



03

Industrial Land Use

Introduction

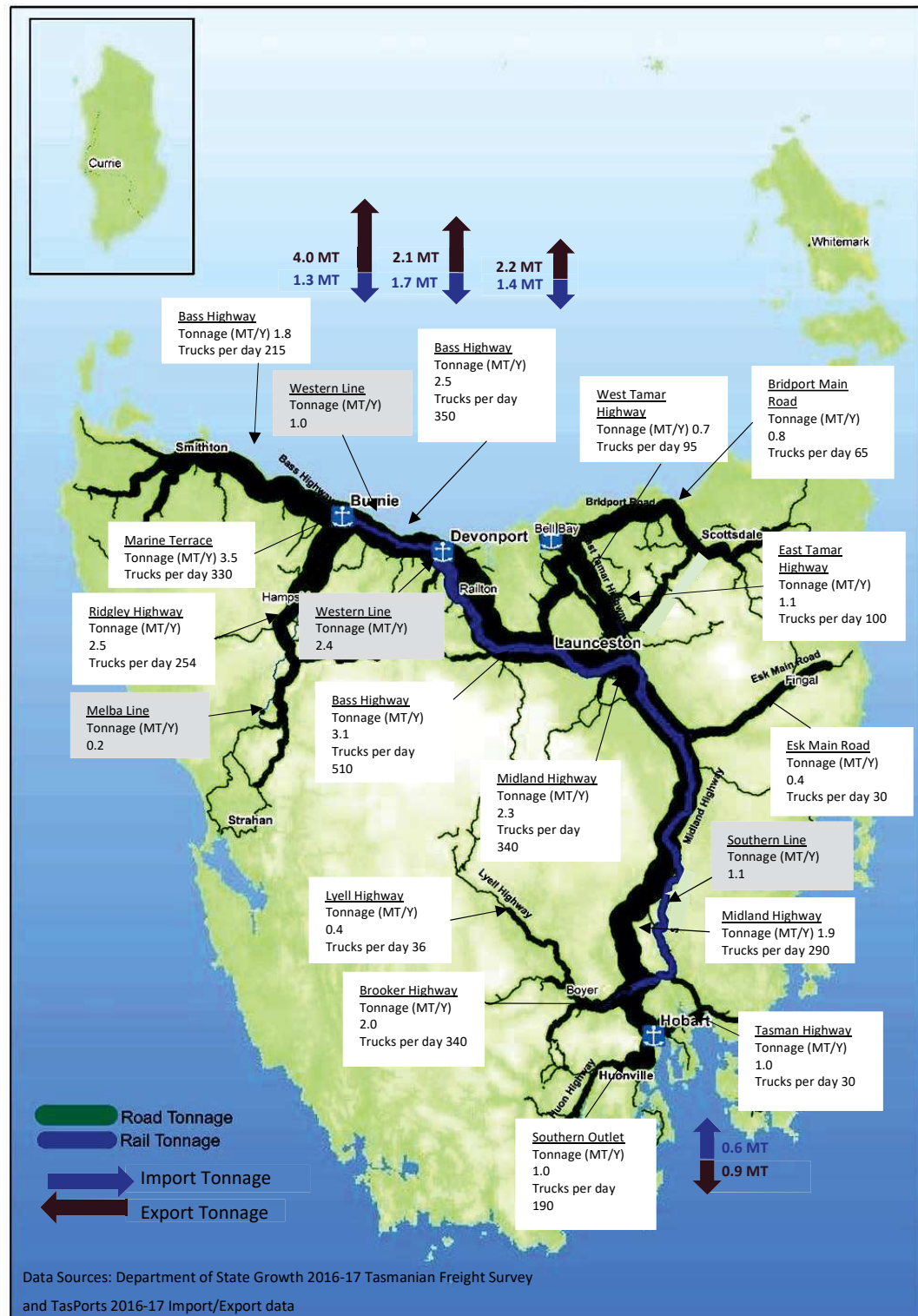
Industrial uses and activities vary significantly from small to large-scale enterprises across North-West Tasmania.

The comparative advantage is often the main attractor for new industries to locate in these areas. The strategic location to the primary freight road network and a port or the available natural resources are examples of a comparative advantage.

The strategic location of the primary freight road network and a port or the available natural resources are examples of comparative advantages in an area that can attract businesses. The obvious example in the Municipality is the availability of mineral resources, which attracts the mining sector.

Of course, the local economy and the skill level of an available workforce also come into play, and the variables for attracting businesses to the Municipality are far more complex than discussed or appreciated in this report. The report focuses on

Land attributes are critical to supporting industrial land use. The section explores the desirable attributes required to facilitate new development.



land use systems and the desirable attributes of land suited for industrial use for its market uptake.

Before examining the application of the State Planning Provisions zones of the Tasmanian Planning Scheme for industrial uses, this section considers the attributes of industrial lands, such as location and site requirements, to support economic development within the Municipality.

In addition to access to major transportation routes, site attributes include, but are not limited to:

- Connections to water, sewer & stormwater services;
- Access and site manoeuvrability for heavy vehicles; and
- Telecommunication

infrastructure.

The desirable characteristics for the location of future industrial development include:

Location: Sites adjoining or near existing or future residential areas or other sensitive land uses are likely to be restricted in their type of development and future use of the land.

Accessibility: The road network needs to provide reasonable access to sites.

Capacity for future expansion: Consideration is given to the ability of the areas identified to provide for the expansion of or to provide for the new development, taking into account lot sizes, vacant land, buffer areas, and surrounding land uses.

Physical characteristics:

The physical characteristics, including slope, drainage, flood-prone and rock and soil type, are essential factors in determining land suitability and can place significant limitations and costs on development for industry.

For new industrial development to be appropriately located, considered areas should:

- Provide satisfactory connections to reticulated water and sewer systems;
- Provide satisfactory transport links;
- Minimise impact on the amenity of surrounding areas; and
- Consolidate uses to make more efficient use of infrastructure.



Australian Bureau of Statistics

West Coast Businesses by Industry and Annualised Employment

Released 16 December 2021

Industry	Non-employers	1-19 Employees	20-199 Employees	Total
Agriculture, Forestry and Fishing	9	5	0	15
Mining	4	6	0	10
Manufacturing	5	3	3	7
Electricity, Gas, Water and Waste Services	0	0	0	0
Construction	12	12	0	24
Wholesale Trade	3	0	0	3
Retail Trade	9	11	3	22
Accommodation and Food Services	13	33	0	48
Transport, Postal and Warehousing	10	5	0	16
Information Media and Telecommunications	0	0	0	0
Financial and Insurance Services	0	0	0	0
Rental, Hiring and Real Estate Services	6	4	0	11
Professional, Scientific and Technical Services	6	6	0	10
Administrative and Support Services	0	0	0	3
Public Administration and Safety	3	0	0	3
Education and Training	0	0	0	0
Health Care and Social Assistance	0	3	0	3
Arts and Recreation Services	3	0	0	3
Other Services	0	3	0	6
Currently Unknown	3	3	0	0

Land connected to freight routes and transport infrastructure.

Access to reticulated mains water & sewerage system.

Electricity supply.

Attenuation distances to sensitive uses.

Suitable lot configuration & area.

Clustering of uses.

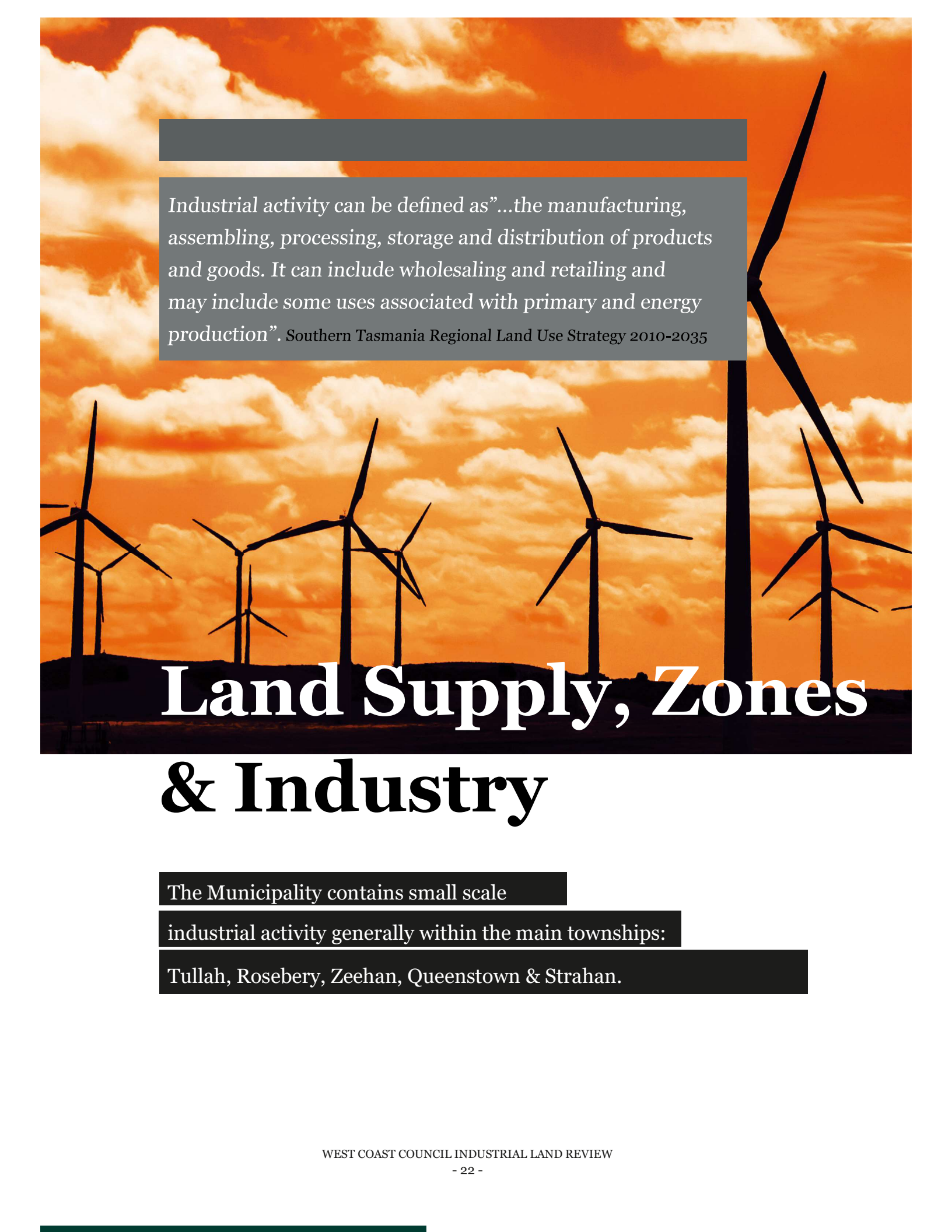
Land Attributes

The types of industrial uses likely to be located within the Municipality are best categorised into a service industry.

Service industry uses are typically businesses such as mechanical repairs, trade supplies and other similar uses. Items are usually fixed and serviced within small factories and depots on smaller sites within reach of a market area.

The types of industries that may be attracted to the West Coast, excluding extractive industries, can be divided into:

1. Light and Heavy manufacturing;
2. Rural and food processing;
3. Transport, storage and warehousing;
4. Local trade services and repairs; and
5. Research and development.

A background image showing several wind turbines silhouetted against a vibrant orange and yellow sunset sky with scattered clouds. The turbines are positioned at various heights and angles across the frame.

Industrial activity can be defined as "...the manufacturing, assembling, processing, storage and distribution of products and goods. It can include wholesaling and retailing and may include some uses associated with primary and energy production". Southern Tasmania Regional Land Use Strategy 2010-2035

Land Supply, Zones & Industry

The Municipality contains small scale

industrial activity generally within the main townships:

Tullah, Rosebery, Zeehan, Queenstown & Strahan.



Zoning & Supply

04

Place. undertook a desktop review using theList data to identify industrial land in the Municipality. Although the study focused on identifying industrial zoned land, the Local Business Zone was recorded in towns with no other appropriately zoned land.

In some instances, land areas adjacent to the developed area of a town, on land zoned Rural Zone, were considered to determine development opportunities in the absence of a readily available land supply within a town.

The Rural Zone usually comprises a working landscape and provides a permit pathway for various activities; however, these are qualified and heavily focused on industrial-type activities that support the agriculture, fishing, or mining industries.

Section 3 in this report noted that industrial activity varies considerably in scale, size, and type. If the proposed new venture to construct 500 wind turbines obtains all approvals, there will be a significant demand for industrial land to support

Permit Pathway	Local Business	General Business	Light Industrial
Bulky Goods Sales	✓	✓	✓
Business and Professional Services	✓	✓	✗
Emergency Services	✓	✓	✓
Equipment and Machinery Sales and Hire	✓	✓	✓
Extractive Industry	✗	✗	✗
Manufacturing and Processing	✓	✓	✓
Port and Shipping	✗	✗	✓
Research and Development	✓	✓	✓
Resource Processing	✓	✓	✓
Service Industry	✓	✓	✓
Storage	✓	✓	✓
Transport Depot and Distribution	✓	✓	✓
Vehicle Fuel Sales and Service	✓	✓	✓

Industrial	General Industrial	Rural	Port & Marine
	✓	✓	✓
	✗	✓	✓
	✓	✓	✓
	✓	✗	✓
	✗	✓	✗
	✓	✓	✓
	✓	✗	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✗	✓

The table provides a summary of the permit pathways available in the different zones under the State Planning Provisions, Tasmanian Planning Scheme.

Zoning & Supply

The Rural Zone at the periphery of towns also supplies industrial land but must be considered in the context of the existing towns' limitations and the constraints imposed by topography.

Industrial land uses are ideally clustered together as this provides an opportunity for efficient servicing and enables the mitigation of emissions to sensitive uses.

the construction phase over an estimated timeframe of around ten years. The demand for a large scale wind energy development does not account for the mining industry's new investment or employment forecast over at least the next 50 years.

It is fortuitous to plan for a supply of industrial land available to the market to support economic growth. Tailored use and development controls through a zoning regime can also provide land use outcomes that balance industrial activities within the established settlement patterns and build capacity to manage and mitigate emissions and the visual impacts on sensitive uses.

Zoning and Codes

The Tasmanian Planning Scheme: West Coast (TPS – West Coast) is the planning instrument for the Municipality. The TPS – West Coast has two parts: the State Planning Provisions and the Local Provisions Schedule (LPS). The LPS spatially applies the zones to all parcels of land and can provide local area objectives concerning particular outcomes. The code overlays also apply and seek to manage environmental, heritage, natural hazards, attenuation distances and other matters that apply to land across zone boundaries.

17.0 Commercial Zone

The Tasmanian Planning Scheme states that the purpose of the Commercial Zone is to:

To provide for retailing, service industries, storage and warehousing that require large floor or outdoor areas for the sale of goods or operational requirements and high levels of vehicle access and parking for customers. And to provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.

Permitted uses in the Commercial zone include Bulky Goods Sales, Emergency Services, Equipment and Machinery Sales and Hire, Service Industry and Storage. A range of other uses are provided with a discretionary pathway.

The West Coast Council does not apply the Commercial Zone to any parcels of land.

18.0 Light Industrial Zone

The Tasmanian Planning Scheme states that the purpose of the Light Industrial Zone is to:

To provide for manufacturing, processing, repair, storage and distribution of goods and materials where offsite impacts are minimal or can be managed to minimize conflict with, or unreasonable loss of amenity to, any other uses. And to provide for use or development that supports and does not adversely impact on industrial activity.

Permitted uses in the Light Industrial Zone include

Where zoning cannot reasonably achieve the clustering of industrial in a town, future expansion of land supply is forced outside of the existing developed area, providing this is appropriate and it is land that is not environmentally sensitive or subject to significant natural hazards.

Emergency Services, Equipment and Machinery Sale and Hire, Manufacturing and Processing, Port and Shipping, Research and Development, Service Industry, Storage, Transport Depot and Distribution and Vehicle Fuel Sales and Service. A discretionary pathway is provided for uses such as Bulky Goods Sales (for some particular industries), Community Meeting and Entertainment, Crematoria and Cemeteries, Domestic Animal Breeding, Boarding or Training, Educational and Occasional Care, Food Services, General Retail and Hire, Recycling and Waste Disposal, Resource Processing, Sports and Recreation or Utilities and Vehicle Parking.

19.0 General Industrial Zone

The Tasmanian Planning Scheme states that the purpose of the Light Industrial Zone is to:

To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses. And to provide for use or development that supports and does not adversely impact on industrial activity.

Permitted users in the General Industrial Zone include Emergency Services, Equipment and Machinery Sale and Hire, Manufacturing and Processing, Port and Shipping, Recycling and Waste Disposal, Research and Development, Resource Processing, Service Industry, Storage, Transport Depot and Distribution, Utilities and Vehicle Fuel Sales and Service.

A discretionary pathway is provided for uses such as Bulky Goods Sales (for particular industries), Crematoria and Cemeteries, Educational and Occasional Care, Food

Services, Motor Racing Facility and Sports and Recreation.

Specific Area Plans

The LPS includes two (2) specific area plans. WCO- S1.0 Queenstown Specific Area Plan and WCO-S2.0 Strahan Harbour Specific Area Plan. It is noted that the Specific Area Plans do not include use tables to replace those of the Commercial or Industrials Zone.

Observations and challenges

The majority of the land within the Municipality is zoned Rural and Environmental Management. The uses permitted by Commercial, Light Industrial and General Industrial Zones are not consistent with those permitted in the Environmental Management Zone. However, there is scope for a discretionary pathway for most uses identified above in the Rural Zone. The Municipality is also characterized by extensive mining and resource processing sites, mainly within the Rural Zone.

For operational reasons, discretionary uses on Rural Zoned land must require a location outside of a settlement and not confine or restrain existing use on adjoining properties. Due to the number and location of Mines and Extractive Industries throughout the Municipality, the Attenuation Code will also impact the types and locations of potential commercial and industrial uses.

Land Supply

The Local Business is the priority location and land supply at Tullah and the Tullah Village to support economic development. Although it is acknowledged, non-residential uses can be in the General Residential Zone where use does not unreasonably impact residential amenity.

There are five (5) parcels of land zoned Local Business at the Tullah Village. A portion of the zone presents an opportunity for economic development as land is available at this location.

Tullah and the Tullah Village do not contain any land zoned Light Industrial, Commercial or General Industrial.

From the initial desktop investigations, land to the southern side of the Tullah Recreation Ground was identified as a possibility, consistent with the *West Coast Land Use Planning Strategy 2017*. The investigations have shown geoconservation sites on the eastern side of the Murchison Highway adjacent to the recreation ground. The Industrial Land Review has not identified to pursue development for commercial or industrial purposes in this location. Further information concerning the environmental sensitivities of this land would need to be investigated to determine viability.

West Coast Land Use Planning Strategy 2017 – Conclusion

The *West Coast Land Use Planning Strategy 2017* (the WCLUPS) identified that it was appropriate for the Farrell Street retail and commercial node to be zoned for local business use. The matter raised was resolved through the TPS – West Coast, where the recommended zoning was implemented.

The land area contains residential uses historically interspersed with non-residential uses. The rezoning of General Residential land abutting the Murchison Highway, between Ardyn Street and Elliot Street, to a business or mixed-use was also previously identified. The future zoning of this land should be considered as part of a local area plan.

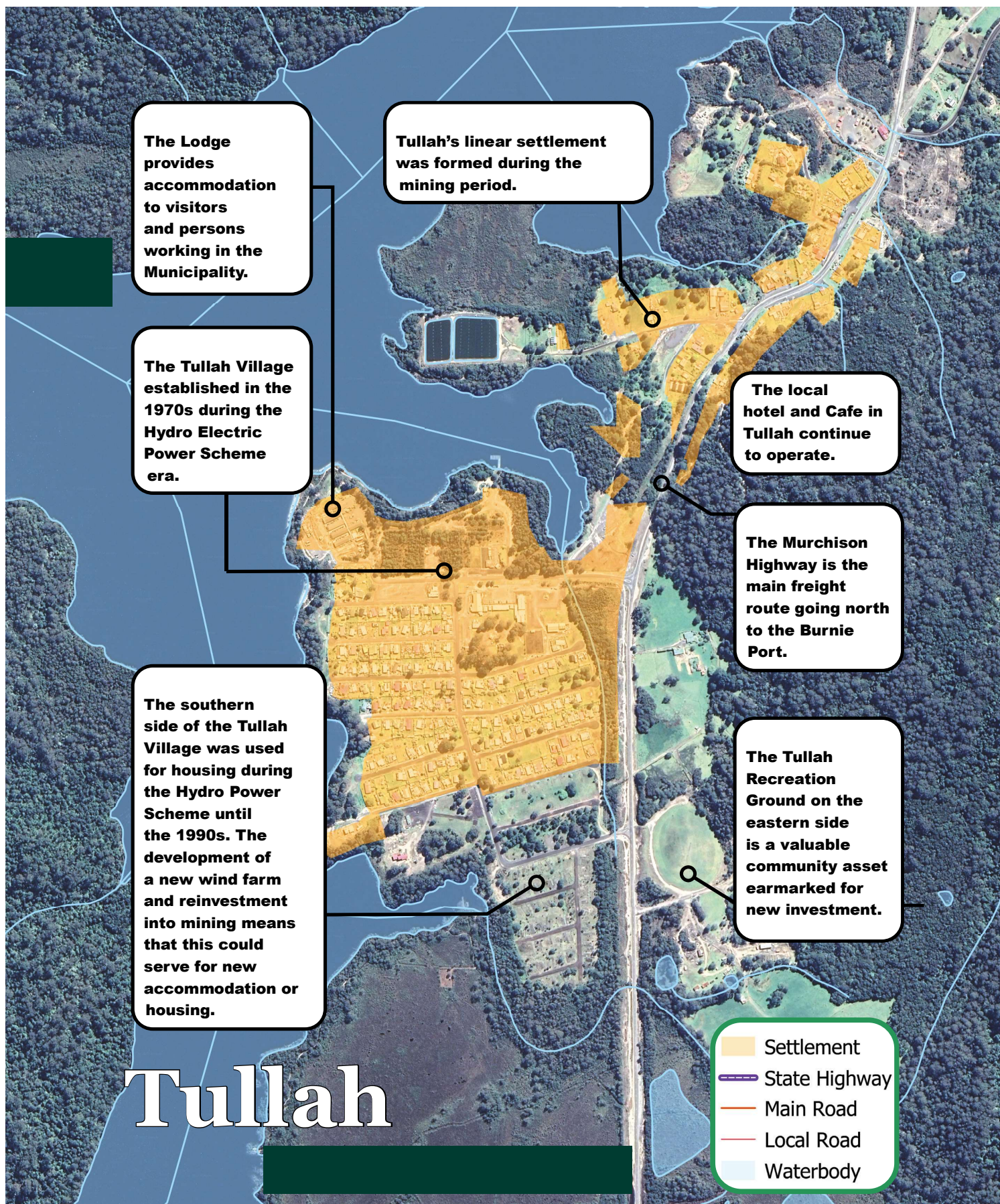
There is no land zoned for industrial use, and it prompted further consideration for the potential of a local services industrial precinct to be located south of Hean Street and adjacent to the existing industrial use.

Land supply considerations for Tullah and Tullah Village - There is no industrial land supply through WCLUPS, although it noted new industrial activity could be located directly south of the Recreation Zone. Farrell Street and Peters Street have an appropriate land supply for retail and commercial activities currently for Tullah and the Tullah Village, but this report should rule out industrial activities entirely.

Located on the edge of Lake Rosebery, Tullah was originally a

small mining town that was later extended in the 1970s

to accommodate workers on the Hydro Electric Power Scheme. \\

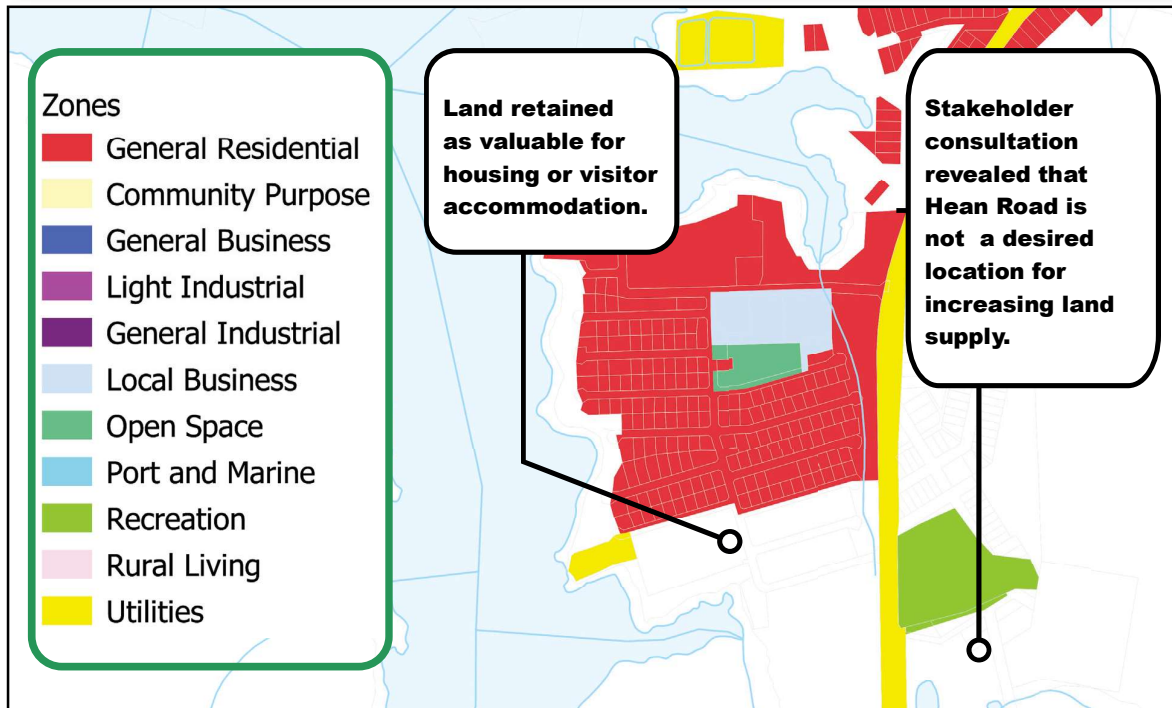
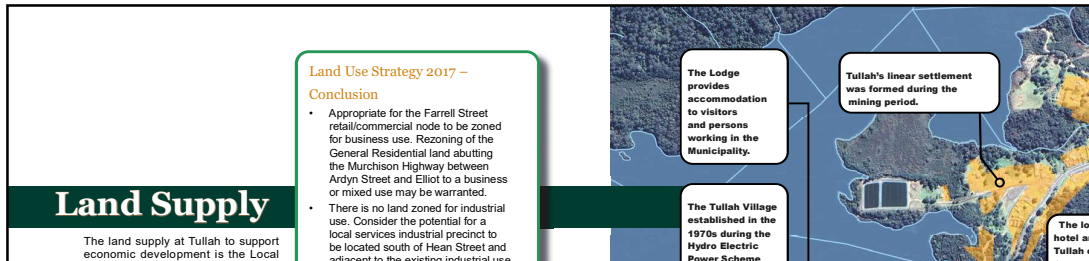


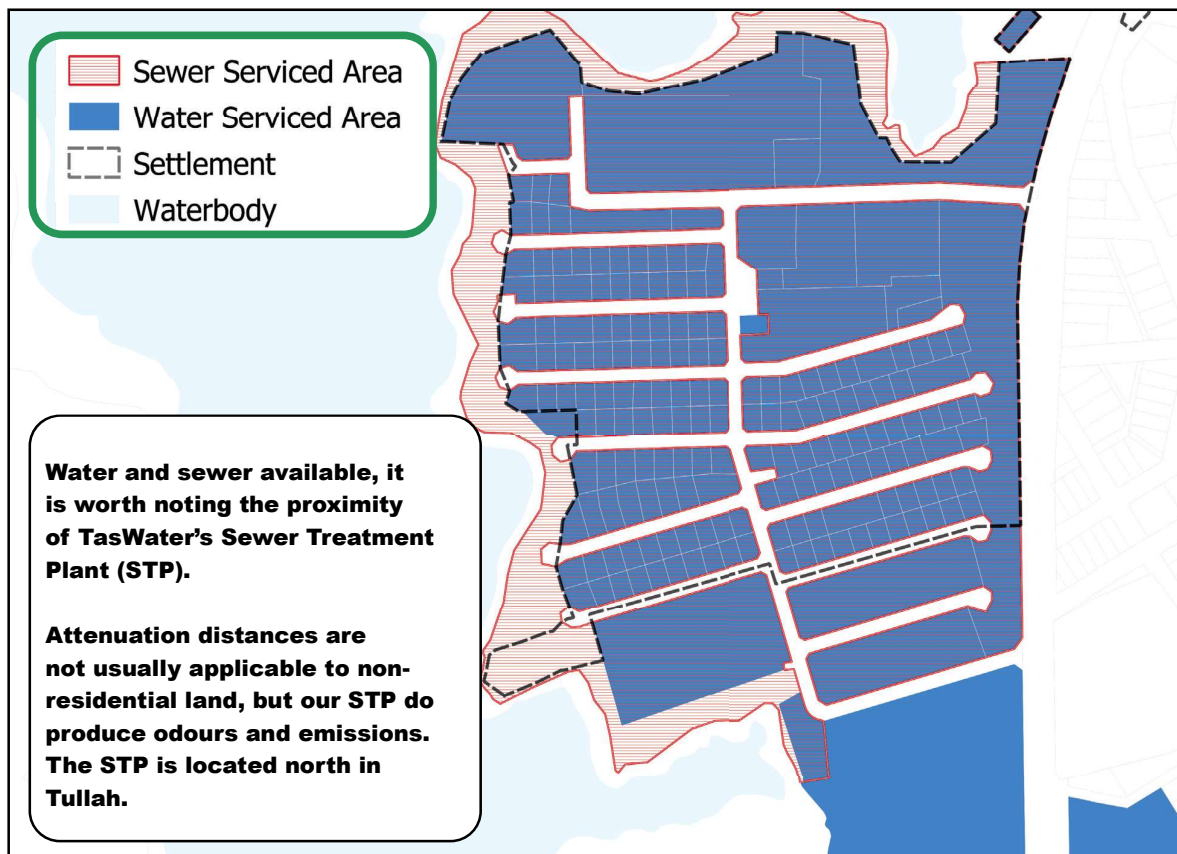
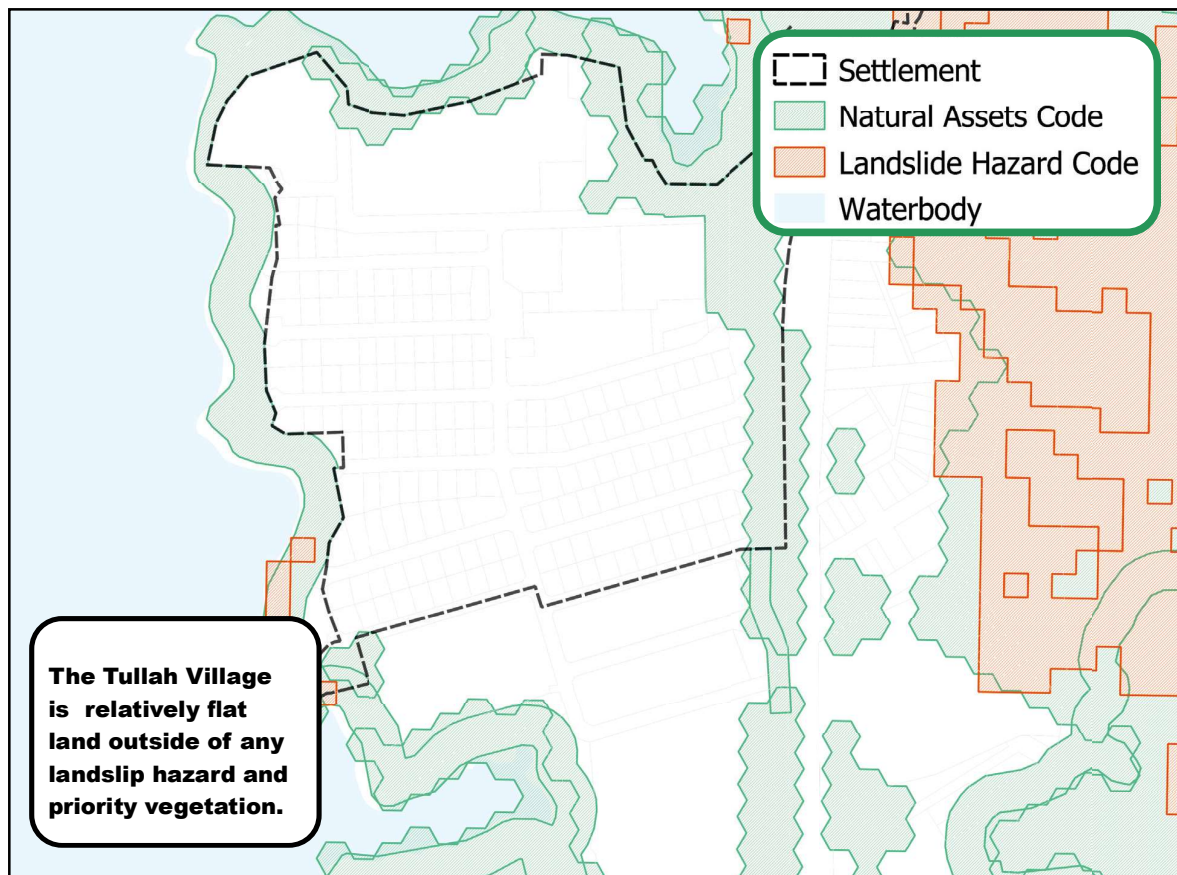
Land Attributes

Utilities

Water	✓
Sewer	✓
NBN	✓

The Tullah Village offers flat land connected to the Murchison Highway and is within a one hour drive to the wind farm development and Burnie. The Local Business Zone provides a limited supply of land for commercial and light industrial activities. Residential uses will constrain development.





An aerial photograph of a coastal region. A large body of water, likely a bay or estuary, occupies the left and central portions of the image. The shoreline is irregular, with several peninsulas and inlets. On the right side, a road runs vertically, parallel to the coast. Along this road and in several inland areas, patches of land are highlighted in a semi-transparent orange color. These highlighted areas appear to be industrial or developed zones, contrasting with the surrounding dense green forest. One large highlighted area is situated on a peninsula in the center, while other smaller patches are located further inland and along the coast. The word "Tullah" is written in a large, white, serif font in the lower-left quadrant, partially overlapping the water and forest. Below the text is a solid orange horizontal bar.

Tullah

**Increase
Land Supply?**



Findings

Tullah or the Tullah Village is not identified to increase land supply for industrial or commercial uses. At this stage, the Local Business Zone has an adequate land area for developing some service industries or providing facilities to attract trades or construction businesses to the Municipality. Of course, if economic growth is realised, further land could be considered.

In the first instance, however, the Tullah Village has a valuable supply of land that could meet the housing requirements of an increased workforce. Housing should be the primary land use south of the General Industrial Zone before industrial activities in this location are entertained. While housing was not within the scope of the brief of the Industrial Land Review, a local structure plan could be beneficial and assist the Council with providing a framework for a long-term land use pattern.

- Retain the existing zoning regime for Tullah and the Tullah Village.
- Retain land south of Selina Street outside of the General Residential Zone at the Tullah Village for future housing.

Land Supply

Other than the Local Business Zone, there is no other commercial or industrial zone within the town of Rosebery. The Local Business Zone in the centre of town contains around 23 parcels of land within the Local Business Zone, four (4) are identified as vacant parcels.

The topography significantly constrains development beyond the bounds of the existing settlement of the town. The Industrial Land Review did not identify expansion in the town or the surrounding area as a priority.

West Coast Land Use Planning Strategy 2017 – Conclusion

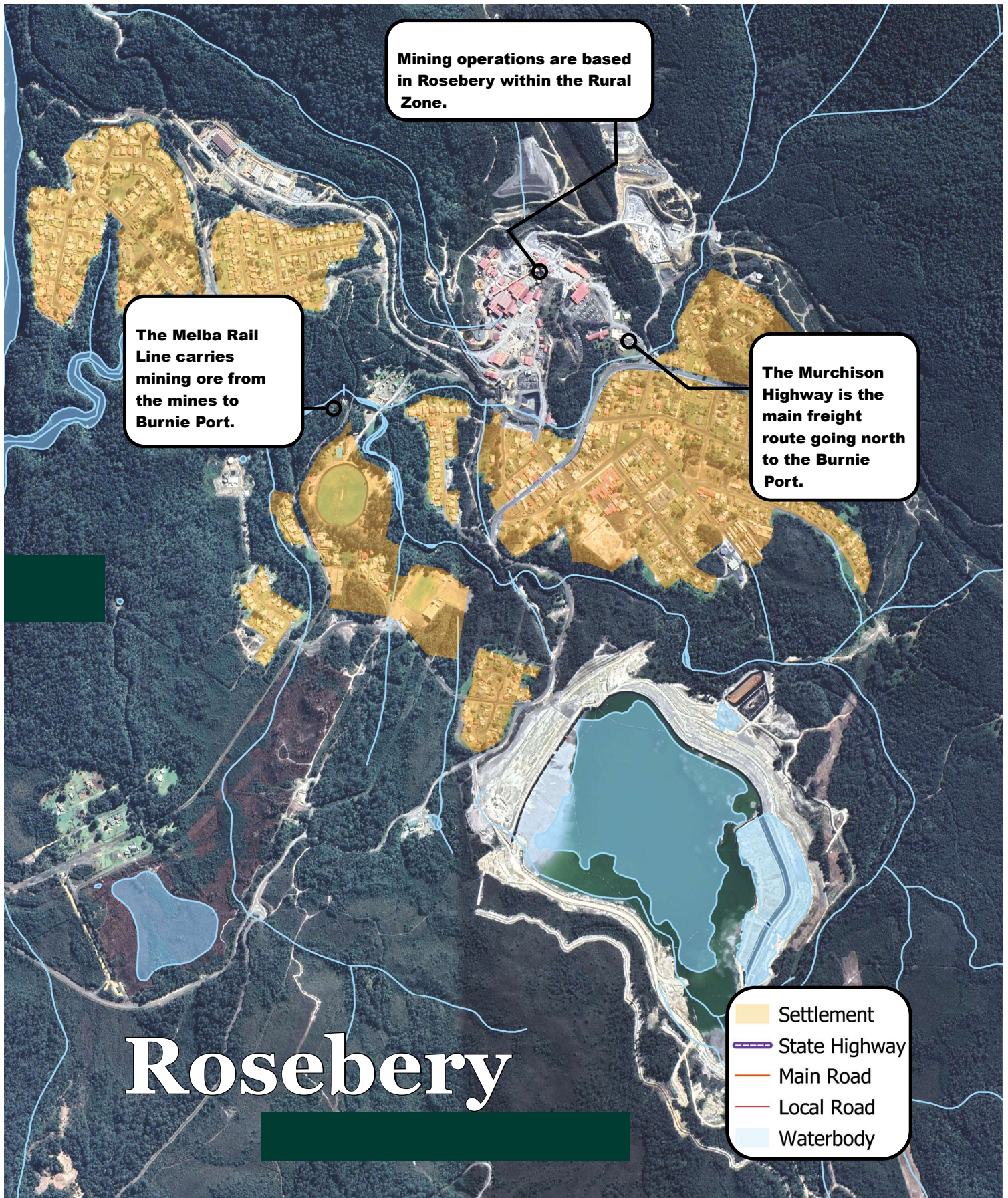
The West Coast Land Use Planning Strategy 2017 identified a sufficient land supply in the General Residential Zone and Local Business Zone.

The possibility may develop for an extension to the Local Business zoned precinct to include land abutting Agnes Street (to the south) between Arthur Street and Primrose Street (effectively the town centre).

There is no land zoned for industrial use. There is a potential for a local service industrial precinct, noting a limited supply of developable land.

Land supply considerations for Rosebery
– The current local business zoned land supply appears to be sufficient. There is no industrial land supply other than that associated with the Rosebery mine. On that basis, there is potential to explore locations that could accommodate the local service industry, but the topography constrains potential land supply to this characteristic. The land demand for new development is most likely in Zeehan or elsewhere, where the topography does not provide significant constraints.

Nestled deep within a secret valley, Rosebery is
dominated by mining and surrounded by a striking landscape
of dense forest and the volcanic



Mining operations are based in Rosebery within the Rural Zone.

The Melba Rail Line carries mining ore from the mines to Burnie Port.




The Murchison Highway is the main freight route going north to the Burnie Port.

- Settlement
- State Highway
- Main Road
- Local Road
- Waterbody

Rosebery

Land Attributes

Utilities

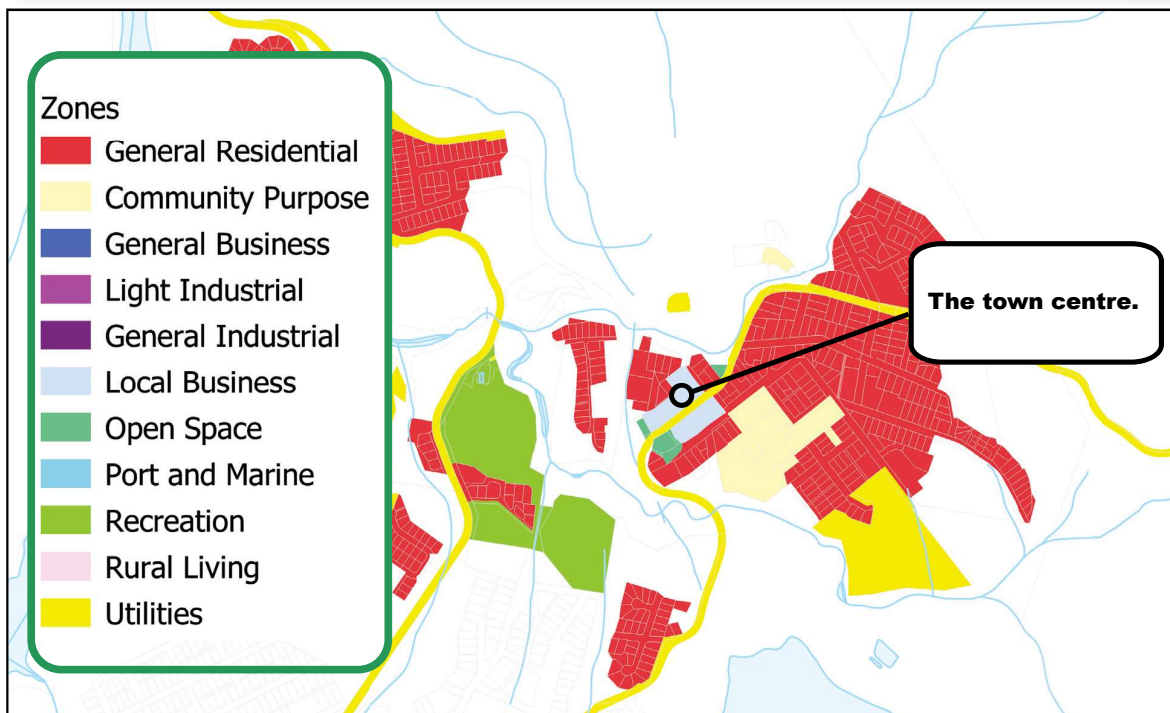
Water	
Sewer	
NBN	

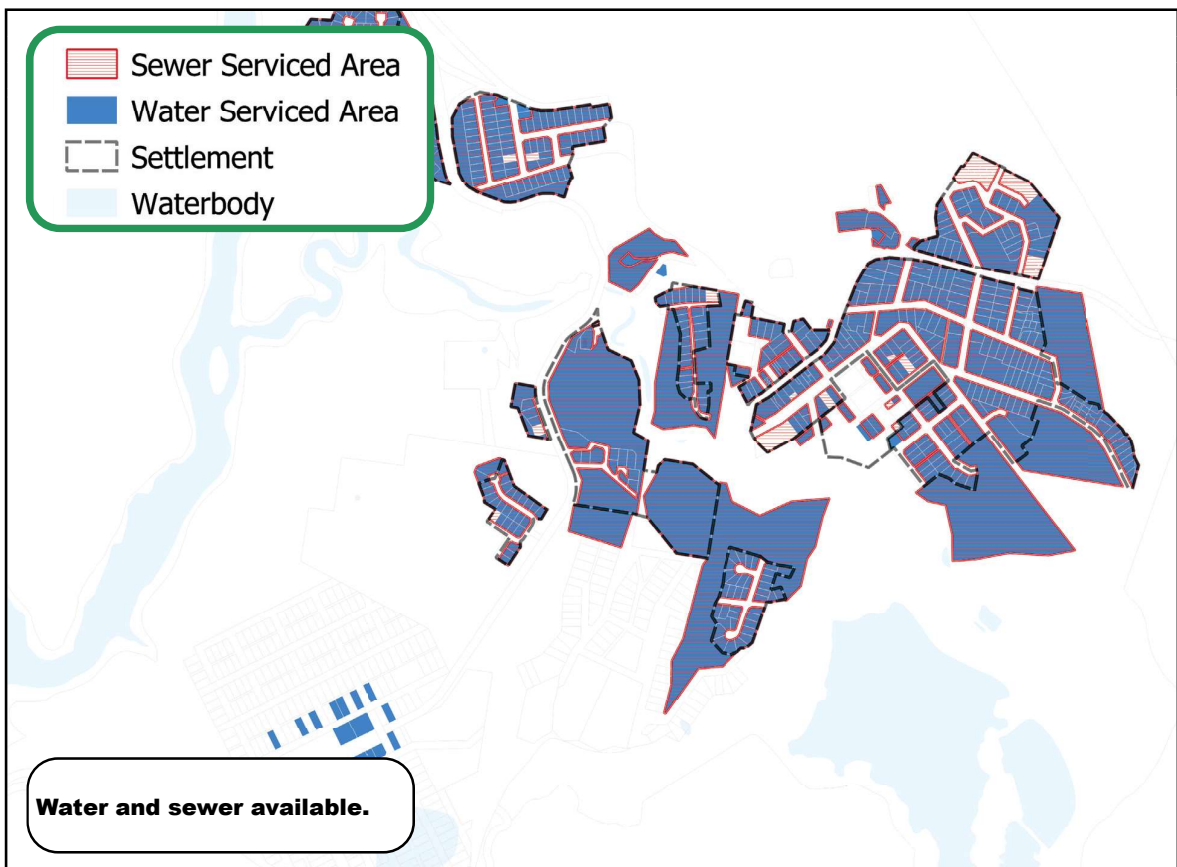
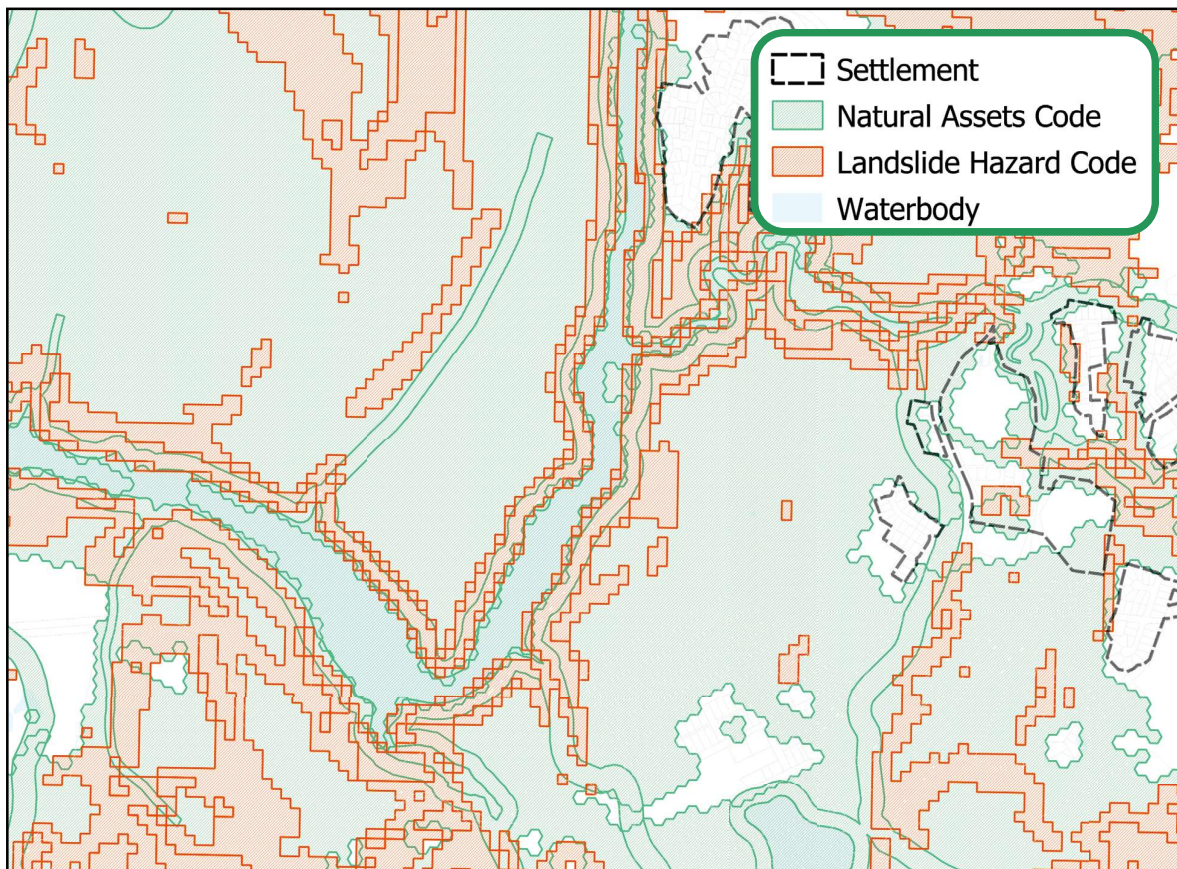
Rosebery is within one hour drive to Queenstown and Strahan and less than 30 minutes to Zeehan.

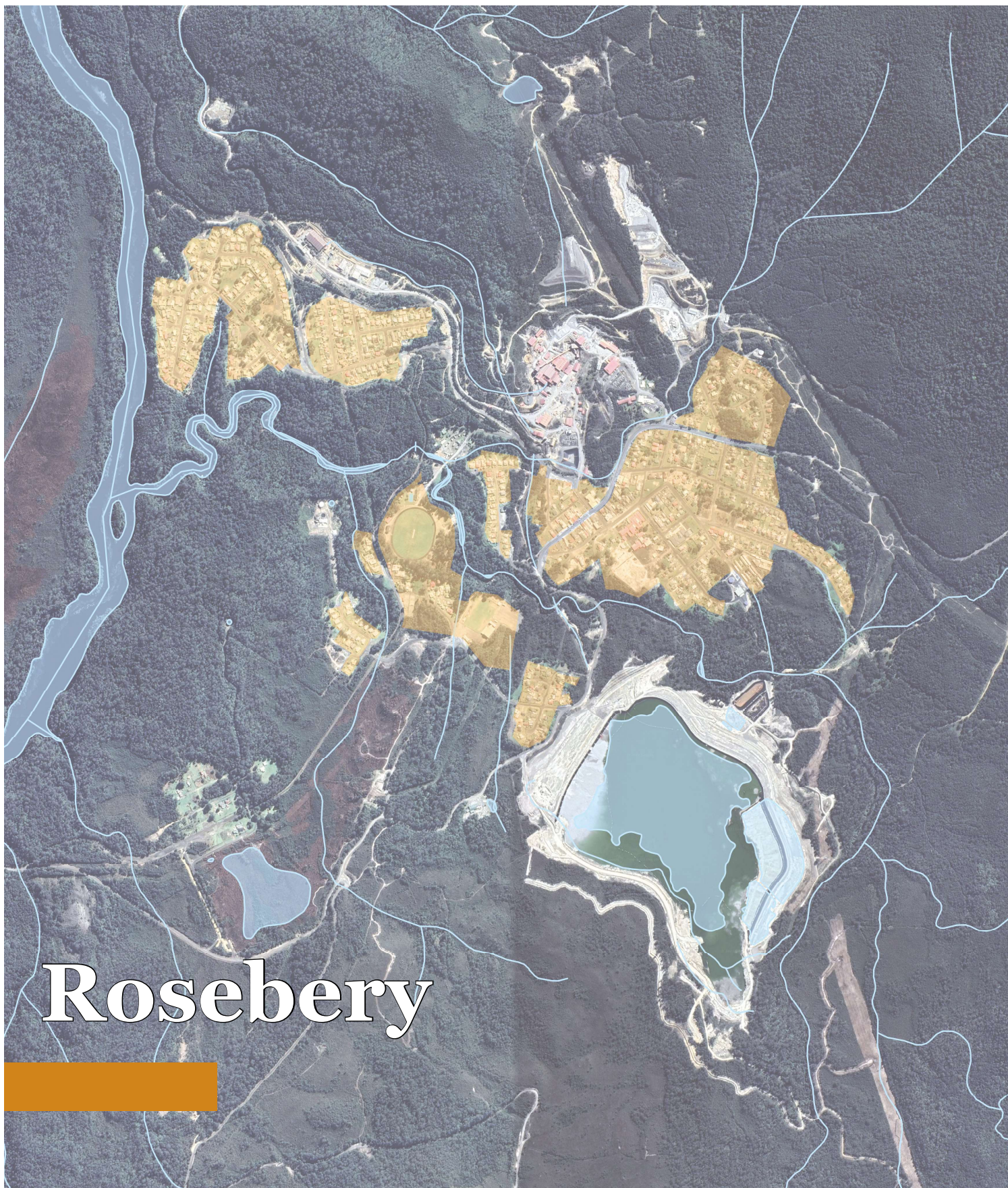
The comparative advantage of Rosebery is the Melba line which currently carries mined ore to the Burnie Port. The topography of the Rural Zone limits a potential land supply outside of the settlement.

Transport Network

Destination	Time	Distance	Main Route	B-Double	Road Authority
Burnie	1hr 22 mins	109km	Murchison Highway / Ridgley Highway	Restricted	State Growth
Queenstown	49 mins	55km	Murchison Highway	Restricted	State Growth
Reece Dam	57 mins	71km	Murchison Highway / Heemskirk Road	Restricted	State Growth
Zeehan	27 mins	29km	Murchison Highway	Restricted	State Growth
Strahan	52 mins	70km	Murchison Highway / Henty Road	Restricted	State Growth







Rosebery

**Increase
Land Supply?**



Findings

Rosebery is not identified to increase land supply for industrial uses. The Local Business Zone plays an important role in meeting the day-to-day service needs of the local population, such as supermarkets, businesses, and shops. While the zones provide permit pathways for some industrial and commercial activities, a new development in the Local Business Zone may be challenged by the required attenuation distances between a proposed activity and sensitive uses.

The Local Business Zone is also in the centre of a town or located in areas where the visual interface between compatible and non-compatible uses can be challenging to manage.

Rosebery has limitations due to the current topography and is not the first preference for further exploration and investigation.

- No further land supply identified in Rosebery for industrial and commercial activities.

Land Supply

The land supply at Zeehan supports economic development by combining the Local Business Zone, Light Industrial Zone, and the General Industrial Zone. There are:

- Twenty-one (21) parcels within the Light Industrial Zone, 4 of which are vacant land;
- Two (2) parcels within the Local Business Zone; and
- Nine (9) parcels within the General Industrial Zone, 3 of which are vacant land.

TasWater was consulted as part of investigating the land supply. The comments indicate that water and sewer are available. Additionally, it is worth noting the proximity of TasWater's Sewer Treatment Plant. Attenuation distances are not usually applicable to non-residential land, but the Sewerage Treatment Plant does produce odours and emissions.

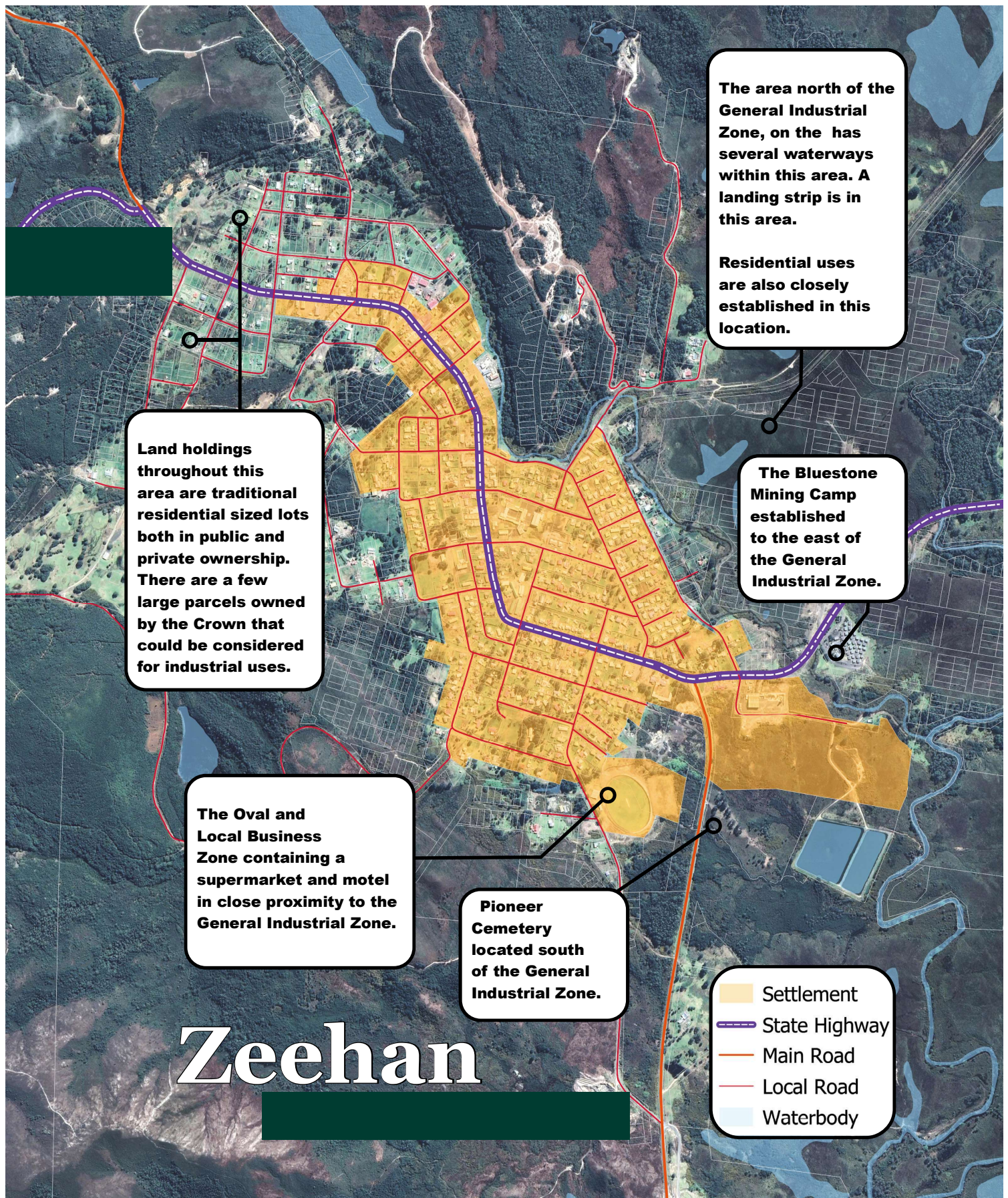
West Coast Land Use Planning Strategy – Conclusion

The West Coast Land Use Planning Strategy identifies a sufficient land supply in the General Residential Zone, General Industrial Zone and Local Business Zone.

The supply of vacant land in the Light Industrial Zone is limited, and the potential for this precinct to be extended should be investigated. However, it is severely constrained by established residential uses and the tourism focus of the centre of town.

Land supply considerations for Zeehan - from a commercial perspective, the current supply of local business zoned land appears to be sufficient. However, there is a potential for more substantial strategic guidance about this land being the 'focal point' of retail, commercial activity. The current supply of light industrial and general industrial zoned land appears to be sufficient. Although this conclusion was formed before the new wind farm development was on the horizon.

Zeehan is rich in mining history with grand relics of its early days and some of Tasmania's best fishing spots nearby, including Lake Pieman.



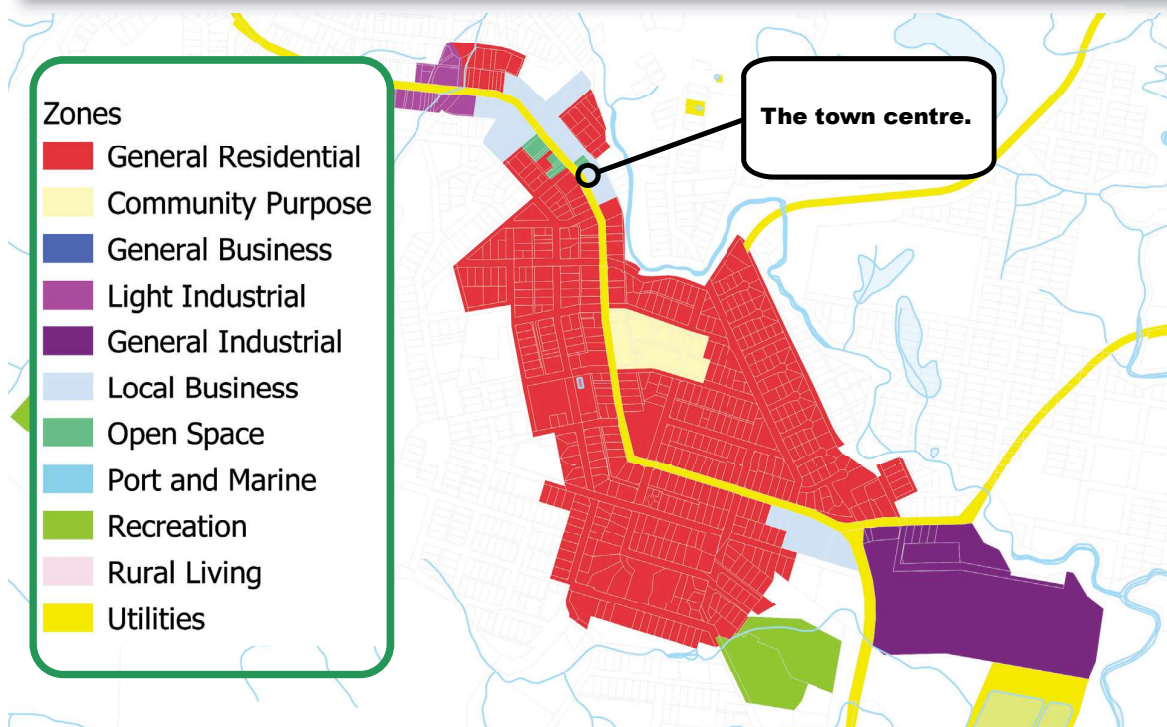
Land Attributes

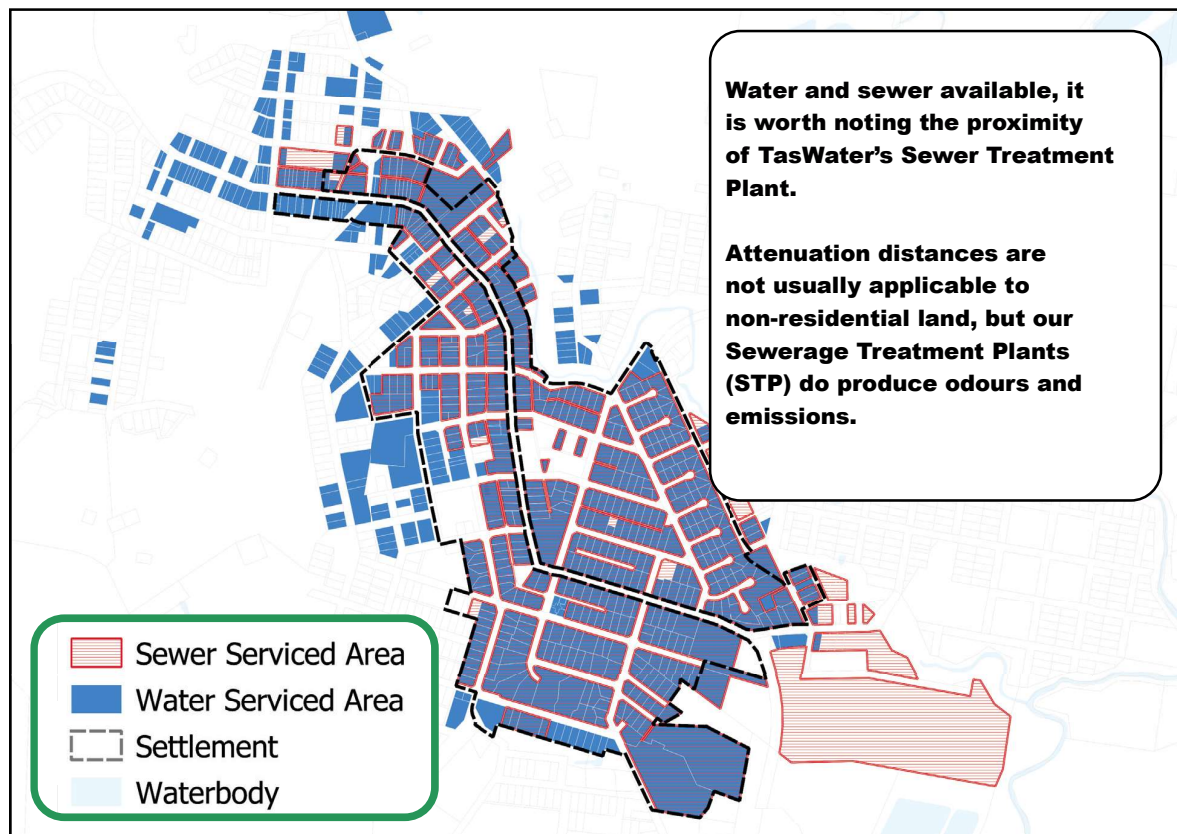
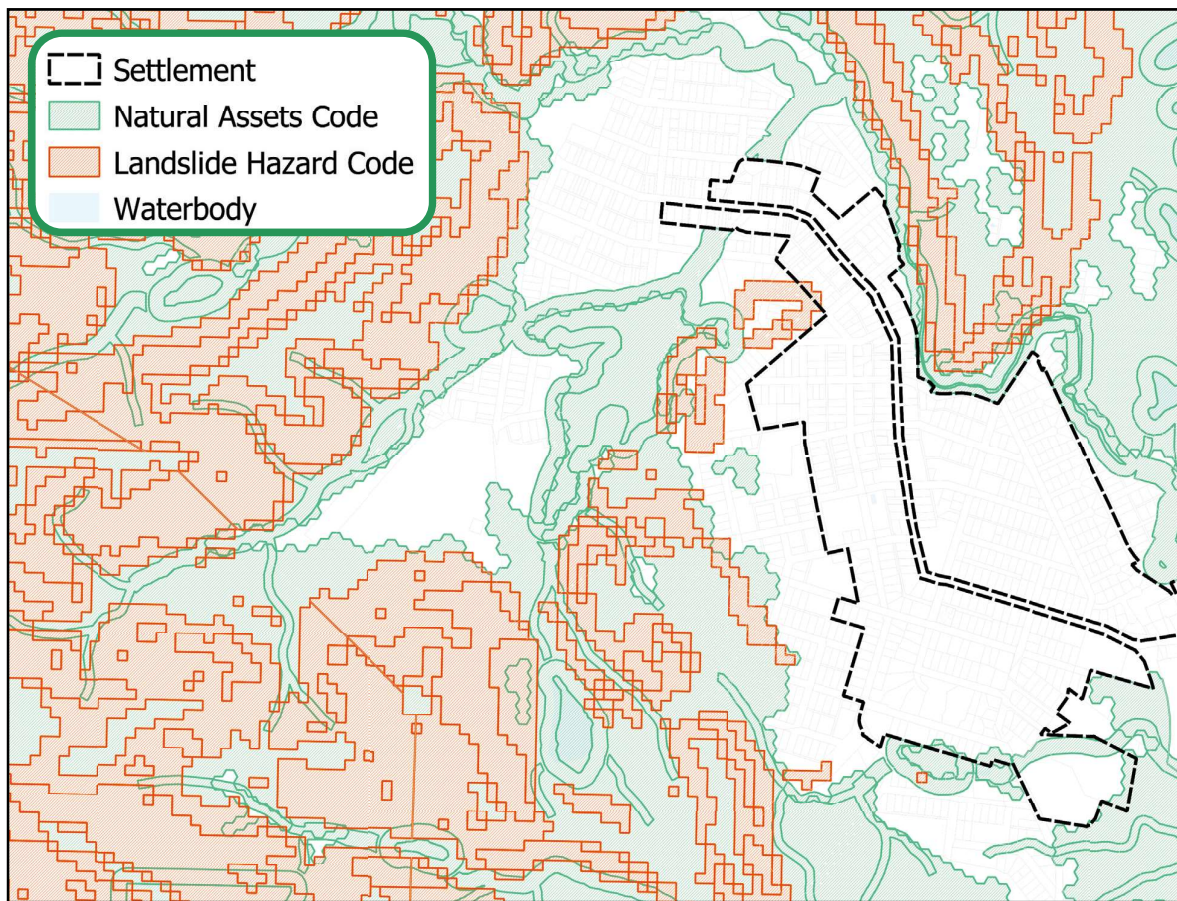
Utilities

Water	✓
Sewer	✓
NBN	✓

Zeehan is strategically placed, providing the shortest travelling times to the development site of the wind farm. The land area on the northern side of town is well placed to provide some industrial services with the shortest travelling times. Efforts to increase the land supply should be focused on working with the community to see if this is a viable proposition.

Transport Network					
Destination	Time	Distance	Main Route	B-Double	Road Authority
Burnie	1hr 50 mins	139km	Murchison Highway / Ridgley Highway	Restricted	State Growth
Queenstown	34 mins	38km	Zeehan Highway	Yes	State Growth
Reece Dam	31 mins	41km	Heemskirk Road	No	State Growth
Tullah	42 mins	43km	Murchison Highway	Restricted	State Growth
Strahan	31 mins	43km	Henty Road	Yes	State Growth







Zeehan

Findings

Increase
Land Supply?



Zeehan is identified as the highest priority for increasing the land supply due to its strategic position and connection to the road network linking to the future development site of the wind farm.

The existing supply of the land zoned General Industrial provides a large area, but its development must carefully consider the Bluestone Mining Camp to its eastern side. While ideally placed with good access to the road network with connection to Burnie and Strahan, the development of this land must carefully manage the established sensitive uses within a 300m radius of the zone.

Additionally, the location also corresponds to the entry point of Zeehan and impacts the 'sense of arrival' a visitor will experience at Zeehan. With the commencement of the construction of the Mountain Bike Trails in the Heemskirk Reserve, this visual interface is paramount.

The recommendation is for the Council to collect further evidence to support a future amendment to the Tasmanian Planning Scheme - West Coast concerning the:

- Rezoning a land area in Zeehan on either side at the end of Main Street (before it becomes Heemskirk Road) for industrial activities. Evidence collected must include stakeholder consultation.
- Potential land use conflict from non-compatible uses that may arise in the General Industrial Zone at Zeehan and explore introducing a specific area plan to provide a precinct plan imposing a buffer to maintain separation with sensitive uses and manage new development and appearance at the town entry point.

Land Supply

The land supply at Queenstown to support economic development is provided by combining the General Business Zone and General Industrial Zone.

There are three (3) parcels of land zoned General Industrial, and these are positioned at the northern side of the town. Two parcels contain large industrial-sized sheds that are not well utilised due to their age.

The sheds are on Crown land, and there are currently three (3) Crown leases associated with these parcels. The age and condition of the sheds could not be confirmed. The current industrial land supply is low.

West Coast Land Use Planning Strategy 2017 – Conclusion

The West Coast Land Use Planning Strategy considers the current the (then) current state of West Coast's industrial and commercial area. Key findings of zoning and the (then) current land supply include:

- Investigate the potential for an industrial precinct at the Queenstown Airport (or another appropriate site) to accommodate local service industry, as the current General Industrial Zoned land is substantially developed.
- A sufficient supply exists in the General Residential Zone and General Business Zone.

Land supply considerations for Queenstown

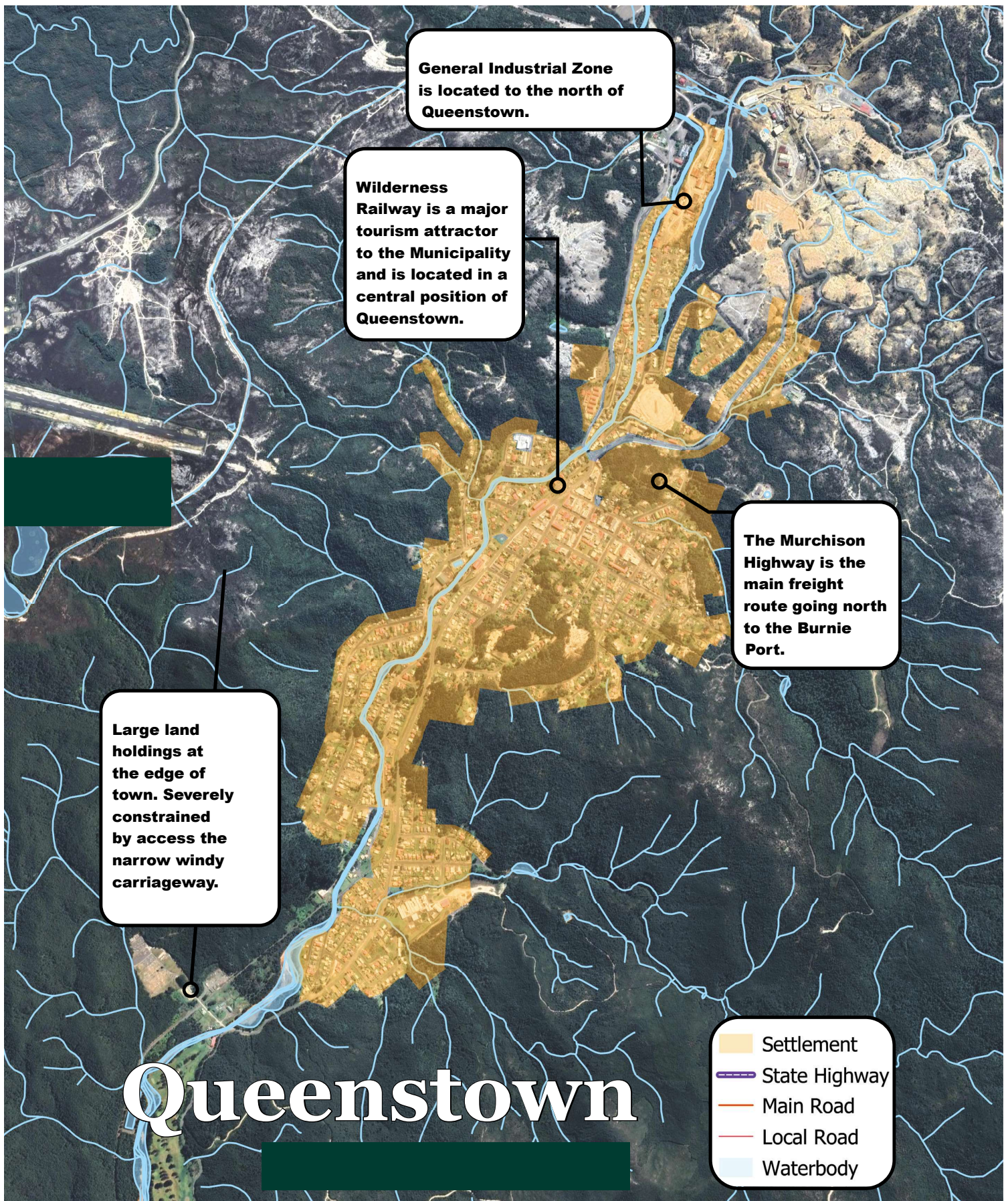
- The current retail and commercial land supply appears to be sufficient. The industrial supply of land appears to be limited. On this basis, opportunities to secure land suitable to accommodate local service industrial activities need to be explored.

It is understood the potential for accommodating an industrial precinct at the Queenstown Airport has previously been discussed by the Council. The site would be suitable for local service industrial development, having regard for the land involved, the site's topography, and access to the Lyell Highway.

Queenstown is close to the edge of Tasmania's World

Heritage Wilderness Area and

surrounded by great fishing lakes



Land Attributes

Utilities

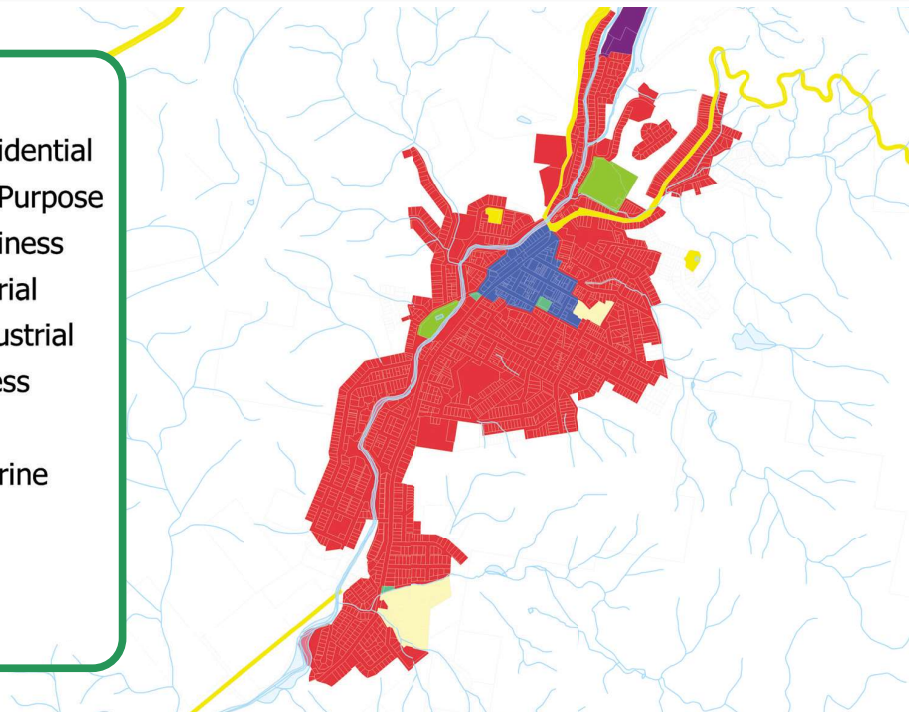
Water	
Sewer	
NBN	

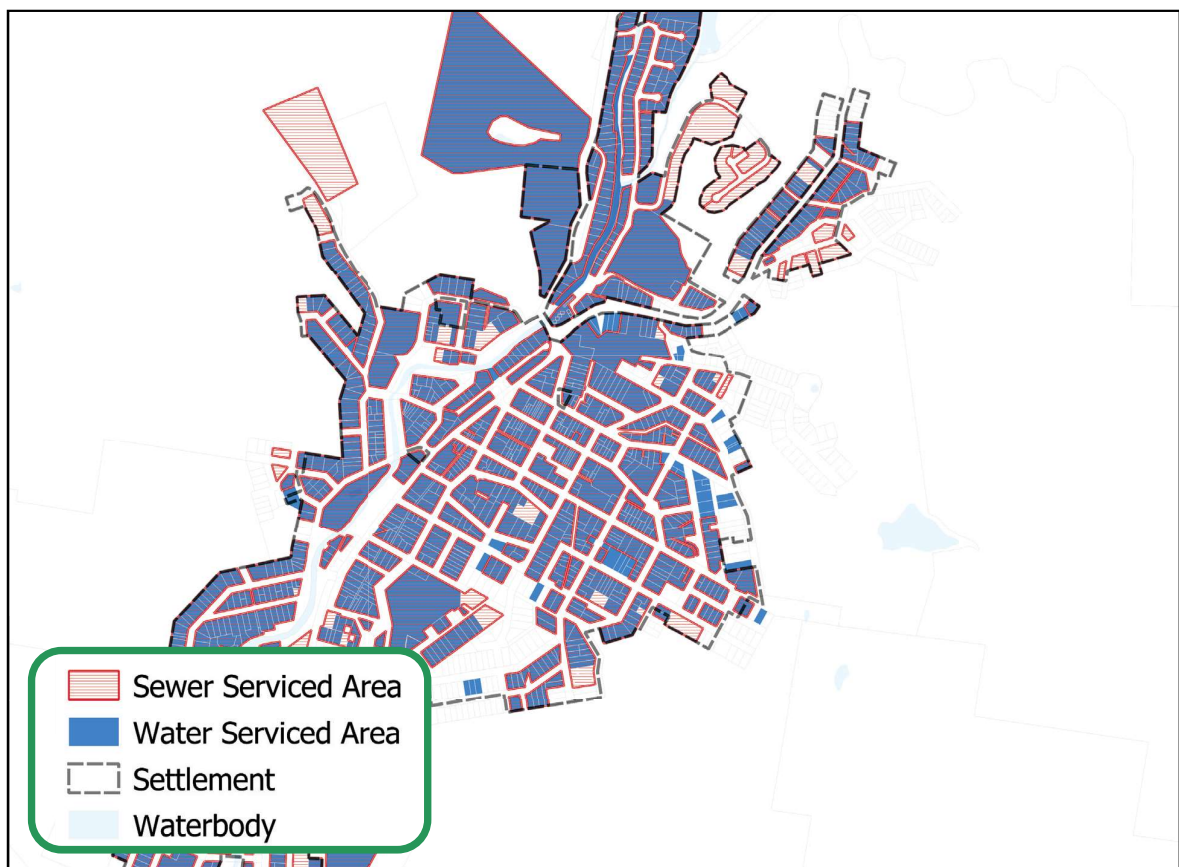
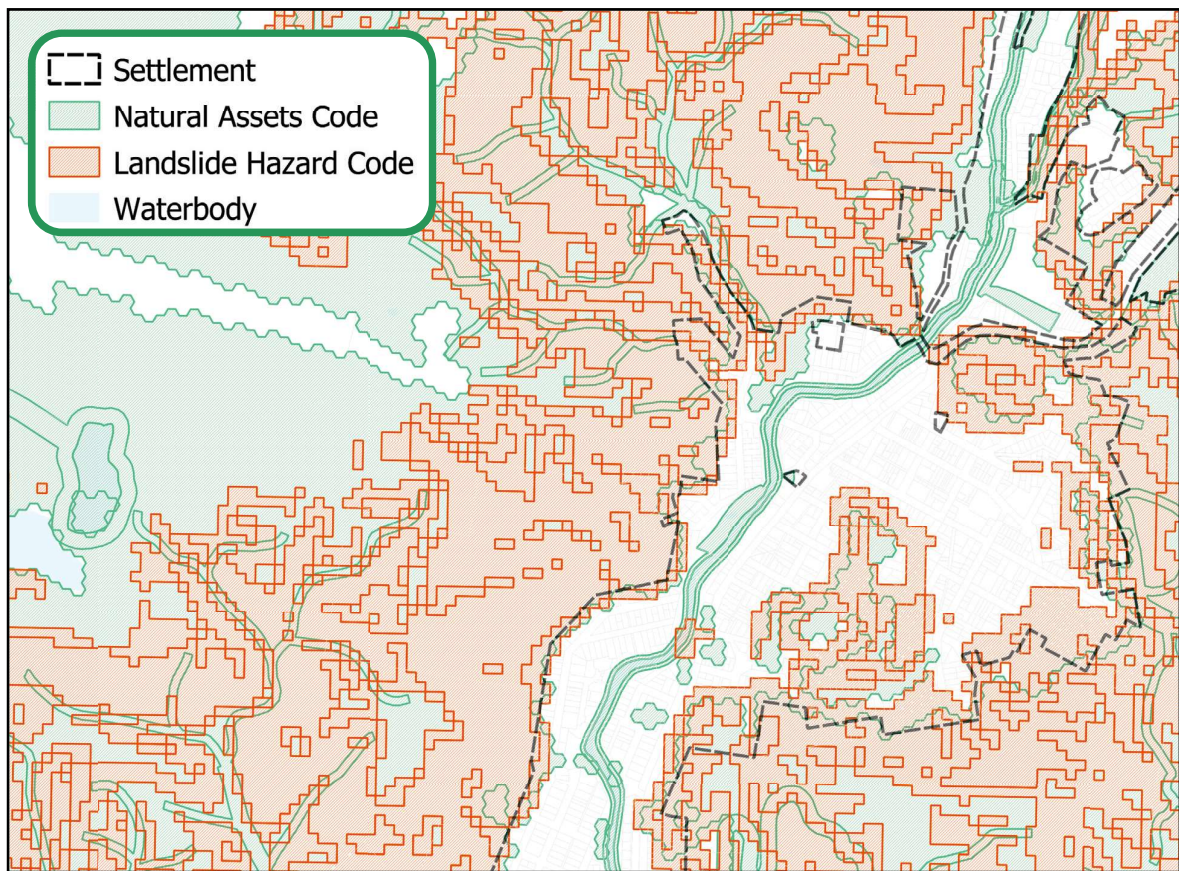
Queenstown is the main service centre of the Municipality and home to the Wilderness Railway. An industrial land supply to service the wind farm development is somewhat constrained due to the travel times exceeding over an hour to the development site.

Transport Network					
Destination	Time	Distance	Main Route	B-Double	Road Authority
Burnie	1hr 56 mins	152 km	Murchison Highway	Yes	State Growth
Reece Dam	1hr 5 mins	80km	Lyell Highway/ Heemskirk Road	No	State Growth
Zeehan	34 mins	38km	Lyell Highway	Yes	State Growth
Tullah	48 mins	57km	Anthony Road	Yes	State Growth
Strahan	43 mins	41km	Lyell Highway	No	State Growth

Zones

-  General Residential
-  Community Purpose
-  General Business
-  Light Industrial
-  General Industrial
-  Local Business
-  Open Space
-  Port and Marine
-  Recreation
-  Rural Living
-  Utilities







Queenstown

Findings

Increase
Land Supply?



Queenstown has the existing land zoned on its northern side. The main issue with this existing land is the ageing infrastructure and condition of buildings. Several large-scale sheds are located on the site, with few being utilised. It may be worth exploring the opportunity for new investment in this location.

Alternatively, the Queenstown airstrip, located outside of the main settlement, continues to present an opportunity for increasing the supply of land. Consultation with TasWater has revealed that an extension to infrastructure services is necessary to utilise the site.

The land areas zoned Local Business, or General Business are also often in the centre of a town or areas where the visual interface between compatible and non-compatible uses can be challenging to manage. It is desirable to locate industrial or commercial activities outside the General Business Zone with off-site impacts. The Wilderness Railway has its maintenance and repair shed close to the centre of town in Queenstown (although outside of the General Business Zone), which is the exception as it is essential to the tourism economy.

- The recommendation is for the Council to collect further evidence to support an amendment to the Tasmanian Planning Scheme - West Coast collecting further evidence to support a rezoning of the Queenstown Aerodrome, CT:156721/1 for industrial use and activity for storage, trade services. Evidence collected should include a financial feasibility study;
- The recommendation also includes initiating contact with the Crown to undertake a constraint and opportunity analysis for the efficient use land identified on CTs: 245057/1, 252723/1 and 162174/1.
- These recommendations are not identified as an immediate priority for the Council.

Land Supply

The industrial land supply at Strahan is in the General Industrial Zone and the Local Business Zone. The General Industrial Zone comprises four(4) parcels of land and includes Council's Waste Disposal Site.

The Strahan Waterfront Precinct Plan identifies sub-precincts within the Strahan Port. These precincts are intended to facilitate tourism based activities and limited opportunity for the expansion of retail and commercial activities. The existing land uses are aligned with the purpose of the precincts.

The opportunity exists for the expansion of industrial land between Strahan Airstrip and the edge of the residential areas on the western side of Strahan.

West Coast Land Use Planning Strategy 2017 - Conclusion

The West Coast Land Use Planning Strategy 2017, determined that the existing quantum of land in the Local Business zone is sufficient. Parcels of land in the area of the IGA express and abutting Reid Street could accommodate the future development of some 2,500m² of ground-floor retail/commercial floor space.

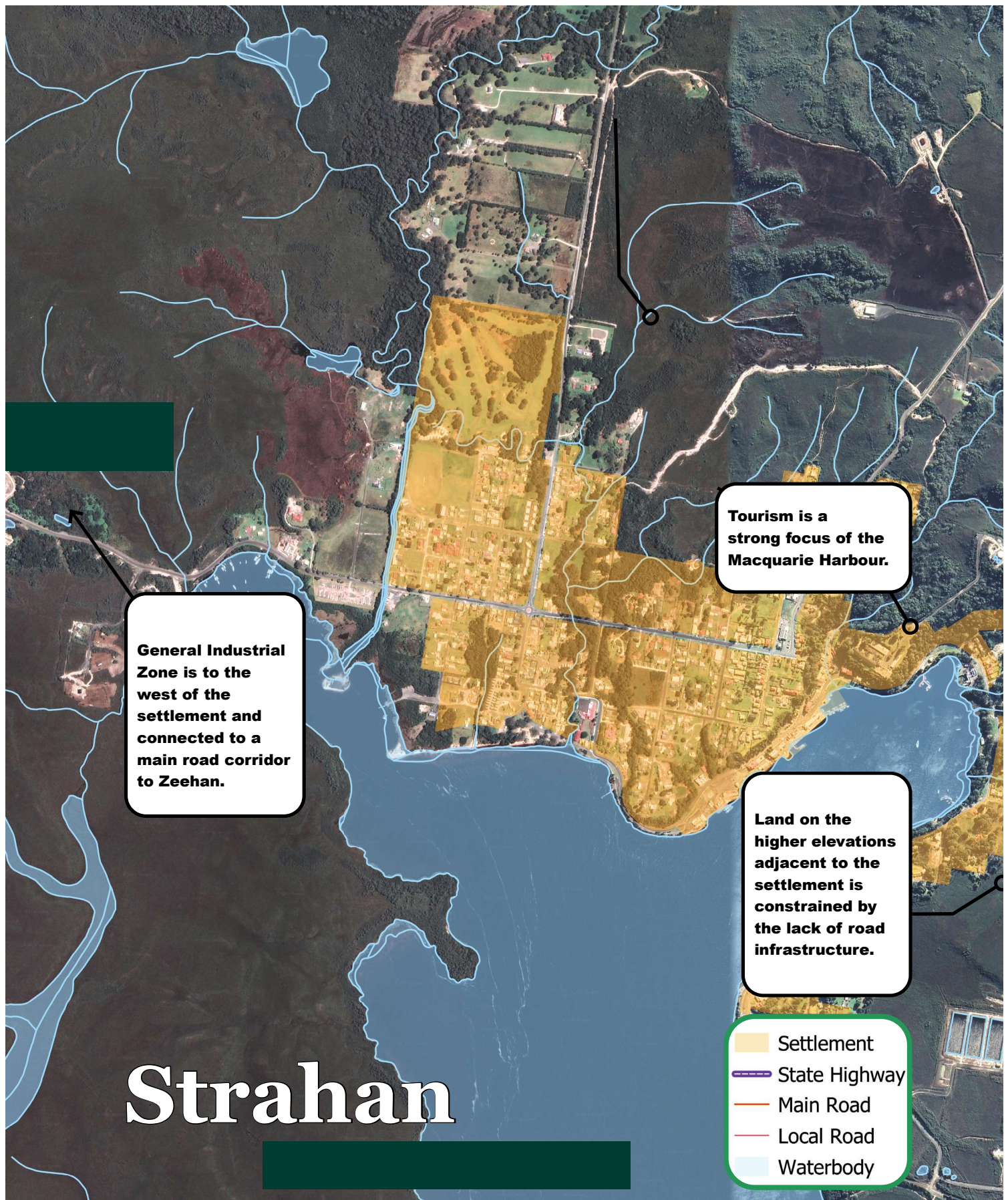
The existing supply of General Industrial zoned land is uncleared and has no occupants (apart from the Waste Transfer Station). The WCLUPS directed the investigation of the potential for an industrial precinct at a site with less development constraints (ease of development and cost)

Land supply consideration for Strahan - The commercial supply of land appears to be limited. The current supply of general industrial land on Ocean Beach Road is heavily vegetated and would require clearing. There is a potential to explore other locations that may better accommodate 'local service' industrial uses.

Strahan is nestled on the shores of massive Macquarie




Harbour, Strahan is the gateway to the to the World

Heritage listed area.



Land Attributes

Utilities

Water	
Sewer	
NBN	

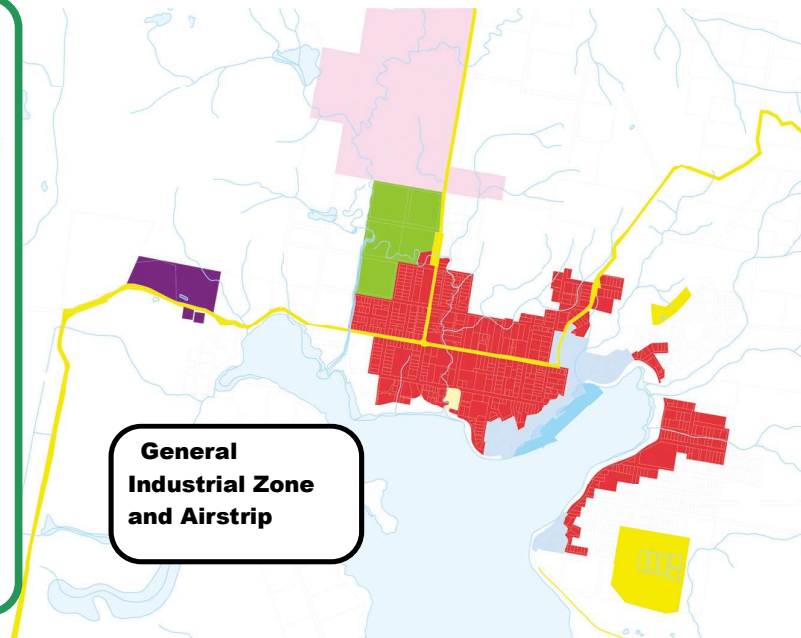
Strahan is located in the southern reaches of the settled area of the Municipality and travel times to the wind farm development is more than one hour. The stakeholder consultation indicated that travel times are not desired to service the energy sector.

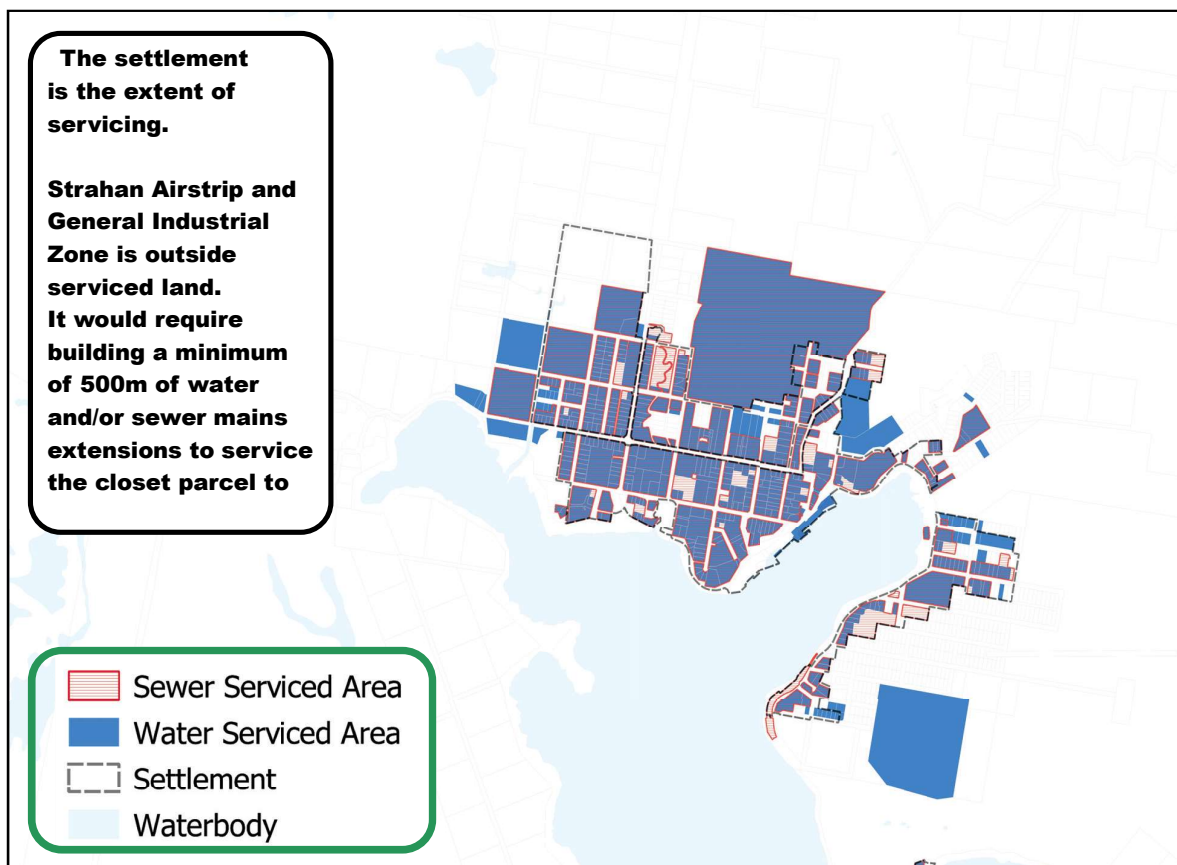
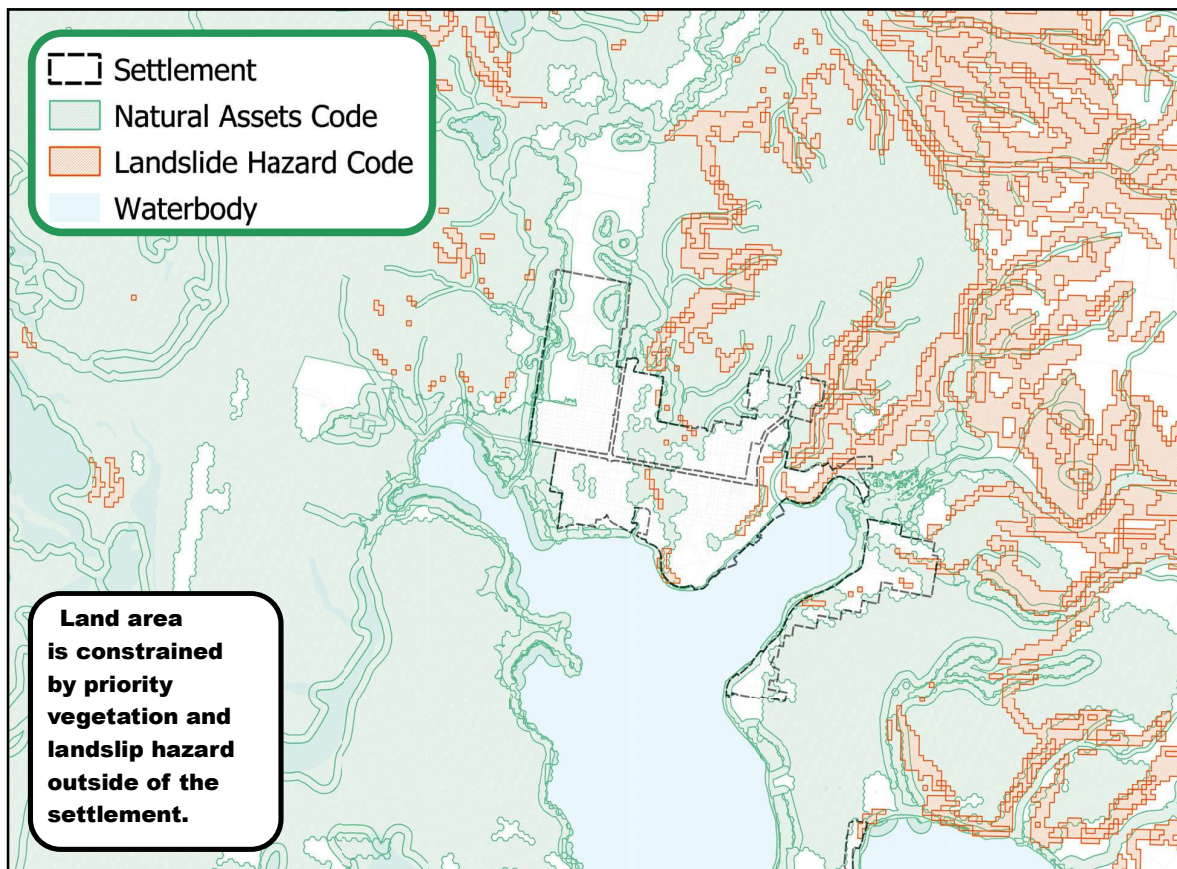
Transport Network

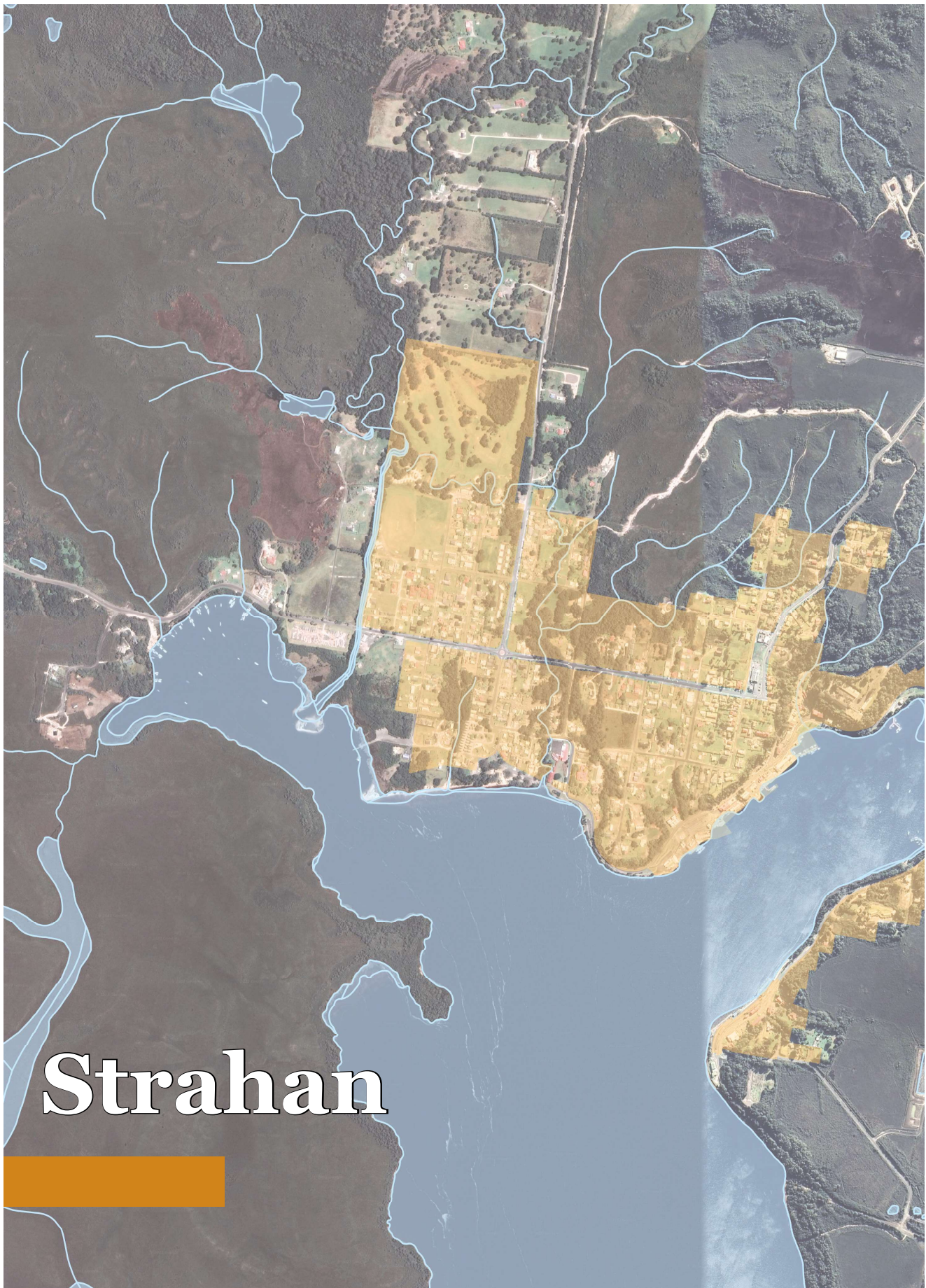
Destination	Time	Distance	Main Route	B-Double	Road Authority
Burnie	2hrs 16 mins	179km	Zeehan Highway / Murchison Highway	Restricted	State Growth
Queenstown	43 mins	41km	Lyell Highway	No	State Growth
Reece Dam	1hr 2 mins	85km	Henty Road / Heemskirk Road	No	State Growth
Zeehan	31 mins	43km	Henty Road	Yes	State Growth
Tullah	1hr 8 mins	84km	Henty Road / Murchison Highway	Restricted	State Growth

Zones

-  General Residential
-  Community Purpose
-  General Business
-  Light Industrial
-  General Industrial
-  Local Business
-  Open Space
-  Port and Marine
-  Recreation
-  Rural Living
-  Utilities







**Increase
Land Supply?**



Findings

In Strahan, industrial land is available on the western side near the Council waste disposal site. The Crown owns these parcels, and development will require investment to connecting this land area to services.

There was no suitable land identified within Strahan settlement itself. Strahan heavily relies on tourism as well as the fishing industry. The upper elevations of Strahan were considered on its northern side, however, topography and drainage constrains opportunity for increasing the land supply.

The recommendation is to not concentrate industrial land supply in Strahan. Although in future if demand for industry arises, the land area zoned General Industrial could be investigated for uptake. TasWater has indicated investment for servicing would be required to support development of the identified land.

- No further land supply identified in Strahan for industrial and commercial activities.

05 GROWTH OPTIONS

The Industrial Land Review has been considered in the context of the anticipated growth in the energy sector. The review did not disregard the mining or fishing industries or their needs.

The stakeholder consultation has highlighted that significant investment is planned in the mining sector, signalling long-term employment opportunities and economic development.

The identified economic growth trends were correlated and substantiated with the Department of State Growth data, the Australian Bureau of Statistics, and the stakeholder consultation. The review, however, did not undertake an economic analysis as this was outside of the scope of this report.

The stakeholder consultation revealed that the new wind farm or hydrogen plant is on the horizon and that if all approvals are obtained, the development is imminent. This calibre and scale of the proposed development will take an estimated construction time frame of ten (10) years.

The construction phase will place significant demands on a skilled workforce to be located in the Municipality. A 'fly-in, fly out' model may also be relied upon to bring the required skilled labour to the Municipality.

The construction phase will reach out to specialised businesses that provide skill sets not available by local businesses, such as engineering, environmental management, and construction. These businesses may be within the Cradle Coast Region or Mainland Australia. The preferred option, of course, is to attract new residents to the Municipality to meet the required skills for the construction

phase instead of being solely reliant on the 'fly-in, fly-out' model.

Through the stakeholder consultation process, the Industrial Land Review identified that light industry activities are most likely to establish in the Municipality at the commencement of the construction phase of the proposed development.

The mining sector growth may also spur on take-up of land for this purpose. The Industrial Land Review is land use focused. It only considers land supply in the context of the anticipated increase in demand for industries that may arise to support the planned economic activity in the Municipality.

The placement of zones is paramount to enabling industrial land creation and take-up. Being in a serviced area is critical to minimise initial outlays for development. Serviced land in the Municipality is within settlements and near residential uses. Potential land use conflict is a significant constraint.

From a use and development perspective, an innovative approach is required to maintain and mitigate these conflicts. The other issue arising is that serviced land is placed near the main road corridors.

The visual interface must be considered to ensure that development does not detract from the scenic landscape or the appearance of a town.

The option to provide an industrial land supply outside of a settlement is also challenging. The lack of access to services, topography, environmental sensitivities and natural hazards means very few sites would be attractive outside the main settlements. The recommendations for the Council to consider as an immediate priority.

GROWTH OPTIONS

05

Recommendations

That the West Coast Council Industrial Land Use Review report prepared by Plan Place Pty Ltd. dated April 2022 be received and that Council consider the following options and recommendations relating to land supply for activities to support the emerging large-scale energy industry committing to:

1. Preparation of an economic analysis for the Municipality, examining the anticipated energy and mining industry growth, providing a detailed appraisal of the supporting activities that are likely to expand or decline within area and the workforce and skills required to support these industries.
 2. Investigating the opportunity to zone additional land at Zeehan on either side at the end of Main Street (before it becomes Heemskirk Road) for industrial activities once Recommendation 1 is completed. Investigations must include a stakeholder consultation and consider use and development controls that can be introduced into the Tasmanian Planning Scheme – West Coast Council to manage potential land use conflict between sensitive and non-compatible land use and the visual appearance of the town entry points.
 3. Explore the opportunity to facilitate a project to create a central hub for trades and service industries at Zeehan where multiple businesses can access shared facilities to conduct their operations; and
 4. Investigating housing demand to support a permanent workforce in the Municipality, particularly close to Zeehan and Tullah. Investigations should be undertaken on the completion of Recommendation 1.
-

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.4 billion.

As the world's population grows, the demand for food and other resources will increase. This will put pressure on the environment and on the world's food supply.

One way to meet this demand is to increase the amount of food that is produced. This can be done by using more land for agriculture, by using more water, or by using more fertilizers.

Another way to meet this demand is to increase the efficiency of food production. This can be done by using better farming techniques, by using better seeds, or by using better fertilizers.

There are many ways to meet the world's growing demand for food and other resources. It is up to us to decide which way is best.

One of the most important things we can do is to make sure that we are using resources wisely. This means using less water, using less land, and using less fertilizer.

Another important thing we can do is to make sure that we are using resources fairly. This means making sure that everyone has access to the resources they need.

There are many other things we can do to meet the world's growing demand for food and other resources. It is up to us to decide which way is best.

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