



15 June 2017

Justine Brooks - Bedelph  
Development Services Manager  
George Town Council  
16-18 Ann Street  
George Town TAS 7253

Our ref: 32/17799

Your ref: 22879

Dear Justine

### Low Head Wind Farm Additional Information

I refer to your preliminary assessment of the application lodged for the Low Head Wind Farm development seeking further information in response to which I provide the following summary in response. Responses to the applicable Codes is provided as an addendum to the letter.

Code E1.0	Bushfire Code	A copy of the Bushfire Management Plan prepared by AK Consulting is attached Addendum.
Code E4.0	Road and Railways Assets Code	A response to the standards within the Code is provided refer Addendum.
Code E6.0	Car Parking Code	As you are aware there are no requirements within the Code for a Utilities use. In this regard the only parking to be provided at this stage is that associated with the construction related to the development which will be located within the laydown area. Note that the development of warehouse and associated office shown within the laydown area does not form a part of the present proposal and will be the subject of a subsequent application. Notwithstanding a response relative to the development standards of the Code is provided in the Addendum.
Code E7.0	Scenic Management Code	<p>Scenic management issues are addressed as part of the Visual Impact Analysis, however as you know the Code is not applicable to the land accommodating the Turbines, and applies to land within a 100 metres corridor measured either side of tourist roads (East Tamar Highway, Bridport Road and Batman Highway.</p> <p>The proposed route for the transmission powerline corridor is adjacent the Basslink interconnector, running virtually parallel to that infrastructure through the scenic management area.</p> <p>At the point where the powerlines cross the Highway at Bridport Highway and East Tamar Highway, the infrastructure will not have a significant impact, given the existing poles and wires located within the precinct. A response to the Code provisions in this respect is provided.</p>

Code E14.0	Signs Code	There are no signs proposed as part of the development application.
General Manager's Consent		The comments and suggestion are noted and the application documentation is provided for consent by the present General Manager.
Turbine Details		Turbine details are provided at Appendix T of the DPEMP and also referenced in the report at section 2.4 Infrastructure details – 2.4.1 Turbines.
Building Elevation		Note that the buildings within the laydown area do not form a part of the present application.
Signing Application form	Crown consent	We are satisfied that the letter consenting to the making of the application is adequate for the purposes of the Act.

I trust that the information provided satisfies your queries but please advise if further detail will be necessary.

Sincerely  
GHD Pty Ltd



**John Ayers**  
Principal Planner  
61 3 6332 5508

Enclosed: Addendum

## ADDENDUM

### 1 E4.0 Road and Railway Assets Code

#### E4.6 Use Standards

##### E4.6.1 Use and road or rail infrastructure

<p><i>Objective</i></p> <p><i>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions</i></p>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<p><b>A1</b> <i>Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</i></p>	<p><b>P1</b> <i>Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</i></p>
<p><b>Response: Not Applicable</b></p> <p>The application does not involve the establishment of sensitive uses.</p>	
<p><b>A2</b> <i>For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</i></p>	<p><b>P2</b> <i>For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p>
<p><b>Response: Complies with A2.</b></p> <p>The use will not generate in excess of 40 vehicle movements per day.</p>	
<p><b>A3</b> <i>For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</i></p>	<p><b>P3</b> <i>For limited access roads and roads with a speed limit of more than 60km/h:</i></p> <p>a) <i>access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and</i></p> <p>b) <i>any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate</i></p>

	<p><i>site or access to a category 4 or 5 road is not practicable; and</i></p> <p>c) <i>an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</i></p>
<p><b>Response: Complies with A3.</b></p> <p>The use will not increase the AADT movements at the existing access or junction by more than 10%.</p>	

## E4.7 Development Standards

### E4.71 Development on and adjacent to Existing and Future Arterial Roads and Railways

<p><i>Objective</i></p> <p><i>To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</i></p> <p>a) <i>ensure the safe and efficient operation of roads and railways; and</i></p> <p>b) <i>allow for future road and rail widening, realignment and upgrading; and</i></p> <p><b>c) <i>avoid undesirable interaction between roads and railways and other use or development</i></b></p>	
Acceptable Solution	Performance Criteria
<p><b>A1</b> <i>The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h</i></p> <p>a) <i>new road works, buildings, additions and extensions, earthworks and landscaping works; and</i></p> <p>b) <i>building envelopes on new lots; and</i></p> <p>c) <i>outdoor sitting, entertainment and children's play areas</i></p>	<p><b>P1</b> <i>Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</i></p> <p>a) <i>maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and</i></p> <p>b) <i>mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and</i></p>

	<p>c) <i>ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and</i></p> <p>d) <i>ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority</i></p>
<p><b>Response: Not applicable.</b></p> <p>All development is more than 50 metres from a railway and Category 1 and 2 roads.</p>	

#### E4.7.2 Management of Road Accesses and Junctions

<p><i>Objective</i></p> <p><i>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions</i></p>	
Acceptable Solution	Performance Criteria
<p><i>A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit</i></p>	<p><i>P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists</i></p>
<p><b>Response: Complies with A1</b></p> <p>The points of ingress and egress will not exceed two locations within the development site. Refer to the Traffic Impact Statement and Traffic Management Plan at Appendices R and S of the DPEMP.</p>	
<p><i>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction</i></p>	<p><i>P2 For limited access roads and roads with a speed limit of more than 60km/h:</i></p> <p>a) <i>access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</i></p> <p>b) <i>any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</i></p>

	c) <i>an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</i>
<b>Response: Not applicable.</b>	
There are no new access points proposed for Category 1, 2 or 3 roads.	

#### E4.7.3 Management of Rail Level Crossings

<i>Objective</i>	
<i>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway</i>	
Acceptable Solution	Performance Criteria
<p><i>A1 Where land has access across a railway:</i></p> <p>a) <i>development does not include a level crossing; or</i></p> <p>b) <i>development does not result in a material change onto an existing level crossing.</i></p>	<p><i>P1 Where land has access across a railway:</i></p> <p>a) <i>the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and</i></p> <p>b) <i>the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or</i></p> <p>c) <i>it is uneconomic to relocate an existing use to a site that does not require a level crossing; and</i></p> <p>d) <i>an alternative access or junction is not practicable.</i></p>
<b>Response: Not Applicable</b>	
The development does not require access across a rail line.	

#### E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

<i>Objective</i>	
<i>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic</i>	
Acceptable Solution	Performance Criteria
<i>A1 Sight distances at</i>	<i>P1 The design, layout and location of an access, junction or rail level crossing</i>

<p>a) <i>an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i></p> <p>b) <i>rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</i></p> <p>c) <i>If the access is a temporary access, the written consent of the relevant authority has been obtained</i></p>	<p><i>must provide adequate sight distances to ensure the safe movement of vehicles</i></p>
<p><b>Response: Complies with A1</b></p> <p>Refer to Traffic Impact Assessment and Traffic Management plan at Appendices R and S within the DPEMP.</p>	

## 2 Code E6.0 Car Parking Code

### E6.7 Development Standards

#### E6.7.1 Construction of Car Parking Spaces and Access Strips

<p><i>Objective</i></p> <p><i>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i></p>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p><i>A1 All car parking, access strips manoeuvring and circulation spaces must be:</i></p> <p>a) <i>formed to an adequate level and drained; and</i></p> <p>b) <i>except for a single dwelling, provided with an impervious all weather seal; and</i></p> <p>c) <i>except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</i></p>	<p><i>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</i></p>
<p><b>Response: Complies with A1.</b></p> <p>Access and car parking associated with the development will be designed and constructed in accordance with the requirements of Council. Refer to Traffic Impact Assessment and Traffic Management plan at Appendices R and S within the DPEMP.</p>	

## E6.7.2 Design and Layout of Car Parking

<p><i>Objective</i></p> <p><i>To ensure that car parking and maneuvering space are designed and laid out to an appropriate standard</i></p>	
Acceptable Solution	Performance Criteria
<p><i>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</i></p> <p><i>A1.2 Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings</i></p>	<p><i>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</i></p> <p><i>a) the layout of the site and the location of existing buildings; and</i></p> <p><i>b) views into the site from the road and adjoining public spaces; and</i></p> <p><i>c) the ability to access the site and the rear of buildings; and</i></p> <p><i>d) the layout of car parking in the vicinity; and</i></p> <p><i>e) the level of landscaping proposed for the car parking</i></p>
<p><b>Response: Complies with A1</b></p> <p>Car parking spaces will be located behind the building line associated with the development.</p>	
<p><i>A2.1 Car parking and manoeuvring space must:</i></p> <p><i>a) have a gradient of 10% or less; and</i></p> <p><i>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i></p> <p><i>c) have a width of vehicular access no less than prescribed in Table E6.2, and not more than 10% greater than prescribed in Table E6.2; and</i></p> <p><i>d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:</i></p> <p><i>i) there are three or more car parking spaces; and</i></p>	<p><i>P2 Car parking and manoeuvring space must:</i></p> <p><i>a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</i></p> <p><i>b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic</i></p>



<p>ii) where parking is more than 30m driving distance from the road; or</p> <p>iii) where the sole vehicle access is to a category 1, 2, 3 or 4 road; and</p> <p>A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1:Off Road Car Parking.</p>	
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**Response: Complies with A2 and A2.2.**

All access and parking will be designed in accordance with the requirements of a) to d) and A2.2. Refer to Traffic Impact Assessment and Traffic Management plan at Appendices R and S within the DPEMP.

### E6.7.3 Car Parking Access, Safety and Security

<p><i>Objective</i></p> <p>To ensure adequate access, safety and security for car parking and for deliveries</p>	
Acceptable Solution	Performance Criteria
<p>A1 Car parking areas with greater than 20 parking spaces must be:</p> <p>a) secured and lit so that unauthorised persons cannot enter or;</p> <p>b) visible from buildings on or adjacent to the site during the times when parking occurs</p>	<p>P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:</p> <p>a) levels of activity within the vicinity; and</p> <p>b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</p>
<p><b>Response:Not Applicable</b></p> <p>Car parking associated with the development will not exceed 20 spaces.</p>	

### E6.7.4 Parking for Persons with a Disability

<p><i>Objective</i></p> <p>To ensure adequate parking for persons with a disability</p>	
Acceptable Solution	Performance Criteria
<p>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</p>	<p>P1 No performance criteria</p>

<p>A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</p>	<p>P2 No performance criteria</p>
<p><b>Response: Not applicable</b> There will be no more than 20 permanent car spaces provided on the site post construction.</p>	

### E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

<p><i>Objective</i> To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows</p>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.</p>	<p>P1 For retail, commercial, industrial, service industry or warehouse or storage uses, adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.</p>
<p><b>Response : Not applicable.</b> The proposed use does not fall within the nominated categories.</p>	

### E6.8 Provisions for Sustainable Transport

#### E6.8.1 Bicycle End of Trip Facilities

<p><i>Objective</i> To ensure that cyclists are provided with adequate end of trip facilities</p>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1 For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycles spaces thereafter.</p>	<p>P1 For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, end of trip facilities must be provided at adequate level to cater for the reasonable needs of employees having regard to:</p>

	<ul style="list-style-type: none"> <li>a) <i>the location of the proposed use and the distance a cyclist would need to travel to reach the site; and</i></li> <li>b) <i>the users of the site and their likely desire to travel by bicycle; and</i></li> <li>c) <i>whether there are facilities on the site for other reasons that could be used by cyclists; and</i></li> <li>d) <i>the opportunity for sharing bicycle facilities by multiple users.</i></li> </ul>
<p><b>Response: Not applicable.</b></p> <p>Table E6.1 does not require bicycle spaces associated with the proposed use.</p>	

### E6.8.2 Bicycle Parking Access, Safety and Security

<p><i>Objective</i></p> <p><b>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</b></p>	
Acceptable Solution	Performance criteria
<p>A1.1 <i>Bicycle parking spaces for customers and visitors must:</i></p> <ul style="list-style-type: none"> <li>a) <i>be accessible from a road, footpath or cycle track; and</i></li> <li>b) <i>include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</i></li> <li>c) <i>be located within 50m of and visible or signposted from the entrance to the activity they serve; and</i></li> <li>d) <i>be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</i></li> </ul> <p>A1.2 <i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock</i></p>	<p>P1 <i>Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.</i></p>
<p><b>Response: Not applicable.</b></p> <p>There will be no bicycle parking spaces provided as part of the development.</p>	

<p>A2 <i>Bicycle parking spaces must have:</i></p> <p>a) <i>minimum dimensions of:</i></p> <p>i) <i>1.7m in length; and</i></p> <p>ii) <i>1.2m in height; and</i></p> <p>iii) <i>0.7m in width at the handlebars; and</i></p> <p>b) <i>unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</i></p>	<p>P2 <i>Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.</i></p>
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**Response: Not applicable.**

There will be no bicycle parking spaces provided as part of the development.

**E6.8.5 Pedestrian Walkways**

<p><i>Objective</i></p> <p><i>To ensure pedestrian safety is considered in development</i></p>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1 <i>Pedestrian access must be provided for in accordance with Table E6.5</i></p>	<p>P1 <i>Safe pedestrian access must be provided within car park and between the entrances to buildings and the road</i></p>
<p><b>Response: Not applicable.</b></p>	

**3 E7.0 SCENIC MANAGEMENT CODE**

**E7.6 Development Standard**

**E7.6.1 Scenic Management – Tourist Road Corridor**

<p><i>Objective</i></p> <p>(a) <i>To enhance the visual amenity of the identified tourist road corridors through appropriate:</i></p> <p>i) <i>setbacks of development to the road to provide for views that are significant to the traveler experience and to mitigate the bulk of development; and</i></p> <p>ii) <i>location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor; and</i></p> <p>iii) <i>design and/or treatment of the form of buildings and earthworks to minimise the visual impact of development in its surroundings; and</i></p> <p>iv) <i>retention or establishment of vegetation (native or exotic) that mitigates the bulk or form of use or development; and</i></p> <p>v) <i>retention of vegetation (native or exotic) that provides amenity value to the road corridor due to being in a natural condition, such as native forest, or of</i></p>
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<i>cultural landscape interest such as hedgerows and significant, exotic feature trees; and</i>	
(b) <i>To ensure subdivision provides for a pattern of development that is consistent with the visual amenity objectives described in (a).</i>	
Acceptable Solution	Performance Criteria
<p><i>A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.</i></p>	<p><i>P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to:</i></p> <ul style="list-style-type: none"> <li><i>a) the impact on skylines, ridgelines and prominent locations; and</i></li> <li><i>b) the proximity to the road and the impact on views from the road; and</i></li> <li><i>c) the need for the development to be prominent to the road; and</i></li> <li><i>d) the specific requirements of a resource development use; and</i></li> <li><i>e) the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and</i></li> <li><i>f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and</i></li> <li><i>g) whether development for forestry or</i></li> </ul>
<p><b>Response: Complies with A1.</b></p> <p>The proposed route for the transmission power line corridor is adjacent the Basslink interconnector, running virtually parallel to that infrastructure through the scenic management area. This area is effectively screened from view given existing vegetation. The scale of the powerline infrastructure however is such that its impact on the landscape when viewed from the Road Corridors will be minimal. It will be viewed at the oblique only, and will not be immediately apparent from the road corridors.</p> <p>At the point where the lines cross the Bridport Highway and East Tamar Highway, the infrastructure will not have a significant impact, given the extent of poles and wires already located within the precinct.</p>	
<p><i>A2 Subdivision must not alter any boundaries within the areas designated as scenic management – tourist road corridor.</i></p>	<p><i>P2 Subdivision that alters any boundaries within the areas designated as scenic management – tourist road corridor must have regard to:</i></p>

	<ul style="list-style-type: none"> <li>a) <i>site size; and</i></li> <li>b) <i>density of potential development on sites created; and</i></li> <li>c) <i>the clearance or retention of vegetation in combination with requirements for hazard management; and</i></li> <li>d) <i>the extent of works required for roads or to gain access to sites including cut and fill; and</i></li> <li>e) <i>the physical characteristics of the site and locality; and</i></li> <li>f) <i>the scenic qualities of the land that require management.</i></li> </ul>
<p><b>Response: Not applicable</b></p> <p>Subdivision is not proposed as part of this development</p>	

**E7.6.2 Local Scenic Management Areas**

<p><i>Objective</i></p> <ul style="list-style-type: none"> <li>a) <i>To site and design buildings, works and associated access strips to be unobtrusive to the skyline and hillsides and complement the character of the local scenic management area; and</i></li> <li>b) <i>To ensure subdivision and the subsequent development of land does not compromise the scenic management objectives of the local scenic management area.</i></li> </ul>	
<p>Acceptable Solution</p>	<p>Performance Criteria</p>
<p>A1 <i>Development (not including subdivision) must be in accordance with the scenic management criteria for a local scenic management area identified in Table 7.1 – local scenic management areas</i></p>	<p>P1 <i>Development (not including subdivision) must have regard to the:</i></p> <ul style="list-style-type: none"> <li>a) <i>character statement and scenic management objectives of the particular area set out in Table 7.1 – local scenic management areas; and</i></li> <li>b) <i>impact on skylines, ridgelines and prominent locations; and</i></li> <li>c) <i>retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and</i></li> <li>d) <i>design or treatment of development including:</i></li> </ul>

	<ul style="list-style-type: none"> <li>i) <i>the bulk and form of buildings including materials and finishes; and</i></li> <li>ii) <i>earthworks for cut or fill; and</i></li> <li>iii) <i>complementing the physical (built or natural) characteristics of the site or area.</i></li> </ul>
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<p><b>Response: Complies with P1.</b></p> <p>The utilities infrastructure follows adjacent the existing Basslink overhead cable passing through the scenic management area.</p> <ul style="list-style-type: none"> <li>a) Not applicable as Table 7.1 does not form part of the scheme.</li> <li>b) The transmission power line infrastructure will not impact the skyline area given its height and profile, and existing vegetation, which precludes significant impact upon the skylines and ridgelines..</li> <li>c) Existing vegetation in the area will be retained (refer Appendix F DPEMP - Flora Fauna assessment)</li> <li>d) The design of the infrastructure and its location will minimize impact upon the area <ul style="list-style-type: none"> <li>(i) The physical bulk and form of the power poles and associated lines is such that they do not have the impact of a building's solid form. By their very nature the poles have a slim profile which results in little disruption to the landscape. The finishes applied enable the structures to blend with the landscape.</li> <li>(ii) The siting of the structures can be achieved without cut or fill impacting the landscape; and</li> <li>(iii) The structures will not significantly impact the characteristics of the site.</li> </ul> </li> </ul>	
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<p><i>A2 Subdivision is in accordance with</i></p> <ul style="list-style-type: none"> <li>a) <i>a specific area plan; or</i></li> <li>b) <i>a subdivision plan or scenic management criteria under Table 7.1, if any.</i></li> </ul>	<p><i>P2 Subdivision must be consistent with the scenic management objectives of the particular area set out in Table 7.1</i></p> <p><i>– local scenic management areas, having regard to:</i></p> <ul style="list-style-type: none"> <li>a) <i>the local scenic management area – character statement; and</i></li> <li>b) <i>site size; and</i></li> <li>c) <i>density of subsequent development; and</i></li> <li>d) <i>the clearance or retention of vegetation in combination with</i></li> </ul>
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	<p><i>requirements for hazard management; and</i></p> <p>e) <i>the extent of works required for roads and to gain access to sites including cut and fill; and</i></p> <p>f) <i>the physical characteristics of the site and locality;</i></p> <p>g) <i>any plan over the land through an agreement under S71 of the Act.</i></p>
<p><b>Response: Not applicable.</b> Subdivision is not proposed as part of the application.</p>	