horizontal, and therefore careful reference should be made to the iso-candela diagram. For installations where the light fittings are selected because their graded light emission above horizontal conform to the zone requirement, no further modification is required.
18. For installations where the light fitting does not meet the zone requirements, a screen should be fitted to limit the light emission to zero above the horizontal. The use of a screen to limit the light to zero above the horizontal is necessary to overcome problems associated with movement of the fitting in the wind or misalignment during maintenance.
19. Coloured lights are likely to cause conflict irrespective of their intensity as coloured lights are used to identify different aerodrome facilities. Proposals for coloured lights should be referred to CASA for detailed guidance. Proponents should check with the nearest CASA office by calling on 131 757 for advice on the likely effect on aircraft operations of proposed lighting in the vicinity of an aerodrome.
20. The potential for glare caused by reflected sunlight from structures such as buildings has been raised in some quarters as a potential source of distraction to pilots. However, CASA has advised that glare from buildings tend to be momentary and therefore unlikely to be a source of risk. The potential for risk from building glare is further attenuated by the use of sunglasses which pilots normally wear in bright daylight.

MAXIMUM INTENSITY OF LIGHT  
SOURCES MEASURED AT 3°  
ABOVE THE HORIZONTAL

ZONE A	0 cd
ZONE B	50 cd
ZONE C	150 cd
ZONE D	450 cd

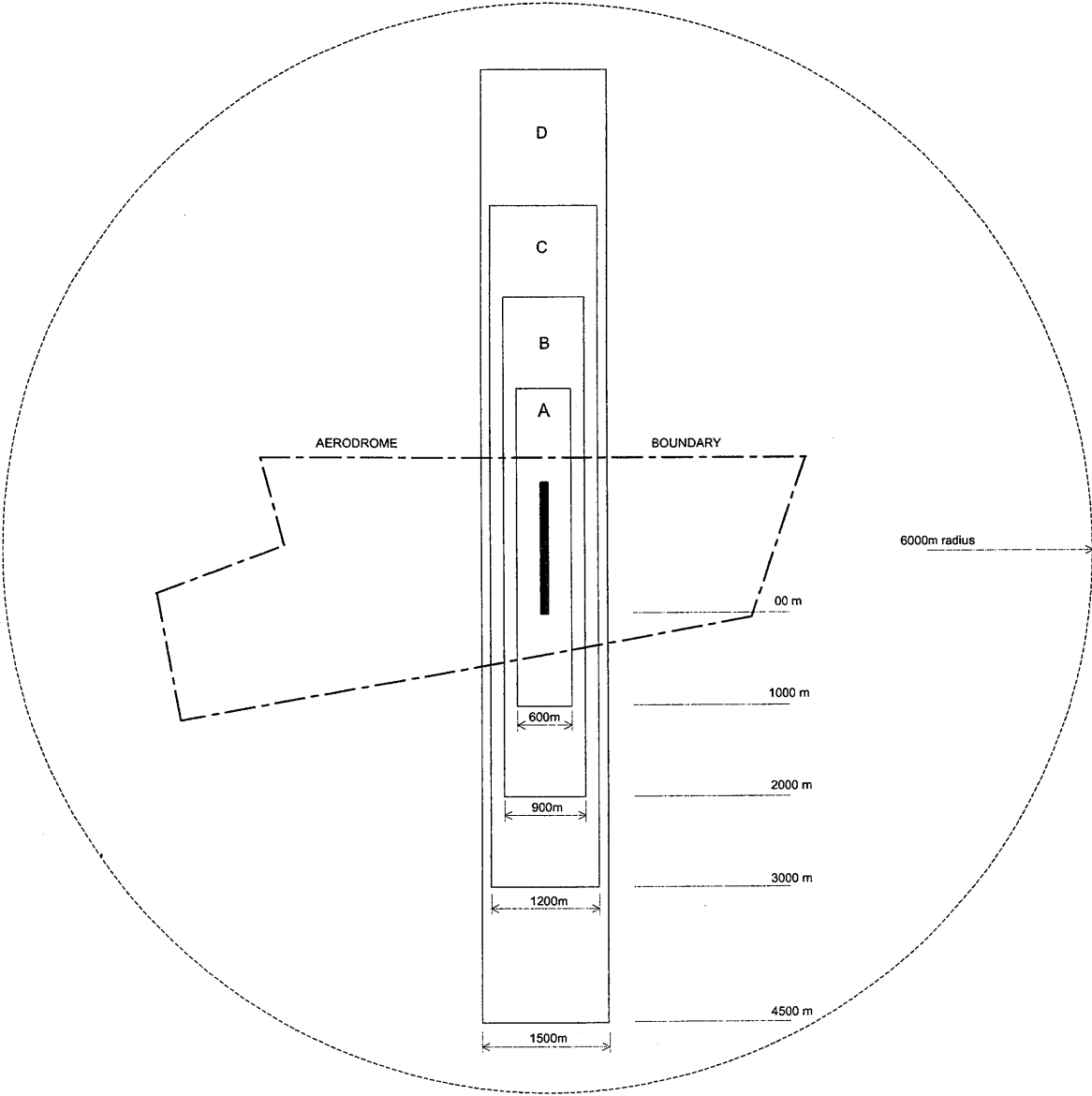


Figure 1





Tracks Building Design

PO Box 327 Currie, King Island TAS 7256  
Ph 041 77 99 430  
email tracks@acadsltns.com.au  
ACN 051 912 095

Building Designer  
Russell Masters

Tasmania  
Accredited Building Practitioner  
Accreditation No. CC6641  
Building Designer Architectural - Restricted

Victoria  
Registered Building Practitioner  
RBP No. DP-AD 41787  
Draftsperson - Building Design (Architectural)

Thermal Performance Assessor  
Accreditation Number  
DMN/22/2119

- General Notes
- Any discrepancies or conflicting notations on these drawings are to be referred back to the Builder for clarification before proceeding with any work.
  - Do not scale drawings, written dimensions and levels are to take precedence over scaled dimensions.
  - 90mm stud wall unless otherwise stated.
  - The Builder shall check all levels, soil conditions and dimensions prior to commencement of any work.
  - All work to comply with the current NCC, BCA codes and Council by-laws
    - AS 1288 Glass in Buildings - Selection and Installation
    - AS 2047 Windows in Buildings - Selection and Installation
    - AS 2870 Residential Slabs and Footings - Construction
    - AS 3660 Termite Management
    - AS 3700 Masonry Structures.
  - Eave gutters to have a fall of not less than 1:500. Box gutters to have a fall of not less than 1:100
  - Downpipe spacing at not more than 12m, provide overflow provision to gutters if downpipe is more than 1200mm from valley gutter.

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Development Application Only

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05	Locality Plan
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11	Proposed Subdivision
11a	Proposed Site Plan
11b	Proposed Site Plan (Detail)
11c	Proposed Rezoning
11d	Proposed siteplan (offsets)

Client: **Saistones Investments**

Address: **45 Morrison Ave**  
**King Island**  
**TAS 7256**

House Style: --

PROPERTY DESCRIPTION

LOT 1  
RP: 246774  
Town of Currie  
Local Auth. King Island Council  
Property ID:3245310  
Volume: 246774  
Folio: 1  
Zonning: 26 Rural Resouce

AREAS

Shed: m<sup>2</sup>  
Total: m<sup>2</sup>

Land: 15.2ha  
Percentage Coverage %

Job: **KI 212**  
Revision: **Rev: C**

Notes

1. Images may distort do not measure off plan.

PROPERTY DESCRIPTION

LOT 1  
RP: 246774  
Town of Currie  
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Volume: 246774  
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Zonning: 26 Rural Resouce

AREAS

Land: 15.2ha  
Percentage Coverage %



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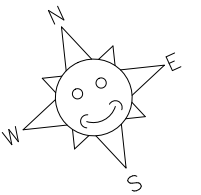
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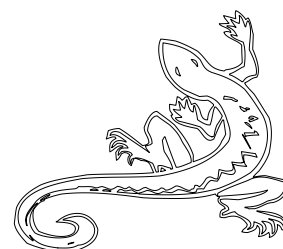
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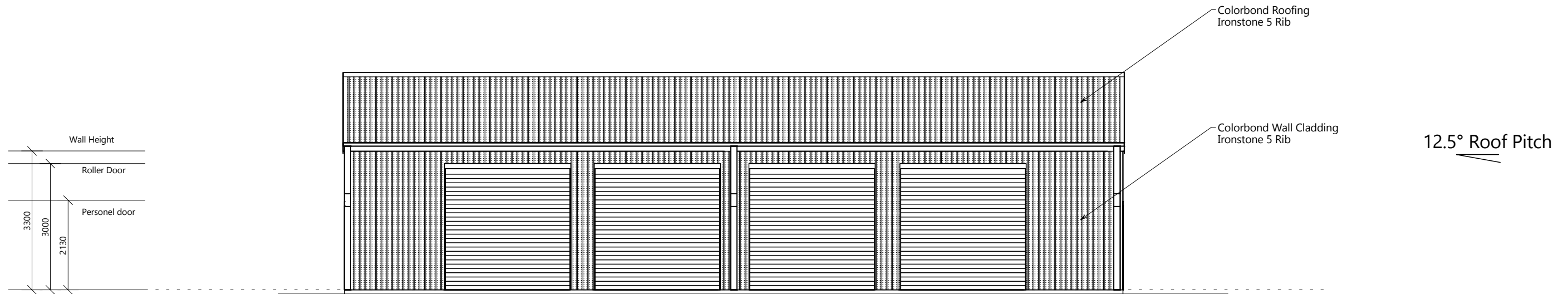
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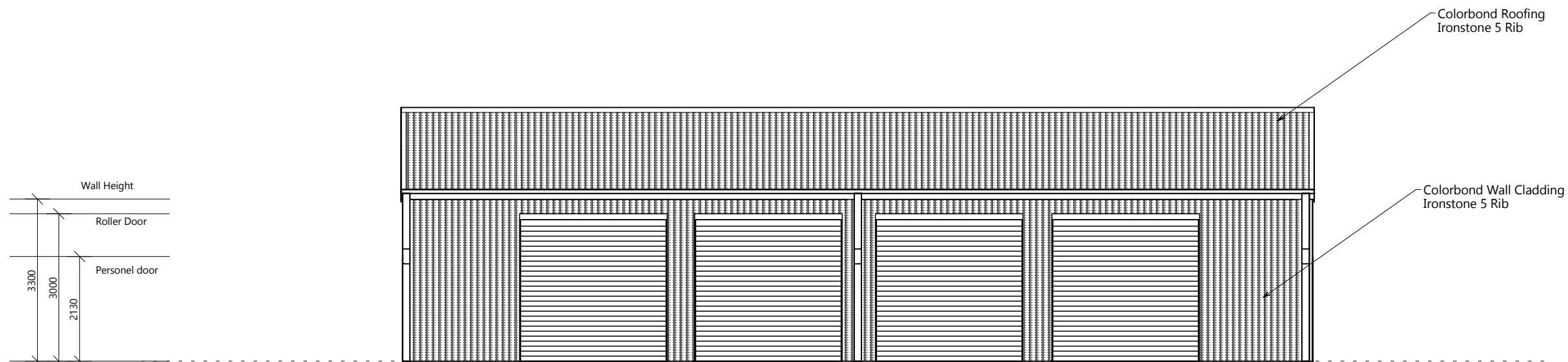
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North Elevation



South Elevation

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## Proposed Elevations 1

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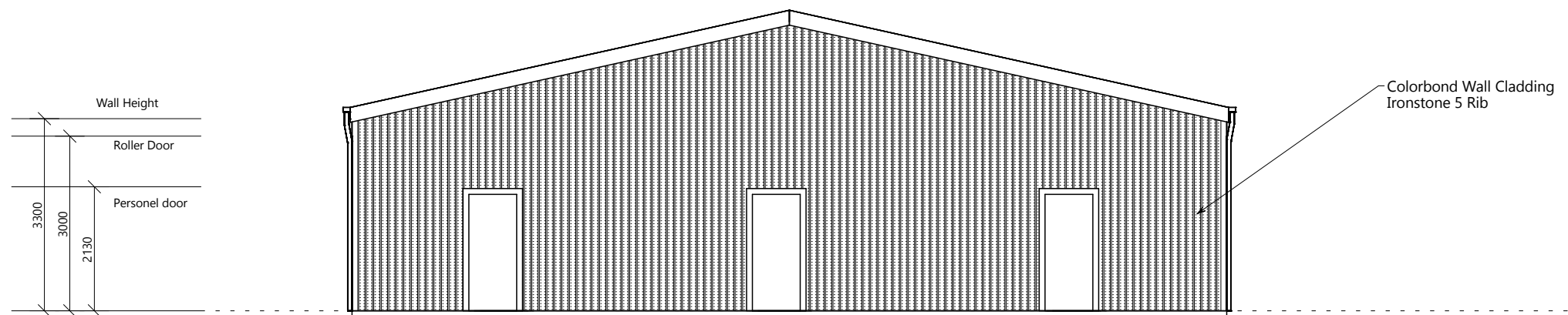


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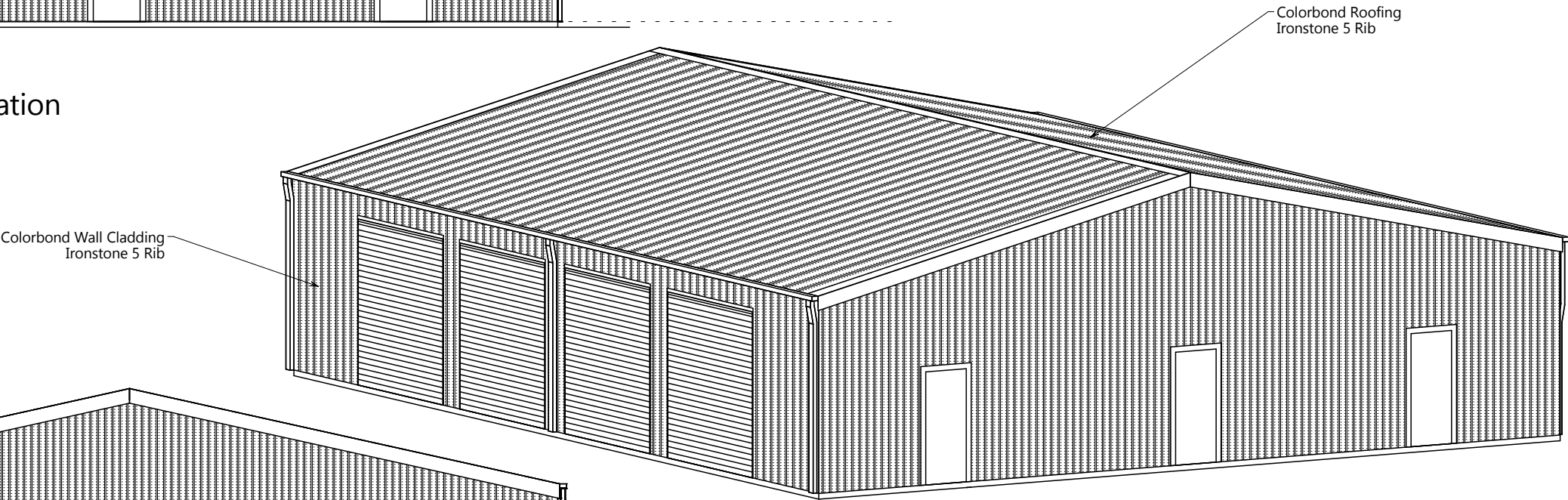
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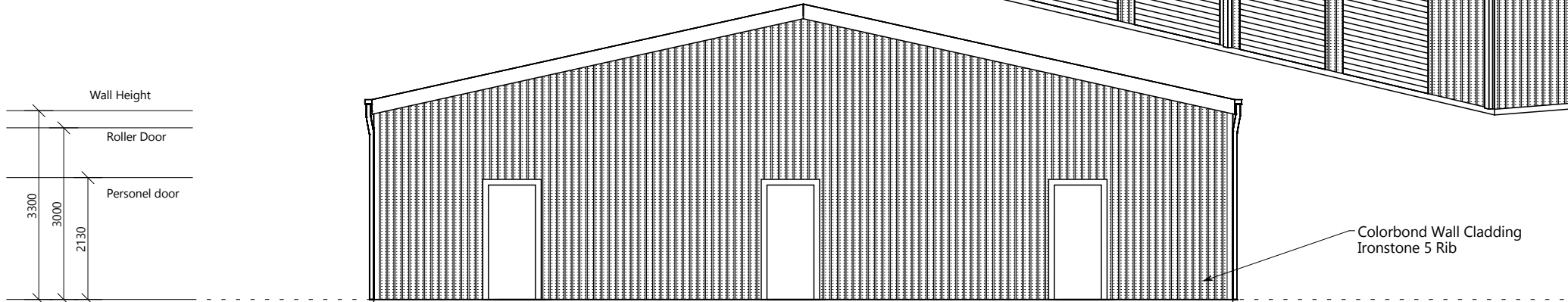
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West Elevation



Isometric



East Elevation

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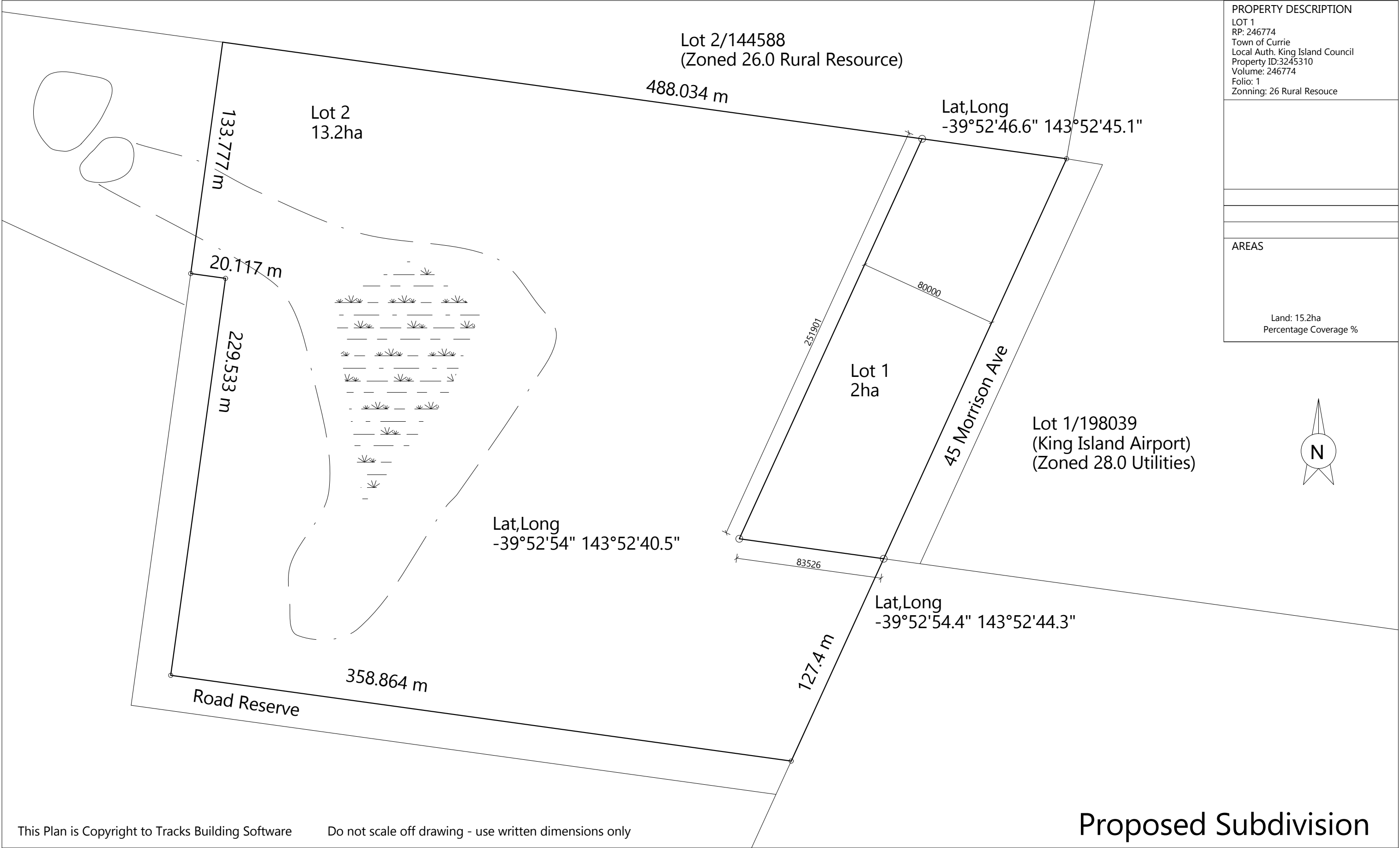
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**Proposed Elevations 2**

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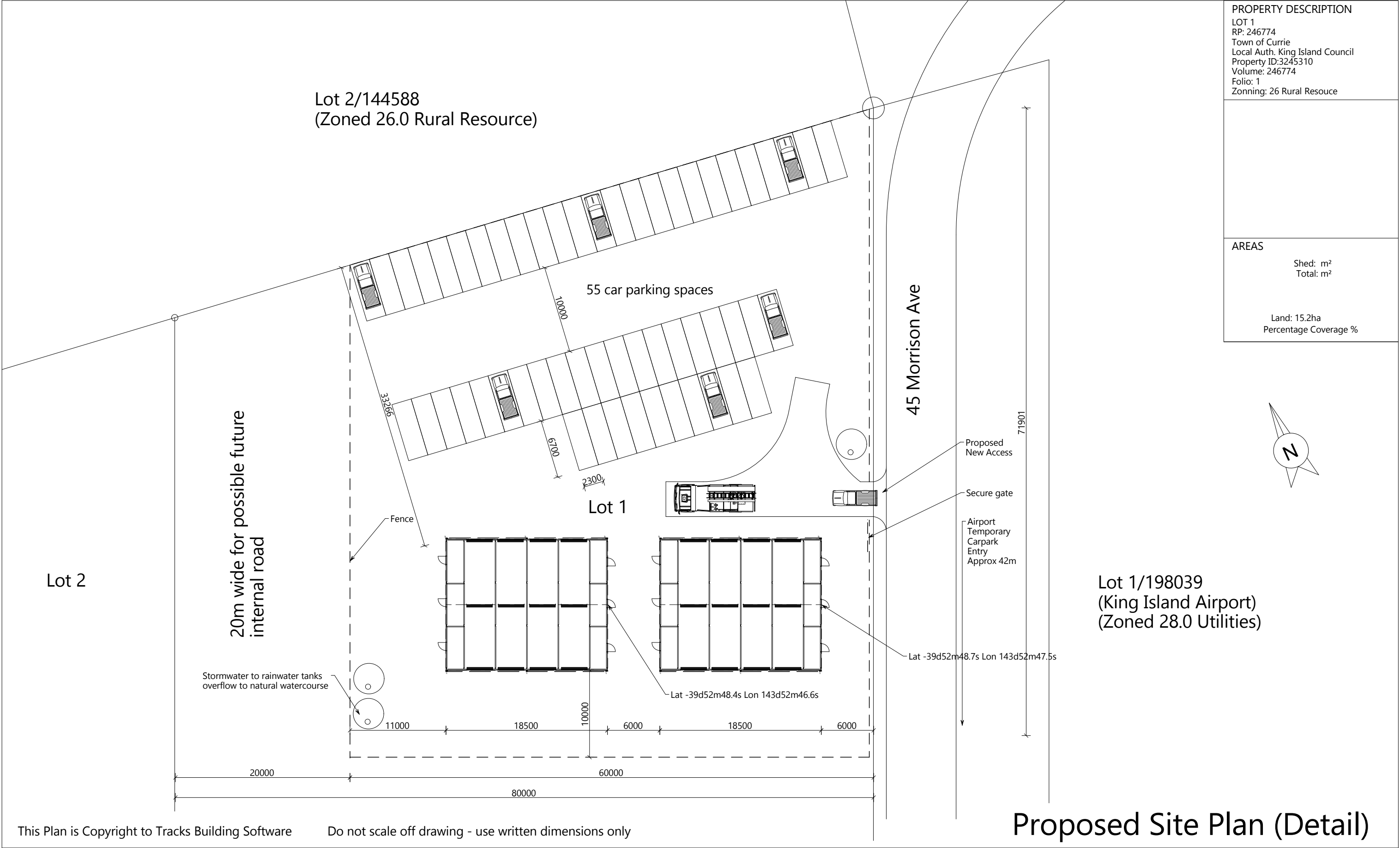
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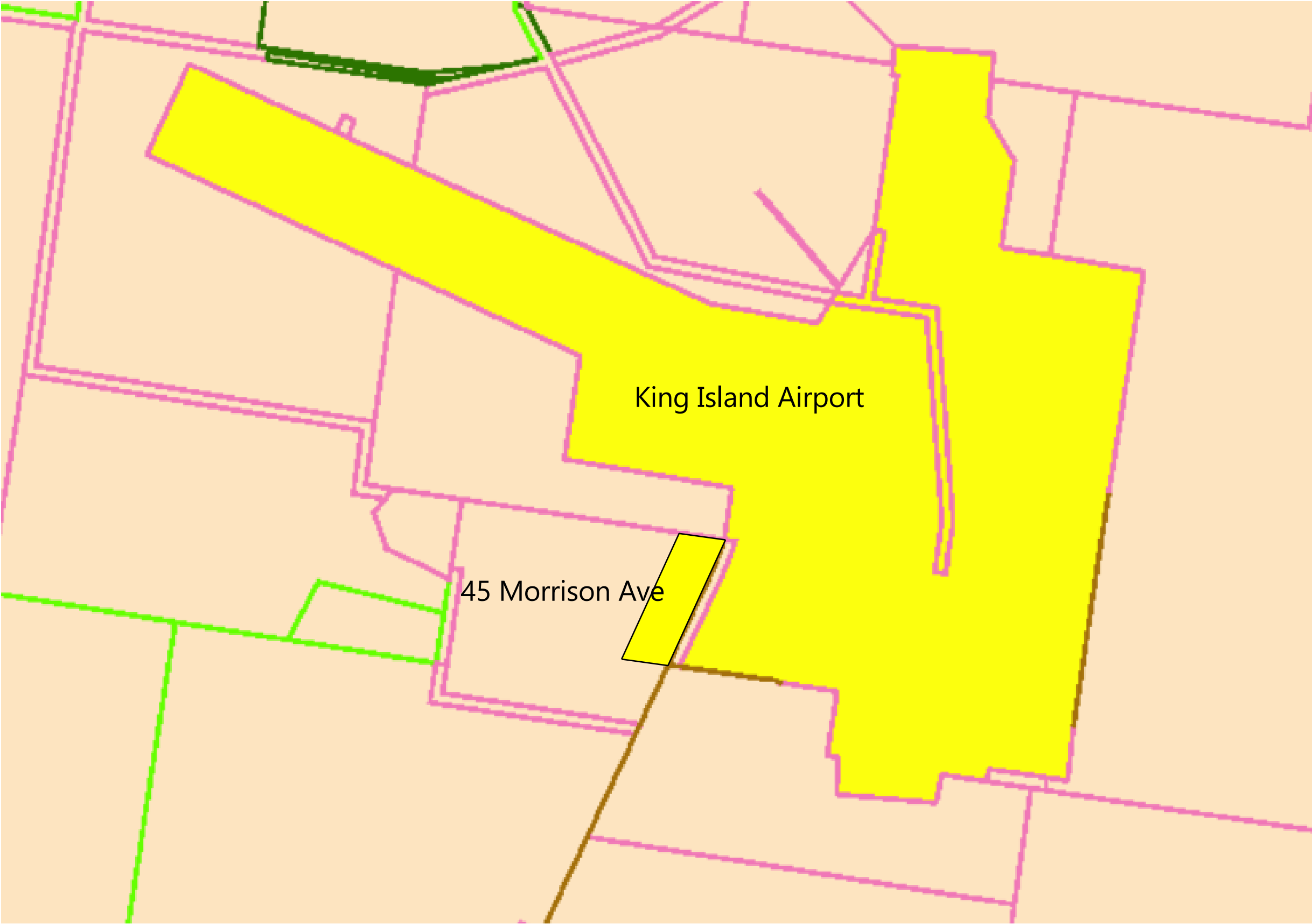


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Address: **45 Morrison Ave**  
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**TAS 7256**  
Sheet No.: 11b of 20 Sheets  
Rev: C Job: **KI 212**



PROPERTY DESCRIPTION  
LOT 1  
RP: 246774  
Town of Currie  
Local Auth. King Island Council  
Property ID:3245310  
Volume: 246774  
Folio: 1  
Zonning: 26 Rural Resource

AREAS

Zone Key

Rural Resource

Utility

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Proposed Rezoning Plan

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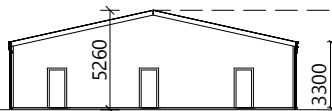
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PROPERTY DESCRIPTION  
LOT 1  
RP: 246774  
Town of Currie  
Local Auth. King Island Council  
Property ID:3245310  
Volume: 246774  
Folio: 1  
Zonning: 26 Rural Resource

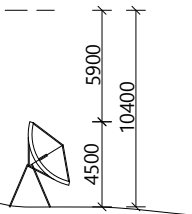
AREAS

Shed: m<sup>2</sup>  
Total: m<sup>2</sup>

Land: 15.2ha  
Percentage Coverage %



Boundary



105000

Long Section from Front Shed to Dish

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# Proposed Site Plan (Offsets)

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Trevor Stone

# **Land Capability and Agricultural Assessment of 45 Morrison Avenue Loorana, King Island**

---

January 2018







*Macquarie Franklin was formed in April 2011 by the merger of two Tasmanian based consulting firms - Agricultural Resource Management (ARM) and Davey & Maynard.*

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**Report author:** Jason Lynch B.App.Sci.(hort)  
Senior Consultant

**An appropriate citation for this report is:** Macquarie Franklin, January 2018, T Stone – Land and Agricultural Assessment of 45 Morrison Avenue Loorana, King Island, TAS.

Date	Issue number	Document Status	Authorised by
30/1/2018	1	Final	J Lynch

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## 1 Purpose

This report has been undertaken on behalf of Trevor Stone (the proponent) and will accompany an application to the King Island Council seeking approval to develop land at 45 Morrison Avenue Loorana, King Island.

This document reports on the land capability of the subject property and an agricultural assessment of the property in question

### 1.1 Land Capability

The currently recognised reference for identifying land capability is based on the class definitions and methodology described in the Land Classification Handbook, Second Edition, C.J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

Most agricultural land in Tasmania has been classified by the Department of Primary Industries and Water at a scale of 1:100,000, according to its ability to withstand degradation. A scale of 1 to 7 has been developed with Class 1 being the most resilient to degradation processes and Class 7 the least. Class 1, 2 and 3 is collectively termed “prime agricultural land”. For planning purposes, a scale of 1:100,000 is often unsuitable and a re-assessment is required at a scale of 1:25,000 or 1:10,000. Factors influencing capability include elevation, slope, climate, soil type, rooting depth, salinity, rockiness and susceptibility to wind, water erosion and flooding.

In providing my opinion, I wish to advise that I possess a B.App.Sci.(hort) and am a member of the Australian Institute of Agriculture. I have over 19 years experience in the agricultural industry in Tasmania. I am skilled to undertake agricultural and development assessments as well as land capability studies. I have previously been engaged by property owners, independent planners, and surveyors to undertake assessments within the Burnie, Central Coast, Circular Head, Devonport, Georgetown, Kentish, Latrobe, Launceston, Meander Valley, Southern Midlands and Waratah-Wynyard municipalities. Most of these studies have involved the assessment of land for development purposes for potential conflict with council planning schemes.

### 1.2 King Island Planning Scheme

The Scheme (operative date October 2013) sets out the requirements for use and development of land in the King Island Council municipality.

## 2 Property location and land use

The subject lot has a surveyed area of 15.4 hectares and is located at 45 Morrison Avenue, King Island.

The property is bound by Morrison Avenue to the east, a road reserve to the south and farmland to the west and north, with the King Island airport nearby to the north.

PID	Owner	Titles	Hectares (Approx)
3245310	Trevor Stone	246774/1	15.4

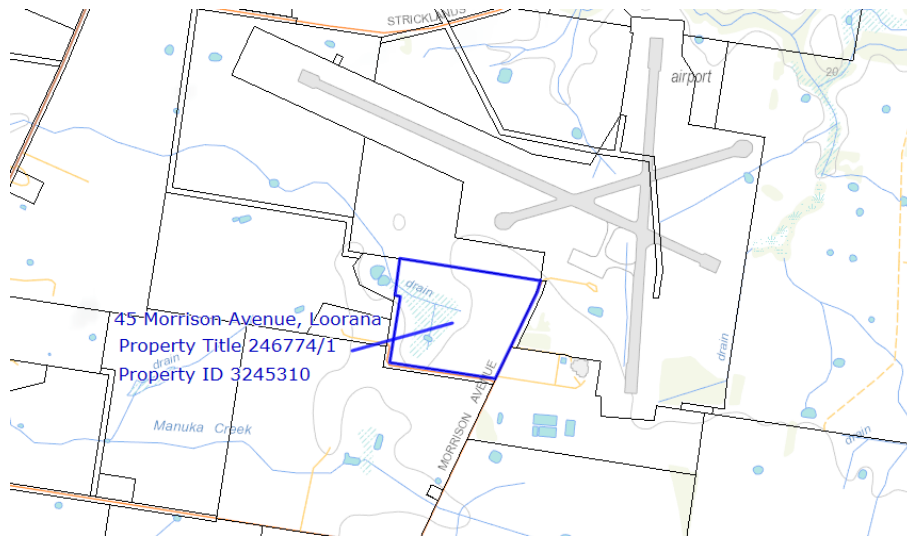


Figure 1 Location of the property



Figure 2 Aerial image of the property in question and surrounding land (source the LIST)

The property is owned as a private freehold title, with private freehold land to the west, east and south, an area of Crown land adjacent on the north west corner and local government zoned land as associated with the King Island airport to the immediate north.

The property is zoned Rural Resource according to the King Island Planning Scheme and is surrounded by land zoned Rural Resource to the south, west and east, with Utilities zoned land associated with King Island airport to the immediate north. See Figure 3.

Access to the subject property is off Morrison Avenue to the west of the property.

The infrastructure present on the property includes boundary fencing and internal fencing that divides the property into four paddocks, a stock water dam and well established vegetation shelter belts along the eastern and southern boundaries.

The property is covered by degraded pastures, a fenced off small pocket (approximately 0.15 ha) of remnant vegetation and a formed drain is present on the western central area that directs water from the property to the south and provides drainage of the property in question with the outfall on the north west boundary.

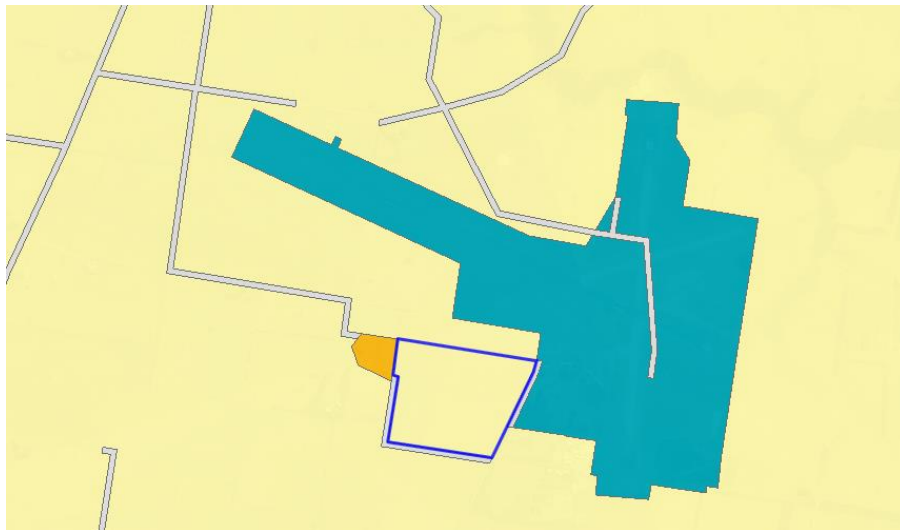


Figure 3 Land tenure on the land surrounding the property in question, with private freehold land (yellow shading), local government - as per King Island airport (green shading) and crown land (orange shading) (source the LIST)

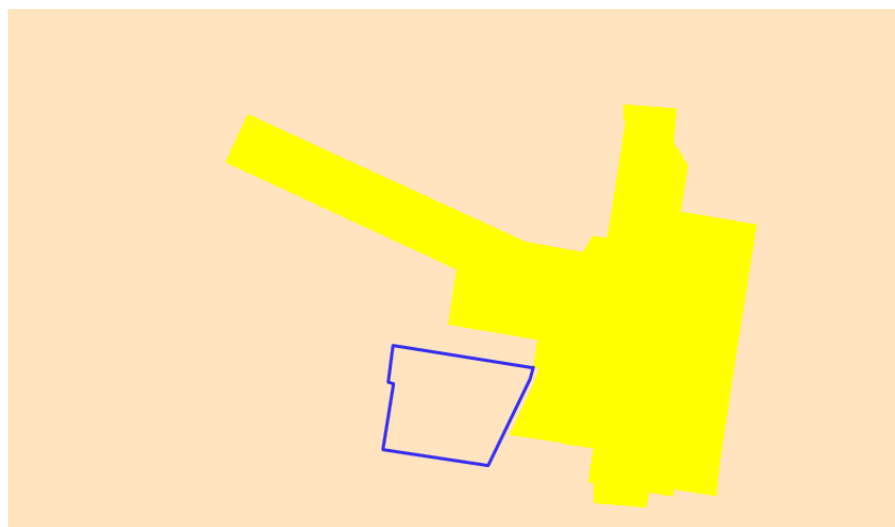


Figure 4 Land zoning surrounding the property in question with Rural Resource (brown shading) and Utilities - as per the King Island airport (yellow shaded)

### 3 Land capability

No formal land capability of King Island has been undertaken.

A detailed assessment by Macquarie Franklin shows that property title 246774/1 is consistently covered by Class 5 land.



Figure 5 Land capability of the property

The soils present on the property are predominantly a deep grey sandy and sandy loam soils (podsol soil type).

Table 1 Land capability assessment table

Land Capability Class (ha)	Land Characteristics							
	Geology & Soils	Slope %	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
5ew 13.1 ha	Deep sandy soils, with a grey top soil grading a white bleached sub soil, derived from Quaternary alluvium and windblown deposits.	0-3	Flat to gently undulating land.  41-43m ASL	Low/moderate erosion risk (sheet and rill), due to surface water movement, and wind erosion on bare and exposed soils.	Low, exposed to prevailing winds.	Imperfect to well drained soil.  This land is prone to nutrient leaching.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover, avoid over-grazing, and reduce grazing pressure during wetter periods.	Unsuitable for cropping, and is suitable for pastoral use with slight to moderate limitations associated with a restricted carrying capacity during the drier months when pasture growth is likely to be constrained due to limited soil moisture.

Land Capability Class (ha)	Geology & Soils	Slope %	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
5esw 2.3 ha	Deep sandy soils, with a grey top soil grading a white bleached sub soil, derived from Quaternary alluvium.	0-8	Flat to gently undulating land, rolling leading down to a north facing bank with a gentle to moderate slope.  40-41m ASL	Low/moderate erosion risk (sheet and rill), due to surface water movement, and wind erosion on bare and exposed soils.	Low, exposed to prevailing winds.	Imperfect to well drained soil.  This land is prone to nutrient leaching.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover, avoid over-grazing, and reduce grazing pressure during wetter periods.	Unsuitable for cropping, and is suitable for pastoral use with moderate limitations associated with a restricted carrying capacity during the wetter months when the soils are prone waterlogging





Figure 6 Typical grey sandy soil present throughout the property (as per a podosol soil type)



Figure 7 Easterly view over the property, with the lower lying ground as Class 5esw land in the foreground and the Class 5es land in the background

## 4 Development proposal

The proposed development of the property in question involves;

1. subdividing the property into 2 lots (see figure 8) to produce Lot 1 and Lot 2;
  - a. Lot 1 (5 ha) would be converted into a site to host storage units
  - b. Lot 2 (10.4 ha) would be retained for agricultural land use activities, as per continuation of the current pastoral land use activities.
2. re-zoning Lot 1 to be commercial zoning



Figure 8 Proposed subdivision of the property



## 5 Agricultural Purpose

The property in question has an area of 15.4 hectares of Class 5 land capability.

The opportunity to develop this land for non-agricultural land use activities has the potential to significantly improve the economic returns that could be obtained from this land, provide support to the service sector and that of the wider community of King Island.

### 5.1 Agricultural activities conducted

The agricultural activities conducted on the property in question are consistent with that of the immediate King Island area, that being for pastoral use principally for cattle breeding and finishing.

### 5.2 Agricultural land use activities

No land on this property is considered suitable cropping, and therefore based on the Class 5 land capability this leaves pastoral land use as the only realistic agricultural land use activities and suitable enterprise for the property.

Based on the property's size, land capability, topography in conjunction with the growing season duration, rainfall (average rainfall of approximately 850mm/year) and the relative mildness of the King Island climate it is suited to a beef breeding enterprise.

This property is covered by degraded perennial pasture and it is reasonable to assume this property would have a carrying capacity approximately of 25 DSE/ha for an annual total of 385 DSE/year.

Assuming an average rating of 20 DSE/yr for a 600 kg cow/calf unit (Meat and Livestock Australia and NSW Department of Primary Industry) it is reasonable to consider this property has the potential to be approximately a 20 cow/calf livestock enterprise. A 20 cow/calf livestock enterprise has the opportunity for a total annual gross margin return of approximately \$11,000 (2017 DPIPWE high rainfall livestock beef breeding model).

The gross margin returns are marginal and it would be reasonable to consider they would just cover the property overheads (management, rates, vehicle, accounting fees, structural repairs etc) as well as covering depreciation (mainly fencing) and interest costs. The return on investment for this property would be barely positive.

The property has minimal value as an agricultural resource.

The proposed Lot 1 (5 ha), based on a beef breeding enterprise, has the potential to produce an annual gross margin return of approximately \$3,500.

The proposed Lot 2 (10.4 ha), based on a beef breeding enterprise, has the potential to produce an annual gross margin return of approximately \$7,500.

### 5.3 Impact on agricultural activities and residential amenity

The key risk area is to the west and south where agricultural activities are closest (although the development layout has been deliberately located to maximise the buffer distances to this adjacent land).

The rural resource zoned land to the immediate east of the property in question is the location of the now derelict JBS Swift abattoir.

#### 5.3.1 Impact of agricultural activity on neighbouring land on the proposed development

Pastoral land use agricultural activity is conducted on land to the west and south of the proposed development. However, normal agricultural activities in both cases are not expected to have any unreasonable impact on the proposed development.

An assessment of the key risks is summarised below. This has been compiled on the basis that the neighbouring farm activities would be based on pasture land for livestock grazing purposes.

Potential Risk from Neighbouring Agricultural Land/Activity	Extent of Risk & Possible Mitigation Strategy
1. Spray drift and dust	Risk = low. Existing and proposed shelter belts will mitigate the impact of sprays and dust if applied under normal recommended conditions. Aerial spraying is not practiced in the vicinity of the dwelling; ground or spot spraying is a practical and mostly used alternative. Spraying events should be communicated in a timely manner.
2. Noise from machinery and irrigation pump operation, livestock and dogs.	Risk = low although some occasional machinery traffic will occur when working adjacent land and feeding out fodder.
3. Irrigation water over boundary	Risk = low-medium Irrigation systems are not normally operated in high winds, and buffer distances are sufficient to mitigate and issues. Note that irrigated agricultural is not currently practiced in the district.
4. Stock escaping and causing damage.	Risk = low provided that boundary fences are maintained in sound condition.
5. Electric fences	Risk = low. Mitigated by the proponent attaching appropriate warning signs on boundary fencing.
6. Bushfire	Risk = low.

Well established trees and shrubs form a shelter belt that is present along the southern boundary adjacent to the right of way of the property and also along the eastern boundary adjacent to Morrison Avenue, both of which provide a high level of screening and privacy for the eastern area of the property in question, as per the proposed Lot 1.

It is proposed to establish a shelter belt on the western side of the proposed Lot 1, and this would provide additional screening and protection for the continuation of the pastoral land use activities as would be maintained on the proposed Lot 2.

The western shelter belt should be composed of vegetation that will establish quickly, grow well in the King Island climate and reach a height of approximately 4m.

### 5.3.2 Impact of agricultural activity on the proposed development on neighbouring land

As outlined in section 5.1 the agricultural activities that are and would be expected to be conducted on the property in question, as per the proposed Lot 2, are based on pastoral use albeit having a minimal value as an agricultural resource.

These impacts are usually manifested as complaints being made by residents of the residential dwellings on neighbouring properties against issues relating to livestock husbandry practices. These have been generally assessed as low risk.

Other risks to neighbouring agricultural activity are outlined in the following table. Some of these risks rely on an element of criminal intent and it could well be argued that this is very much lower with inhabitants of the dwelling than with other members of the public.

Potential Risk to Neighbouring Agricultural Activity	Extent of Risk & Possible Mitigation Strategy
1. Trespass	Risk = low. Mitigation measures include maintenance of sound boundary fencing, lockable gates and appropriate signage to warn inhabitants and visitors about entry onto private land; report unauthorised entry to police.
2. Theft	Risk = low. Ensure there is good quality boundary fencing on neighbouring properties and appropriate signage to deter inadvertent entry to property; limit vehicle movements, report thefts to police.
3. Damage to property	Risk = low. As for theft.
4. Weed infestation	Risk = low. Risks are expected to be negligible as long as the subdivision proponents undertake standard property vegetation and weed maintenance activities.
5. Fire outbreak	Risk = low. Fire risk can be mitigated by careful operation of outside barbeques, disposal of rubbish and vegetation maintenance activities.
6. Dog menace to neighbouring livestock	Risk = low. Mitigated by ensuring that good communication and fencing is maintained between the subdivision proponent and residents of the surrounding residential dwelling residents.

Vegetation composed of approximately 3-4m high native trees and shrubbery provides significant shelter and screening along the southern and eastern boundary of the property (as per the proposed Lot 1) in question.

### 5.3.3 Impact of proposed development on amenity of dwellings on nearby land

A number of residential dwellings, King Island airport and a light manufacturing factory (as per the derelict JBS Swift abattoir) are located on the land surrounding the property in question.

Based on the proposed layout of the subdivision and associated buffer distances in conjunction with the vegetation shelter belts, the existing density and relative size of the of the properties on the nearby rural living zoned land it is reasonable to consider that the proposed development is not likely to create any negative impact on the residential amenity of these existing residential dwellings.

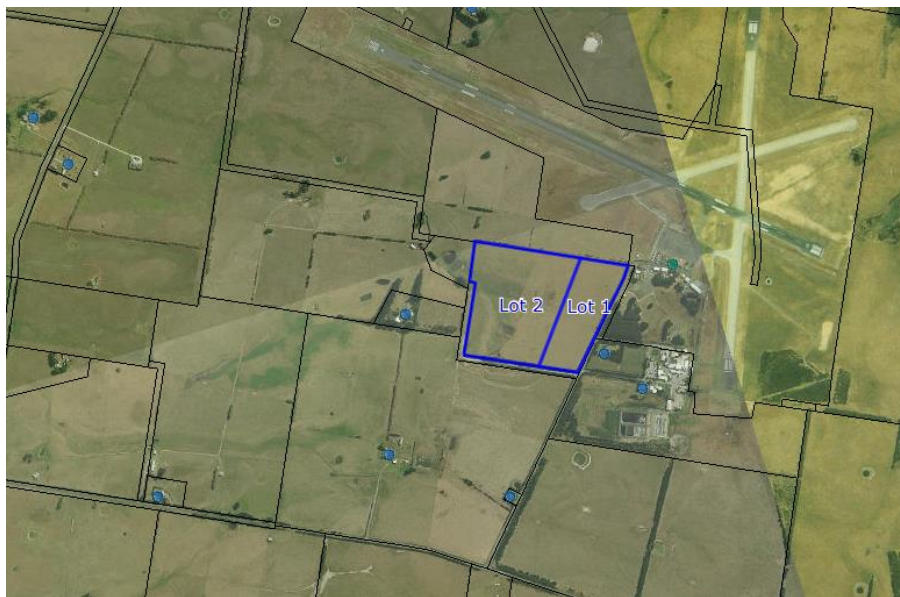


Figure 9 Location of nearby residential dwellings (blue dots) and King Island airport (green dot) with the location of the proposed Lot 1 and Lot 2

## 5.4 Storm water disposal on the proposed subdivision lots

Currently the property in question has a formed drain that takes collect surface water run-off from the property to the immediate south and this is feeds the existing stock water dam, with the formed drain running to the north west into a drain that runs in a westerly direction for approximately 2.8 km before it empties into Bass Strait. See Figure 10.

The drainage network on the property should be cleaned out on a regular basis, such as every 3-4 years to ensure it is capable to handling the anticipated surface water run-off and flow rates.

### 5.4.1 Lot 1 storm water disposal

The storm water generated on the Lot 1, as produced from hard surfaces present and the roof surfaces of storage unit buildings, is to be disposed of by in-ground absorption and through the diversion of excess surface run off into the existing drainage network which is a sufficient means to handle the quantity and flow rates of run-off generated.

The existing current drainage network is not anticipated to be overwhelmed and/or degraded by excessive surface water flows.

### 5.4.2 Lot 2 storm water disposal

The storm water generated on the Lot 2, as produced from surface water run-off is to be disposed of by in-ground absorption and general diversion into the existing drainage network which is a sufficient means to handle the quantity and flow rates of run-off generated.

The existing current drainage network is not anticipated to be overwhelmed and/or degraded by excessive surface water flows.

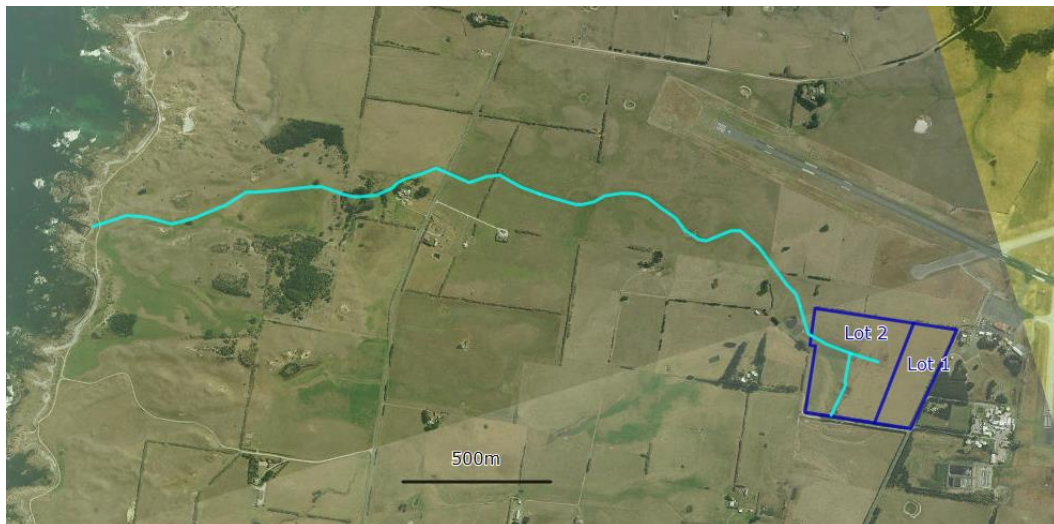


Figure 10 Current drainage network associated with the property in question (source the LIST)



## 6 Impact of the King Airport

The property in question is located immediately adjacent to the King Island airport.

### 6.1 ANEF contours

The ANEF contour map indicates the property in question is located outside of the King Island ANEF contours.

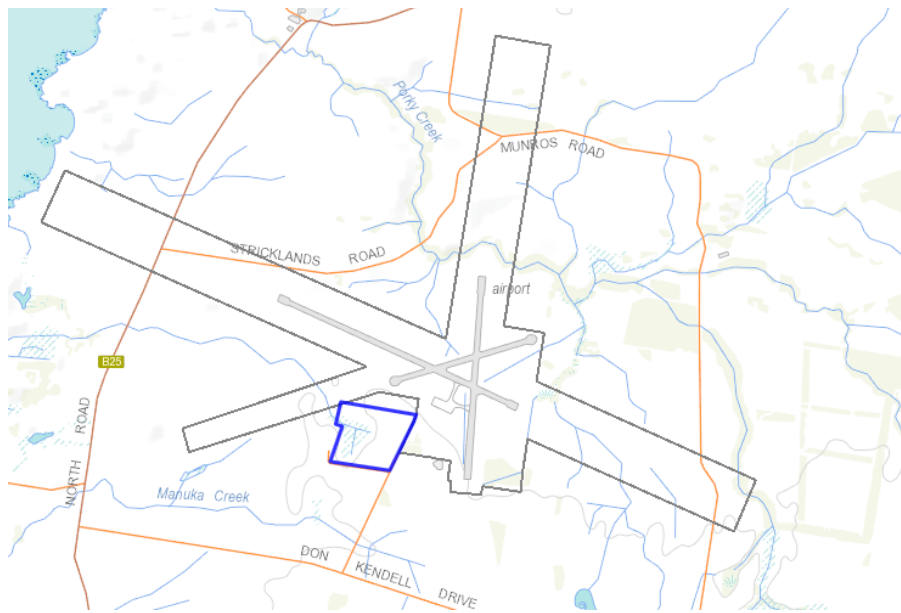


Figure 11 King Island ANEF contour map shown in black edging with the property in question highlighted in blue (source The LIST)

### 6.2 Shelter belt vegetation height

The proposed new vegetation shelter belt for the eastern boundary of Lot 1 would be managed to be approximately 4m in height and this would be of similar height to the existing shelter belts that are already present along the southern and western boundary.

## 7 Conclusions

1. The overall objective of the proposal is to subdivide the property in question into 2 lots ranging in size from Lot 1 at 5 ha and Lot 2 at 10.3 ha.
2. Lot 1 would be re-zoned for commercial use and Lot 2 would be retained as a rural resource as per its current land use activities
3. Based on the property's land capability, topography in conjunction with the growing season duration, rainfall (average rainfall of approximately 850mm/year) and the relative mildness of the King Island climate it is suited to a beef breeding enterprise, albeit on a very small scale and with a low intensity.
4. Due to the size of property and the nature of the agricultural land use activities, as per small scale and low intensity pastoral use it has minimal value as an agricultural resource.
5. The proposed development, based on the configuration and size of the subdivision lots and the proposed buffers will alleviate any unreasonable interference of neighbouring farming activities and vice versa.
6. The proposed development, based on the configuration and size of the subdivision lots and the proposed buffers will alleviate any unreasonable interference of neighbouring residential amenity and vice versa.
7. The proposed Lot 1 and Lot 2 subdivision are outside of the King Island airport ANEF contours.

