

PLAN 1
DRAFT PLANNING SCHEME AMENDMENT 01/2021
& PLANNING APPLICATION
PLN-21-0029, 13 Richard Street, Western Junction

ATTACHMENTS:

- Application

- TasWater response

PLANNING APPLICATION Proposal

Description of proposal:

The application is for a combined Scheme amendment and Development Application

.....

.....

.....

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1..... 2..... 3.....

Site address: 13 Richard Street, Western Junction, Tasmania, 7212

.....

CT no: 129904/5.....

Estimated cost of project \$250,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes - main building is used as Warehouse.....

If variation to Planning Scheme provisions requested, justification to be provided:

An amendment to the Planning Scheme is requested. Please see attached planning report for details.

.....

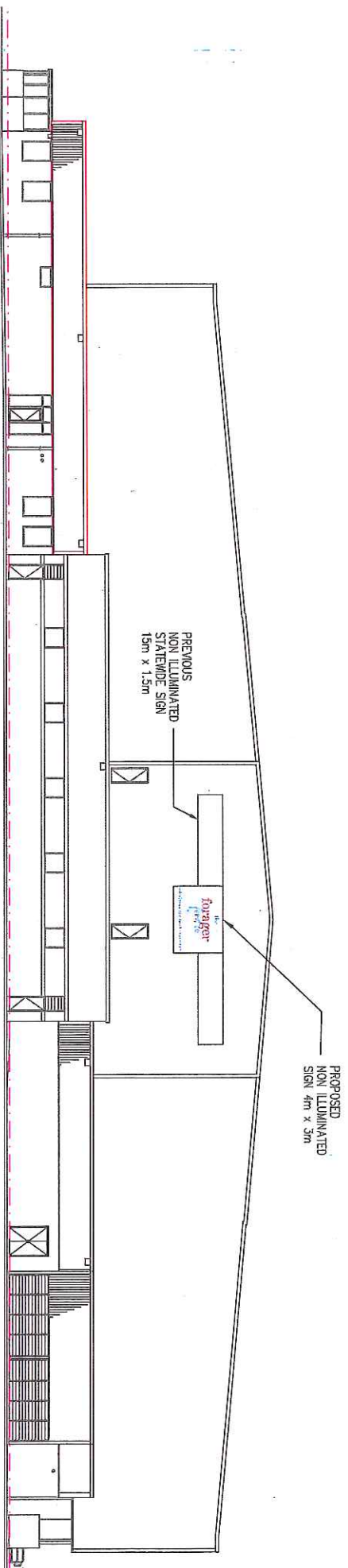
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(attach additional sheets if necessary)

Is any signage required? Yes. Please see attached planning report for details.....

(if yes, provide details)





Forager Foods Pty Ltd

Scheme Amendment & DA - 13 Richard Street, Western
Junction

Combined permit and scheme amendment application

February 2021

Executive summary

The proposed development of a fruit, vegetables, dairy and meat freeze drying enterprise, to begin operations within an existing industrial building at 13 Richard Street, Western Junction, is presented in this report; and assessment against the relevant planning controls is provided in support of the application being permitted by the planning authority.

The subject site is within the Translink industrial estate and adjoins Launceston Airport. The land is subject to the Translink Specific Area Plan (SAP), and associated provisions for Area 2 of the SAP. The SAP prohibits the Resource Processing use class within Area 2, and as such the application for development is made as a combined permit and Scheme amendment under Section 43A of the *Land Use Planning and Approvals Act 1993*.

Assessment in this report is provided against relevant provisions of the *Northern Midlands Interim Planning Scheme 2013*, the *Land Use Planning and Approvals Act 1993*, the Northern Tasmania Regional Land Use Strategy, the Northern Midlands Strategic Plan 2017-2027, and the Objectives of the Resource Management and Planning System.

The proposed development will not produce waste or emissions that impact upon, or conflict with the amenity of surrounding land uses, or natural resources or processes. Further, the proposed use will not impact operations of Launceston Airport through atmospheric or light emissions.

Being located within an industrial estate the proposed development will utilise existing infrastructure, including reticulated sewerage and water, electricity, and road access. The proposed development will utilise established nearby freight networks, relying on approximately 3 heavy vehicle movements each day for deliveries to and from the site.

With the exception of a proposed new sign at the front of the building, no alterations to the exterior of the existing building or external site layout are proposed. Existing site access and parking, which includes 34 vehicle parking spaces, one (1) disability parking space, and 12 heavy vehicle loading bays, exceeds the minimum requirements for the proposed use.

The development will contribute to the economic diversity of the region and will support overall desired strategic outcomes for the region as outlined in the relevant policies.

This report is subject to, and is to be read in conjunction with, the limitations set out in section 1.2 and the assumptions and qualifications contained throughout. It is considered that the information presented in this report, and information provided in the appendices to this report, justify the proposed Scheme amendment and development.

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Appendix A – Certificate of Title

Appendix B – Landowner Consent

1. Introduction

1.1 Purpose of this report

GHD has been engaged by Forager Foods Pty Ltd, the owners of 13 Richard Street, Western Junction, to prepare and lodge an application on their behalf for a combined permit and scheme amendment under Section 43A of the *Land Use Planning and Approvals Act 1993* (LUPAA).

The proposed amendment to the *Northern Midlands Interim Planning Scheme 2013* (the Scheme) will alter the 'prohibited' use status of Resource Processing at the subject site, within Area 2 of the Translink Specific Area Plan, so that Resource Processing is a 'permitted' use. The proposed development will then create a Resource Processing use at the subject site.

This report provides an assessment of the subject site, the proposed development, and the proposed Scheme amendment against the relevant regulatory instruments.

1.2 Scope and limitations

This report has been prepared by GHD for Forager Foods Pty Ltd and may only be used and relied on by Forager Foods Pty Ltd for the purpose agreed between GHD and the Forager Foods Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Forager Foods Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Forager Foods Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Overview of subject site, proposal and planning controls

Subject Site	Detail
Address	13 Richard Street, Western Junction, 7212
Certificate of Title	129904/5
Property ID	1861021
Land Area	2.395ha
Legislative Instrument	<i>Land Use Planning and Approvals Act 1993</i>

Subject Site	Detail
Planning Scheme	<i>Northern Midlands Interim Planning Scheme 2013</i>
Zone	General Industrial
Overlays	<ul style="list-style-type: none"> • Australian Noise Exposure Forecast contours; and • Translink Specific Area Plan
Current use class of site	Storage
Proposed use class of site	Resource Processing
Current use status of Resource Processing	Prohibited
Proposed use status of Resource Processing	Permitted

2. Subject site and surrounding area

The subject site is comprised in Certificate of Title Volume 129904 Folio 5, and is owned by Statewide Independent Wholesalers Ltd. A copy of the Certificate of Title is included in Appendix A of this report.

The site is rectangular in shape with frontage orientated south-west to Richard Street. It has a total area of 2.395 ha and is relatively flat, having an average gradient of approximately 1.45% falling to the east. The site is greater than 170 m from the nearest watercourse or body of water, which is a minor tributary that runs adjacent to the northern end of Richard Street.

The site is within an industrial area and is adjacent to properties operating courier and freight services, construction industry services, logistics, and vehicle rentals. The site shares its rear (eastern) boundary with Launceston Airport, and is within approximately 180 m of the northern end of the airport runway. The site also adjoins agricultural land to the north.

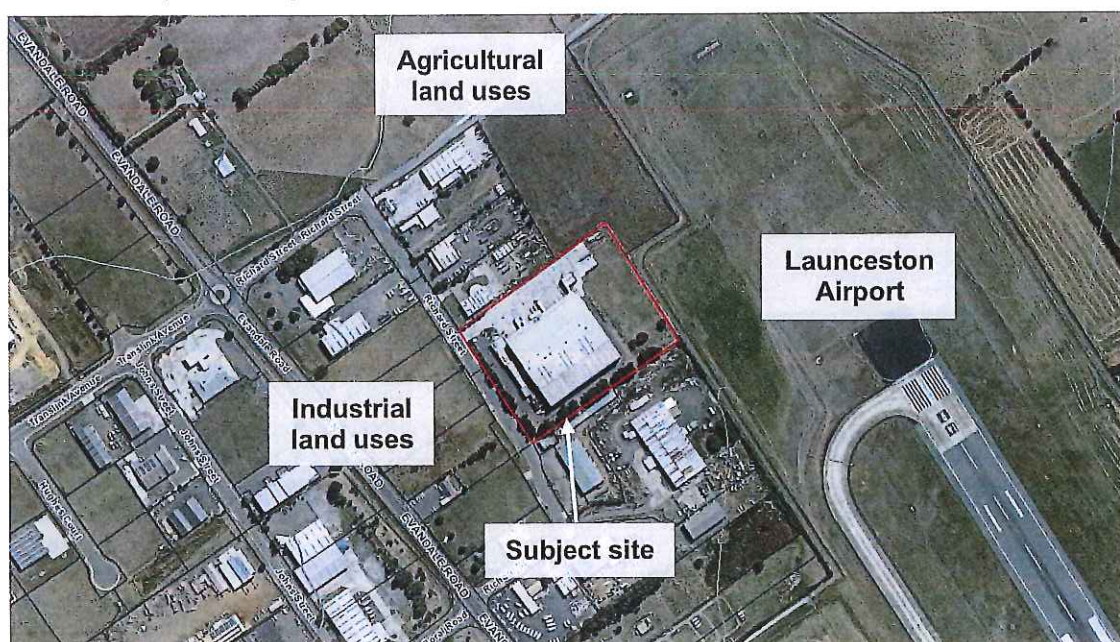


Figure 1 Subject site location and surrounding land uses

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

The site has frontage of 133.36 m to Richard Street, with access via a 12 m concrete driveway. The site features a warehouse with a footprint of approximately 7,690 m², vehicle parking with a footprint of approximately 1,204 m², and a commercial vehicle loading area with a footprint of approximately 3,560 m². The remainder of the site comprises lawns, gardens, site access, and an internal access lane adjacent the perimeter of the warehouse. The site is serviced by reticulated water and sewerage infrastructure, and electricity and communications infrastructure.

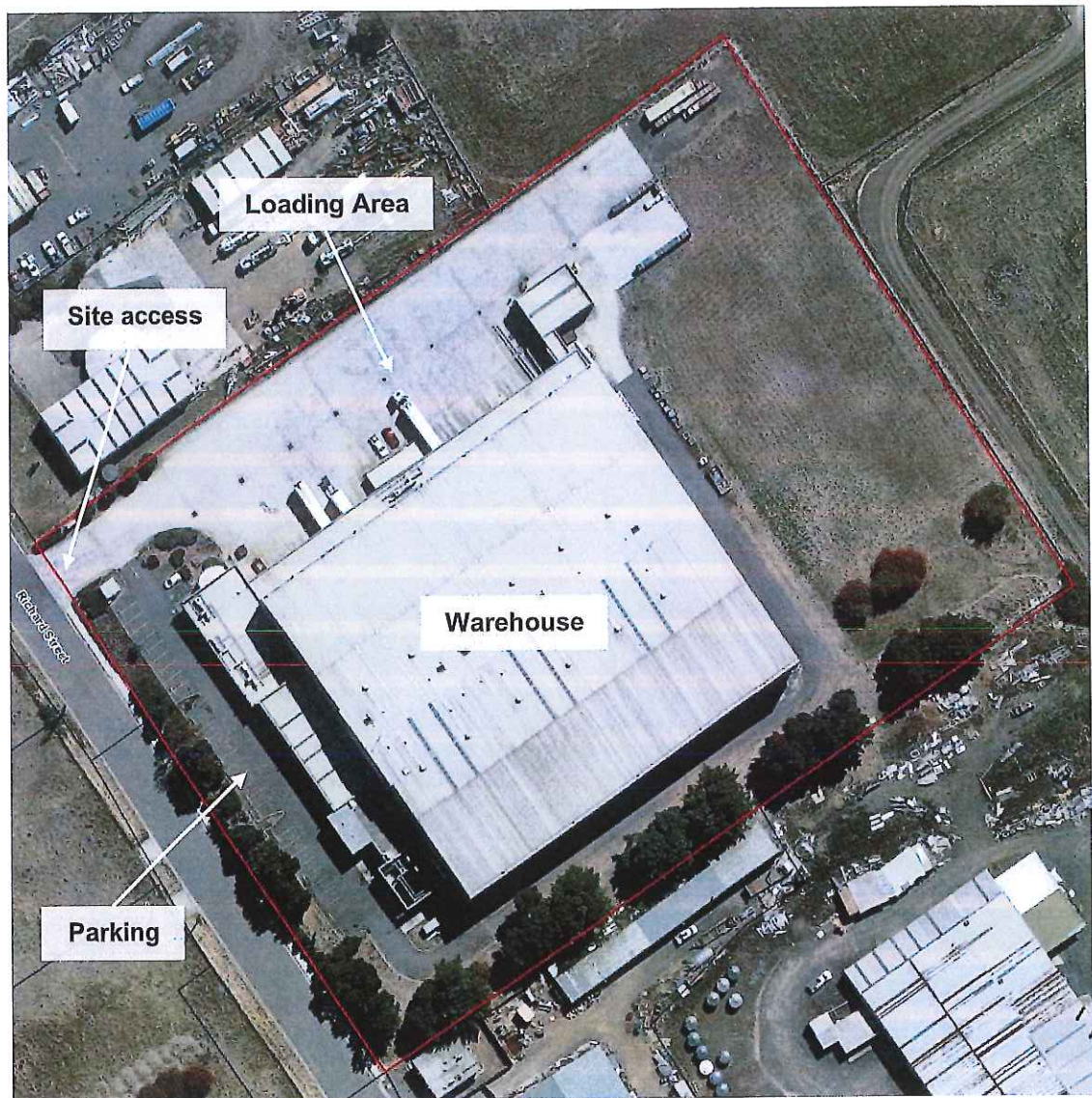


Figure 2 Subject site layout overview

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

The existing warehouse was previously used for the distribution of frozen food products, and the company running those operations claims to have employed 300 people, and to have had 110 truck movements per day.¹ Figure 3 to Figure 6 provide details on the layout of the subject site, including the internal layout of the existing facilities.

¹ Statewide Independent Wholesalers, Tasmanian Independent Retailers, Available: <https://tir.com.au/siw/>

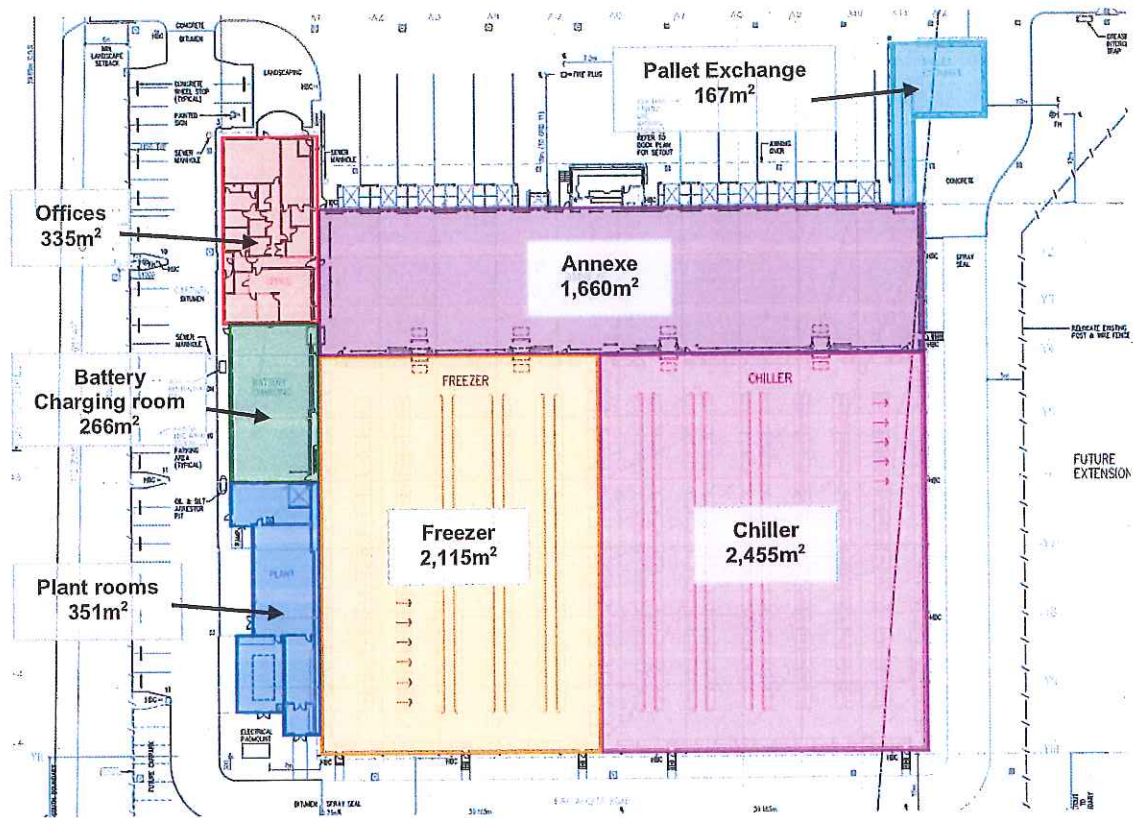


Figure 3 Internal layout of existing building

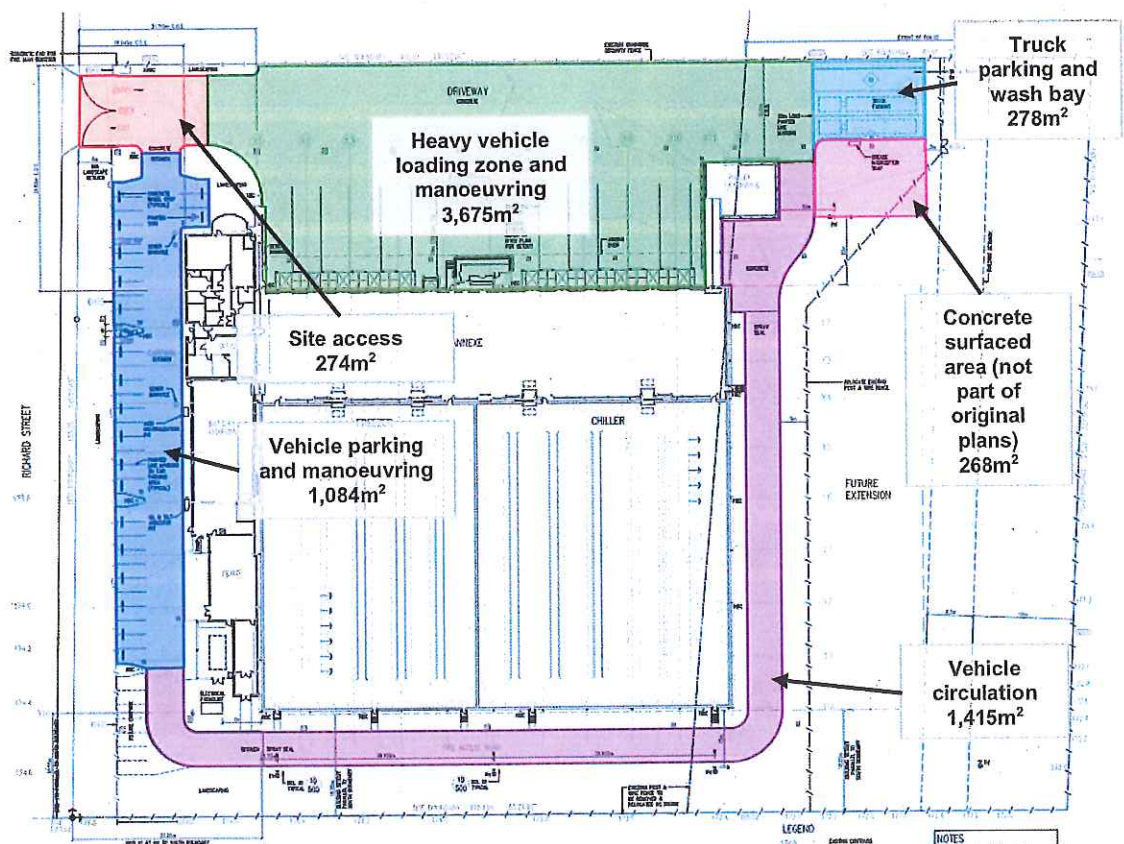


Figure 4 External layout of subject site

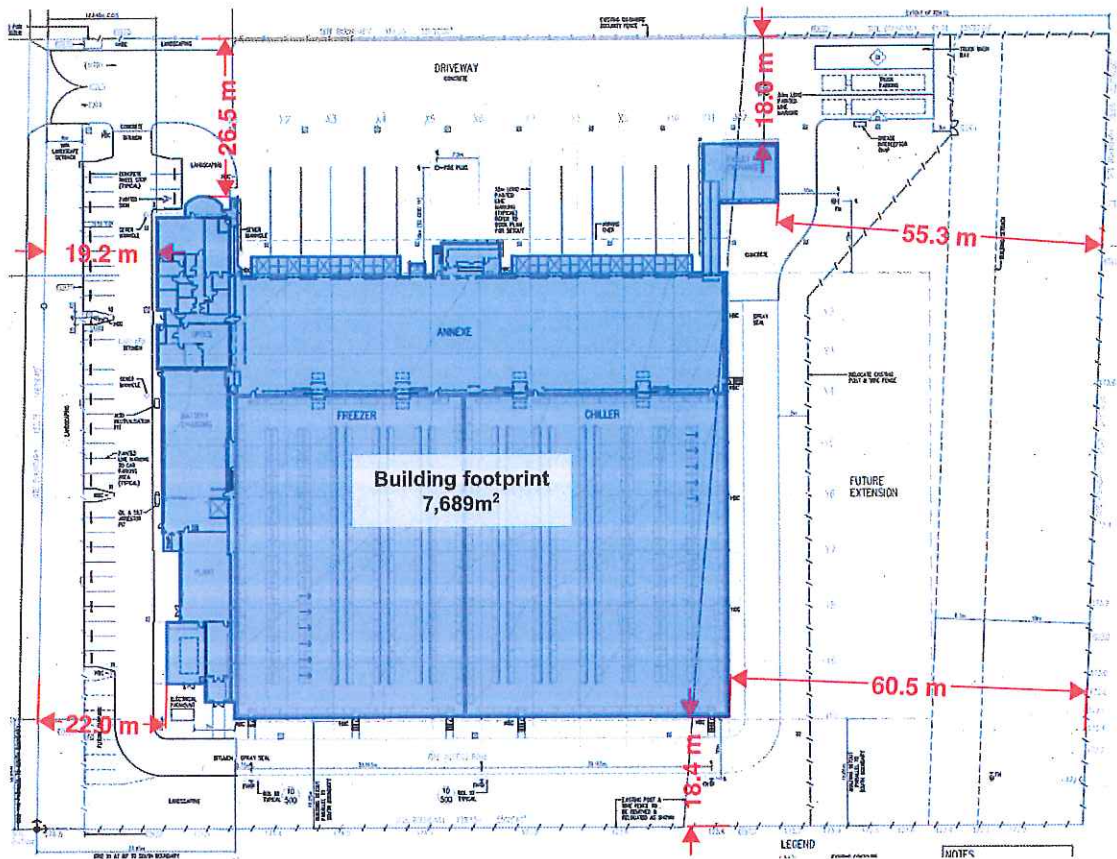


Figure 5 Building footprint and boundary setbacks

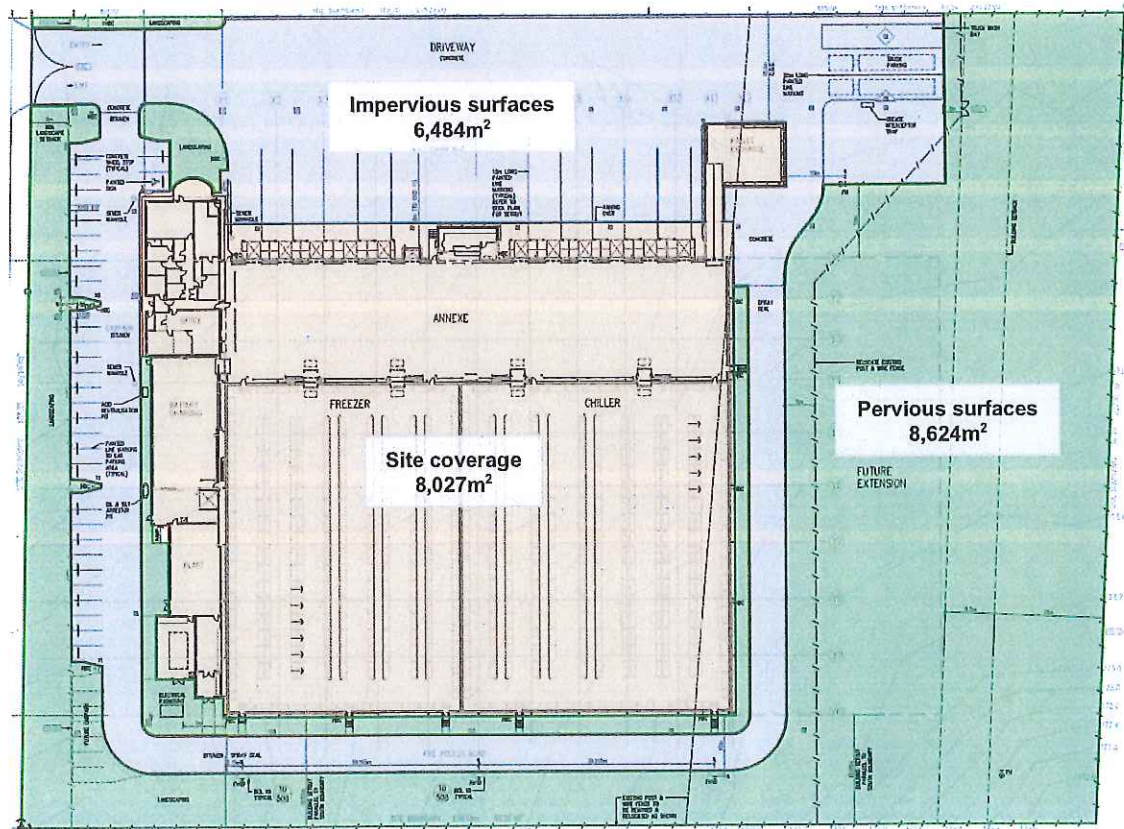


Figure 6 Site coverage, and pervious and impervious surfaces

2.1 Zoning

The site is subject to the General Industrial Zone and adjoins Utilities zoned land to the east, which applies to Launceston Airport. Rural Resource zoned land to the north of the site applies to part of 'The Springs' farm. The General Industrial Zone applies to approximately 17 ha of land between Launceston Airport and Evandale Road, and 135 ha of land to the west of Evandale Road (see Figure 7).

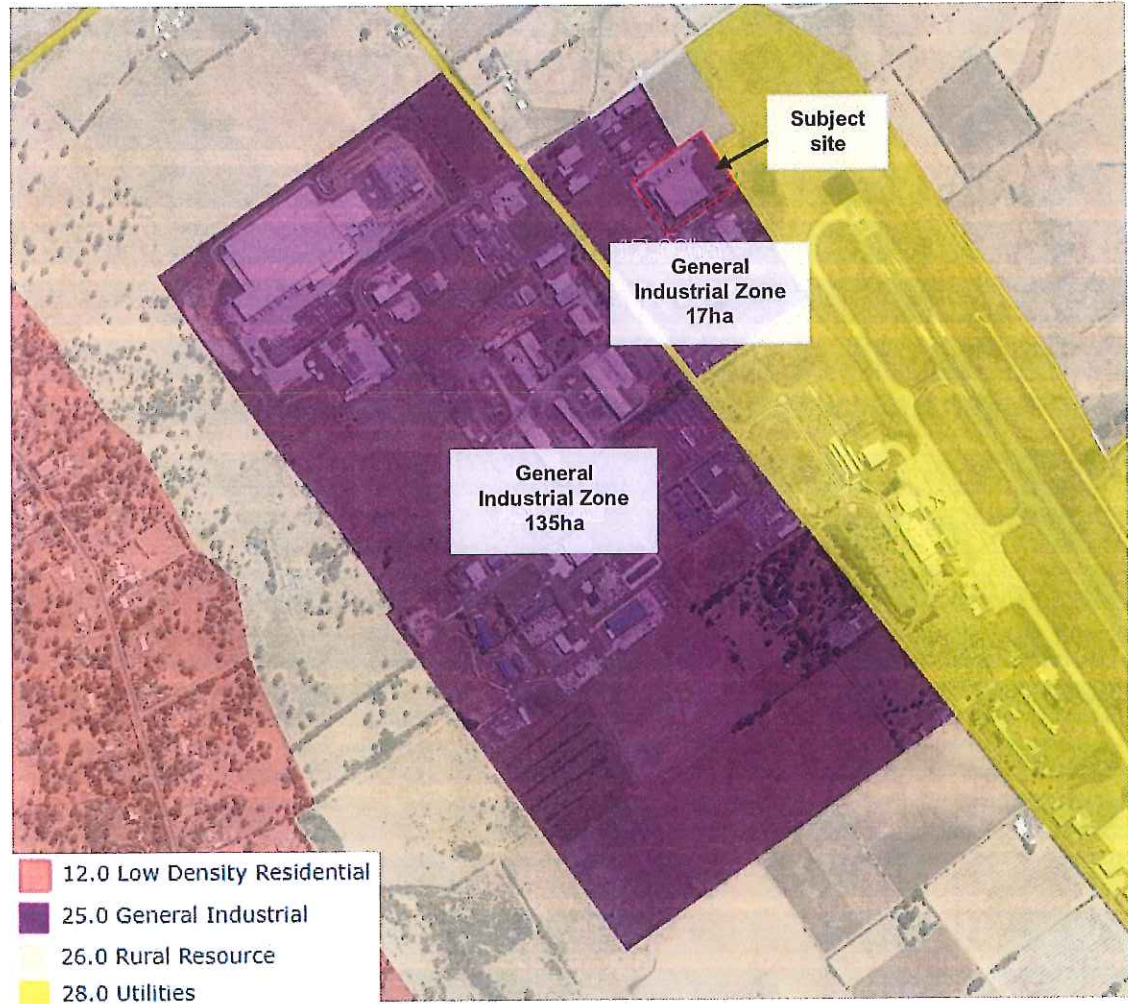


Figure 7 Subject site and zoning map

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

2.2 Overlays

The site is subject to the Specific Area Plan overlay, and the ANEF Contours overlay.

2.2.1 Specific area plan overlay

Land subject to the overlay is orientated along Evandale Road, including an area between 330 m and 850 m west of Evandale Road and approximately 3.48 km in length; and an area up to 330 m east of Evandale Road, and up to 580 m north of Launceston Airport. The total area is approximately 256.7 ha, and the subject site shares its northern and western boundaries with those of the overlay.

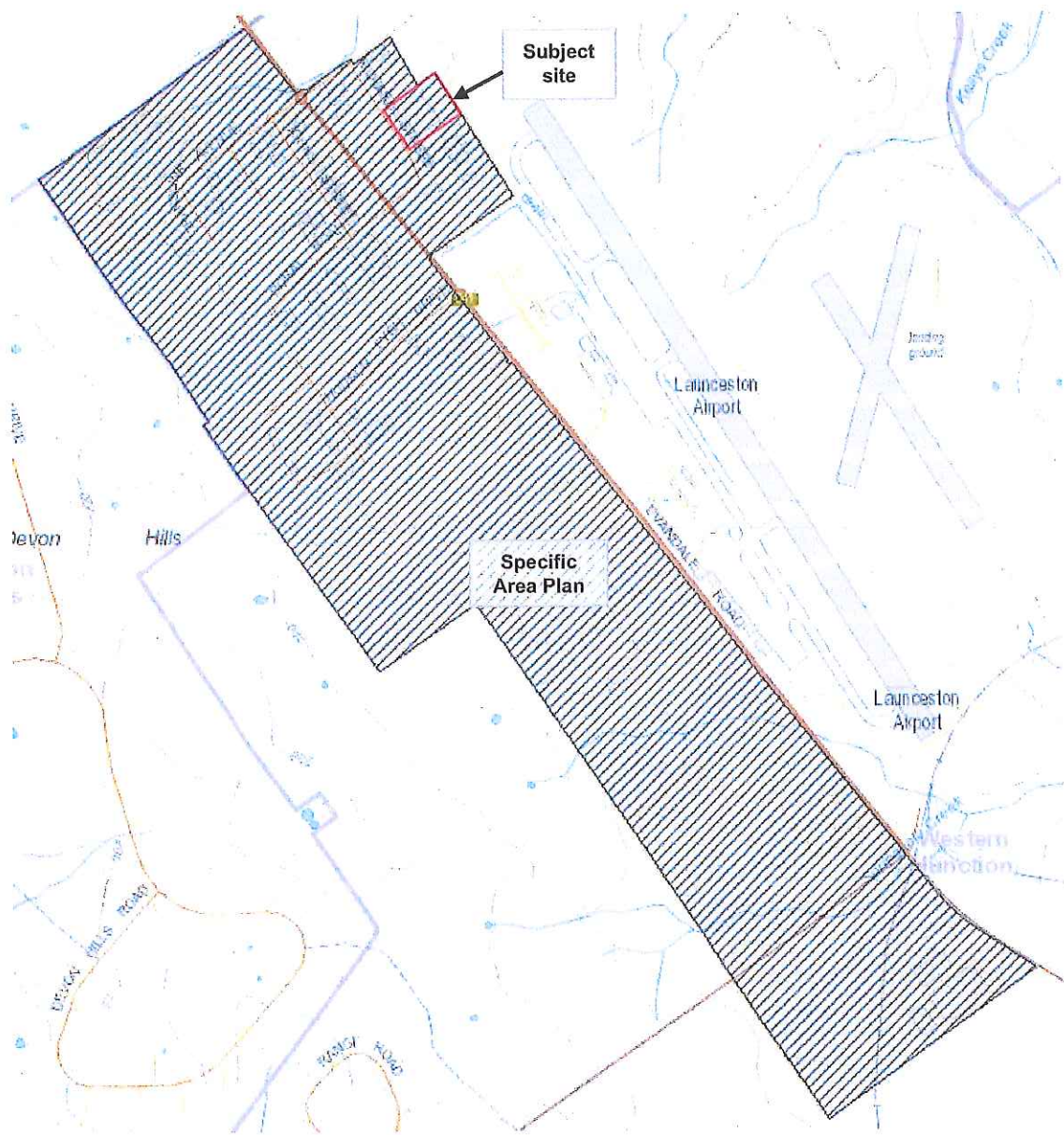


Figure 8 Specific area plan

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

2.2.2 ANEF contours overlay

The Australian Noise Exposure Forecast (ANEF) Contours Overlay is centred on the Launceston Airport runway and covers an area 11.7 km long and up to 1.33 km wide (a total of approximately 949.9 ha). The site is located within the area subject to the ANEF overlay.

1-365

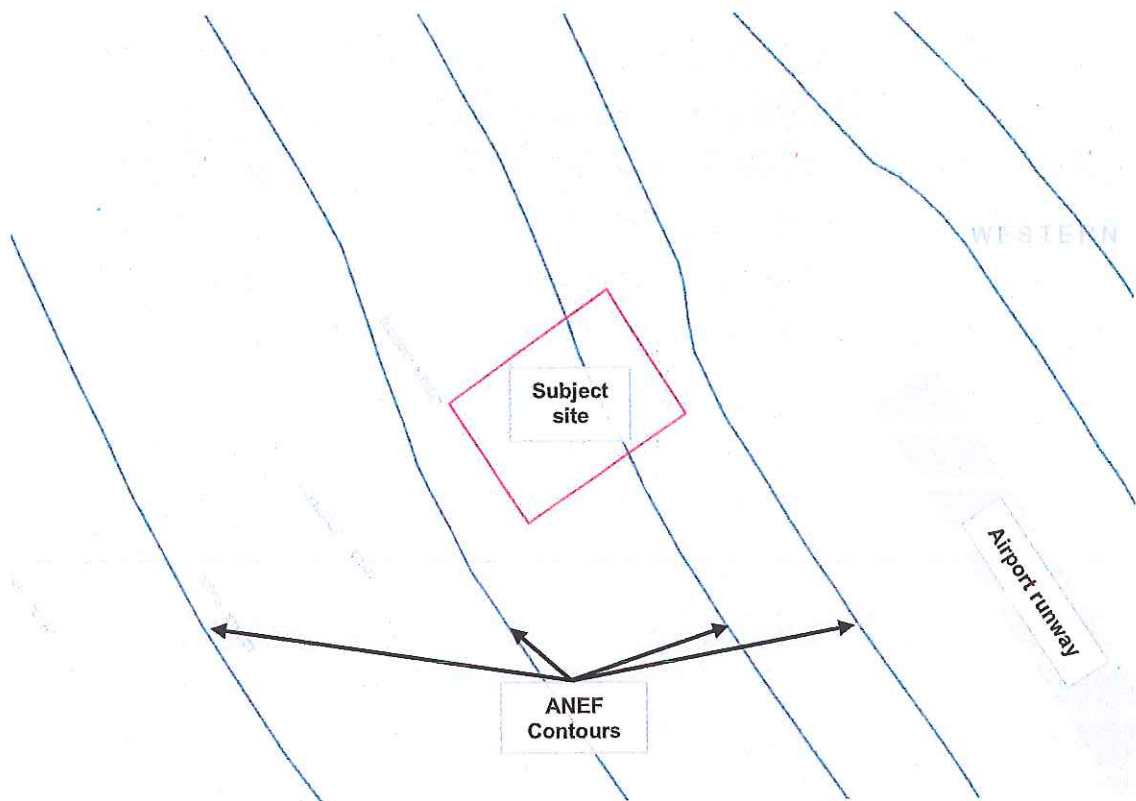


Figure 9 ANEF contours

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

3. Proposed development

The existing building and facilities at the subject site will be adapted for use in the freeze drying and packaging of fruit, vegetables, dairy and meat products. The freeze drying process involves fruit, vegetables, dairy and meat being washed and sliced into portions that are frozen to -20°C before being placed into pressurised chambers to remove water vapour. The product is then packaged for distribution.

The process can utilise fruit that is not supermarket-quality (having blemishes or being of an irregular shape), and thereby contributes to reducing food wastage in the supply chain.

The process does not produce any waste products other than water derived from water vapour through the freeze drying process; and detergents that are used in the general washing and maintenance of the facility and machinery. These liquid wastes will be disposed of through the existing reticulated sewerage system.

The site will receive deliveries of raw materials, including fruit, vegetables, dairy and meat; and finished products, which will be transported on pallets and/or in shipping containers, and will be distributed domestically and internationally. It is anticipated that the proposed operations will require three (3) daily heavy vehicle movements to and from the site, in addition to the vehicle movements of employees and visitors.

It is anticipated that the proposed development will employ up to 15 people on site at any given time, and existing vehicle parking facilities will exceed the requirements of the use.

With the exception of a new sign to be mounted to the front wall of the warehouse, there will be no alterations to the exterior of existing buildings, site access, internal site access, manoeuvring and loading areas, external storage, or parking facilities. The buildings will undergo internal renovations and reorganisation of space to suit the required machinery and layout of process lines. These alterations will not alter the general operations of space within the facilities.

The proposed use of the building is as follows:

- The existing office space will continue to be used as office space, and the adjoining battery charging space will be used as a plant room and workshop.
- The existing plant room will continue to be used as a plant room, will contain a control room, and will also be used for refrigeration.
- The existing annexe/loading docks will continue to be used as loading docks, and for internal dry storage.
- The existing freezer room will be used for blast freezing, and the existing chiller room will be used for storage.

Figure 10 shows the proposed internal site layout for the existing buildings.

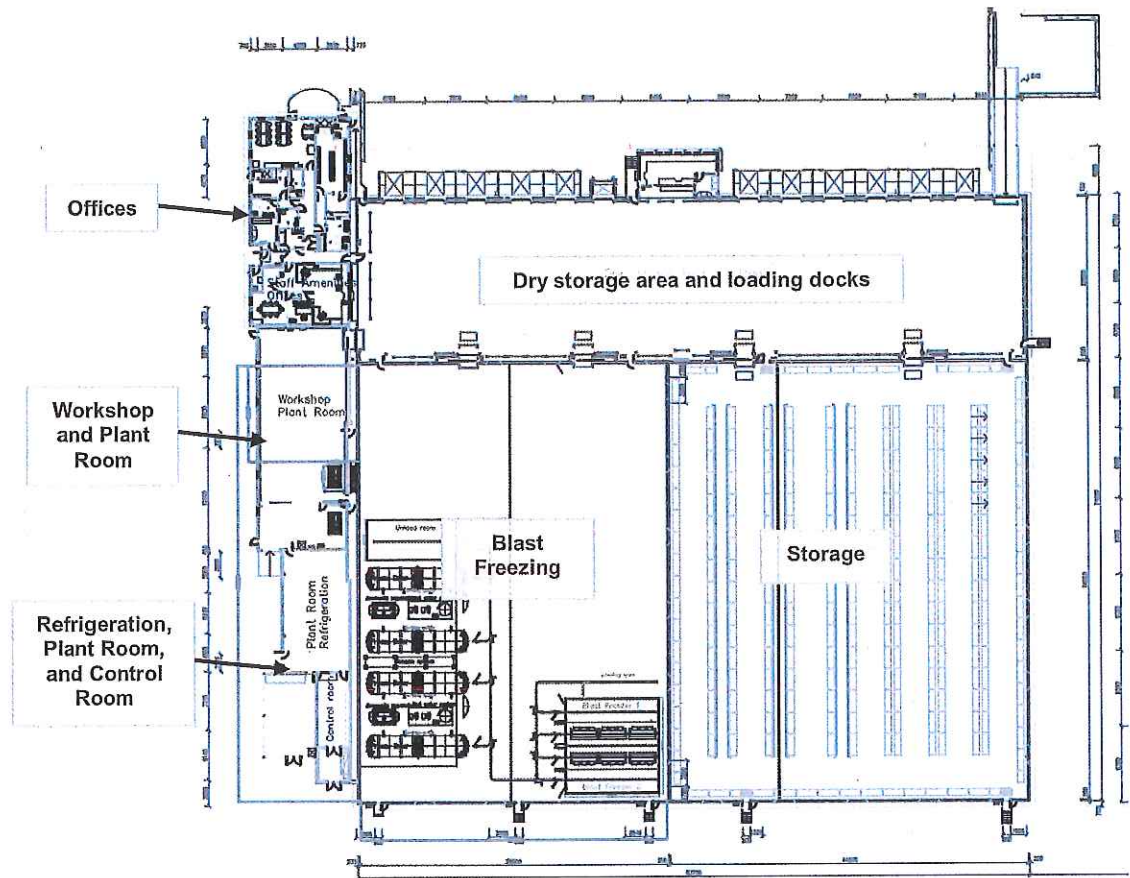


Figure 10 Proposed internal use of existing buildings

4. Assessment – Northern Midlands Interim Planning Scheme 2013

4.1 Zone and Code Controls

The site is subject to the following Zone and Code controls:

1. General Industrial Zone
2. Car Parking and Sustainable Transport Code
3. Airports Impact Management Code
4. Signs Code
5. Translink Specific Area Plan

The proposed development falls within the Resource Processing use class, which is a prohibited use within Area 2 of the Translink Specific Area Plan.

Resource Processing is described in the Scheme as:

use of land for treating, processing or packing plant or animal resources. Examples include an abattoir, animal saleyard, cheese factory, fish processing, milk processing, winery and sawmilling.

Whilst the status of the use class is determined by the Specific Area Plan, which takes precedence over conflicting Zone standards in the Scheme, the use class is permitted in the General Industrial Zone, and an assessment of the proposed development against the relevant Zone standards is included below.

4.1.1 General Industrial Zone

25.1 Zone Purpose

25.1.1 Zone Purpose Statements

25.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.

25.1.1.2 To focus industrial use and development into appropriate areas suitable for its needs.

25.1.1.3 To provide for 'non-industrial' uses that either support, supply or facilitate industrial development.

Consistent

The proposed development will adapt and utilise an existing frozen food distribution facility for Resource Processing, specifically freeze drying fruit, vegetables, dairy and meat products. The development will continue to utilise external storage space in conjunction with the proposed Resource Processing use. Further, the subject site is suitably located for access to established road and air freight networks.

25.1.2 Local Area Objectives

There are no desired local area objectives

25.1.3 Desired Future Character Statements

There are no desired future character statements

25.2 Use Table

Resource Processing is a permitted use in the Zone, if not for animal saleyards or abattoir, and is otherwise a discretionary use.

Whilst the proposed development is for a permitted use within the General Industrial Zone, it is a prohibited use under the Use Table of the Specific Area Plan (see Section 4.1.1 of this report).

25.3 Use Standards

25.3.1 Emissions

Objective:

To ensure that emissions to air, land and water are reduced to the greatest extent practicable in consideration of proximity to sensitive uses.

Consistent

The proposed development will process dairy products. This requires a minimum attenuation distance from a sensitive use, which is exceeded at the subject site (see Figure 11).

The development will have solid waste removed from site by a licenced removal operator.

As such, the development will not impact the amenity of sensitive uses in the surrounding area.

Acceptable Solutions

A1

Use not listed in Table E11.1 Attenuation Distances or E11.2 Attenuation Distances for Sewerage Treatment Plants must be set back from sensitive uses a minimum distance of 100 metres.

Performance Criteria

P1

The use must not cause or be likely to cause an adverse impact to the amenity of sensitive uses through emissions including noise, smoke, odour, dust and illumination.

Complies with A1

The proposed use will include the processing of dairy products, which is identified as an activity requiring a 100 m attenuation distance in Table E11.1.

The nearest sensitive use to the subject site is a dwelling within the 'Spring Farms' property at 81 Evandale Road, Western Junction. The minimum distance between the boundary of the subject site and the Spring Farm dwelling is approximately 360 m.

25.3 Use Standards

25.3.1 Emissions

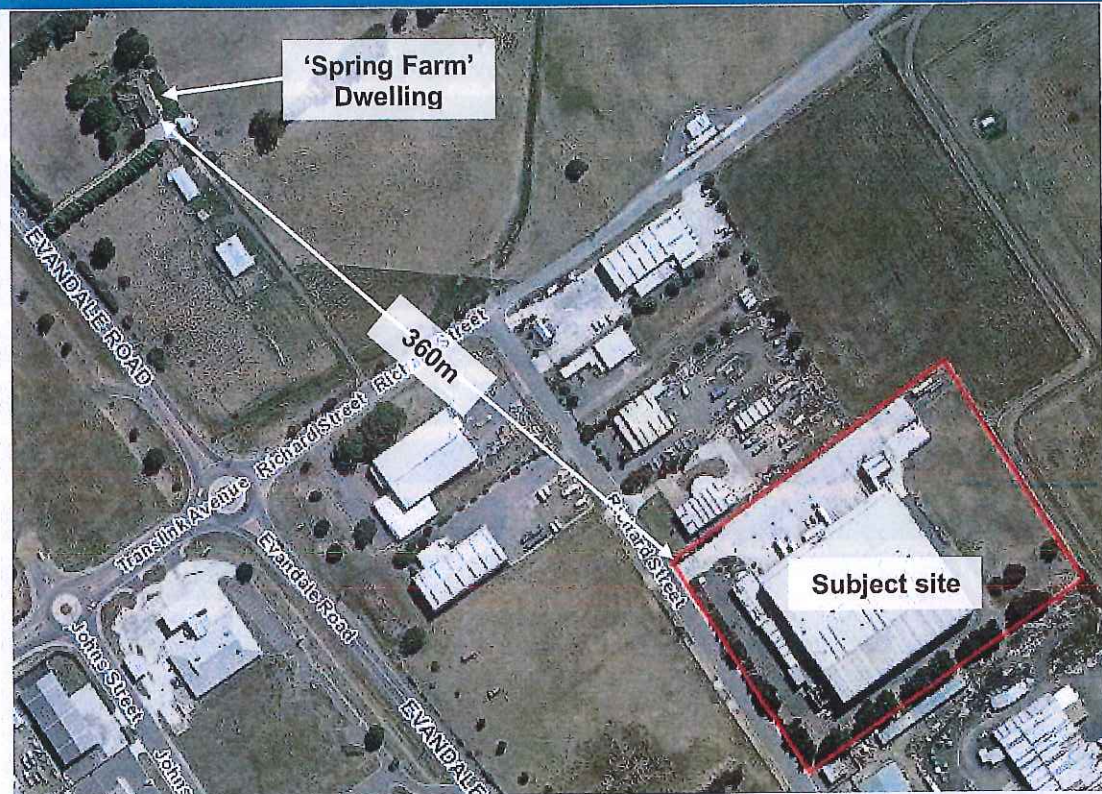


Figure 11 Distance of sensitive use from subject site

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

A2

All solid waste produced through processing or manufacturing operations on the site must be removed and disposed of:

- (a) by a licensed waste removal operator; or
- (b) in accordance with a management plan approved by the Environment Protection Authority.

Complies with A2 (a)

The proposed development will have solid waste removed by a licenced removal operator.

P2

No performance criteria.

25.4 Development Standards

25.4.1 Building Design and Siting

Objective:

To ensure that the site and layout, building design and form is visually compatible with surrounding development.

Consistent

The exterior form of existing buildings at the subject site will not be modified. Whilst the peak height of the warehouse exceeds 10 m and is higher than average building heights on adjoining lots, the building has significant frontage and side boundary setbacks, which minimise the impact of the building on the streetscape, and minimise the impact of shading on adjoining properties and adjacent roads and public open space.

25.4 Development Standards

25.4.1 Building Design and Siting

Acceptable Solutions

A1

Building height must not exceed:

- a) 10.0 m; or
- b) the average of the heights of buildings on immediately adjoining lots.

Not applicable

The proposed development will not alter the height of any building or structure.

A2

Buildings must be set back a minimum distance of 15 m from a frontage.

Complies with A2

The minimum frontage setback of any building at the subject site is 19.2 m.

A3

Buildings must be set back from side and rear boundaries a minimum distance of 3 m.

Complies with A3

The minimum side boundary setback for any building at the subject site is 18 m.

Performance Criteria

P1

Building height must:

- a) be complementary to the streetscape immediately surrounding the site; and
- b) avoid unreasonable levels of shading to the road, public places or adjoining properties.

P2

The proposal must be:

- a) in keeping with or enhances the streetscape character; and
- b) consistent with the local area objectives, if any.

P3

The setback to the side and rear boundary must:

- a) provide adequate access to the site; and
- b) not result in unreasonable loss of amenity to the occupiers of adjoining uses having regard to the:
 - a) bulk and form of the building; and
 - b) impact on the solar access of habitable room windows and private open space; and
 - c) size and proportions of the lot; and
 - d) extent to which the slope, retaining walls, fences or existing vegetation screening reduce or increase the impact of the proposed variation.

25.4.2 Subdivision

Not applicable to this proposal

4.1.2 Car Parking and Sustainable Transport Code

E6 Car Parking and Sustainable Transport Code

E6.1 Purpose of Code

E6.1.1 The purpose of this provision is to:

- (a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and
- (b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and
- (d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and
- (e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and
- (f) provide for the implementation of parking precinct plans.

Consistent

The subject site includes a total of 35 car parking spaces, one of which is a disability parking space, and a further 12 heavy vehicle loading areas. Access for all vehicles, bicycles and pedestrians is via a 12 m wide driveway. Safe pedestrian access within the site is supported with a pathway adjacent to the internal car park.

The proposed development will not introduce new parking spaces at the site.

E6.3 Required Application Information

E6.3.1 In addition to the normal requirements of development applications and where car parking or sustainable transport facilities are required to be provided, a plan drawn to scale and dimensioned must be provided as part of the application showing:

- (a) all car spaces to be provided on the site (or being relied on as part of the development); and
- (b) access strips and manoeuvring and circulation spaces; and
- (c) all access strips onto the site from roads; and
- (d) details of the existing and proposed surface treatments for all car parking access strips and manoeuvring and circulation spaces; and
- (e) all facilities proposed for cycling or public transport users.

E6.3.2 Council may also require a Traffic Impact Assessment from a suitably qualified person to accompany a development application where it is assessed as having the potential to adversely impact on the traffic circulation, safety or network efficiency in the surrounding area.

Consistent

Site plans have been included with this application, which show site access, the number and dimensions of parking spaces, and the dimensions and location of internal access and vehicle manoeuvring areas. Details of surface treatments is also included.

Whilst bicycle parking spaces are not specifically identified on the site plans, bicycle parking is provided for with four (4) existing rails located adjacent to the main building entrance and parking lot.

Table E6.1: Parking Space Requirements

Resource development (abattoir, fish/cheese/milk processing) requires two (2) vehicle parking spaces per 3 employees, and one (1) bicycle parking space per 5 employees.

Consistent

It is anticipated that the proposed development will employ 10 to 15 people, and the subject site has an existing 35 car parking spaces, including 1 disability parking space adjacent to the main office access, which is sufficient for up to 52 employees. Four (4) dedicated bicycle parking spaces are provided for adjacent to the main building entrance and parking lot.

Table E6.2: Access Widths for Vehicles

Having greater than 21 vehicle parking spaces the subject site is required to have a minimum access width of 5.5 m.

Consistent

The subject site has an existing access width of 12 m.

Table E6.3: Width of Access and Manoeuvring Space adjacent to Parking Spaces

The existing vehicle parking area includes parking spaces that are orientated at a 90 degree angle to the parking aisle. Table E6.3 of the Scheme includes the following parking space and access dimensions:

Access strip width	Car park width	Car park length
6.4 m	2.6 m	5.4 m
5.8 m	2.8 m	5.4 m
5.2 m	3.0 m	5.4 m
4.8 m	3.2 m	5.4 m

Consistent

The existing on-site parking lot provides a minimum aisle width of 6.1 m and standard vehicle parking space dimensions of 2.5 m wide and 5.4 m in length. The single disability parking space has a width of 3.2 m. The dimensions of the existing parking spaces are consistent with the requirements of the Australian Standards of off-street car parking (AS/NZS 2890.1:2004) for user class 1A.

Table E6.4: Loading bays

For every 2,600 m² or less of building floor area for a single occupation, the proposed development will require the following minimum loading bay dimensions:

Required Area 27.4 m ²
Required Length 7.6 m
Required Width 3.6 m
Required Height Clearance 4.0 m

Table E6.4: Loading bays

AND a further 18 m² of loading bay area for every additional 1,800 m² of building floor area (or part thereof).

Consistent

The site includes buildings with an aggregate footprint of 7,689 m², which requires a total loading bay area of 81.4 m².

The site includes 12 heavy vehicle loading bays, each with a minimum area of 31 m² and dimensions of 15.4 m (length) and 5.3 m (width). The majority of each loading bay is free of overhead obstructions. An awning projecting 2.8 m from the northern side of the building, over the loading bay area, has a minimum height of 5.2 m.

Table E6.5: Pedestrian Access

The proposed development, having more than 11 vehicle parking spaces, is required to have a 1 m wide footpath separated from the driveway and parking aisles (except at crossing points).

Consistent

A 1 m wide footpath is located between the parking aisle and the western side of the building complex, providing pedestrian access from the parking lot to the main entrance of the facility.

E6.6 Use Standards**E6.6.1 Car Parking Numbers****Objective:**

To ensure that an appropriate level of car parking is provided to service use.

Consistent

The existing number of parking spaces at the subject site exceeds that required for the anticipated number of staff on-site at any time, and is consistent with the requirements of Table E6.1 of the Scheme.

Acceptable Solutions**A1**

The number of car parking spaces must not be less than the requirements of:

- a) Table E6.1; or
- b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).

Performance Criteria**P1**

The number of car parking spaces provided must have regard to:

- a) the provisions of any relevant location specific car parking plan; and
- b) the availability of public car parking spaces within reasonable walking distance; and
- c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
- d) the availability and frequency of public transport within reasonable walking distance of the site; and

E6.6 Use Standards

E6.6.1 Car Parking Numbers

- e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
- f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
- g) an empirical assessment of the car parking demand; and
- h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
- i) the recommendations of a traffic impact assessment prepared for the proposal; and
- j) any heritage values of the site; and
- k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
 - i) the size of the dwelling and the number of bedrooms; and
 - ii) the pattern of parking in the locality; and
 - iii) any existing structure on the land.

Complies with A1 (a)

The subject site has an existing 35 car parking spaces, sufficient for up to 52 employees, whilst the proposed development will employ between 10 and 15 people. The existing number of parking spaces exceeds the requirements of Table E6.1. The site also includes four (4) dedicated bicycle parking spaces.

E6.6.2 Bicycle Parking Numbers

Objective:

To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Consistent

Bicycles can access the site via the existing site access, and space is available for parking or storage of bicycles. Further, the building facilities include locker rooms and shower facilities, which may act as end-of-journey facilities for cyclists.

Acceptable Solutions

A1.1

Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in

Performance Criteria

P1

Permanently accessible bicycle parking or storage spaces must be provided having regard to the:

E6.6.2 Bicycle Parking Numbers

accordance with the requirements of Table E6.1; or

A1.2

The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.

- a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and
- b) location of the site and the distance a cyclist would need to travel to reach the site; and
- c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.

Complies with A1.1

Table E6.1 requires that the subject site provides one (1) bicycle parking or storage space for every five (5) employees. Four (4) bicycle parking spaces, which are sufficient for up to 20 employees, are provided adjacent to the main building entrance, convenient to the site access and main building entrance.

E6.6.3 Taxi Drop-off and Pickup

Objective:

To ensure that taxis can adequately access developments.

Consistent

Taxis may access the site and utilise a parking space within the existing parking lot.

Acceptable Solutions

A1

One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).

Performance Criteria

P1

No performance criteria.

Complies with A1

The subject site includes a total of 35 car parking spaces, which is sufficient for up to 54 employees. A single taxi drop-off and pickup space may be incorporated into the existing car park.

E6.6.4 Motorbike Parking Provisions

Objective:

To ensure that motorbikes are adequately provided for in parking considerations.

Consistent

The subject site provides a sufficient number of car parking spaces that can be used for parking motorcycles.

Acceptable Solutions

A1

One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.

Performance Criteria

P1

No performance criteria.

E6.6.4 Motorbike Parking Provisions

Complies with A1

The site includes 35 car parking spaces, and under Clause E6.6.4, is required to provide one (1) motorcycle parking space. Motorcycles may utilise an existing car parking space, which will not impact the number of car parking spaces required by Clause E6.6.1.

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective:

To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Consistent

The existing parking spaces are clearly marked and constructed with a suitable surface with drainage to a kerb and channel system.

Acceptable Solutions

A1

All car parking, access strips manoeuvring and circulation spaces must be:

- a) formed to an adequate level and drained; and
- b) except for a single dwelling, provided with an impervious all weather seal; and
- c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.

Performance Criteria

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.

Complies with A1 (a)-(c)

The existing car parking spaces are delineated with white line markings on an asphalt surface.

Stormwater will drain to a kerb and channel drainage system along Richard Street.

E6.7.2 Design and Layout of Car Parking

Objective:

To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Consistent

The existing parking lot is located in front of the building line and has an aisle with a minimum width of 6.5 m, which provides for vehicle manoeuvring and the forward movement of vehicles entering and existing the site.

The surface of the parking lot has an asphalt surface with a gradient of less than 10%.

Acceptable Solutions

A1.1

Where providing for 4 or more spaces, parking areas (other than for parking

Performance Criteria

P1

The location of car parking and manoeuvring spaces must not be detrimental to the

E6.7.2 Design and Layout of Car Parking

located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and

A1.2

Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.

streetscape or the amenity of the surrounding areas, having regard to:

- a) the layout of the site and the location of existing buildings; and
- b) views into the site from the road and adjoining public spaces; and
- c) the ability to access the site and the rear of buildings; and
- d) the layout of car parking in the vicinity; and
- e) the level of landscaping proposed for the car parking.

Not applicable

Whilst the car park is located in front of the building line, as it is an existing development that will not be modified, it is considered that the Clause does not apply. Nonetheless, the car park is partially screened from the streetscape by vegetation on the frontage boundary, and is located such that there is a separation between vehicles/pedestrians/cyclists accessing the main building entrance, and heavy vehicles accessing the loading area.

A2.1

Car parking and manoeuvring space must:

- a) have a gradient of 10% or less; and
- b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and
- c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and

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.

Complies with A2.1 (a)-(c) & A2.2

The existing car park and manoeuvring area has a gradient of less than 10% and provides sufficient space for vehicles to enter and exit the site in a forward direction, including a minimum 6.5 m wide parking lot aisle, consistent with Table E6.2 and E6.3, and with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.

P2

Car parking and manoeuvring space must:

- 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
- 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.

E6.7.3 Car Parking Access, Safety and Security

Objective:

To ensure adequate access, safety and security for car parking and for deliveries.

Consistent

The parking lot is safe and secure to access and park vehicles.

Acceptable Solutions

Performance Criteria

E6.7.3 Car Parking Access, Safety and Security

A1

Car parking areas with greater than 20 parking spaces must be:

- a) secured and lit so that unauthorised persons cannot enter or;
- b) visible from buildings on or adjacent to the site during the times when parking occurs.

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:

- a) levels of activity within the vicinity; and
- b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.

Complies with A1 (b)

The existing parking lot is adjacent to and visible from within the building complex.

E6.7.4 Parking for Persons with a Disability

Objective:

To ensure adequate parking for persons with a disability.

Consistent

The subject site has an existing disability parking space that is located adjacent to the main entrance of the building complex, and has dimensions consistent with the requirements of the relevant Australian Standard.

Acceptable Solutions

A1

All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.

Performance Criteria

P1

The location and design of parking spaces considers the needs of disabled persons, having regard to:

- (a) the topography of the site;
- (b) the location and type of relevant facilities on the site or in the vicinity;
- (c) the suitability of access pathways from parking spaces, and
- (d) applicable Australian Standards.

Complies with A1

The existing disability parking space is the nearest parking space to the primary entrance to the building complex.

A2

Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

P2

No performance criteria.

Complies with A2

The disability parking space has a width of 3.2 m and adjoins a shared pathway that is 1.6 m wide, in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

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

Objective:

To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Consistent

The subject site includes 12 heavy vehicle loading bays designed in accordance with the relevant Australian Standards. As such, the site provides adequate access for people and goods delivery and collection, and does not significantly impact traffic flows in the surrounding road network.

Acceptable Solutions

A1

For retail, commercial, industrial, service industry or warehouse or storage uses:

- a) at least one loading bay must be provided in accordance with Table E6.4; and
- 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.

Performance Criteria

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.

Complies with A1 (a) & (b)

The site includes 12 heavy vehicle loading bays constructed in accordance with the requirements of Table E6.4 and with the Australian Standards for off-street commercial vehicle facilities.

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective:

To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Consistent

The subject site offers sufficient space for the parking of bicycles in locations that are conveniently located adjacent to the car parking area and building entrances.

Acceptable Solutions

A1.1

Bicycle parking spaces for customers and visitors must:

- a) be accessible from a road, footpath or cycle track; and

Performance Criteria

P1

Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.

E6.8.2 Bicycle Parking Access, Safety and Security

- b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and
- c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and
- d) 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

A1.2

Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.

Complies with A1.1 (a)-(d)

Four (4) dedicated bicycle parking spaces, in the form of steel rails for positioning and securing bicycles, are located adjacent to the main building entrance and parking lot. The bicycle parking spaces are visible from the road and are lit from above by lamps mounted to the wall of the exterior of the building entrance.

A2

Bicycle parking spaces must have:

- a) minimum dimensions of:
 - i) 1.7 m in length; and
 - ii) 1.2 m in height; and
 - iii) 0.7 m in width at the handlebars; and
- b) unobstructed access with a width of at least 2 m and a gradient of no more 5% from a public area where cycling is allowed.

P2

Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.

Complies with A2 (a)-(b)

The bicycle parking spaces are a minimum of 0.7 m apart, with a minimum height of 1.2 m, and length exceeding 1.7 m. Access to the bicycle parking spaces is unobstructed from the publicly accessible road (Richard Street), across land with a gradient less than 5%.

E6.8.5 Pedestrian Walkways

Objective:

To ensure pedestrian safety is considered in development

Consistent

The subject site provides pathway access between the existing car park and the main entrance to the building complex.

Acceptable Solutions

A1

Pedestrian access must be provided for in accordance with Table E6.5.

Performance Criteria

P1

Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.

E6.8.5 Pedestrian Walkways

Complies with A1

Pedestrian access is provided via a 1 m wide pathway located between the parking aisle and the western side of the building complex, in accordance with Table E6.5.

4.1.3 Airports Impact Management Code

E12 Airports Impact Management Code

E12.1 Purpose of the Code

E12.1.1 The purpose of this provision is to:

- (a) ensure that use or development within identified areas surrounding airports does not unduly restrict the ongoing security, development and use of airport infrastructure; and
- (b) provide for management of the land use implications of those areas relevant to use and development under the scheme.

Consistent

The proposed development will not construct a new building or structure at the subject site. The development will utilise existing outdoor lighting, and will not generate emissions that could impact the safe operation of aircraft or Launceston Airport.

E12.5 Use Standards

E12.5.1 Noise Impacts

Objective:

To ensure that noise impacts on use within the ANEF contours from aircraft and airports are appropriately managed.

Not applicable

The proposed development is not for a new building or sensitive use.

Acceptable Solutions

A1

No acceptable solution.

Performance Criteria

P1

All new buildings must comply with the Australian Standard 2021-2000 Acoustics - Aircraft Noise

Intrusion - Building Siting and Construction.

Not applicable

The proposed development is not for a new building.

A2

Sensitive use (whether ancillary to other use or development or not) must not occur within the 25 ANEF contour.

P2

No performance criteria.

Not applicable

The proposed development is not for a sensitive use.

E12.6 Development Standards

E12.6.1 Obstacles to Aircraft

Objective:

To ensure that development does not impact on the safety of prescribed airspace.

Consistent

The proposed development will not construct a new building or structure at the subject site. The development will utilise existing outdoor lighting, and will not generate emissions that could impact the safe operation of aircraft or Launceston Airport.

Acceptable Solutions

A1

Development must be approved pursuant to the Airports Act 1996 and the Airport (Protection of Airspace) Regulations 1996 and the Manual of Standards.

Performance Criteria

P1

No performance criteria.

Not applicable

The *Airports Act 1996* and the *Airport (Protection of Airspace) Regulations 1996* refer to the development of controlled activities, which are described in Part 4, Section 182 of the *Airports Act 1996*. The description relates to the construction or modification of a building or structure that intrudes into prescribed airspace; the operation of artificial light where the intensity of the light exceeds the level ascertained in accordance with the regulations, or is capable of blinding or confusing pilots; or the operation of a facility that emits steam, gas, smoke, dust or other particulate matter, which may impact the safe operation of aircraft.

The proposed development will not alter the external form of the existing buildings; will not alter the existing type or operation of external lighting; and will not emit steam, gas, smoke, dust or other particulate matter.

4.1.4 Signs Code

E15.1 Purpose of the Signs Code

E15.1.1 The purpose of this Code is to regulate the construction or putting up for display of a sign or hoarding.

Consistent

The proposed development will include a sign with approximate dimensions of 4 m x 3 m, which identifies the business name and is to be located on the building fascia orientated towards Richard Street, in a similar position to the sign erected by the previous building owners.

E15.5 Standards for Use or Development

E15.5.1 Third Party Signage

Not applicable

The proposed sign will be erected by the property owners to advertise the business name only.

E15.5.2 Heritage Precincts

Not applicable

The site is not subject to the Heritage Precincts Specific Area Plan.

E15.5.3 Design and siting of signage

Objective:

To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located.

Consistent

The proposed sign, with a surface area of approximately 12 m², will account for less than 25% of the front of the existing building at the subject site, and will not be illuminated. The sign will be consistent with the type and proportions of signage on buildings within the Zone.

Building Fascia Sign

Acceptable Solutions

Sub-clauses A1/P1 to A14/P14 do not apply.

A15

A building fascia sign must be located in the following zones:

- Community Purpose; or
- General Business (no permit required); or
- General Industrial; or
- Light Industrial; or
- Local Business (no permit required); or
- Village.

Complies with A15

The subject site is located on land within the General Industrial Zone.

Acceptable Solutions

A16

A building fascia sign, if contained wholly within the building fascia must:

- a) not project above or below the fascia of the building; and
- b) not exceed two-thirds the depth of the fascia band; and
- c) not exceed 950 mm; and
- d) not project more than 200 mm from the vertical face of the fascia;
- e) only be illuminated through the use of internal lighting, neon, or external spot-lighting sensitively designed to minimize glare and overspill of light; and
- f) not be flashing; and

Performance Criteria

P15

No performance criteria

Performance Criteria

P16

No performance criteria

E15.5.3 Design and siting of signage

- g) not extend over a window or significant architectural feature; and
- h) be in keeping with the design of the building.

Not applicable

The proposed sign will not be contained within the building fascia.

Acceptable Solutions

A17

A building fascia sign, if not contained within the building fascia must:

- a) be limited to two signs on the front of the building; and
- b) together with any other signage, not cover more than 25% of the front of the building.

Performance Criteria

P17

No performance criteria

Complies with A17 (a) & (b)

The proposed single sign will cover a total area of approximately 12 m², and will account for less than 25% of the front of the building surface area.

A18

A building fascia sign, if not contained within the building fascia, must:

- a) have a maximum area of 15 m²; and
- b) not be illuminated.

P18

A building fascia sign, if not contained within the building fascia:

- a) if larger than 15 m²; and/or
- b) being illuminated (not flashing or rotating) must demonstrate that:
 - a) it is sympathetic to the architectural character and detailing of the building; and
 - b) it is of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and
 - c) it will not result in loss of amenity to neighbouring properties; and
 - d) it will not contribute to or exacerbate visual clutter; and
 - e) it will not distract motorists as a result of size illumination or movement; and
 - f) illumination is sensitively designed to minimize glare and overspill of light, through the use of neon, internal lighting or by sympathetically designed external spot-lighting.

Complies with A18 (a) & (b)

The proposed single sign will cover a total area of approximately 12 m², and will not be illuminated.

4.1.1 Translink specific area plan

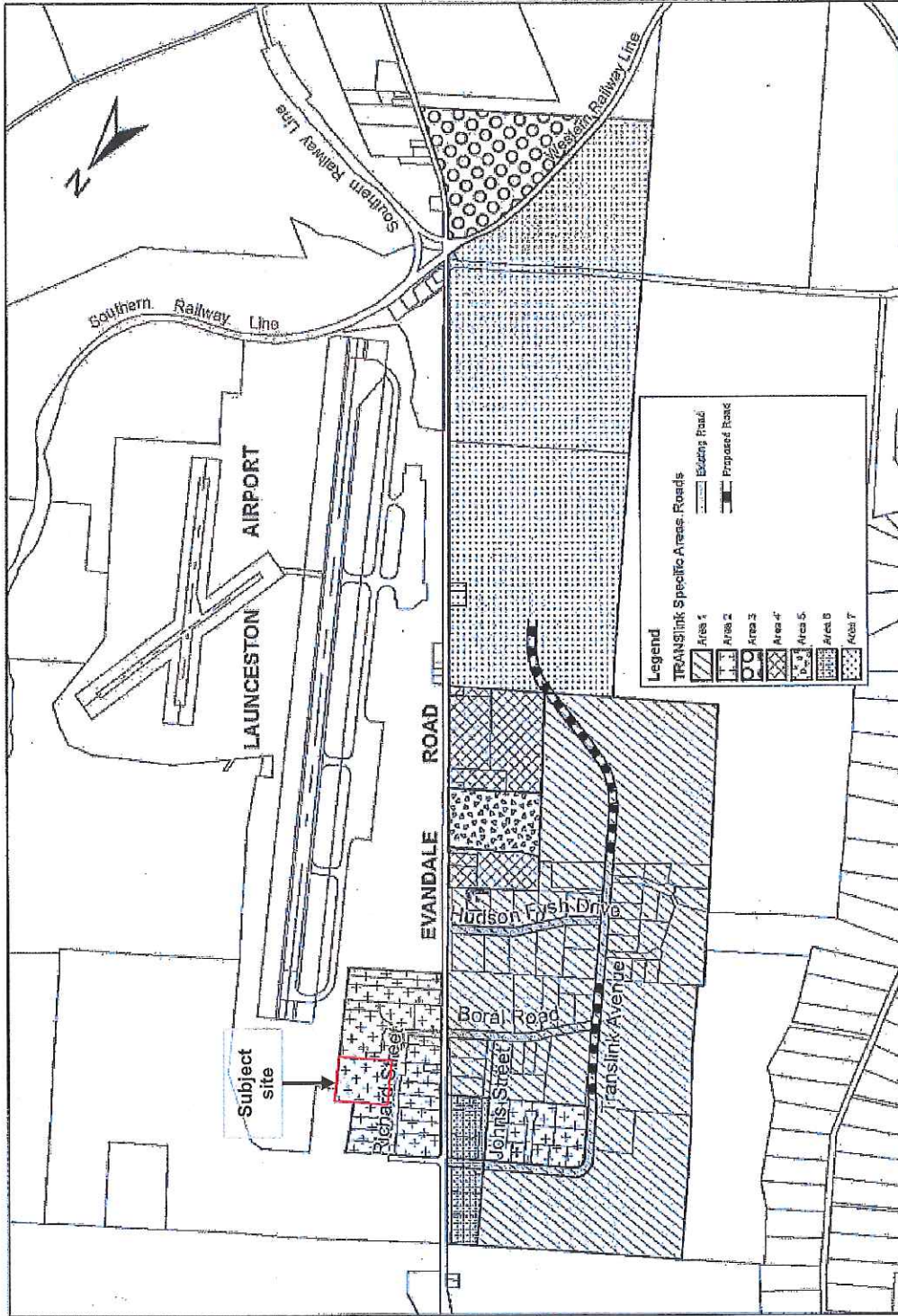


Figure 12 Translink specific area plan – precinct areas

Base image sourced from Northern Midlands Interim Planning Scheme 2013, Figure F1.1 – Location of Areas 1-7

F1 Translink Specific Area Plan

F1.1 Purpose of Specific Area Plan

F1.1.1 The purpose of this specific area plan is to:

- a) Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.
- b) Cater primarily for storage, transport and industrial uses.
- c) Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.
- d) Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.
- e) Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.
- f) Provide opportunities for the development of accommodation adjacent to and serving the Airport.
- g) Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.

Consistent

The proposed use of the subject site for Resource Processing will continue to serve the strategic needs of the region and the State, catering to storage and transport uses whilst providing food products to domestic and international markets. The location of the site within an industrial estate ensures the proposed use can be serviced by freight networks for the export of goods.

F1.3 Use Tables

Comment

The proposed development is for a Resource Processing use, which is prohibited under the provisions of Use Table F1.3.2 Area 2.

This application is made as a combined permit and scheme amendment under Section 43A of the *Land Use Planning and Approvals Act 1993* (LUPAA). The amendment seeks to allow the discretionary use of Resource Processing at the subject site, within Area 2 of the Translink Specific Area Plan.

The following assessment demonstrates that the proposed development is consistent with the objectives of the SAP and Area 2, and complies with relevant Clauses.

F1.4 Standards for Use or Development

Use and development must be undertaken in accordance with the following standards.

F1.4.1 Subdivision

Not applicable

The proposed development will not include the subdivision of land.

F1.4.2 Height of Buildings

Objective:

- (a) To ensure that the design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.
- (b) To protect the safety of Launceston Airport.

Consistent

The proposed development will not alter the height of existing buildings at the subject site. Landscaping and boundary setbacks will be retained, which complements the park-like setting of the surrounding area.

Acceptable Solutions

Sub-clauses A1/P1, A3/P3, A4/P4, A5/P5, A6/P6 do not apply to Area 2.

A2

Within Area 2, the maximum height of buildings and other works must not exceed 12 metres.

Performance Criteria

P2

The maximum building height shall be appropriate to the site and have regard to:

- a) the safety of Launceston Airport; and
- b) the rural vistas viewed by users of Evandale Main Road.

Not applicable

The proposed development is not for a new building or structure, and will not alter the exterior of the existing buildings at the subject site.

F1.4.3 Materials and Presentation

Objective:

- (a) To achieve a high quality of development by encouraging the use of a variety of architectural treatments, responding to the rural and landscaped setting and recognising the importance of the area as one of the tourist gateways to Launceston.
- (b) Require a high standard of development recognising the prominent location of the zone adjacent to the Airport and that Evandale Main Road is a tourist route.

Consistent

The existing built form of the site will not be altered with the proposed development. A variety of building heights, setbacks, and cladding materials are used throughout the site, which respond to the setting between rural and industrial landscapes, and the prominence of the location within proximity to Launceston Airport.

Acceptable Solutions

Sub-clauses A3/P3, A4/P4, A5/P5 do not apply to Area 2.

A1

Within Areas 1, 2, & 3, a variety of building forms must be used rather than single monolithic structures.

Performance Criteria

P1

The use of a variety of materials or other techniques to help reduce the interpreted scale of the building.

Complies with A1

The existing buildings on the site, which will not be altered, have either brick, concrete, or metal cladding, and different heights, providing distinct building forms.

A2

P2

No performance criteria.

F1.4.3 Materials and Presentation

Within Areas 1, 2, 3, external walls and roofs must be in face brickwork, form concrete panels, painted or rendered concrete blocks or cement composite sheets or metal clad with a patented pre-treated finish such as Colorbond®.

Complies with A2

The external finish of the existing buildings, which will not be altered, includes a combination of brick, concrete and pre-treated metal cladding.

F1.4.4 Site coverage

Objective:

To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.

Consistent

The proposed development will retain the existing proportions of site coverage and landscaping, which contributes to a park-like setting for the industrial estate.

Acceptable Solutions

Sub-clauses A1/P1 to A3/P3 do not apply.

A4

Site coverage for a lot with an area 5000 m² or greater must be:

- a) buildings and covered storage – maximum 65%
- b) landscaped area – minimum 10%

Performance Criteria

P4

No performance criteria

Complies with A4 (a) & (b)

The proposed development will not alter the existing area covered by roofed buildings, which will remain at 8,027 m² or 33% of the site area. Landscaped areas, including all pervious, vegetative surfaces will remain at 8,624 m² or 36% of the site area.

F1.4.5 Stormwater

Objective:

To ensure that full utility services are available to new development.

Not applicable

The proposed development will not alter the amount of impervious surfaces at the subject site, and will not alter the established flow rate of stormwater outside the boundaries of the title.

F1.4.6 Building Setbacks

Objective:

To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.

Consistent

F1.4.6 Building Setbacks

The proposed development will retain the existing boundary setbacks, which complies with the Acceptable Solution of subclause A2, and provides space for landscaping in the property frontage, which contributes to the park-like setting of the estate.

Acceptable Solutions

Sub-clauses A1/P1, and A3/P3 to A6/P6 do not apply.

A2

Within Area 2, front, side and rear boundary setbacks for buildings or other works must be a minimum of:

- a) 30 m to the Evandale Main Road frontage.
- b) 20 to the Translink Avenue frontage.
- c) 10 m to an access road frontage.
- d) 5 m to the side boundary.
- e) 10 m to the rear boundary.

Performance Criteria

P2

The Translink Avenue setback may be varied where buildings on adjacent lots are at setbacks less than 20 m.

Complies with A1 (c), (d), & (e)

The existing building setbacks, which will not be altered as part of the proposed development, are a minimum of 19.2 m, 18 m, and 55.3 m from the frontage, side and rear boundaries respectively.

F1.4.7 Open Space and Landscaping

Objective:

That open space and landscaping form an integral part of developments to:

- i) facilitate the enhanced appearance of buildings and works,
- ii) provide screening,
- iii) separate activities,
- iv) assist in the control of water run-off and erosion,
- v) contribute to a reduction in noise levels,
- vi) define roads and provide opportunities for passive recreation.

Consistent

The proposed development will retain the existing 6 m setback for landscaping, which provides for the screening buildings on site, separates activities on the site and public road, and assists with in-ground absorption of water runoff.

Acceptable Solutions

Sub-clauses A1/P1, and A3/P3 to A8/P8 do not apply.

A2

Within Area 2, the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:

- a) 10 m from Evandale Main Road
- b) 7 m from the Distributor Road
- c) 3 m from an access road

Performance Criteria

P2

The setback from the Distributor Road may be varied where the setback on adjoining lots is at a setback less than 7 m.

Complies with A2 (c)

F1.4.7 Open Space and Landscaping

The subject site includes a minimum 6 m landscape setback from Richard Street, which is an access road.

F1.4.8 Outdoor Storage Areas

Objective:

To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.

Consistent

The proposed development will utilise an existing outdoor storage area that has a minimum setback from Richard Street of 134 m, and is located to the rear of the Pallet Exchange building, which obstructs its view from Richard Street.

Acceptable Solutions

A1

Storage areas must be at the rear of buildings and/or where they are not visible from any public road. Where site constraints or other circumstances exist, Council may require additional landscaping and/or mounding to screen outside storage areas.

Performance Criteria

P1

Where outside storage areas require screening from adjacent roads, suggested methods of screening include a wall, landscaped earth mound or dense screen planting.

Complies with A1

An existing outdoor storage area located to the rear of the Pallet Exchange building at the subject site, which will continue to be utilised for storage purposes under the proposed development. The area of 277 m² has a minimum setback from Richard Street of 134 m, and is obstructed from view from Richard Street.

F1.4.9 Fencing

Objective:

To ensure that the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.

Consistent

The existing security fencing at the subject site is of a dark colour, and is partially obstructed from view by vegetation.

Acceptable Solutions

A1

Security fencing must be located behind the front boundary landscaped area; or

A2

Security fencing, including posts and gates, must be of dark colours.

Performance Criteria

P1

No performance criteria

Complies with A2

The existing security fencing on the frontage boundary of the site, including posts and gates, is of a dark colour. Whilst the fence is built on the property boundary, portions of the fence are obstructed from the streetscape with vegetation in the road verge.

F1.4.10 Parking and Internal Circulation

Objective:

To provide adequate on-site parking, loading/unloading areas and traffic circulation space for the expected demand generated by development.

Consistent

The proposed development will include sealed-surface areas for the parking, manoeuvring, loading and unloading, and the circulation of vehicles. These areas will be drained through a combination of drainage pits, curb and channel guttering, and potential for in-ground absorption through permeable-surfaced areas adjacent to sealed-surfaced areas.

Acceptable Solutions

A1

Access and parking must be in accordance with the Car parking and Sustainable Transport Code.

Performance Criteria

P1

Within Area 5, the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way.

Complies with A1

Access and parking for the proposed development is in accordance with the Car Parking and Sustainable Transport Code. Refer to the response to the Code in Section 4.1.2 of this report.

A2

Vehicles must be able to enter and exit the site in a forward direction.

P2

No performance criteria

Complies with A2

The subject site includes sufficient space for the manoeuvring of vehicles to exit the site in a forward direction.

A3

Access drives must have a minimum width of 3.6 metre for one-way traffic and 7 metres for two-way traffic.

P3

No performance criteria

Complies with A3

Two-way site access to/from Richard Street has a width of 12 m.

A4

Access drives, parking, manoeuvring, loading and unloading areas must be sealed and drained.

P4

Access drives, parking, manoeuvring, loading and unloading areas may be of compacted gravel providing that stormwater is discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any stormwater detention or retention basins, waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:

- a) the intensity of runoff that already occurs on the site before any development has

F1.4.10 Parking and Internal Circulation

occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and

- b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and
- c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and
- d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.

Complies with A4

All areas for parking, manoeuvring, loading and unloading, and site access are sealed with concrete or asphalt, and include integrated drainage pits and curb and channel at the perimeter of such areas.

A5

Outside storage areas must be sealed and drained; or

P5

No performance criteria

A6

Outside storage areas must be of compacted gravel and drained so that stormwater is discharged from the site in a manner that will not cause siltation or pollution of any stormwater detention or retention basins.

Complies with A5

The surface of external storage areas at the subject site are sealed with concrete, include integrated drainage pits, and are adjacent to areas with permeable surfaces.

F1.4.10 Parking and Internal Circulation

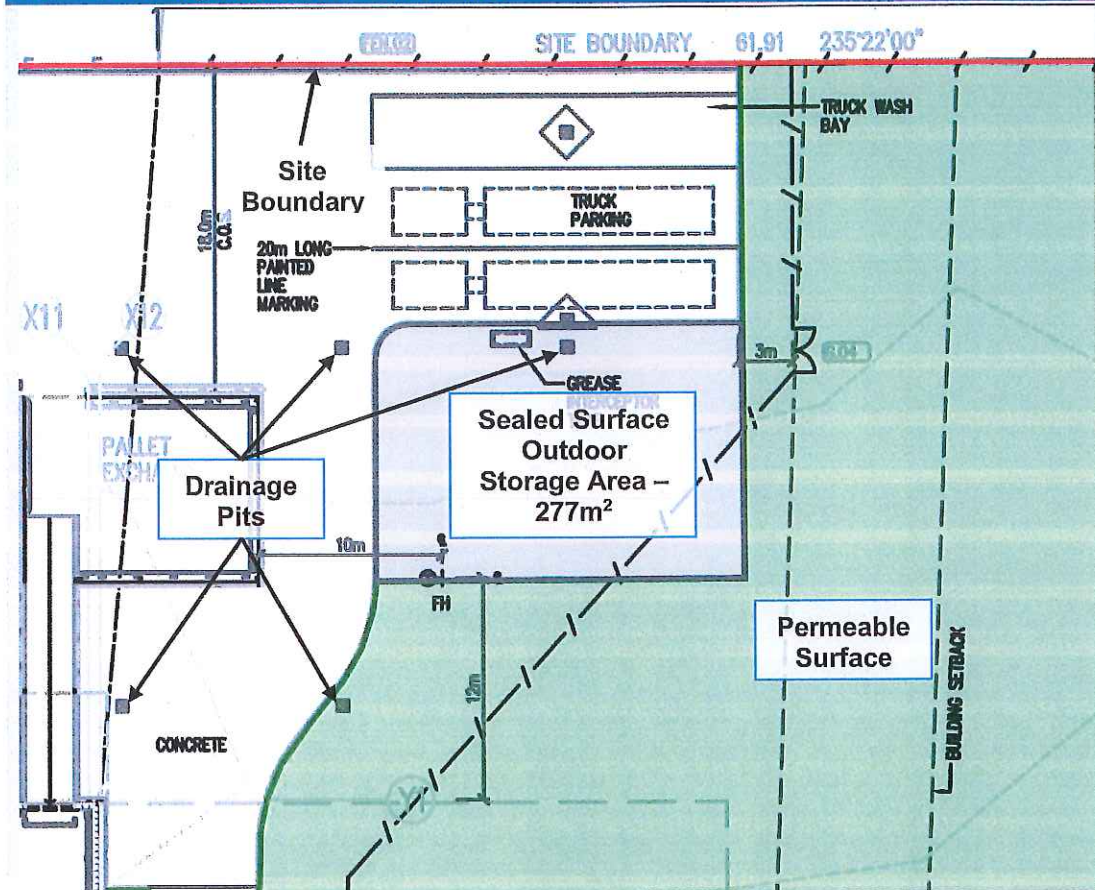


Figure 13 Outdoor storage area, drainage, and permeable surfaces

F1.4.11 External Lighting

Objective:

To ensure that external lighting does not impact on the operational safety of the Launceston Airport.

Consistent

The proposed development will not alter the existing exterior lighting arrangement, which does not cause a nuisance for Launceston Airport.

Acceptable Solutions

A1
External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.

Performance Criteria

P1
No performance criteria

Complies with A1

The proposed development will not alter the existing exterior lighting arrangement at the subject site, which includes hooded lights directed towards the ground around the building. The existing lighting arrangement does not cause nuisance, threat or hazard to the operation of Launceston Airport.

F1.4.12 Environmental Quality

Objective:

- (a) To ensure that development does not result in environmental harm to the local area
- (b) To ensure that development does not impact on the operational safety of the Launceston Airport.

Consistent

The proposed development will not generate emissions or cause a hazard that would impact the operations of Launceston Airport, or the amenity of residential uses in the Devon Hills Residential Zone.

Acceptable Solutions

A1

Emissions must not cause a hazard to the safe operation of Launceston Airport.

Performance Criteria

P1

No performance criteria

Complies with A1

The proposed development will generate only water as wastage through the freezing of water vapour.

A2

Emissions must not cause a hazard to the residents in the Devon Hills Low Density Residential Zone.

P2

No performance criteria

Complies with A2

The subject site is approximately 1.17 km east of the eastern boundary of the Devon Hills Low Density Residential Zone, and will not impact the area.

F1.4.13 Heritage

Not applicable

Subclause A1 refers to developments within 100 m of the historic Clairville property. The subject site is approximately 670 m from the Clairville Site (see Figure 14).

F1.4.13 Heritage

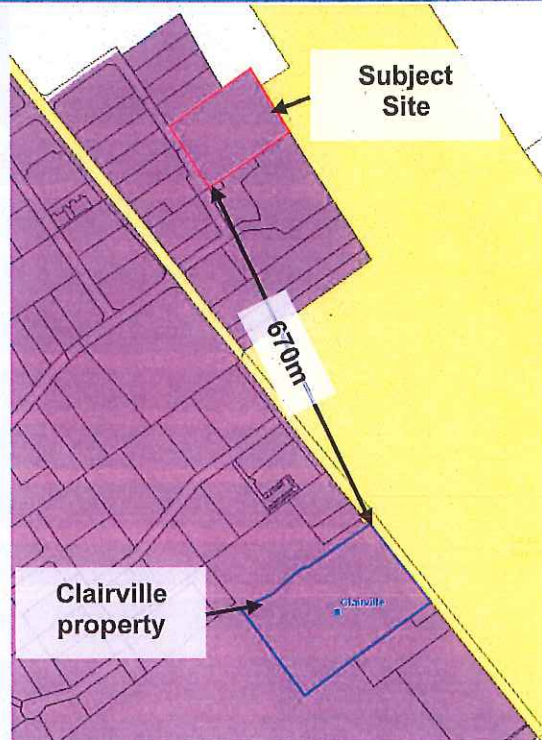


Figure 14 Separation of subject site and Clairville site

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

F1.4.14 Buffer Areas

Not applicable

Subclauses A1, A2, and A3 refer to "Development of those lots closest to the Devon Hills residential area". The subject site is located approximately 1.17 km from the boundary of the Low Density Residential Zone of Devon Hills, and is separated by approximately 920 m of General Industrial zoned land, Evandale Road, and 250 m of Rural Resource zoned land (see Figure 15).

It is considered that the subject site is not among those lots which would be considered closest to the Devon Hills residential area, and that the proposed use will not impact the amenity of residential areas with respect to landscaping, screening to outdoor storage areas, or noise pollution.

F1.4.14 Buffer Areas

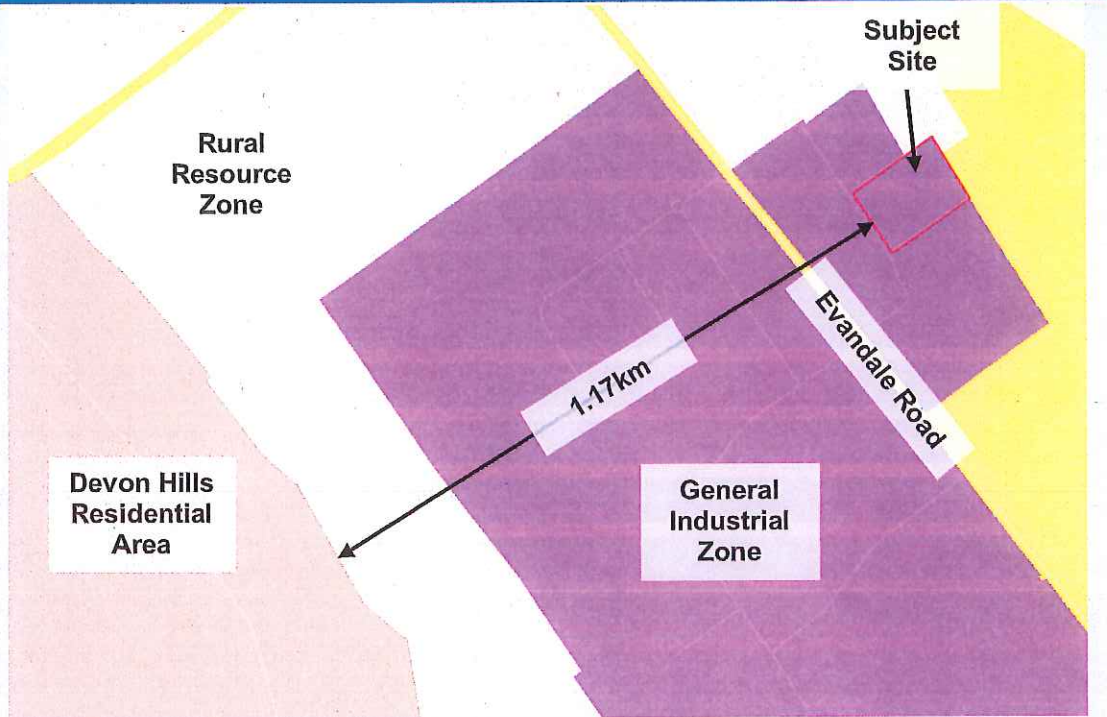


Figure 15 Separation of subject site from the Devon Hills residential area

Base image sourced from LISTmap (maps.thelist.tas.gov.au)

F1.4.15 Residential use and development

Not applicable to this application

F1.4.16 Liquid and Solid Fuel Depot

Not applicable to this application

F1.5.17 General retail and hire

Not applicable to this application

5. Proposed Interim Planning Scheme Amendment

5.1 Proposed insertion of Resource Processing Use within Area 2 of the Translink Specific Area Plan

It is proposed that the Use Table for Area 2 of the Translink Specific Area Plan be amended to include Resource Processing as a Discretionary use at the subject site, as comprised in Certificate of Title Volume 129904 Folio 5.

5.2 Rationale for the Amendment

The subject site is presently established as a distribution centre for frozen food products. The proposed use of the site is for the freeze drying of fruit, vegetables, dairy and meat, which is defined within the Resource Processing use class, and is a Discretionary use in Area 2 of the Translink Specific Area Plan.

The proposed use has been assessed against the Purpose statement of the Specific Area Plan, and is shown to be consistent with the objectives of all relevant standards. The proposed use will provide an industrial use in close proximity to established road and air freight networks, and will be convenient to population centres of the Launceston and Northern Midlands Region.

As the proposed use will utilise an existing building, with the only alteration to the exterior of the site being the replacement of the business sign on the front wall of the warehouse, the proposal is found to either comply with the Acceptable Solutions, or that the relevant clauses are not applicable to the proposed use or subject site.

Unlike some forms of Resource Processing, the freeze drying process for fruit, vegetables, dairy and meat does not generate emissions or waste that would potentially impact the site and surrounds. The only waste from the site will be water from extracted vapour, and detergents used to clean the various machines used in the freeze drying process.

It is noted that Resource Processing is a Discretionary use in Areas 1, 3, and 7 (if not directly associated with produce from the subject site), and is a Permitted use in Area 7 (if directly associated with produce from the subject site). The Resource Processing use is Prohibited in Areas 2, 4, 5, and 6 of the Plan. The proposed amendment would allow for Resource Processing to align with the potential use of land in Areas 1, 3, and 7.

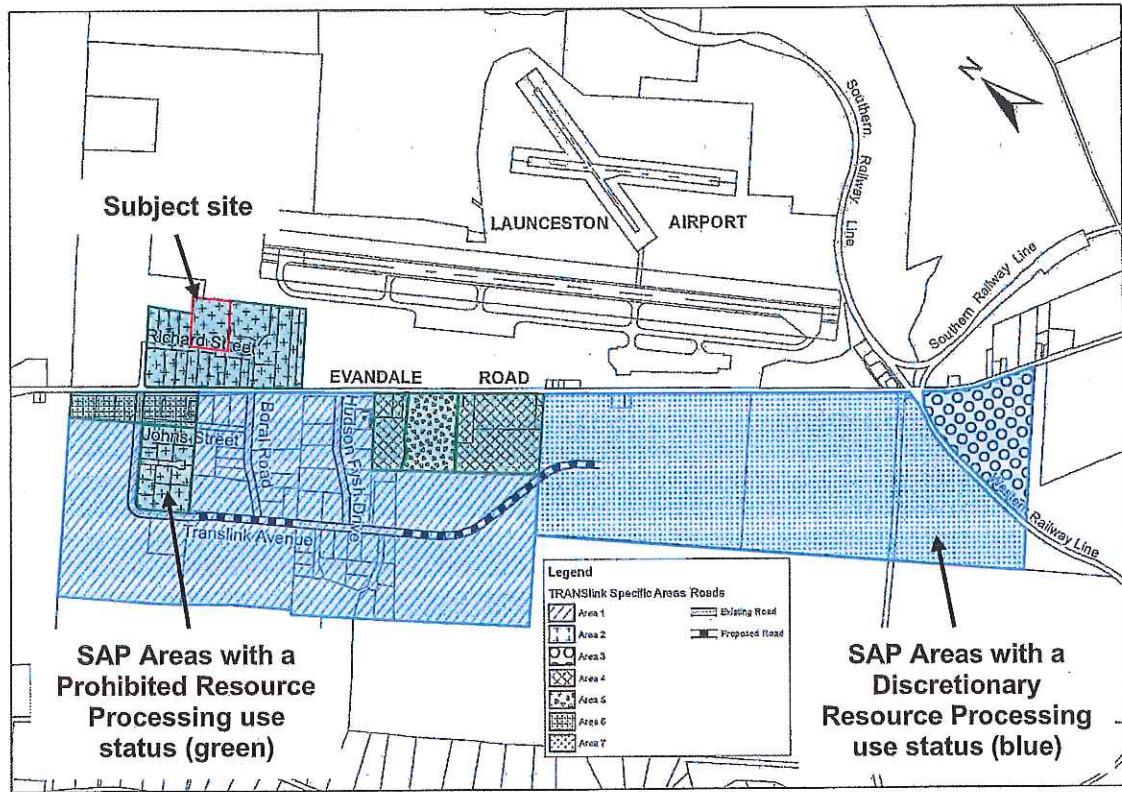


Figure 16 Status of Resource Processing use class in SAP Precinct Areas

Base image sourced from *Northern Midlands Interim Planning Scheme 2013*, Figure F1.1 – Location of Areas 1-7

6. Assessment – Land Use Planning and Approvals Act

This application is made pursuant to Section 43A of the Act, which allows for the concurrent application for an amendment to the Planning Scheme under Section 33(3) of the Act, and for an application for development.

The following is an assessment of the proposed amendment and development against the relevant provisions of the LUPAA.

6.1 LUPAA Section 33

33 Request for amendment of planning scheme

- (1) A person may request a planning authority to amend a planning scheme administered by it.
- (2) A request is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.
- (2A) If a request under subsection (1) is in respect of one parcel or several parcels of land covered by the planning scheme and is requested by a person who is not the owner of the land to which the proposed amendment applies, the request must be –
 - (a) signed by the owner or owners of the land; or
 - (b) accompanied by the written permission of the owner or owners to the making of the request.
- (2B) Before making a decision as to whether or not to initiate an amendment of the planning scheme, the planning authority must consider –
 - (a) whether the requested amendment is consistent with the requirements of section 32; and

Comment

(1 & 2) This report, which provides assessment of the proposed amendment and development against the relevant planning controls, forms part of an application to the Northern Midlands Council for an amendment the *Northern Midlands Interim Planning Scheme 2013*.

(2A) This report is accompanied by the written permission of the owner of the subject site to the making of this request (see Appendix B).

(2B)(a) Assessment of the application against the provisions of Section 32 of the Act is provided in Section 6.2 of this report.

Subclauses including (2B)(ab) through to (7) are outside the scope of this report and deal with Council's responsibilities in providing a decision on the application.

6.2 LUPAA Section 32

In accordance with Section 33(2B)(a) this application has been assessed against the provisions of Section 32 of the Act, and is demonstrated to be consistent with the relevant clauses.

32 Requirements for preparation of amendments

- (1) A draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A) –
 - (e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and
 - (ea) must not conflict with the requirements of section 30O; and
 - (f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.
- (2) The provisions of section 20(2), (3), (4), (5), (6), (7), (8) and (9) apply to the amendment of a planning scheme in the same manner as they apply to planning schemes.

Comment

- (1)(e) The assessment of the proposed development against the relevant provisions of the Scheme, presented in Section 4 of this report, demonstrate that the development is consistent with the Purpose of the General Industrial Zone, and the Translink Specific Area Plan, and complies with all relevant provisions of the Zone, Codes, and SAP without reliance on Performance Criteria. Those provisions include potential conflicts between uses on adjacent sites.
- (1)(ea) Refer to Section 6.3 of this report for a response to Section 30O of the Act.
- (1)(f) The impact of the proposed development is considered with respect to environmental, economic and social aspects of the region. The development will utilise an existing industrial building within a suitably zoned area, in proximity to established road and air freight networks, and convenient to population centres of Launceston and the Northern Midlands. This will maintain the potential for employment and economic activity at the site.

With respect to potential environmental impacts, the development will generate waste only in the form of water collected from vapour extracted from fruit, vegetables, dairy and meat products, and detergents used in the cleaning of machinery and the site generally. Waste materials will be removed from the site via the existing sewerage system, whilst hard waste will be removed by suitably qualified waste removalists. The development will not generate emissions of gas, smoke, or the like, which might otherwise interfere with the operations of aircraft or Launceston Airport.
- (2) Refer to Section 6.4 of this report for a response to Section 20 of the Act.

6.3 LUPAA Section 300

300 Amendments under Divisions 2 and 2A of interim planning schemes

- (1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker within the meaning of section 20(2A), practicable, consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the scheme applies.
- (2) An amendment, of a planning scheme, that would amend a local provision of the scheme or insert a new provision into the scheme may only be made under Division 2 or 2A if –
 - (a) the amendment is not such that the local provision as amended or inserted would be directly or indirectly inconsistent with the common provisions, except in accordance with section 30EA, or an overriding local provision; and
 - (b) the amendment does not revoke or amend an overriding local provision; and
 - (c) the amendment is not to the effect that a conflicting local provision would, after the amendment, be contained in the scheme.
- (3) Subject to section 30EA, an amendment may be made to a local provision if –
 - (a) the amendment is to the effect that a common provision is not to apply to an area of land; and
 - (b) a planning directive allows the planning scheme to specify that some or all of the common provisions are not to apply to such an area of land.
- (4) An amendment may not be made under Division 2 or 2A to a common provision of a planning scheme unless the common provision, as so amended, would not be inconsistent with a planning directive that requires or permits the provision to be contained in the planning scheme.
- (5) Subject to section 30EA, an amendment of a planning scheme may be made under Division 2 or 2A if the amendment consists of –
 - (a) taking an optional common provision out of the scheme; or
 - (b) taking the provision out of the scheme and replacing it with another optional common provision.

Comment

- (1) This report demonstrates that the proposed amendment and development are practicable, and consistent with the Northern Tasmanian Regional Land Use Strategy (see Section 7 of this report). For example, while the draft amendment relates to a single site and is focused at the local level, it still promotes the following strategies of the NTRLUS:

The development will introduce a unique form of food processing in a location that is serviced by established road and air freight networks associated with the Translink industrial estate and Launceston Airport. The development will provide direct employment opportunities, and the proponent/operator prioritise sourcing Tasmanian produce.

The site is not subject to any significant environmental hazards, and the development will not generate waste or emissions that interfere with the local environment or operation of adjacent uses, including the airport.

As such, the development accords with NTRLUS Strategic Directions G1.1, G1.3, and G3.2. (2)(a) The assessment provided in Section 4 of this report demonstrates that the

300 Amendments under Divisions 2 and 2A of interim planning schemes

proposed amendment and development will improve consistency with the common provisions of the Scheme, as while the Resource Processing use class is a prohibited use within Area 2 of the Translink Specific Area Plan it is permitted in the General Industrial Zone.

- (2)(b) The proposed amendment will amend an overriding local provision (the use status of the Resource Processing use class at the subject site).
- (2)(c) The proposed amendment will only apply to the subject site, and will not conflict with a local provision of the Scheme.
- (3)(a) Not applicable This is not an amendment which is the subject of a planning purposes notice.
- (3)(b) not applicable, This is not an amendment which is the subject of a planning purposes notice.

Subsections (4) & (5) do not apply to this application as the proposed amendment is to a local provision, not a common provision.

6.4 LUPAA Section 20

20 What can a planning scheme provide for?

- (1) A relevant decision-maker, in preparing, accepting, declaring or making a relevant scheme, or giving approval in relation to the making or approving of a relevant scheme, must, in the opinion of the relevant decision-maker–
 - (a) seek to further the objectives set out in Schedule 1 within the area covered by the scheme; and
 - (b) prepare the scheme in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993 ; and
 - (c)
 - (d) have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared; and
 - (e) have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

Comment

(1)(a-e) This report provides assessment of the proposed amendment and development against the relevant provisions of the *Northern Midlands Interim Planning Scheme 2013*. In so doing the assessment demonstrates consistency with the objectives of Schedule 1 of the LUPAA, relevant State Policies, and the Northern Midlands Council Strategic Plan 2017-2027.

Subsections (2) to (12) do not apply to this application.

6.5 LUPAA Schedule 1

PART 1 - Objectives of the Resource Management and Planning System of Tasmania

1. The objectives of the resource management and planning system of Tasmania are –
 - (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and
 - (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and
 - (c) to encourage public involvement in resource management and planning; and
 - (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and
 - (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Comment

The proposed amendment and development will provide for economic development within the region, without impacting natural, physical or ecological resources or systems. The application contributes to the sharing of responsibility for resource management between industry, and local and State governments.

PART 2 - Objectives of the Planning Process Established by this Act

2. In clause 1 (a), sustainable development means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –
 - (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
 - (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
 - (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

Comment

The proposed development will not generate emissions that could harm the environment, including smoke or gasses. Waste generated by the development will include water derived from vapour extracted from freeze drying fruit, vegetables, dairy and meat, and detergents used in the cleaning of the facilities and machinery. Wastewater will be directed to existing reticulated sewerage systems, whilst hard waste will be removed from site, and disposed of by a suitably qualified waste removalist.

7. Northern Tasmania Regional Land Use Strategy

The Northern Tasmania Regional Land Use Strategy (the Strategy) guides the overall direction of land use planning and development throughout the northern region of Tasmania. As such, the degree to which the Strategy directly bears on the proposed Scheme amendment for, and development of the subject site is limited.

7.1 Regional Strategic Planning Framework

Part C of the Strategy presents the Region's Vision, which is underpinned by four key goals; Economic Development, Liveability, Sustainability, and Strong Governance. Each goal is intended to guide planning for the region through a set of Strategic Directions. The proposed amendment and development is assessed against the relevant Strategic Directions.

7.1.1 Goal 1: Economic Development

Strategic Direction G1.1

Capitalise on the region's sources of competitiveness by identifying future opportunities for sustainable competitive advantage.

This will be achieved by the following strategies –

- a) Facilitate innovation and capitalise on the co-location of industry in strengthened 'clusters' of economic and employment activity.
- b) Add value, diversify the economy and generate jobs.
- c) Develop the preconditions for business competitiveness through merits-based planning and development assessment processes that:
 - Flexibly consider the location of economic development having regard for the changing economic environment; and
 - Focus on community-specific outcomes and environmental impacts, rather than a standards-based approach.
- d) Facilitate the needs of small business, including working from home and other flexible/non-traditional locations.
- e) Support high value adding and downstream activities to natural resources including small scale manufacturing and processing enterprises.

Comment

- a) The proposed development will introduce a unique form of food processing within an industrial estate with convenient access to established road and air freight networks.
- b) The site is also conveniently accessed from regional population centres, to which it will provide employment opportunities.
- c) Not applicable to this application.
- d) Not applicable to this application.
- e) The applicant prioritises using produce from Tasmania, and the proposed development will provide for the processing of fruit, vegetables, dairy and meat.

Strategic Direction G1.2

Adopt an integrated and coordinated approach to government infrastructure, transport and land use planning.

Comment

Not applicable to this application.

Strategic Direction G1.3

Develop a thorough understanding of key industry needs, including future demand and location requirements.

Subclauses a) to c) do not apply to this application.

- d) Support industrial development, including freight distribution and logistics by:
- Identifying the growth and infrastructure needs of the key transport hubs of Bell Bay and the Launceston Airport precinct; and
 - Identifying key intra-regional freight links to outside the region (south and north-west).

Subclauses e) & f) do not apply to this application.

Comment

The subject site is located adjacent to Launceston Airport within an established industrial area. The site has convenient access to established road and air freight networks, which are a significant associated sector to the proposed Resource Processing use.

7.1.2 Goal 2: Liveability

Not applicable to this application. Goal 2 relates to urban and rural settlements.

7.1.3 Goal 3: Sustainability**Strategic Direction G3.1**

Promote and protect the Region's unique environmental assets and values.

Comment

Not applicable to this application. The subject site is within a highly modified industrial landscape and does not impact unique environmental assets or values in the region.

Strategic Direction G3.2

Establish planning policies to support sustainable development, address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.

This will be achieved by the following strategies –

- a) Support good building design, reuse and recycling by:
- Increasing the energy efficiency of new development in line with national building design codes, standards and international best practice;

Strategic Direction G3.2

Establish planning policies to support sustainable development, address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.

- Providing strategic support and incentives for the reuse of old buildings and other redevelopment in preference to 'Greenfield' development; and
 - Identifying known or foreseeable impacts of climate change, such as rising sea levels, flood risk and land instability, and adopting a precautionary approach to the location of new development.
- b) Continue improving environmental management (air and water) by:
- Identifying and controlling the emission of pollutants to sensitive receiving waters and to air to reduce carbon dioxide (CO₂) and other greenhouse gas emissions;
 - Promoting sustainable water use and conservation measures including innovative water collection practices, and recycling measures; and
 - Implementing and securing sustainable urban drainage systems such as water sensitive urban design practices.
- c) Integrate sustainable transport design by:
- Reducing reliance on private vehicle transportation and promoting opportunities and infrastructure for sustainable transport;
 - Promoting improved access to walking, cycling, and public and freight transport networks; and
 - Planning for residential and freight transportation needs when locating new development.
- d) Support renewable/alternative energy by:
- Promoting and protecting future renewable energy opportunities including wind, tidal, geothermal and hydro generation; and
 - Strengthening strategic support for the development of renewable energy infrastructure.

Comment

- a) The proposed development will utilise an existing building of suitable size and capacity for the intended use. Risk from natural hazards at the site is low.
- b) The proposed development will generate waste in the form of water, which will be disposed of into the established reticulated sewerage system, and hard waste to be collected and removed from site.
- c) The design and layout of the site provides for pedestrian and cyclist access. The site is located near to established freight networks, which will be utilised by the proposed development.
- d) Not applicable to this application.

7.1.4 Goal 4: Governance

Not applicable to this application.

7.2 Regional Land Use Categories

The Strategy provides a spatial framework to assist in achieving the Vision for the region. To this end the Strategy provides three Land Use Categories; Urban Growth Areas, Rural Areas, and Natural Environment Areas. The subject site does not fall within one of these categories, and as such, Part D of the Strategy does not apply to the application.

7.3 Regional Planning Policies

The Strategy provides a series of Policies, and Specific Policies and Actions to guide development. The relevant Specific Policies and Actions are as assessed below.

7.3.1 E.3 Regional Activity Centre Network Policy

The subject site, being part of the Translink Specific Area Plan, is included within the Launceston Airport/Translink Specialist Centre.

Specialist Centres >	Launceston Airport / Translink, UTAS City Campus
Role	<p>To provide for activity of a specialist nature as defined through specific local area or precinct structure plans.</p> <p>Specialist nature maybe of a major infrastructure, educational, health or research or other institutional style facility of regional significance that provides a strong employment and economic development role.</p>
Employment	Dependent upon specialist characteristics.

Figure 17 Table E.2 Northern Tasmania Regional Activity Centre Hierarchy

Sourced from the *Northern Tasmania Regional Land Use Strategy*, Table E.2, page 37.

Comment

The proposed development will provide a unique form of food processing that aligns with the intended industrial use of the land, and is in accordance with all Acceptable Solutions of the Translink Specific Area Plan. Employment associated with the development will provide opportunities for specialist skills associated with the freeze drying process.

7.3.2 E.4 Regional Infrastructure Network Policy

Policy ▾	Actions ▾
<p>RIN-P3 Direct new development towards settlement areas that have been identified as having spare infrastructure capacity.</p>	<p>RIN-A3 Direct growth to areas where existing infrastructure capacity is underutilised and give preference to urban expansion that is near existing transport corridors and higher order Activity Centres.</p>
<p>RIN-P5 Recognise the region's port, airport and other intermodal facilities (existing and planned), including operations, and protect from development that will preclude or have an adverse impact on existing and future operations.</p>	<p>RIN-A4 Recognise the operation and future expansion potential of key intermodal facilities, particularly the three major seaports and the Launceston Airport and protect from surrounding incompatible uses by applying appropriate zoning and buffers in planning schemes.</p> <p>RIN-A6 Provide for use and development nearby Launceston Airport that supports and complements the airport's role and does not adversely impact on its current or future operation.</p> <p>Note: The area immediately surrounding some airports is subject to Commonwealth legislation, which overrides State legislation.</p>
<p>RIN-P6 Facilitate and encourage active modes of transport through land use planning.</p>	<p>RIN-A17 Planning schemes are to require that use and development proposals which attract high numbers of people include provision for bicycle parking facilities in parking requirements, where appropriate.</p>

Figure 18 Regional Infrastructure Network Policy - Specific Policies and Actions

Sourced from the *Northern Tasmania Regional Land Use Strategy*, pages 38-40.

Comment

The subject site is adjacent to freight company bases of operations, distribution centres, and air freight facilities. As such, the proposed development is well positioned to utilise these networks.

The scale of the proposed development and its potential for impact on transport networks is not significant. Nor will the proposed development impact transport networks through emissions or other incompatible use.

The subject site will provide bicycle parking and end-of-trip facilities, such as locker rooms and showers, which support the use of bicycles as alternative modes of transport. The provision of bicycle parking is consistent with the relevant provisions of the *Northern Midlands Interims Planning Scheme 2013*.

7.3.3 E.5 Regional Economic Development

Policy ▾
Industrial Land
<p>ED-P2 Provide for land use planning and infrastructure networks to support the development of:</p> <ul style="list-style-type: none"> ■ High value agriculture and food products; ■ Digital economy (including the NBN); ■ Vibrant, creative and innovative activity centres as places of employment and lifestyle; and ■ Diverse tourism opportunities. <p>ED-P3 Provide a 10 year supply of industrially zoned and serviced land in strategic locations.</p>
Action ▾
<p>ED-A3 Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.</p> <p>ED-A4 Analyse industrial land demand to 2040 and provide a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy).</p>

Figure 19 Regional Economic Development Policy - Specific Policies and Actions

Sourced from the *Northern Tasmania Regional Land Use Strategy*, page 44.

Comment

The proposed development will support the development of high value agriculture and food products. The applicant prioritises the use of Tasmanian produce and value-adds through the freeze drying process. The development will also utilise land that is suitably located for the proposed use, within an industrial estate convenient to established freight networks.

8. Northern Midlands Strategic Plan 2017-2027

The Northern Midlands Strategic Plan 2017-2027 (the Strategic Plan) aims to guide the various functions of the Northern Midlands Council to progress the region as an enviable place to live, work and play. Relevant policies of the Strategic Plan are assessed below.

8.1 Economic Health and Wealth – Strategic Project Delivery

Attract wealth-producing business and industry and seek business able to diversify local capability.

Comment

The proposed development will operate a unique form of Resource Processing that will contribute to diversity in local capability.

8.2 Economic Development – Supporting Growth and Change

Support new business to grow capacity and service; and support new positive growth business and employment.

Minimised industrial environmental impact on amenity; and attract business and industry to cluster zoned precincts.

Comment

The subject site is within an industrial estate, and whilst the proposed development will not generate emissions that impact the amenity of the surrounding area, the site is a minimum of 360 m from a sensitive use.

The new business will provide employment opportunities, and will contribute to the growth in the business capacity of the region.

9. Resource Management and Planning System

The Objectives of the Resource Management and Planning System (RMPS) are:

- Promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;
- Provide for the fair, orderly and sustainable use and development of air, land and water;
- Encourage public involvement in resource management and planning;
- Facilitate economic development in accordance with the objectives set out above; and
- Promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Comment

The proposed development will not impact upon the natural and physical resources or maintenance of ecological systems as it is located within an established industrial estate and will not generate emissions or waste other than water, including detergents, that are directed to a reticulated sewerage system; and hard waste that will be removed from site and disposed of by suitably qualified waste removalists.

As such, the proposed development will not impact the sustainable use and development of air, land and water resources, and should be supported as economic development that is in accordance with the sustainability objectives of the RMPS.

10. Conclusion

The proposed Scheme amendment and development at 13 Richard Street, Western Junction, has been assessed against all relevant planning controls, including the *Northern Midlands Interim Planning Scheme 2013*, the *Land Use Planning and Approvals Act 1993*, the Northern Tasmania Regional Land Use Strategy, the Northern Midlands Strategic Plan 2017-2027, and the Objectives of the Resource Management and Planning System.

The proposed development is considered to be a suitable use within the established industrial estate, which will contribute to the economic diversity of the region whilst utilising existing infrastructure and freight networks. The development will not impact upon, or conflict with, the amenity of surrounding land uses, or natural resources.

It is considered that the information presented in this report, and information provided in the appendices to this report, justify the proposed Scheme amendment and development.

Appendices

Appendix A – Certificate of Title

SEARCH OF TORRENS TITLE

VOLUME 129904	FOLIO 5
EDITION 5	DATE OF ISSUE 17-Jun-2020

SEARCH DATE : 29-Jan-2021

SEARCH TIME : 10.18 AM

DESCRIPTION OF LAND

Parish of BREADALBANE, Land District of CORNWALL
 Lot 5 on Sealed Plan 129904
 Derivation : Part of 324 Acres Gtd. to T. Gee.
 Prior CTs 126881/1 and 126880/13

SCHEDULE 1

M816569 TRANSFER to RICHARD STREET DEVELOPMENTS PTY LTD
 Registered 17-Jun-2020 at noon

SCHEDULE 2

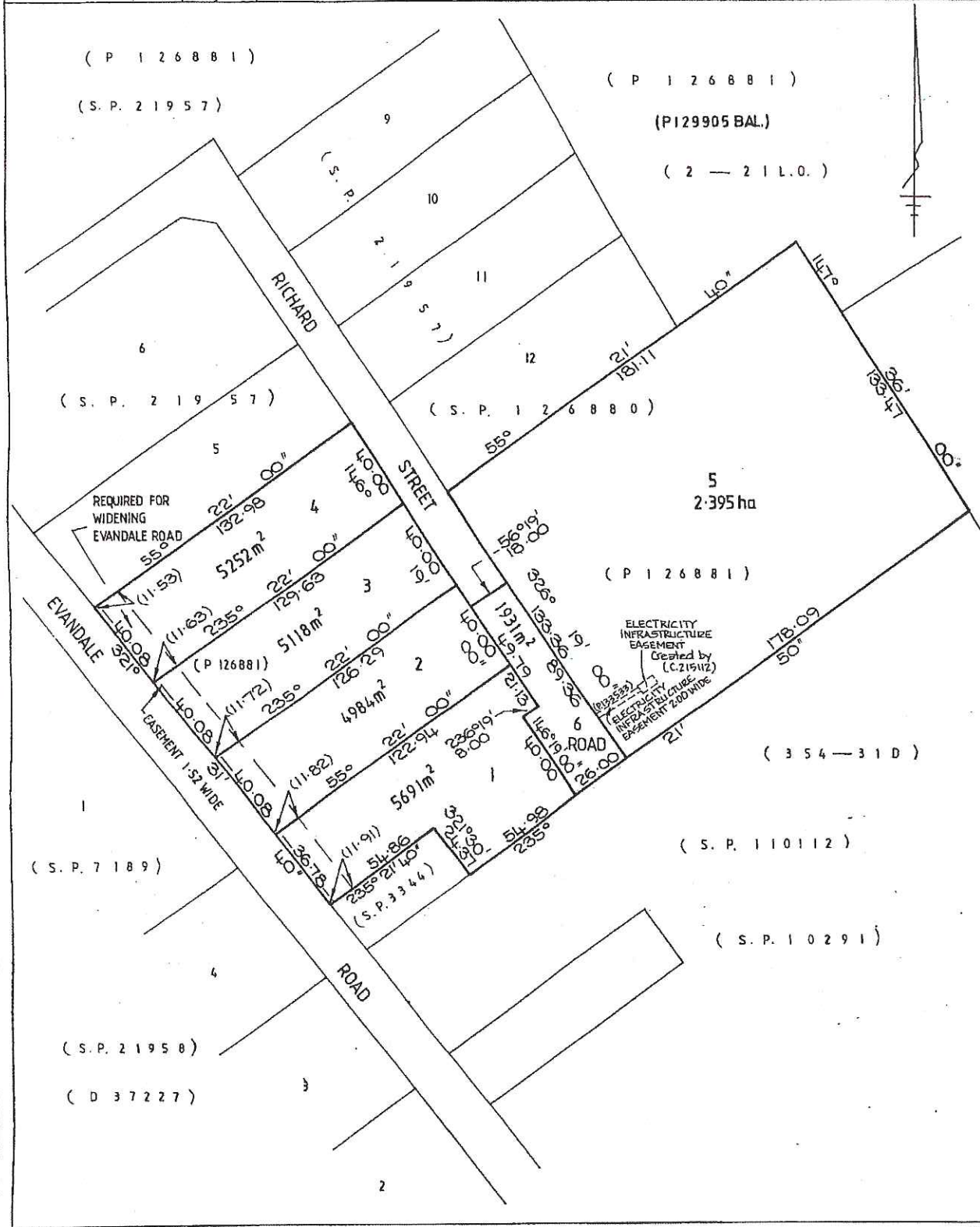
Reservations and conditions in the Crown Grant if any
 SP 129904 FENCING COVENANT in Schedule of Easements
 C215112 BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with the
 benefit of a restriction as to user of land fully
 defined therein in favour of Aurora Energy Pty Ltd
 over the lands marked Electricity Infrastructure
 Easement (respectively) on SP 129904 Registered
 30-May-2000 at noon
 E223623 MORTGAGE to Australia and New Zealand Banking Group
 Limited Registered 17-Jun-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER DAVID NICHOLAS HUGHES	PLAN OF SURVEY	REGISTERED NUMBER
FOLIO REFERENCE C.T. VOL 126880 FOL 13 C.T. VOL 126881 FOL 1		SP 129904
GRANTEE PART OF 324 ACRES, GRANTED TO THOMAS GEE.	BY SURVEYOR R.V. TAIT OF COHEN & ASSOCIATES PTY. LTD., LALINCESTON	APPROVED EFFECTIVE FROM 15 JUN 1998
	LOCATION LAND DISTRICT OF CORNWALL PARISH OF BREADALBANE	<i>M. Phillips</i> Recorder of Titles
	SCALE 1:1500 LENGTHS IN METRES	

MAPSHEET MUNICIPAL CODE No. 123 (5040/55)	LAST UPI No. FJM90, FJM92	LAST PLAN No. S.P. 126880 & P126881	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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A-148

SCHEDULE OF EASEMENTS	REGISTERED NUMBER
<p>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</p>	SP129904
PAGE 1 OF 1 PAGE	

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to :-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lots 1-4 are SUBJECT TO the rights in favour of the Commonwealth of Australia ^{such portion of} set out in S.P. 24957 over the "Easement 1.52 wide" on the plan, shown passing through such lot to lay use & maintain underground cables through under & along the said strip of land with the right for its workmen servants & others to enter into & upon the said strip of land for the purpose of erecting laying amending or repairing any such overhead power transmission lines or underground cables.


- COVENANTS**
1. The owners of Lots 1-4 covenant with the Northern Midlands Council to the intent that the burden of this covenant may run with and bind the coventor's lot and every part thereof that access to and from Lots 1-4 shall only be to and from Richard Street. * and the benefit shall be in favour of the said Council
 2. The owners of each Lot shown on the Plan covenant with the Vendor (David Nicholas Hughes) that the Vendor shall not be required to fence.

SIGNED by the said DAVID NICHOLAS HUGHES as registered proprietor of land comprised in Folios of the Register Volume 126880 Folio 13 and Volume 126881 Folio 1 in the presence of:-



[Witness]
 [Occupation]
 [Address]

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: PHYLLIS MARY JONES FOLIO: VOLUME 251783 FOLIO 1 SOLICITOR & REFERENCE: CLARKE & GEE (WJ:BRD)	PLAN SEALED BY: NORTHERN MIDLANDS COUNCIL DATE: 1 st JUNE 1998 27/003/175 REF NO.  Council Delegate
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification</p>	

Appendix B – Landowner Consent

Form No. 1

Owners' consent

Accompanying draft planning scheme amendment requests under section 33(1), including combined permit applications under section 43A of the *Land Use Planning and Approvals Act 1993*.

Requests for draft amendments or combined permit applications require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s): RICHARD STREET DEVELOPMENTS PTY LTD

Address: 41 YORK ST
LANNISTON TAS 7250

Email address: anthony@alpartners.com.au

Contact number: 0455 827 555

2. Site address:

Address:
13 Richard Street, Western Junction, TAS, 7212

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Certificate of Title 129904/5, PID 1861021

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner : RICHARD STREET DEVELOPMENTS Pty LTD

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):
Certificate of Title 129904/5, PID 1861021

Position (if applicable): DIRECTOR

Signature:  Date: 29/1/21

Registered owner (please print): ANTHONY LOOZE

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):
Certificate of Title 129904/5, PID 1861021

Position (if applicable):

Signature: Date:

Registered owner (please print):

Property identifier (folio of the register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

NOTES:**a. Who can sign as owner?**

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

b. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

- i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,
- ii. the consent of each owner of each lot on the strata plan.

c. Companies

If the land is owned by a company then consent must be signed in accordance with the *Corporations Act 2001 (Cwth)* as follows:

- i. one company director and company secretary; or
- ii. two company directors; or
- iii. if a sole director/sole shareholder who is also the sole secretary, the sole director; or,
- iv. a company with a common seal may execute a document if the seal is fixed to the document and witnessed by two directors; or one director and a company secretary, or for a proprietary company that has a sole director who is also the sole company secretary, that director.

The ABN or ACN, the names and positions of those signing the consent, and a current ASIC company extract (www.asic.gov.au) must be provided.

d. Associations

If the land is owned by an incorporated association then the document must be signed in accordance with the rules of the association by, for example being:

- i. sealed and witnessed in accordance with the association's rules; or,
- ii. signed by a person authorised in accordance with the association's rules.

The ABN, the names and positions of those signing the consent, and copy of the association's rules must be provided.

e. Council or the Crown

If the land is owned by a council or the Crown then consent must be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: 30 March 2020

¹ References to provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The commencement day was 17 December 2015.

GHD



23 Paterson Street
 T: 61 3 6332 5500 F: 61 3 6332 5555 E: lmailto@ghd.com

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 12/https://projectsportal.ghd.com/sites/pp16_04/schemeamendmentda13r/ProjectDocs/12523575-
 REP-0_Planning Report - Combined Scheme Amendment and Development Application.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	Ryan Robinson	Kylie Williams		Kylie Williams		29/01/2021

www.ghd.com



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0029 & PSA 01/2021	Council notice date	3/02/2021
TasWater details			
TasWater Reference No.	TWDA 2021/00156-NMC	Date of response	11/02/2021
TasWater Contact	David Boyle	Phone No.	0436 629 652
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	13 RICHARD ST , WESTERN JUNCTION	Property ID (PID)	1861021
Description of development	Combined Application for Planning Scheme Amendment & food freeze drying enterprise		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
GHD	Report	0	Feb 2021
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater makes the following submission(s):</p> <ol style="list-style-type: none"> 1. TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of, nor attend any subsequent hearings. <p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection and sewerage system and connection for this development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>TRADE WASTE</p> <ol style="list-style-type: none"> 1. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater. 2. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge. 3. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent. 			

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of \$351.28 TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice**General**

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Trade Waste

Prior to any Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices i.e. Grease Arrestor(s), Vehicle Wash Bay Oil/Water Separators. Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and a drainage design.

Location of accessible pre-treatment sampling points.

At the time of submitting the application for a Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed.

Application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial>

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by


Jason Taylor

Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au