

PLAN 5

DRAFT AMENDMENT 02/2021 TO THE NORTHERN MIDLANDS INTERIM PLANNING
SCHEME 2013

74 & 86 Evandale Road & 2 Translink Ave, Western Junction

ATTACHMENTS:

- Application
- Responses from referral agencies

1-460
PLANNING APPLICATION
Proposal

Description of proposal:

Site Specific Planning Scheme Amendment to Insert the Storage use class as a qualified

Discretionary use within 'Area 6' of the Translink Specific Area Plan.

.....
.....
.....
(attach additional sheets if necessary)

Site address: 74 & 86 Evandale Road, Western Junction
..... 2 Translink Ave, Western Junction.

.....
CT no: 150770/1, 150770/2, 150770/3

Estimated cost of project \$..NA.....
*(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

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

..... Refer supporting planning report.

.....
.....
.....
(attach additional sheets if necessary)

Is any signage required? NA

(if yes, provide details)



WOOLCOTT SURVEYS

PLANNING APPLICATION

Site Specific Planning Scheme Amendment to
Insert the Storage Use Class as a qualified
Discretionary Use within Area 6 of the Translink
Specific Area Plan

Owner:

Translink Business Hub (Lots 1 & 2)
Paul Gripske Investments Pty Ltd (Lot 3)

Property address:

74 & 86 Evandale Road, Western Junction
2 Translink Ave, Western Junction

Planning Authority

Northern Midlands Council

James Stewart

james@woolcottsurveys.com.au

0467 676 721

Table of Contents

1. Introduction.....	2
2. Rationale for the Amendment.....	3
3. Proposal.....	4
4. Subject Land	5
4.1 Location	5
4.2 Adjoining land & Surrounding Area.....	6
4.3 Site Characteristics	8
5. Planning Controls	11
5.1 Zoning and overlays.....	11
6. Planning Scheme Amendment.....	13
6.1 <i>Land Use Planning and Approvals Act 1993 - Section 33</i>	14
6.2 <i>Land Use Planning and Approvals Act 1993 - Section 32</i>	15
6.3 <i>Land Use Planning and Approvals Act 1993 - Section 30O</i>	17
7. Regional Land Use Strategy for Northern Tasmania.....	18
8. Northern Tasmania Industrial Land Use Strategy.....	25
9. Land Use Conflict.....	26
10. Northern Midlands Strategic Plan 2017-2027.....	28
11. Impact on the Region.....	29
12. Objectives of the Land Use Planning and Approvals Act 1993.....	30
12.1 Schedule 1, Part 1 Objectives.....	30
12.2 Schedule 1, Part 2 Objectives.....	31
13. State Policies	32
14. Gas Pipelines Act 2000	33
15. Summary	33
Annexure 1 – Land Owner Consent & ASIC Company Extract.....	35
Annexure 2 - Certificate of Title Plan and Folio Text.....	36
Annexure 3 – Conceptual Storage Development Plans.....	37
Annexure 4 – Engineering Advice regarding Stormwater.....	38
Annexure 5 – Updated Use Table for Area 6 of the Translink SAP.....	39

1. Introduction

Woolcott Surveys has been engaged to undertake a site-specific amendment of the above mentioned three lots at Western Junction.

The draft amendment seeks to allow the use class of 'Storage' as a discretionary use, within Area 6 of the Translink Specific Area Plan, on specific lots. The application is being lodged under s33 of the former provisions of the *Land Use Planning and Approvals Act 1993 (the Act)*. These provisions remain in force until such time as a Local Provision Schedule is declared for a local government area. Northern Midlands Council are yet to transition over to the Tasmanian Planning Scheme. It is understood that the Translink Specific Area Plan provisions will remain in place under the Tasmanian Planning Scheme.

The merits of this application for a draft amendment have been examined under the relevant sections of *the Act* and the application is deemed to be consistent with the following:

- Regional Land Use Strategy for Northern Tasmania
- State Policies
- Schedule 1 and Schedule 2 objectives of *the Act*.
- Northern Midlands Strategic Plan 2017-2027
- Northern Tasmania Industrial Land Use Strategy.

Consideration of any potential for land use conflict with adjoining land has been given, along with the social, economic and environmental impacts that the draft amendment may have.

The proposal has been discussed with Council planning officers who were supportive of the application and subsequent development potential.

This submission demonstrates that the draft amendment has merit when assessed in the context of the above strategies and legislative criteria and is appropriate for Council and Tasmanian Planning Commission approval.

Snapshot	
Address:	74 Evandale Road, Western Junction 86 Evandale Road, Western Junction 2 Translink Ave, Western Junction
Title:	CT 150770/1 (74 Evandale Rd) CT 150770/2 (846 Evandale Rd) CT 150770/3 (2 Translink ave)
Land Area:	2.04ha Total area
Owner:	Translink Business Hub Pty Ltd (74 & 86 Evandale Rd) Paul Gripske Investments Pty Ltd (2 Translink Ave)
Council:	Northern Midlands Council
Planning Ordinance:	Northern Midlands Interim Planning Scheme 2013
Current Zoning:	General Industrial
Specific Area Plan:	Translink Specific Area Plan – Area 6
Planning Overlays:	Bushfire Prone Areas Overlay (partial) ANEF Contours Overlay (partial)
Proposed Use:	<p>Storage <i>Use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and wood yard.</i></p> <p>The inclusion of 'Storage' in Area 6 of the SAP will allow the development of warehouses that the generally required in associated with freight and transport.</p>

2. Rationale for the Amendment

The draft amendment will allow for the use class of 'Storage' to be considered as a qualified discretionary use in Area 6 of the Translink Specific Area Plan (SAP).

Area 6 of the existing Translink Specific Area Plan currently prohibits the 'Storage' use class from being applied for. While a storage use can be applied for in other parts of the Translink Industrial Hub (being area's 1, 2 and 3), in Area 6 it is currently prohibited.

The subject site has not been developed since it was created as part of the Industrial subdivision in 2007. The benefit in allowing the 'Storage' use class in Area 6 will reinforce the purpose of the SAP and provide for development potential in close proximity to established land and air infrastructure. By co-locating the use with other industrial development, the development will minimise the potential for land use conflict on adjoining sites.

A future 'Storage' development on the site will provide economic and social opportunities in the form of jobs during construction and operation phases. The sites close proximity to established population centres will further reinforce them areas as regional cities, satellite centres and district centres.

A shortage of appropriate warehouse developments has been identified within the Launceston region, which this draft amendment seeks to address by allowing future storage and warehouse development within an industrial area.

The draft amendment will allow for an attractive landscaped industrial development to be constructed on a key freight route. Stormwater infrastructure along Evandale Road can be improved as a result of future development, allowing for appropriate management of the overland flow paths which transect the site from upstream development.

In summary, the amendment will provide a benefit to the area and to the region by providing greater flexibility for future development of the land in an appropriate location.

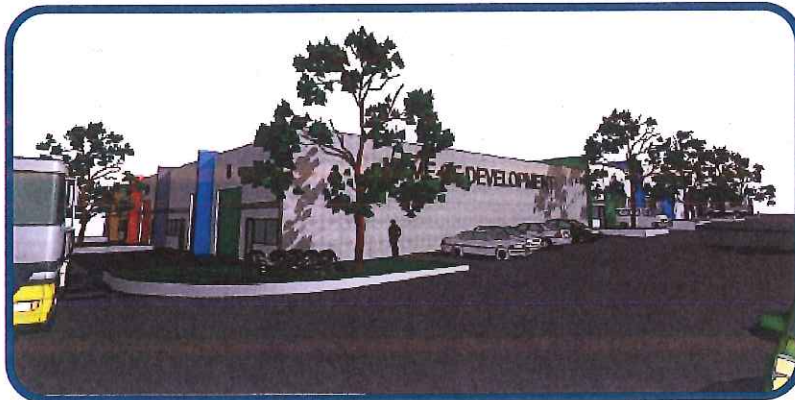


Figure 1 - 3D concept of future storage development for the site



Figure 2 – 3D conceptual view of future development when viewed from Evandale Road

3. Proposal

A request is made pursuant to section 33 (1) of the *Land Use Planning and Approvals Act 1993* (the Act) for a site-specific amendment of land at the following address:

- 74 Evandale Road, Western Junction (CT 150770/1)
- 86 Evandale Road, Western Junction (CT 150770/2)
- 2 Translink Ave, Western Junction (CT 150770/3)

The draft amendment seeks to insert the use class of 'Storage' as a discretionary use into the use table under clause F1.3.6 - Area 6, of the Translink Specific Area Plan.

The 'Storage' use class would include a qualification which prohibited a liquid fuel depot or solid fuel depot, and only allowed development for the use class of 'Storage' to occur on the specific title numbers listed.

The use table under clause F1.3.6 would subsequently be modified as follows:

Discretionary	
Use Class	Qualification
Storage	If: <ul style="list-style-type: none"> a) not a liquid fuel depot or solid fuel depot; and b) only on CT150770/1, CT150770/2 and CT150770/3

A full updated extract of use table F1.3.6 can be found at annexure 5 of this report.

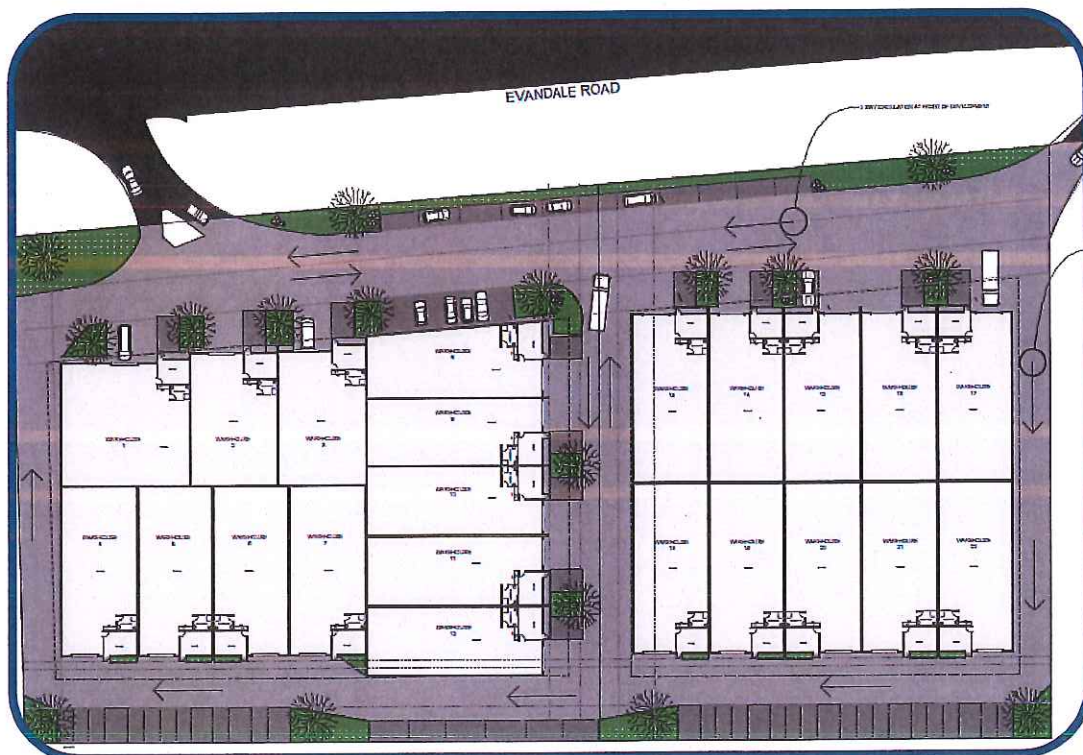


Figure 1 - Conceptual layout plan for future storage development on the land.

4. Subject Land

4.1 Location

The subject site is located in the northern part of the Translink Industrial Estate, within the suburb of Western Junction. The subject land consists of three titles, which for the sake of this application, make up one site. The site is situated on the western side of Evandale Road when travelling south towards the Launceston Airport. The site is approximately 10-minute drive south of the Launceston CBD, and 1km north of the Launceston Airport.



Figure 2 - Aerial view of subject site, inclusive of three (3) titles. Source: LISTMAP



Figure 3 - Aerial view of Western Junction Industrial area, with Translink Specific Area Plan boundaries shown in blue.

The subject site forms the start of the northern section Translink Industrial Estate. The industrial estate covers a total area of 256ha (not including the airport), on both the eastern and western sides of Evandale Road. The industrial estate falls under the *Northern Midlands Interim Planning Scheme 2013*, and is controlled by the Translink Specific Area Plan (SAP), which is applied to the industrial area as an overlay. The SAP is categorised into seven (7) areas, each of which allow for a variety of industrial uses.

4.2 Adjoining land & Surrounding Area.

The land adjoins pasture to the north west, which consists of a single 50ha site used for grazing purposes. There is a narrow vegetation buffer which runs along the northern property boundary between the subject site and the adjoining rural land to the north. This neighbouring site is contained within the Rural Resource Zone.

Evandale road, zoned as Utilities, lies to the north east, followed by a large Rural Resource zoned property. This property contains a single dwelling, being located approximately 105m from the subject sites north eastern property boundary. Land to the south consists of Translink Ave, which includes a United Petroleum Service Station, and multiple other warehouse/industrial uses, all of which are within the General Industrial Zone and Translink SAP.

Statewide Independent distribution warehouse, also zoned as General Industrial and within the Translink SAP, is located to the south west, at 10 Translink Ave. This industrial site contains a warehouse being approximately 60,000m² in size, utilised for transport, distribution, and storage purposes.

The Rural Resource land to the north includes two single dwellings, located at 60 and 62 Evandale Road, being approximately 100m from the site, along with a church situated approximately 150m from the northern property boundary. The industrial lots generally south of the site range in size, being approximately 2000m² to 8000m², with the exception of State-wide Distribution which has a total size of 20ha.

A visual analysis of use and development within 100m of the subject site is shown in figure 6 below.

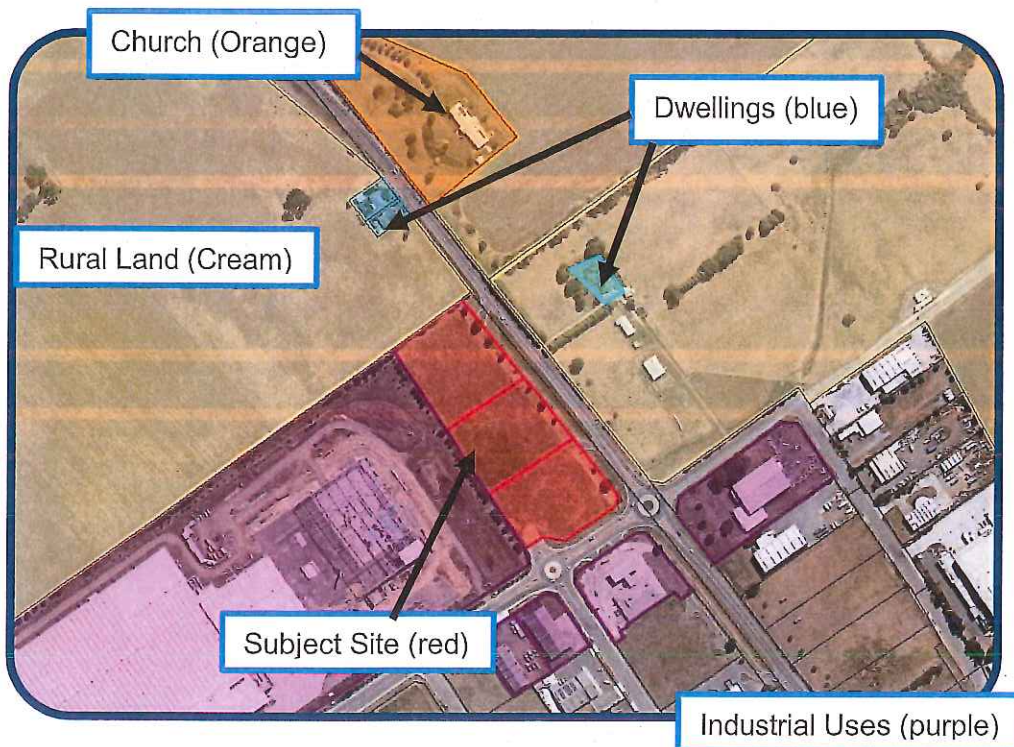


Figure 4 - Adjoining and Surrounding uses within 100m of the subject site.

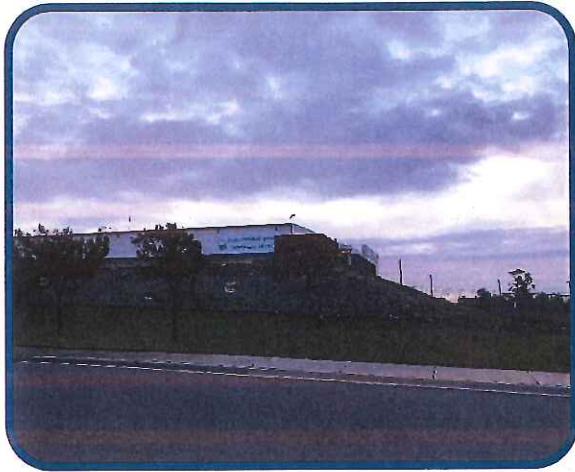


Figure 5 – Looking from Translink Ave towards Statewide Warehouse



Figure 6 – Warehouse development within Translink area.



Figure 7 – Contractor's yard/storage within the Translink area.



Figure 8 - Warehouse development/storage within the Translink area.



Figure 9 - Industrial development, being Haywards Engineering, within Translink area.



Figure 10 - Industrial/commercial development close to subject site within Translink area.

4.3 Site Characteristics

The subject site has a total area of 2.03ha, made up of three regular shaped titles. The land has a minor fall from the north of the site to the south. The low point of land appears to be in the centre of the site, located at number 86 Evandale Road.

The lots are currently vacant, with no use or development being undertaken since their creation in 2007. The site is maintained as grass, with a small amount of vegetation along the eastern boundary (adjoining Evandale Road), northern boundary (adjoining pasture) and north western boundary (adjoining State-wide Distribution). There is no native vegetation on the site other than that vegetation situated along the property boundaries.

There are no title restrictions or encumbrances across the site. There is an existing Right of Way (ROW) located along the eastern property boundary (Figure 13), which allows for a single slip road to be created as part of an industrial development. This slip road has been partially constructed and would be completed as part of a future development (refer to Figure 18).

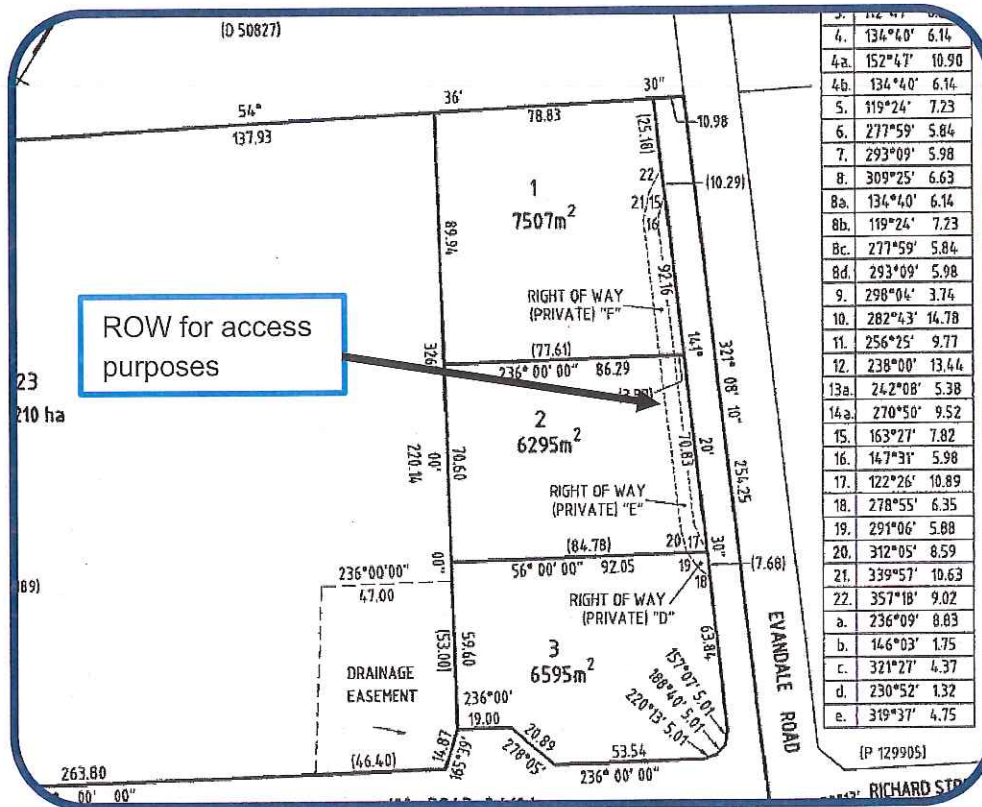


Figure 11 - Extract of Title Folio Plan for lots 1-3, showing ROW on eastern boundary.

The site is not mapped, nor is there evidence of any risk to the site from landslip, erosion, or contamination. The site is within a bushfire-prone area which would be managed as part of a development application.

4.3.1 Existing Infrastructure

The land is currently serviced by TasWater sewer and water, with reticulated mains located within the Evandale Road reserve to the east, and Translink Ave reserve to the south. Council have confirmed there is an open stormwater swale drain along Evandale Road, and underground infrastructure situated along Translink Ave.

Council have confirmed that number 86 Evandale Road is within an overland flow path from both industrial land and pasture to the north west of the subject site. Further information has been sought from a Civil Engineer. Hydrodynamica have provided some high-level commentary (Annexure 4) which confirms a development will be able to achieve compliance with the schemes criteria for stormwater infrastructure.

Electrical supply is available from existing above ground distribution lines on the eastern side of Evandale Road. Underground electrical reticulation is located within Translink Ave.

Fixed Wireless NBN is available, with the subject site being located within a service available area as shown on www.nbn.com.au.

4.3.2 Road and Access

Evandale road is classified as a National/State Highway maintained by the Department of State Growth, while Translink Ave is classified as a Local Road under the ownership of the Northern Midlands Council.

Access to 74 and 86 Translink Ave is via a slip road which is constructed to the property boundary off Evandale Road. The slip road provides for one way entrance and exit to the site, however has not been developed onsite at this stage. Completion of the side road and access would occur as part of a future development. Number 2 Translink Ave is accessed via a sealed crossover at the south of the site, which comes off the Translink Ave/Johns Street roundabout.

4.3.3 Site History and Constraints

The subject site was created in 2007 as part of a large industrial subdivision in the north of the Translink Industrial estate. It is understood that while there has been significant interest in developing the site, no development of the land has occurred since the creation of the title.

There is no history of intensive agricultural use prior to the General Industrial Zoning, or any other use that may create a potential for site contamination. As previously discussed, there are no identified issues of land instability, erosion or other land hazards.

4.3.4 Heritage

There is no known historic cultural heritage or Aboriginal heritage on the site or adjoining land.

4.3.5 Photos



Figure 12 - Looking west over site, towards State Wide warehouse in the background.



Figure 13 - Looking north west to the top of the site.



Figure 14 - Looking south along property boundary, United Petroleum in the background on Translink Ave.



Figure 15 - Looking South across subject site.



Figure 16 - Slip road in the north, onto Evandale Road.



Figure 17 - Looking west along Northern boundary, State-wide warehouse in the background.

5. Planning Controls

5.1 Zoning and overlays

The site is included within the General Industrial Zone under the *Northern Midlands Interim Planning Scheme 2013*. Land to the north and east is within the Rural Resource Zone, while land to the south and west is included within the General Industrial Zone.

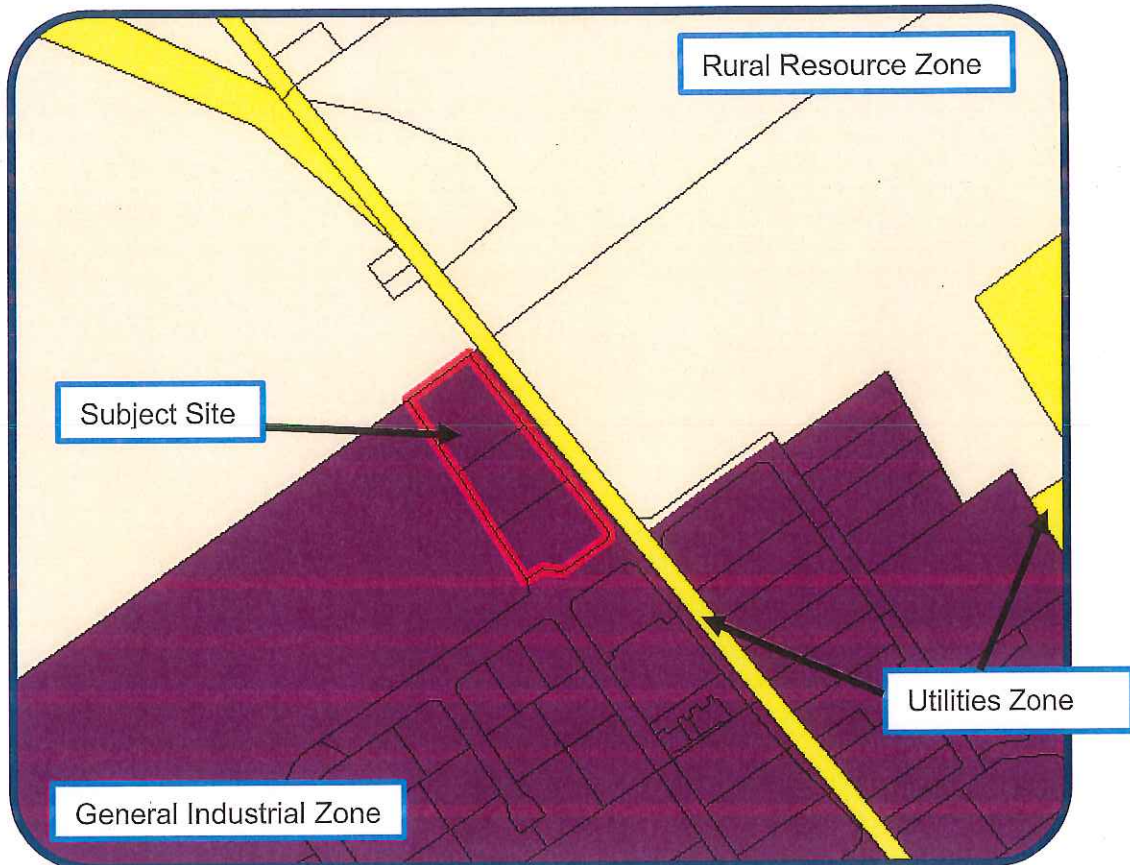


Figure 18 - Zoning map of subject site and the surrounding area.

Within Western Junction, there is approximately 158ha of General Industrial Land, 200ha of Utilities Land (including the Launceston Airport), 600ha of Rural Resource Land, and 38ha of Low Density Residential Land.

The site is subject to two overlays. The bushfire-prone areas overlay applies to the northern and eastern parts of the subject site (see Figure 21).

The site is impacted by the ANEF Contours overlay, which transects the land running north to south. The overlay has been applied due to the sites proximity to the Launceston Airport. The overlay impacts a large number of properties within this part of Western Junction.

The land is included within Area 6 of the Translink Specific Area Plan (SAP) for this part of Western Junction.

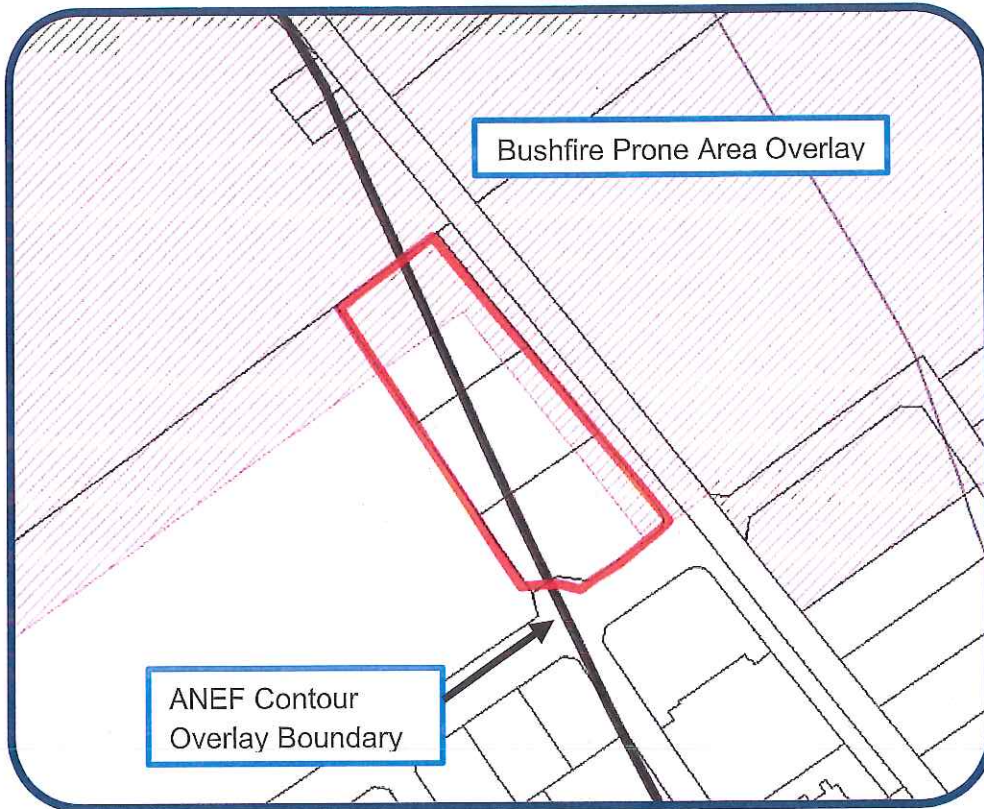


Figure 19 - Overlay map of subject site and surrounds

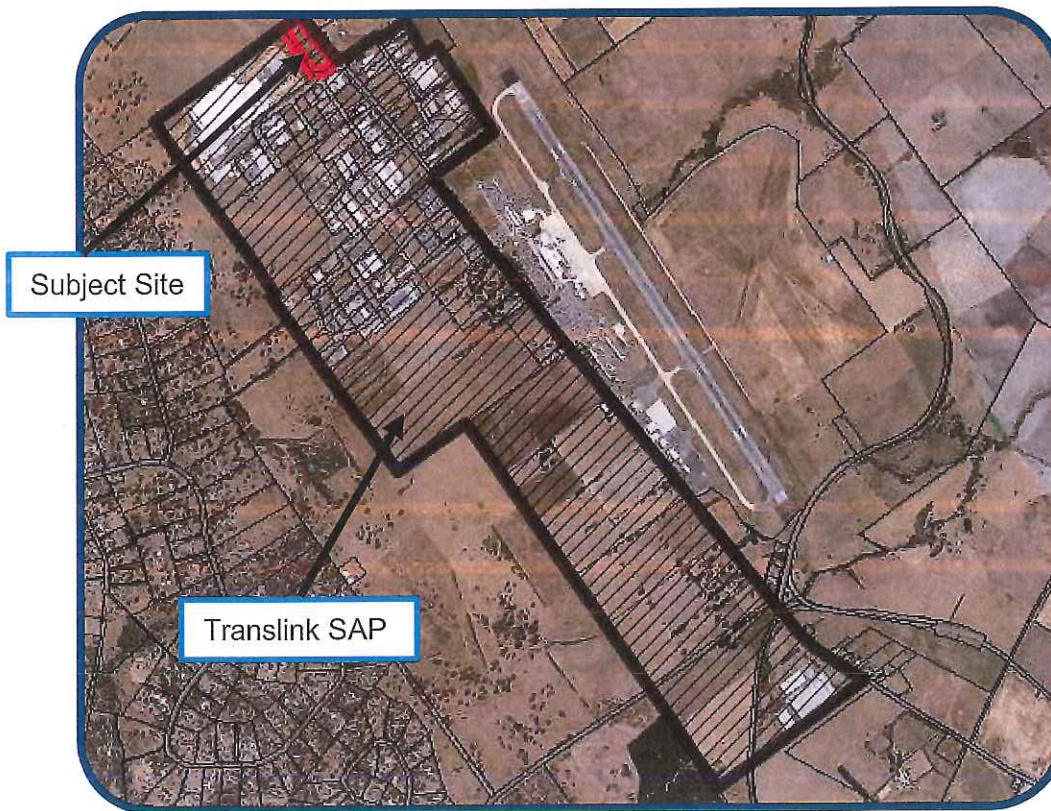


Figure 20 - Subject site shown in context of Translink SAP boundaries.

6. Planning Scheme Amendment

A request is made pursuant to section 33 (1) of the *Land Use Planning and Approvals Act 1993* (the Act) for a site-specific amendment of land at the following address:

- 74 Evandale Road, Western Junction (CT 150770/1)
- 86 Evandale Road, Western Junction (CT 150770/2)
- 2 Translink Ave, Western Junction (CT 150770/3)

The site specific amendment seeks to insert the use class of **'Storage'** as a discretionary use into the use table under clause F1.3.6 - Area 6, of the Translink Specific Area Plan.

The 'Storage' use class would also be inserted with a qualification which prohibited a liquid fuel depot or solid fuel depot, and only allowed development for the use class of 'storage' to occur on the specific title numbers listed.

The use table under clause F1.3.6 would subsequently be modified as follows:

Discretionary	
Use Class	Qualification
Storage	If: a) not a liquid fuel depot or solid fuel depot; and b) only on CT150770/1, CT150770/2 and CT150770/3

6.1 Land Use Planning and Approvals Act 1993 - Section 33

References to provisions of the *Land Use Planning and Approvals Act 1993*, are 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*. Parts 2A and 3 of the former provisions remain in force until a Local Planning Schedule comes into effect. As the Northern Midlands is operating under the existing Interim Planning Scheme, the former provisions of section 33 of the Act have been addressed.

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
- 1) whether the requested amendment is consistent with the requirements of section 32 ; and

Response:

- 1) This application requests that the Northern Midlands Council amend the *Northern Midlands Interim Planning Scheme 2013* to insert 'Storage' as a qualified discretionary use on specific titles in Area 6 of the Translink Specific Area Plan. The purpose of this report is to demonstrate compliance with the request to amend the scheme.
 - 2) The request to amend the Northern Midlands Interim Planning Scheme includes a form approved by the Tasmanian Planning Commission, and a Council application form.
- 2A) The amendment relates to three separate titles. Woolcott Surveys, as the applicant, is requesting the planning scheme amendment.
- a) The form has been signed by the owners of land.
 - b) As the form has been signed by the owners, there is no need for additional written permission to be provided.
- 2B) The planning scheme amendment, must be consistent with section 32 of *the Act*. A response to this part of *the Act* is provided for at item 6.2 of this report.

The remaining parts of section 33, being section (2B)(ab) through to section (7), relate to responsibilities of Council as a planning authority and the Tasmanian Planning Commission as the decision maker. Subsequently, these sections are not addressed within this report.

6.2 Land Use Planning and Approvals Act 1993 - Section 32

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)
 - a)
 - b)
 - c)
 - d)
 - 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.

Response:

- 1) Although not a specific requirement under section 32, a draft amendment is taken to be a relevant scheme (section 20(2A)), and therefore section 20(1) is applicable and the draft amendment must comply with relevant:
 - state policies (refer item 13 of this report),
 - further the objectives contained in Schedule 1 (refer item 12 of this report),
 - have regard to the Council strategic Plan (refer item 10 of this report),
 - and any safety requirement prescribed under the Gas Pipelines Act 2000 (refer item 14 of this report).
- e) Section e) requires that the amendment must as far as practicable, avoid the potential for land use conflicts with use and development, permissible under the planning scheme which apply to adjoining land.

A response to land use conflict is provided at item 9 of this report.

- ea) Section ea) requires that the amendment must not conflict with the requirements of section 30O. Item 6.3 of this report provides a response to section 30O, demonstrating that the amendment will not conflict with the provisions of this clause.
- f) Section f) requires that the amendment have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region, specifically relating to environmental, economic, and social terms.

A response has been provided to this element under item 11 of this report.

- 2) The provisions of section 20 (2) – (9) do not apply to this draft amendment.

6.3 Land Use Planning and Approvals Act 1993 - 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.

Response:

- 1) This draft amendment is considered to be consistent with the requirements of the Regional Land Use Strategy for Northern Tasmania (NTRLUS). A detailed analysis of the NTRLUS has been undertaken under item 8 of this report. The amendment to insert the 'Storage' use class as a qualified discretionary use on three titles is consistent with relevant sections of the land use strategy.
- 2) a) – c). The amendment will bring the SAP into greater consistency with the common provisions of the scheme. The use class of 'Storage' is currently prohibited in Area 6 of the Translink Specific Area Plan, while it is permitted in the General Industrial Zone. The

amendment will alter a local provision, being the Translink SAP Use Table. It is not considered to be in conflict with any other provision of the scheme.

- 3) a) - b). Not applicable, as the amendment does not relate to a common provision nor is it subject to a planning directive.
- 4) Not applicable. The amendment does not seek to alter a common provision.
- 5) Not applicable. The amendment does not seek to remove an optional common provision.

7. Regional Land Use Strategy for Northern Tasmania

Section 300 (1) requires that an amendment be, as far as practicable, consistent with the regional land use strategy for the regional area to which the amendment relates to. The subject site sits within the Northern Midlands municipality, to which the Regional Land Use Strategy for Northern Tasmania (NTRLUS) applies. The draft amendment has been examined against relevant sections of the strategy and is discussed below.

7.1 Goal 1 – Economic Development (C4.1)

C.4.1 Goal 1: Economic Development

To facilitate economic development and productivity through integrated land use and infrastructure planning.

Figure 21 - Extract from Page 9 of NTRLUS.

Section C.4.1 of the NTRLUS relates to economic development within the region. Strategic directions have been provided within this section outlining how Economic Development can be achieved through land use and infrastructure planning. Strategic direction G1.1 is shown below. Responses to these strategic directions follow.

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.

Figure 22 - Extract of strategic direction G1.1, page 9 of NTRLUS.

Response:

The draft amendment to allow 'Storage' as a qualified discretionary use, directly relates to a) and b) of Strategic Direction G1.1. The amendment provides for the co-location of an industrial use within the Translink Industrial Precinct. Subsequently this strengthens the economic and employment cluster for the Translink area. The size of the site allows for a substantial development which would have positive ongoing implications for employment. The development of warehouses in Area 6 will add value to the economy and assist in generating jobs and economic activity for the greater Launceston area.



➤ Strategic Direction G1.3

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

This will be achieved by the following strategies -

- a) Support agricultural and related primary industries by:
 - Recognising the complex jurisdictions and the role of Natural Resource Management (NRM) organisations;
 - Applying the State Policy on the *Protection of Agricultural Land Policy (2009)* consistently across the region;
 - Supporting the forest practices system and ongoing structural reforms;
 - Promoting appropriate aquaculture development;
 - Identifying and mapping key mineral assets, protecting key resources; and
 - Supporting appropriate mining and mineral development, and protecting that resource from encroachment by sensitive land uses.
- b) Support tourism, culture and arts by:
 - Recognising the 'drivers' of tourism, including natural values, heritage, food and wine, and local character; and
 - Providing for development of tourism products including accommodation.
- c) Support retail and commercial development by:
 - Developing a *Regional Activity Centres Hierarchy*.
- 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).
- e) Provide a sufficient supply of appropriately zoned and serviced land ready for development in strategic locations to advance employment and a variety of industrial and commercial land uses.
- f) Identify a hierarchy of key employment sites, including:
 - Regionally significant precincts;
 - Strategic employers (including universities, hospitals and government research facilities);
 - Business enterprise parks; and
 - Local industry and services employment nodes.

Figure 23 - Extract of strategic direction G1.3, page 10 of NTRLUS.

Response:

The draft amendment to allow 'Storage' as a qualified discretionary use, directly relates to part d) of Strategic Direction G1.3. The amendment acknowledges the importance of the Launceston Airport Precinct and Translink Industrial Hub as an appropriate location for this type of development. The site is situated on a key freight route, being in close proximity to commercial transport services and the Midland Highway to the west. The need for warehousing (storage) in this location is evidenced by demand for this development in this location. The inclusion of a 'Storage' use will support industrial development within this area.

The amendment also strengthens part f) of the strategy, by further establishing local industry and employment sites in the Translink industrial area, which is seen as a regionally significant precinct.

7.2 Goal 3 – Sustainability (C4.3)

C.4.3 Goal 3: Sustainability

To promote greater sustainability in new development and develop stronger community resilience to social and environmental change.

Figure 24 – Extract from page 12 of the NTRLUS.

Section C4.3, relates to sustainability and building resilience to environmental and social change. The following section is assessed as relevant.

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;
- 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.

Figure 25 - Extract of Strategic Direction G3.2, page 12 of the NTRLUS.

Response:

The draft amendment to allow 'Storage' as a discretionary use has provided stormwater advice from Hydrodynamica. The subject site is within an overland flow path due to the topography. The attached advice confirms that future development can provide an appropriate and improved solution to the existing situation on site and along Evandale Road. This is directly consistent with the above strategy, part b) which seeks to secure sustainable urban drainage. A future stormwater system also has the potential to improve the impact any pollutants leaving the site may have, via sediment traps and catchment areas. The draft amendment also complies with part c), in that it provides integrated development access to freight transport networks.

7.3 E.3 Regional Activity Centre Network Policy

Section E3 focuses on Activity Centres across the region. The strategy highlights the importance of providing industrial and commercial opportunities near existing and future population growth areas, and improving existing employment opportunities outside of the Launceston CBD and urban areas. Development of the subject site area will directly support the existing residential population of Perth, Evandale and Longford which are in close proximity to the subject site.

E.3.3 Key Activity Centre Network Strategies

- Enable the provision and retention of critical services and facilities, particularly in rural areas, by containing the network to a limited number of strategically located rural centres that can be conveniently and widely accessed and efficiently supported.
- Promote accessibility of employment to support sustainable development.
- Promote efficient land use, transport and infrastructure planning to reduce dependence on private vehicle travel.
- Plan the development of each activity centre relative to its identified function, role and anticipated catchment to:
 - Create economic growth by co-locating a mix of land uses;
 - Concentrate goods and services more efficiently;
 - Provide appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities;
 - Provide a focus for community and social interaction;
 - Promote sustainable travel and access to transport infrastructure and networks;
 - Integrate land use and transport to support walking, cycling and public transport; and
 - Accommodate higher density residential development, employment and multiple trip-generating activities.

Figure 26 - Extract from section E.3.3, page 31 of NTRLUS.

Table E.2 > Northern Tasmania Regional Activity Centre Hierarchy

Specialist Centres >	Launceston Airport / Translink, UTAS City Campus
Role	To provide for activity of a specialist nature as defined through specific local area or precinct structure plans. 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.
Employment	Dependent upon specialist characteristics.
Land Uses	
Commercial and Retail	Retail should reflect the centre's specific purpose or defined character. Broader retailing (restaurant, cafes etc.) should be limited to serving the centre's catchment, unless identified as part of its defined purpose or character. Office space should be limited and support employment associated with the centre's purpose or character.
Government and Community	None, unless centre's purpose or character details a specific need.
Residential	May include specialised accommodation relating to centre's focus [i.e. student accommodation].
Arts, Cultural and Entertainment	Depending upon nature of centre's specialist focus/ function and other characteristics.
Access	Ideally located at or adjacent to public transport corridor, between existing activity centres.
Public Open Spaces	May incorporate connection to linear parks.
Indicative Catchment	Regional or local, depending on centre's specialist focus.

Figure 27 - Table E.2, specialist centre for Translink area, page 37 of NTRLUS.

Response:

The draft amendment aligns with the strategies outlined in relation to Key Activity Centre Network Strategies by providing the potential for more accessible employment in close proximity to activity centres. The function of the Translink Industrial Area is a specialist centre. This has been managed via the Translink Specific Area Plan. The modification of the plan to allow an additional use will not detract from the purpose of the area, but rather furthers the objectives of the NTRLUS by concentrating goods and services in appropriate areas.

The 'storage' use being sought is consistent with the land uses listed in Table E2 (Figure 29) and it is closely aligned to the transport and freight services sector. By allowing development within this use class, with proximity to Launceston Airport, the potential for inappropriate industrial development in residential or mixed-use areas is greatly reduced.

7.4 E.4 Regional Infrastructure Network Policy.

The regional infrastructure network includes the Launceston Airport, which provides access to national and international markets.

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-P4 Recognise the Department of State Growth Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon 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-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-A5 Provide that appropriate planning mechanisms are in place to facilitate the potential Bell Bay Port Intermodal Expansion (subject to Federal Government funding).</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-A7 Protect the region's road and rail infrastructure network and enable a transition between compatible land uses and an adequate separation between conflicting development that would compromise safe and efficient operations of existing and future planned road and rail corridors.</p>

Figure 28 - Extract from the Regional Infrastructure Policy, page 39 of the NTRLUS.

Response:

The draft amendment looks to utilise land within an existing industrial settlement. The Translink Industrial area has been identified as having capacity to provide for such development. The draft amendment recognises the importance of the Launceston Airport, and supports the continued operations of this regionally important site. The subject site is within a ANEF contour overlay; however, any development of the land will be able to adequately address the code requirements to the satisfaction of Council and the Launceston Airport. Future development will not adversely impact on the future operation of the airport.

Policy ▾	Actions ▾
<p>RIN-P4 RIN-P5 Continued</p>	<p>RIN-A8 Protect strategic road corridors that are predominately State Roads [Category 1-3] under Tasmanian Road Hierarchy which include:</p> <ul style="list-style-type: none"> ■ Midland Highway ■ Illawarra Main Road ■ Bass Highway ■ Tasman Highway ■ Birralee Frankford Main Road/West Tamar/Batman Highway corridor ■ West Tamar Highway from Launceston to Frankford Main Road ■ East Tamar Highway ■ Bridport Main Road ■ Tasman Highway from Scottsdale to Ringarooma Main Road ■ Tasman Highway from Esk Main Road to St Helens ■ Lilydale Main Road from East Tamar Highway to Lalla Road (Golconda Road) ■ Bell Bay Main Road ■ Esk Main Road ■ Evandale Main Road from Midland Highway to Launceston Airport and ■ Kings Meadows Main Road. <p>Other local roads that may require protection include Bathurst Wellington Streets, forestry freight routes – Mathinna Plains Road, the northern section of Camden Road and Prossers Road.</p>

Figure 29 - Extract from page 39 of the NTRLUS

Response:

Under RIN A8, Evandale Road is listed as a strategic road corridor which requires protection. The subject site has been developed with dedicated left in/left out slip lanes, which provide for safe and suitable vehicle access from Evandale Road. The infrastructure is incomplete and will be constructed as part of an approved planning application. Future development of the land also has the potential to improve the stormwater situation along the Evandale Road Reserve. A letter has been provided from Hydrodynamica (Annexure 4) as part of this package, which outlines how a stormwater solution can be provided which would improve stormwater infrastructure on Evandale Road.

7.5 E.5 Regional Economic Development Policy

Map E.2 (Figure 32) which outlines Northern Tasmania's economic features, indicates that the industrial zones at Translink currently provide more than 500ha of industrial land. The co-location of the 'Storage' use within an industrial precinct encourages increased economic growth and employment opportunities and contributes to the uptake of this industrial precinct.

Map E.2 Northern Tasmania - Economic Features

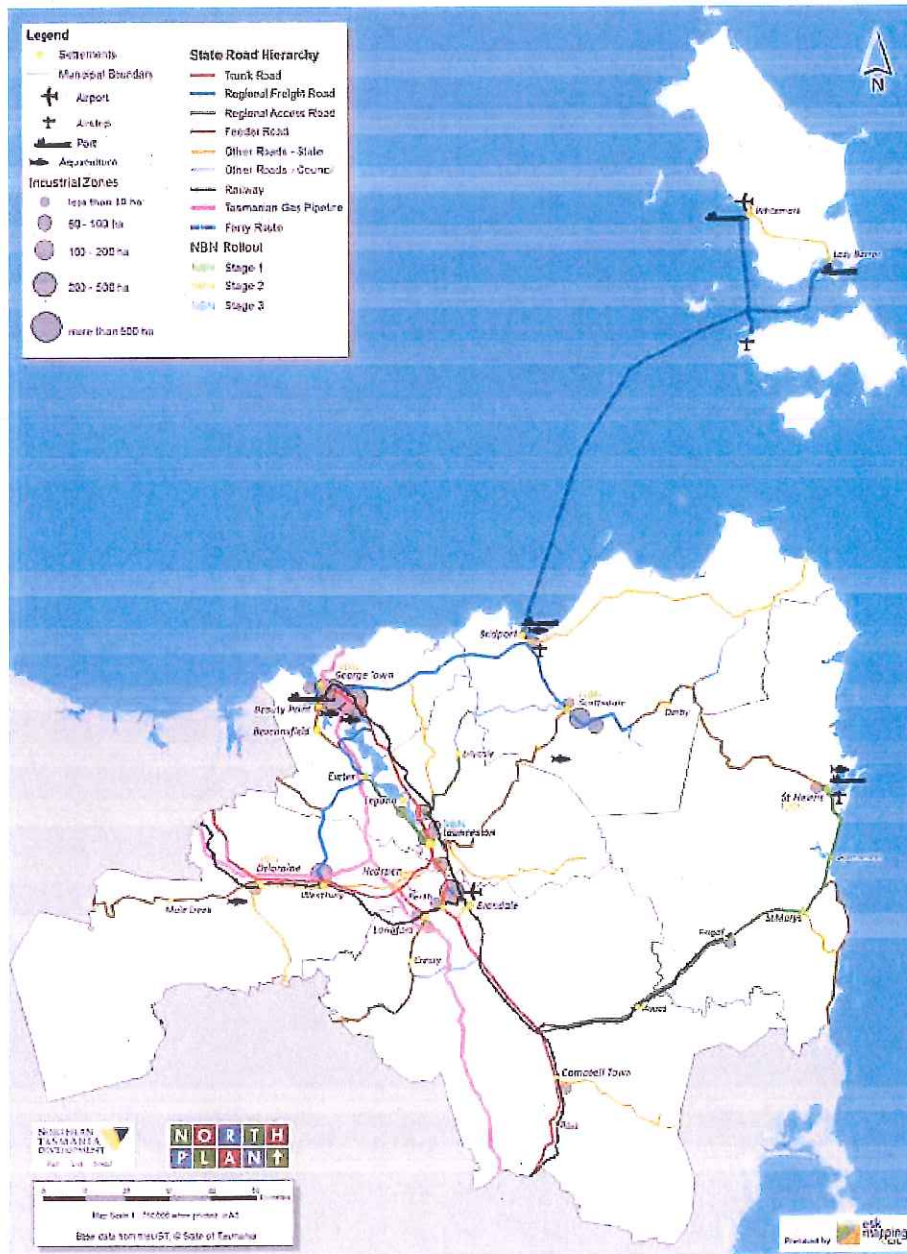


Figure 30 - Map E2, extracted from page 42 of NTRLUS.

Industrial Land

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.

Figure 31 - Extract on industrial land supply from page 44 of NTRLUS.

Response:

The subject site has been identified as an appropriate location for industrial uses, being zoned 'General Industrial', providing industry and employment benefits. The use class of 'Storage' is a Permitted Use under the regular Use Table of the General Industrial Zone. It is only the Specific Area Plan which prohibits the use of Storage within area 6 of the Translink SAP.

It is considered that this specific site is well placed to capture economic opportunities by allowing 'Storage' which supports the purpose of the Translink Specific Area Plan.

8. Northern Tasmania Industrial Land Use Strategy

The Northern Tasmanian Industrial Land Use Strategy was undertaken by SGS Economics in 2014. The purpose of the study was to look at existing industrial land in the region, and provide for the projected demand of industrial land. The strategy identifies Translink as Regionally Significant Precinct, with the bulk of demand for this area being associated with the transporting and warehouse sectors. The precinct is considered to be well positioned, being part of the Launceston Gateway Precinct, consisting of the Launceston Airport and the Translink Hub. The study notes that most industrial development over the past 4 years (2009-2014) has occurred within the Translink Area. One of the highest areas of demand highlighted by the study has been warehouses within this precinct, where the co-location of industries is encouraged. Of note, warehouses are among the highest in demand within the precinct. Translink was identified as having suitable vacant land to accommodate such development and provide appropriate freight route links.

The draft amendment is seen as directly supporting the strategy. The proposal will allow for a future storage use within an existing industrial precinct. The subject site is well suited for such a development, being located on Evandale Road, which is listed as a key freight route under the NTRLUS.



Figure 32 - Aerial view of Translink industrial area, sourced from Tas Invest, Logistics and Industrial hub in Northern Tasmania undertaken by the Department of State Growth. Subject site is located below land in bottom right of photo.

9. Land Use Conflict

Section 32 (1)(e) requires land use conflict to be considered.

The application seeks to insert the 'Storage' use class as a qualified discretionary use on three specific titles. The subject site is within the General Industrial Zone under the scheme. Land to the north and east is contained within the Rural Resource Zone, while Evandale Road is within the Utilities Zone.



Figure 33 - Zoning map of subject site and surrounds. Source: LISTMAP.

It is considered that there is no risk of conflict as a result of the draft amendment. The 'storage' use class is an industrial use which is appropriate for the nature of the area. This is confirmed within the underlying General Industrial Zone, which allows 'storage' as a permitted use within that zone.

Storage uses, such as warehouse developments are common throughout the Translink Area, and on numerous lots which sit under the Translink Specific Area Plan. Photos of similar developments are provided in figures 7-12.

The parcel of land directly adjoining the subject site to the west, at 10 Translink Ave, contains the State-wide Independent Wholesalers, Tasmania Regional Distribution Centre. This development would coexist with a storage use on the subject site without risk of conflict. Land to the south includes a variety of industrial uses, including the United Petroleum Service Station. All of the uses are considered to be consistent with uses contained within an industrial area. The land to the North, currently zoned as Rural Resource provides for pasture and low-order agriculture, while land to the east is similar in character and use. It is noted that while the land to the east contains a dwelling, this appears to be used in conjunction with the larger farm holding, and provides sufficient separation (approximately 100m) from the subject site. The developed road network is appropriate to the industrial use of the area and, as such, to the subject site.

A review of the permissible uses within the 'Translink Specific Area Plan', Area 1 (land to the west), and Area 6 (land to the south) indicate the risk of land use conflict is minimal.

Storage is considered a use which meets the one of the primary purposes of the Translink SAP, which is listed under clause F1.1.1 b). This clause states that one of the primary purposes of the SAP is to "*Cater primarily for Storage, transport and industrial uses*". It demonstrates that the storage use class directly aligns with the intent of the SAP, and therefore negates any risk of land use conflict with other land in the SAP.

A review of the permissible uses within the Rural Resource Zone, demonstrates that there are no uses that would conflict with the storage use class. Farming and primary industry activities have the ability to coexist with industrial uses, without conflict being generated. The storage use would not constrain or restrict any agricultural uses which occur on land to the north or east of the site.

10. Northern Midlands Strategic Plan 2017-2027

Section 20(1)(d) requires that the amendment must have regard to the strategic plan of a Council. The relevant strategic plan is the *Northern Midlands Strategic Plan 2017-2027*. The plans' purpose is to guide Council in improving the municipality, resulting in the Northern Midlands being an enviable place to live, work and play.

Relevant sections of the Strategic Plan have been examined below, along with a response demonstrating how the draft amendment is consistent with the strategy.

Economic Development – Supporting Growth and Change

Strategic Outcomes

- New and expanded small business is valued
- Support new businesses to grow capacity and service
- Towns are enviable places to visit, live and work
- Minimised industrial environment impact on amenity
- Developers address climate change challenges
- Maximised external funding opportunities

Figure 34 - Extract from Page 4 of the strategic plan.

Response:

The amendment will allow for new businesses to become established. This will contribute to the regions' capacity to grow and provide for services, resulting in more enviable towns across the region. The impact on residential amenity will be negligible, because development is within an industrial precinct, where residential uses are prohibited.

Strategic Project Delivery – Build Capacity for a Healthy Wealthy Future

Strategic Outcomes

- Strategic, sustainable, infrastructure is progressive
- Proactive engagement drives new enterprise
- Collaborative partnerships attract key industries
- Attract wealth-producing business and industry

Core Strategies

Strategic, sustainable, infrastructure is progressive

- A Land Use and Development Strategy to direct growth
- Flexible project priorities build competitive advantage
- Prepare Annual Strategic Project Delivery Model

Proactive engagement drives new enterprise

- Engage early with business and industry projects
- Plan and embed 'Sense of Place' principles
- Streamline Planning Approval timeframes

Collaborative partnerships attract key industries

- Advocate for high value new business and industry

Attract healthy, wealth-producing business and industry

- Seek business able to diversify local capability

Figure 35 - Extract from page 4 of the strategic plan

Response:

The amendment will further the intent and purpose of the existing Translink Industrial Hub, by allowing industrial development within an appropriate environment. The amendment will allow for future businesses to become established, subsequently having the potential to produce wealth producing business and industry. The site will have more flexibility to be developed by allowing an additional use which is currently prohibited.

11. Impact on the Region

Section f) of s32 requires that the effects and impacts of the proposed draft amendments use and development be considered against environmental, economic and social terms.

The three parcels of land which are seeking this site specific amendment have been undeveloped since their creation. An approved draft amendment for this site, will be followed by a development application of the land, allowing for unutilised land to be developed with a storage/warehouse development.

The development would aim to provide a street presence within a landscaped environment when viewed from Evandale Road. The conceptual plans provided in Annexure 3 give an indication of potential future use and development.

The site is in close proximity to the existing industrial uses of Translink. This draft amendment seeks to co-locate similar uses within a suitable area. The sites close proximity to the airport, freight operators and an upgraded road network, being Evandale Road and the Midland Highway, all contribute to the social, and economic benefits that will result from developing this land. The future development would generate jobs for the region, providing employment for residents of the greater Launceston area.

A storage development would have little impact from an environmental perspective. It would not generate emissions of gas, smoke, or the like. Engineering advice (Annexure 4) has been provided that confirms the overland flow path which currently transects the site can be dealt with via appropriate design, and has nominated a potential future drainage line along the northern property boundary.

12. Objectives of the Land Use Planning and Approvals Act 1993

In accordance with the Savings and Transitional Provisions of Schedule 6, a request for an amendment to the Scheme is made under the former LUPPA provisions. As such, the former section 32 provisions apply and require an amendment to be consistent with the Schedule 1 objectives.

The objectives outline how land use and development regulation, policies and proposed use and development are to achieve sustainable development. Sustainable development is defined in LUPAA as:

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.*

12.1 Schedule 1, Part 1 Objectives

Objective	Response
a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;	The site, and surrounding land, has no identified natural values. There is a small amount of vegetation remaining on the property boundaries. The subject site is within an industrial area where the intended uses are industrial.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water;	Future development allows for the existing stormwater situation onsite to be improved through appropriate design. The slip way onto Evandale road provides for orderly use of the land.
(c) to encourage public involvement in resource management and planning;	This is a procedural objective which is given effect through legislative provisions that require public exhibition and consultation. The public will have opportunity to comment on the amendment during the public exhibition and hearing process. The development of the Translink Hub as a whole has presumably undergone this process.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);	The draft amendment will deliver economic output by providing for additional business and employment opportunities.
(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.	The draft amendment is consistent with existing local and regional level strategic planning developed by State and local government in consultation with the community and industry. Multiple levels of government will be involved in the assessment of this application.

12.2 Schedule 1, Part 2 Objectives

Objective	Response
(a) to require sound strategic planning and co-ordinated action by State and local government;	The draft amendment is consistent with existing local and regional level strategic planning developed by State and local government in consultation with the community and industry.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;	This is a procedural objective of no direct relevance to the amendment.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;	The site has no environmental values. The site is within an established industrial area.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;	This is a procedural objective of no direct relevance to the amendment.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;	This is a procedural objective of no direct relevance to the amendment. Should the application be approved, a development application to the Council would follow.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by	The draft amendment contributes towards a pleasant and efficient environment, allowing

ensuring a pleasant, efficient and safe environment for working, living and recreation;	appropriate development separated from residential use and by allowing people to live and work within the municipality.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;	There are no heritage values on the site.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;	The site has road, sewer, water, stormwater, electrical and communications infrastructure. Stormwater infrastructure can be improved through future development of the land.
(i) to provide a planning framework which fully considers land capability.	The land capability from an agricultural perspective is not applicable, as the zoning is currently industrial. Future development wouldn't not constrain any adjoining agricultural use, noting the nearby sites are only used for grazing and pasture purposes.

13. State Policies

The following State Policies are currently applicable:

Tasmanian State Coastal Policy 1996;

State Policy on Water Quality and Management 1997; and

State Policy on the Protection of Agricultural Land 2000.

In addition, the following also have the status of a State Policy under the *State Policies and Projects Act 1993*:

National Environment Protection Council (Ambient Air Quality) Measure

National Environment Protection Council (Assessment of Site Contamination) Measure 1999

National Environment Protection Council (Movement of Controlled Wastes between States and Territories) Measure

National Environment Protection Council (National Pollutant Inventory) Measure

National Environment Protection Council (Used Packaging Materials) Measure

The amendment is not known to conflict with or contravene any of the listed State Policies. The State Policy on Water Quality and Management is assessed as relevant, given the overland flow path which currently transects the site. Engineering advice has been provided confirming that a stormwater drain could be provided along the northern property boundary, subsequently improving the drainage conditions along Evandale Road and across the subject site. This would be assessed in detail as part of any planning application.

The draft amendment is seen as being consistent with relevant state policies.

14. Gas Pipelines Act 2000

Section 20 (1)(e) of *the Act* requires that a decision maker have regard to the safety requirements set out under the standards prescribed under the *Gas Pipelines Act 2000*. The subject site will have no impact on safety standards under this act. The land is not impacted by the declared gas pipeline planning corridor as shown on LISTMAP.

15. Summary

A request is being made under the former provisions of s33 of the *Act* for a site specific amendment at 74 and 86 Evandale Road, and 2 Translink Ave, Western Junction. The draft amendment will allow for the 'Storage' use class to be considered as a discretionary use within Area 6 of the Translink Specific Area Plan. The storage use will be qualified to prohibit liquid or solid fuel depots.

The site has been undeveloped for many years, despite its prominent location and close proximity to services. The co-location of the storage use within the industrial area of Translink is seen as responsible planning that aims to reduce the potential for land use conflict with adjoining land uses. The amendment is shown to be consistent with the all requirements, being the NTRLUS, State Policies and other relevant legislative requirements.

A development application for a warehouse facility would be lodged via a discretionary planning application should the amendment be approved. This development would have a landscaped street presence, providing an attractive entrance to the Translink Area when traveling south along Evandale Road. This is considered to be an improvement to the current vacant and underutilised site.

Councils support for growing the Translink area is made clear within the Launceston Gateway Precinct Plan, in which businesses are invited to share in the ongoing success of the precinct and the Northern Midlands region. The draft amendment accepts this invitation, and our client looks forward to preparing and lodging a future storage development application on this strategically important site.

Revision History			
Version	Author	Reviewed by	Date
01	James Stewart	Michelle Schleiger	07/07/2021
02	James Stewart	Michelle Schleiger	13/07/2021

Annexure 1 – Land Owner Consent & ASIC Company Extract

**Australian Company**PAUL GRIPSKE INVESTMENTS PTY. LTD.
ACN 108 557 857

Extracted from ASIC's database at AEST 10:20:33 on 13/07/2021

Company Summary
Name: PAUL GRIPSKE INVESTMENTS PTY. LTD.
ACN: 108 557 857
Registration Date: 30/03/2004
Next Review Date: 30/03/2022
Status: Registered
Type: Australian Proprietary Company, Limited By Shares
Locality of Registered Office: NARANGBA QLD 4504
Regulator: Australian Securities & Investments Commission

Further information relating to this organisation may be purchased from ASIC.

1-498

Hello James

Yes, Paul is the sole director.

Please find attached the ASIC extract and the ABN is 78 421 044 045

Kind Regards
Russell Millard
Chief Financial Officer

Roy Gripske and Sons Pty Ltd
11 Sodium Street , Narangba Qld 4504
Phone: +61 7 3385 4942
Mobile:
Fax: +61 7 3385 4986

Web: www.rgs.com.au



ASIC
Australian Securities & Investments Commission

Forms Manager
Registered Agents

Company: TRANSLINK BUSINESS HUB PTY LTD ACN 152 630 674

Company details

Date company registered 12-08-2011
 Company next review date 12-08-2021
 Company type Australian Proprietary Company
 Company status Registered
 Home unit company No
 Superannuation trustee company No
 Non profit company No

Registered office

102 TAMAR STREET , LAUNCESTON TAS 7250

Principal place of business

1-3 EVANDALE MAIN ROAD , WESTERN JUNCTION TAS 7212

Officeholders

FORREST, RICHARD BARTON

Born 28-11-1949 at SYDNEY NSW

3 ELPHIN ROAD , LAUNCESTON TAS 7250

Office(s) held: Director, appointed 12-08-2011
 Secretary, appointed 12-08-2011

TEDESCHI, PINO

Born 16-09-1964 at LAUNCESTON TAS

2 LOTHIAN PLACE , RIVERSIDE TAS 7250

Office(s) held: Director, appointed 12-08-2011

MONTAUBAN, ANDREW

Born 25-02-1976 at LAUNCESTON TAS

581 BINALONG BAY ROAD , ST HELENS TAS 7216

Office(s) held: Director, appointed 29-07-2020

Company share structure

Share class	Share description	Number issued	Total amount paid	Total amount unpaid
ORD	ORDINARY	5	5.00	0.00

Members

FORREST , RICHARD BARTON

3 ELPHIN ROAD , LAUNCESTON TAS 7250

Share class	Total number held	Fully paid	Beneficially held
ORD	1	Yes	Yes

TEDESCHI , PINO

2 LOTHIAN PLACE , RIVERSIDE TAS 7250

Share class	Total number held	Fully paid	Beneficially held
ORD	1	Yes	Yes

TEDESCHI , PINO
 FORREST , RICHARD BARTON
 MONTAUBAN , ANDREW

2 LOTHIAN PLACE , RIVERSIDE TAS 7250
 3 ELPHIN ROAD , LAUNCESTON TAS 7250
 581 BINALONG BAY ROAD , ST HELENS TAS 7216

Share class	Total number held	Fully paid	Beneficially held
ORD	2	Yes	Yes

MONTAUBAN , ANDREW

581 BINALONG BAY ROAD , ST HELENS TAS 7216

Share class	Total number held	Fully paid	Beneficially held
ORD	1	Yes	Yes

Document history

These are the documents most recently received by ASIC from this organisation.

Received	Number	Form	Description	Status
20-08-2020	1EPO72013	484	CHANGE TO COMPANY DETAILS	Processed and imaged
06-08-2020	1EQU12488	484	CHANGE TO COMPANY DETAILS	Processed and imaged
30-04-2020	1EIE45179	484	CHANGE TO COMPANY DETAILS	Processed and imaged

[ASIC Home](#) | [Privacy Statement](#) | [Conditions of use](#) | [Feedback](#)
 Copyright 2003 Australian Securities & Investments Commission.

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits 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):

James Stewart (Woolcott Surveys)

Email address:

james@woolcottsurveys.tas.gov.au

Contact number:

0467 676 721

2. Site address:

Address:

74 Evandale Road, Western Junction
86 Evandale Road, Western Junction
2 Translink Ave, Western Junction

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

74 Evandale Road, Western Junction – CT150770/1, PID 3344662
86 Evandale Road, Western Junction – CT150770/2, PID 3320392
2 Translink Ave, Western Junction – 150770/3, PID 3314654

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:

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

Position (if applicable):

Signature:
Date:

ABN: 17 574 035 885

Registered owner:

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

Position (if applicable):

Signature: Date:

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:

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

Position (if applicable):

Signature: Date:

ABN: 17 574 035 885.

Registered owner:

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. When is owners' consent required?**

Owners' consent is required for:

- amendments to a planning scheme under former section 33(1)¹a Local Provisions Schedule (LPS) owners' consent under section 37 of the *Land Use Planning and Approvals Act 1993*; and or
- combined permits under former section 43A or section 40T of the Act.

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. 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.

c. 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.

d. 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.

e. 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.

f. 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.

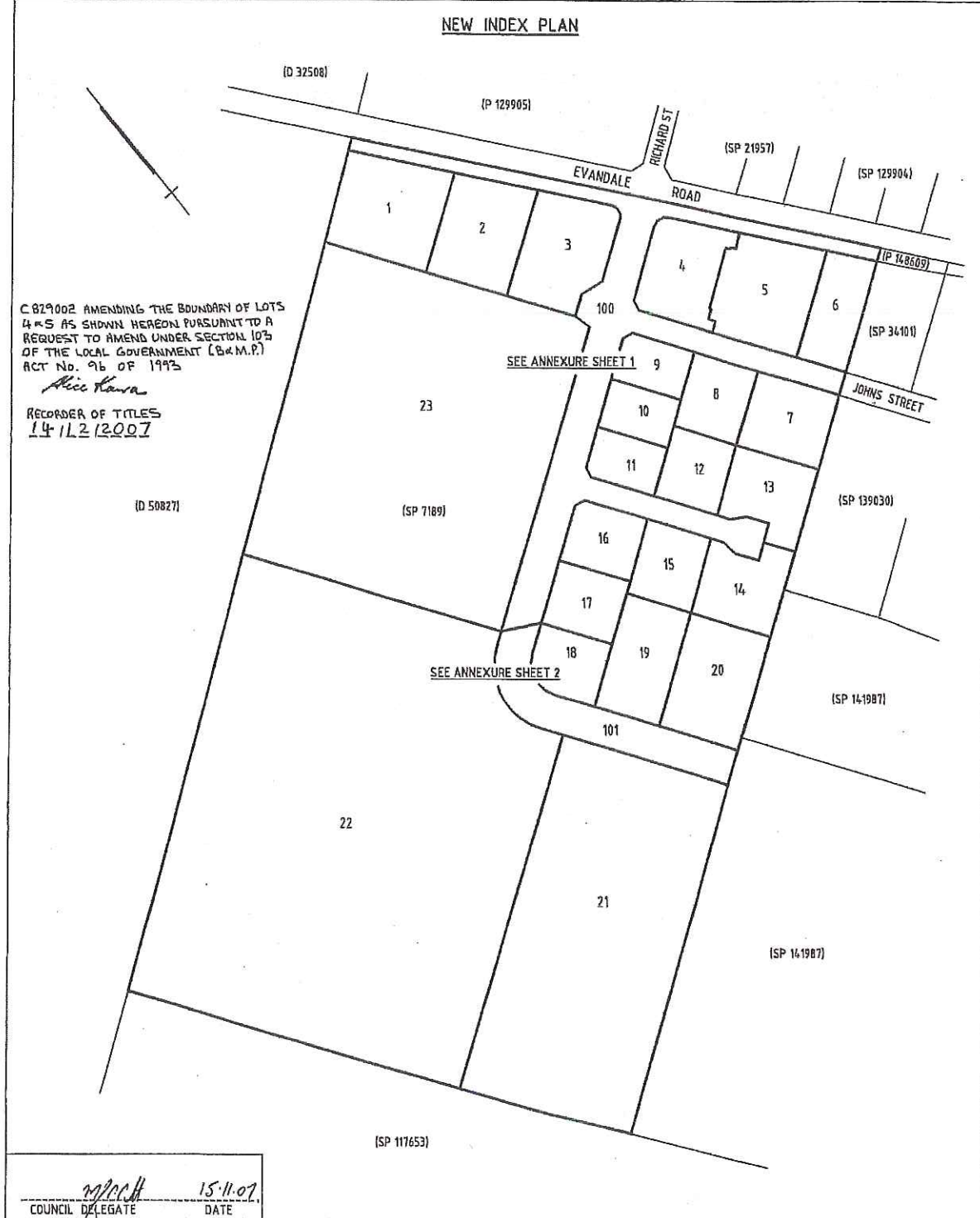
The name and positions of those signing must be provided.

Effective Date: 1 October 2020

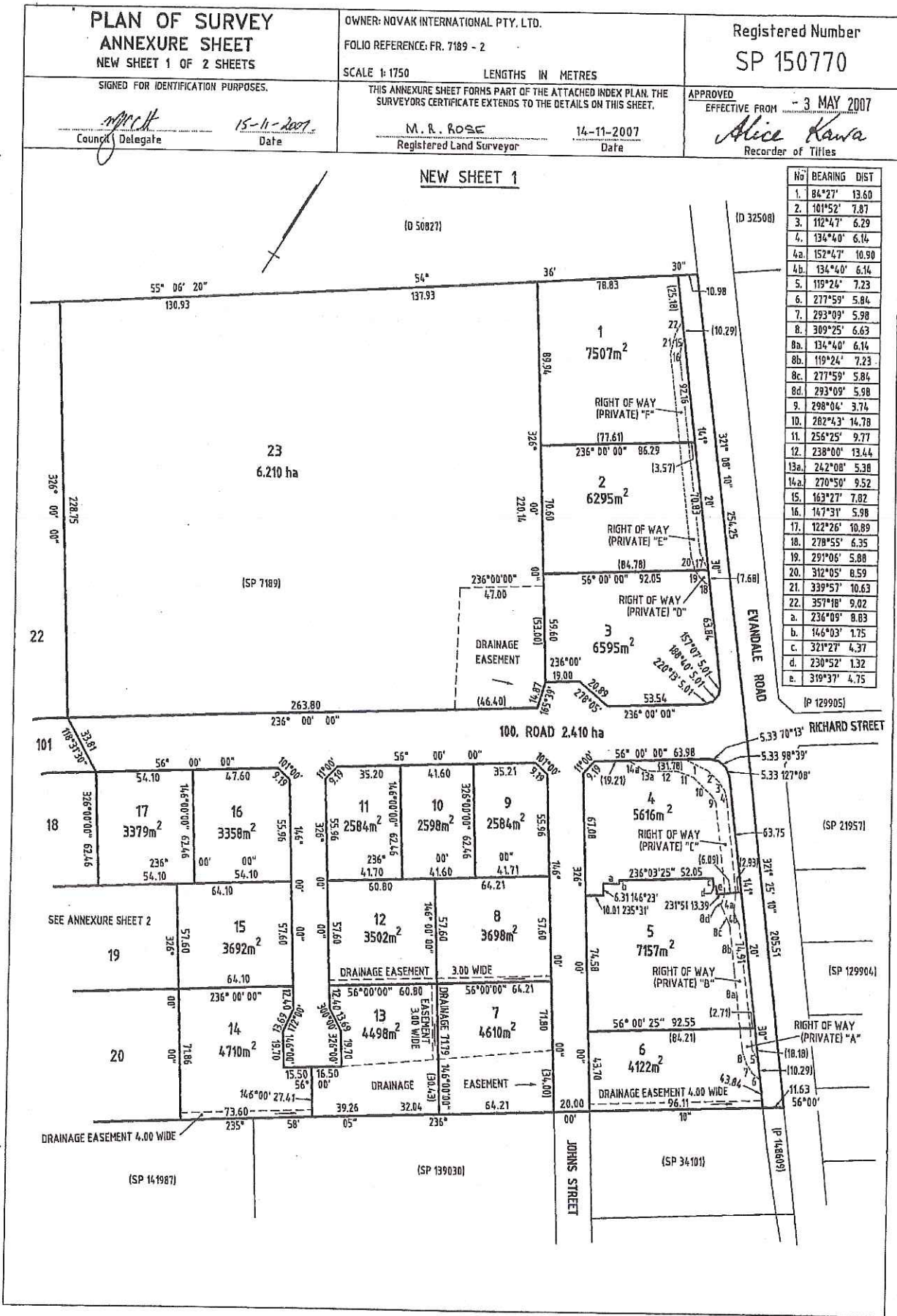
¹ References to the former provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*. The former 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.

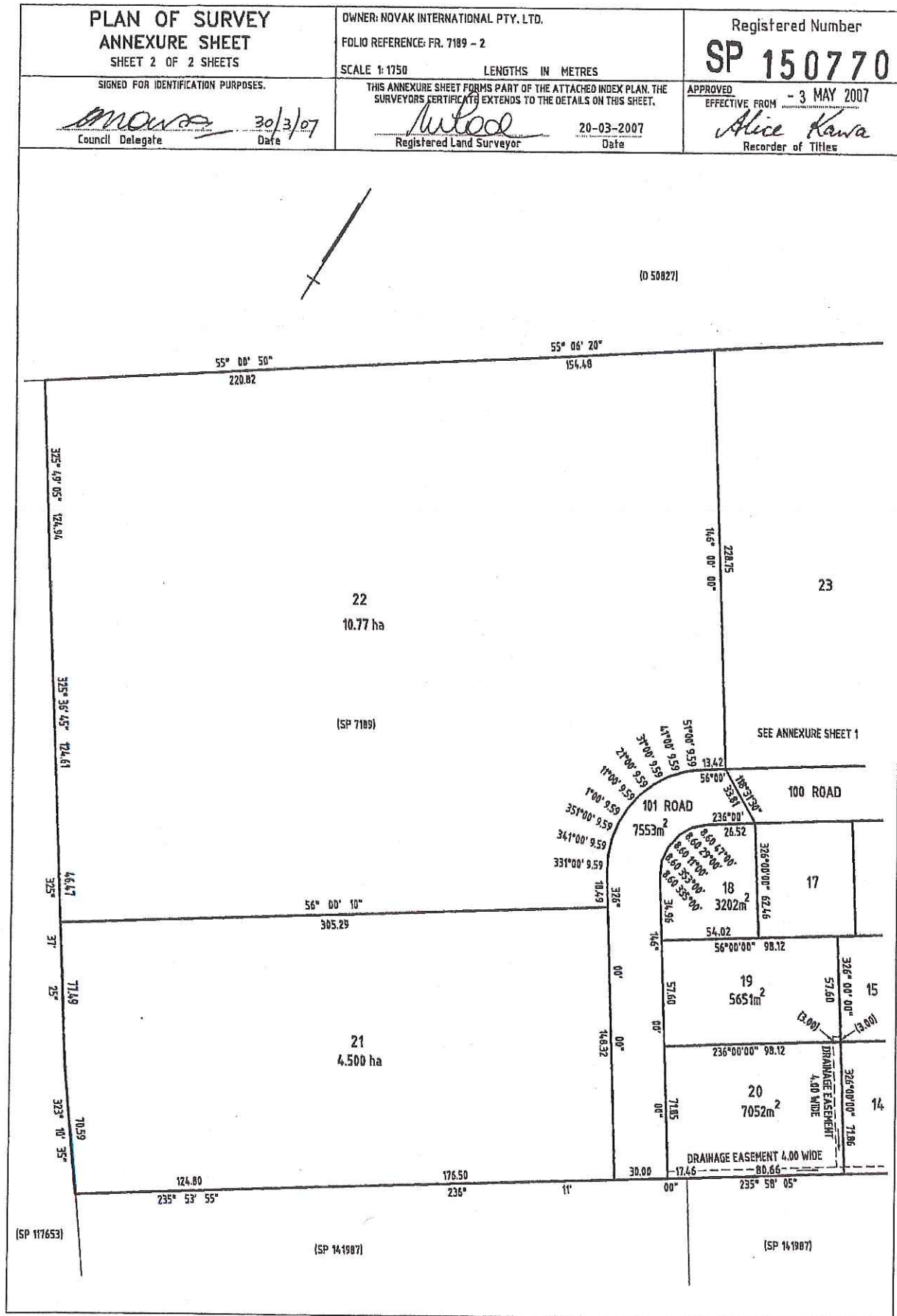
Annexure 2 - Certificate of Title Plan and Folio Text

OWNER: NOVAK INTERNATIONAL PTY. LTD.	<p align="center">PLAN OF SURVEY</p> <p>BY SURVEYOR M.R. ROSE OF 2/3 WALDEN STREET, NEWSTEAD 7250</p> <p>LOCATION LAND DISTRICT OF CORNWALL PARISHES OF BREADALBANE & PERTH</p> <p>SCALE 1: 3000 LENGTHS IN METRES</p>	Registered Number SP 150770	
FOLIO REFERENCE: FR. 7189 - 2		APPROVED EFFECTIVE FROM - 3 MAY 2007 <i>Alice Kawa</i> Recorder of Titles	
GRANTEE: PART OF 81a - 2r - 19p GRANTED TO WILLIAM KITSON, PART OF 324 ACRES GRANTED TO THOMAS GEE			
MAPSHEET MUNICIPAL CODE No. 123 (5040-55)	LAST UPI No: 4700470	LAST PLAN: SP. 7189	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



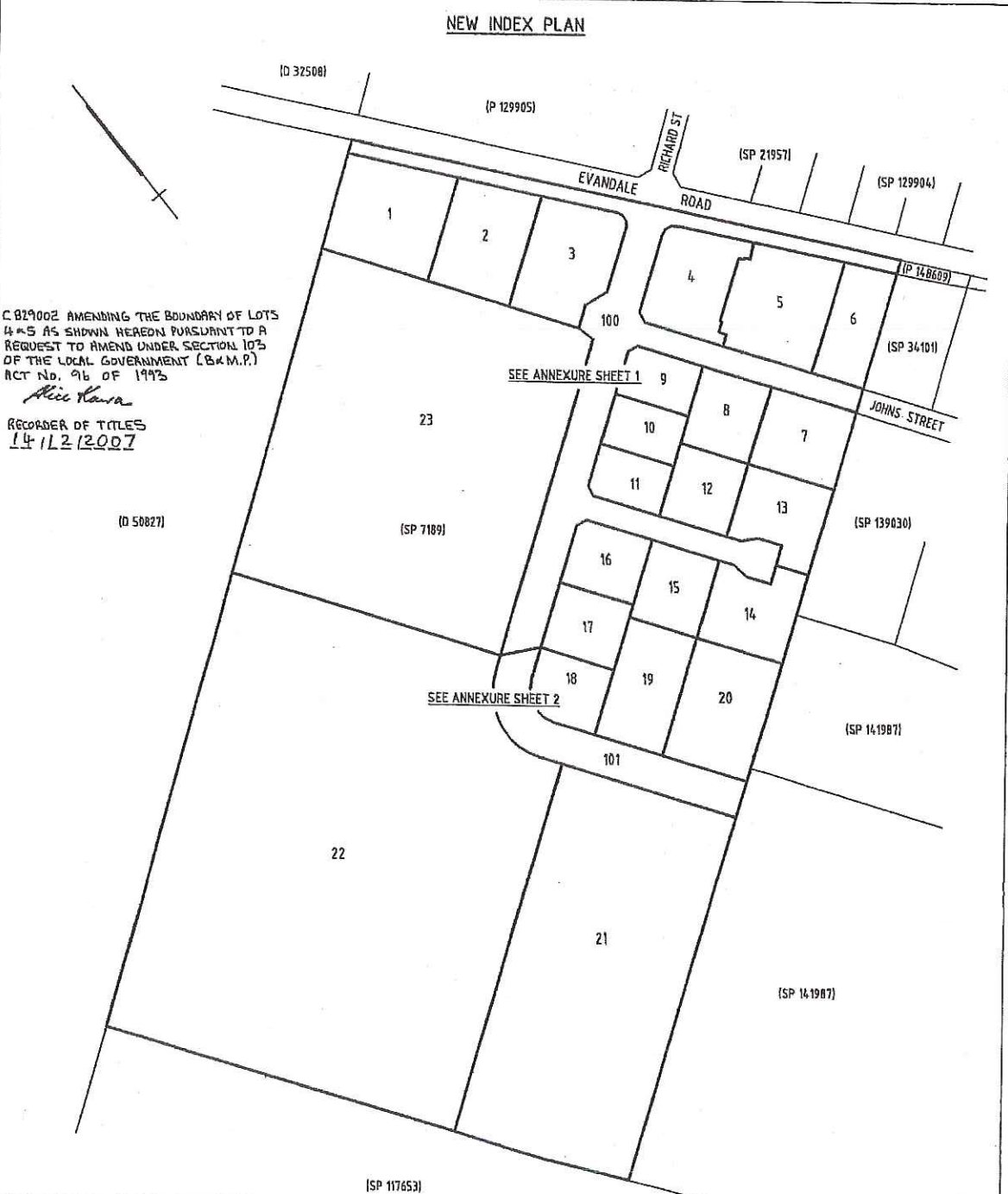
m/oc/h 15.11.07
COUNCIL DELEGATE DATE





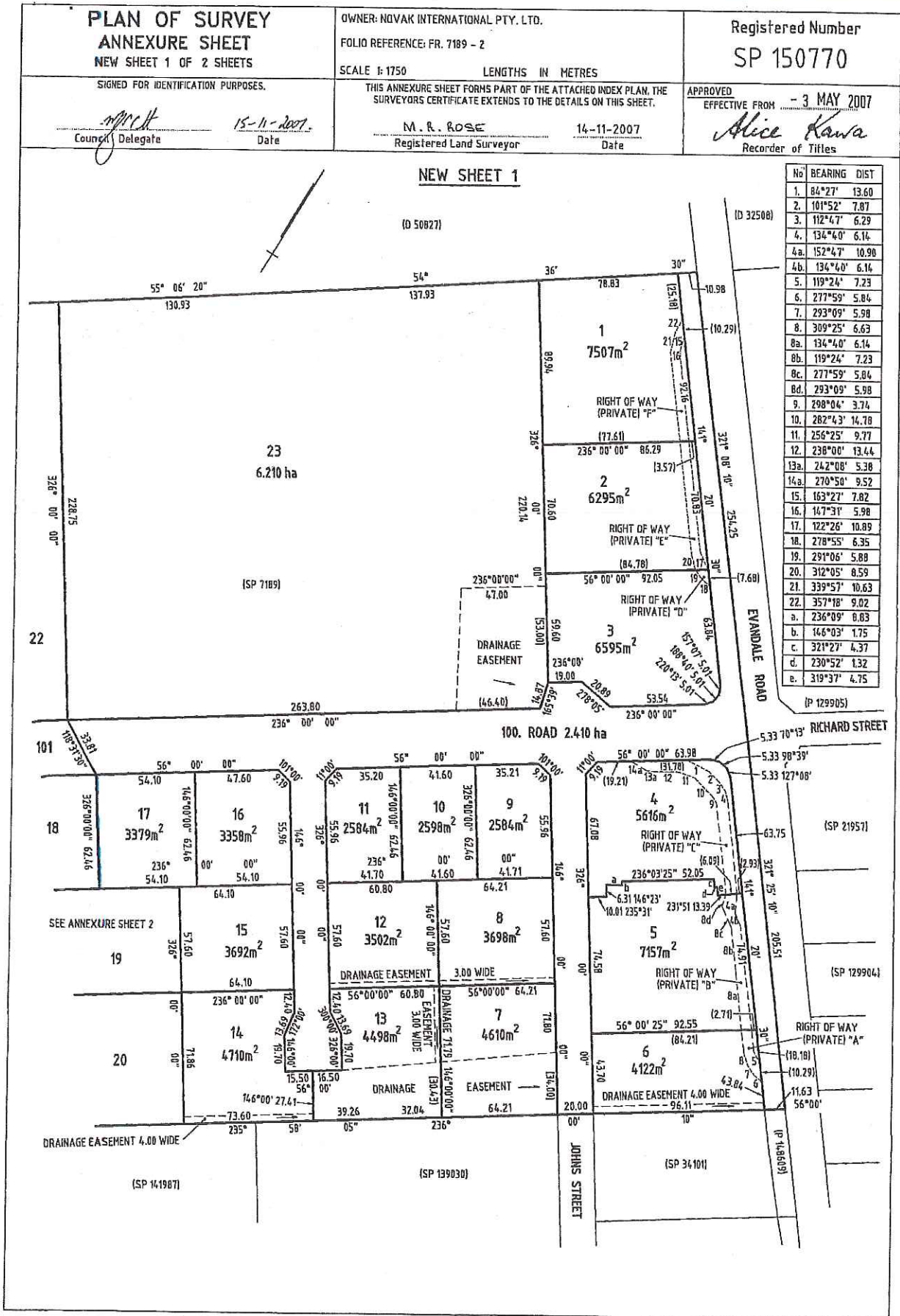
OWNER: NOVAK INTERNATIONAL PTY. LTD.	PLAN OF SURVEY BY SURVEYOR M.R. ROSE OF 2/3 WALDEN STREET, NEWSTEAD 7250 LOCATION LAND DISTRICT OF CORNWALL PARISHES OF BREADALBANE & PERTH SCALE 1: 3000 LENGTHS IN METRES	Registered Number SP 150770
FOLIO REFERENCE: FR. 7189 - 2		APPROVED EFFECTIVE FROM - 3 MAY 2007 <i>Alice Kawa</i> Recorder of Titles
GRANTEE: PART OF 81a - 2r - 19p GRANTED TO WILLIAM KITSON, PART OF 324 ACRES GRANTED TO THOMAS GEE		

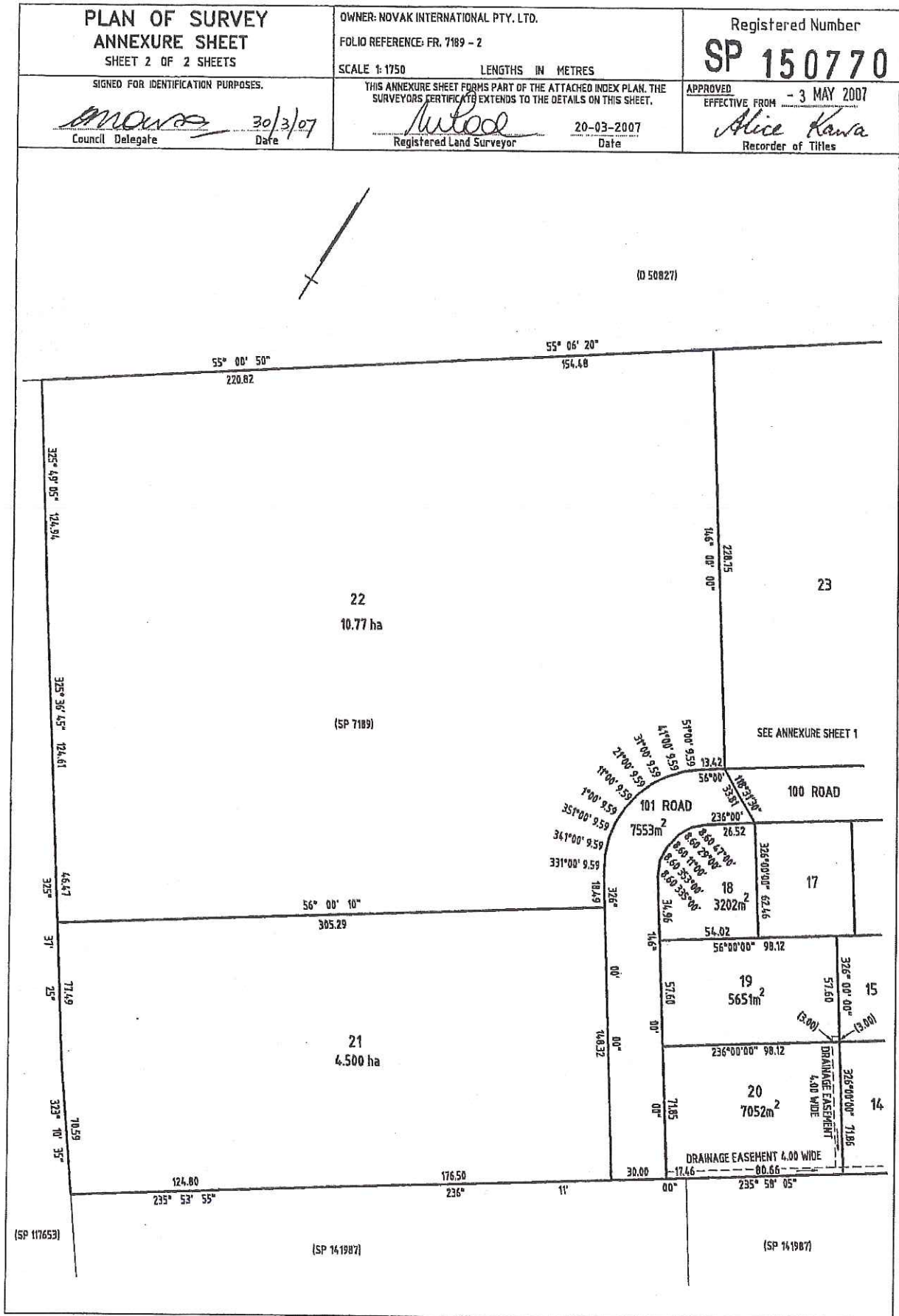
MAPSHEET MUNICIPAL CODE No. 123 (5040-55)	LAST UPI No: 4700410	LAST PLAN: SP. 7189	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
-------------------------------------------	----------------------	---------------------	-----------------------------------------------------------------



C 829002 AMENDING THE BOUNDARY OF LOTS 4 & 5 AS SHOWN HEREON PURSUANT TO A REQUEST TO AMEND UNDER SECTION 103 OF THE LOCAL GOVERNMENT (L.G.M.P.) ACT No. 96 OF 1993
Alice Kawa
 RECORDER OF TITLES
 14 11 2007

M. J. ... 15.11.07
 COUNCIL DELEGATE DATE





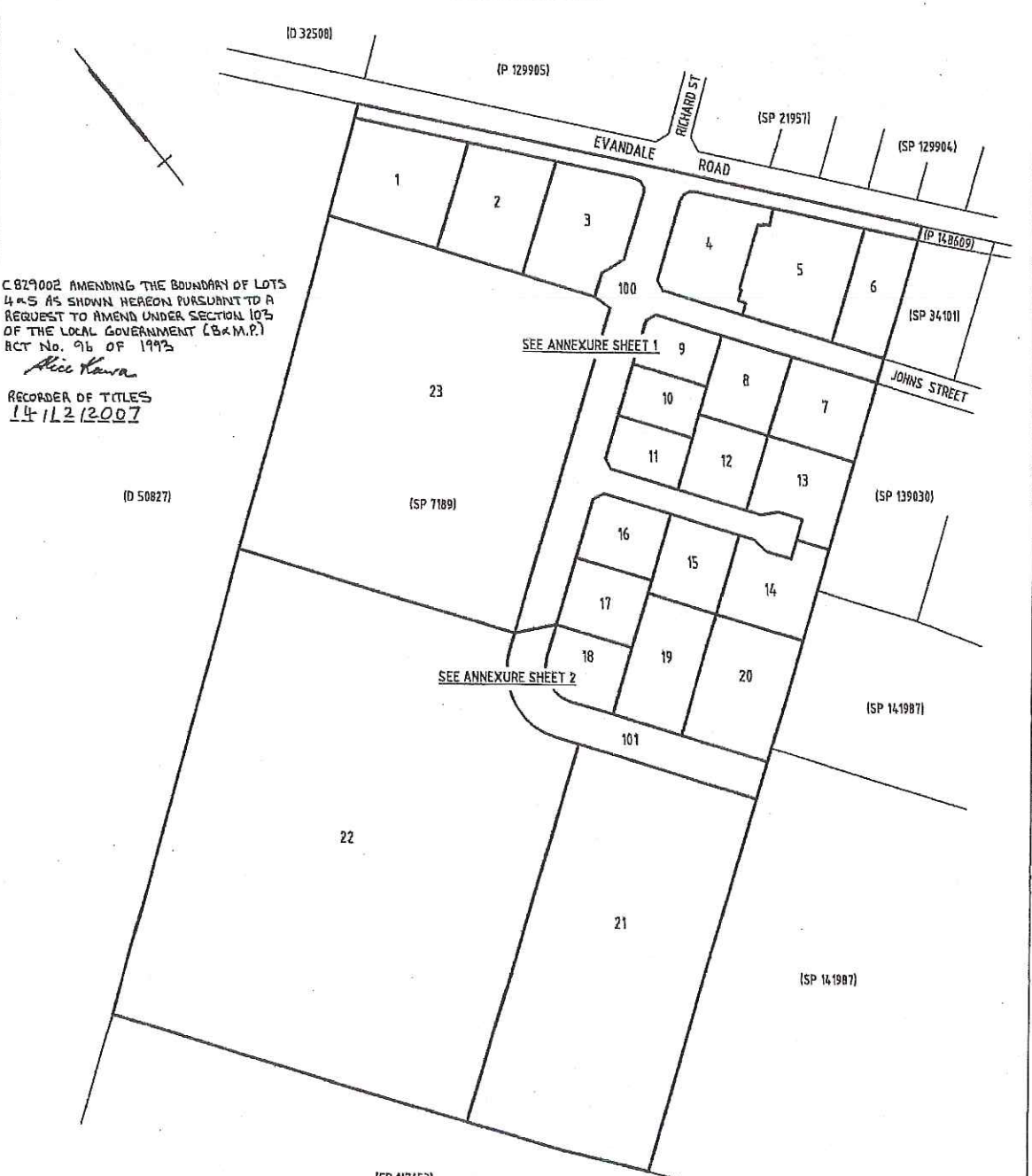
OWNER: NOVAK INTERNATIONAL PTY. LTD.
 FOLIO REFERENCE: FR. 7189 - 2
 GRANTEE: PART OF 81a - 2r - 19p GRANTED TO WILLIAM KITSON, PART OF 324 ACRES GRANTED TO THOMAS GEE

PLAN OF SURVEY
 BY SURVEYOR M.R. ROSE OF 2/3 WALDEN STREET, NEWSTEAD 7250
 LOCATION LAND DISTRICT OF CORNWALL PARISHES OF BREADALBANE & PERTH
 SCALE 1: 3000 LENGTHS IN METRES

Registered Number
SP 150770
 APPROVED EFFECTIVE FROM - 3 MAY 2007
Alice Kawa
 Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 123 (5040-55) LAST UPI No: 4700470 LAST PLAN: SP. 7189 ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

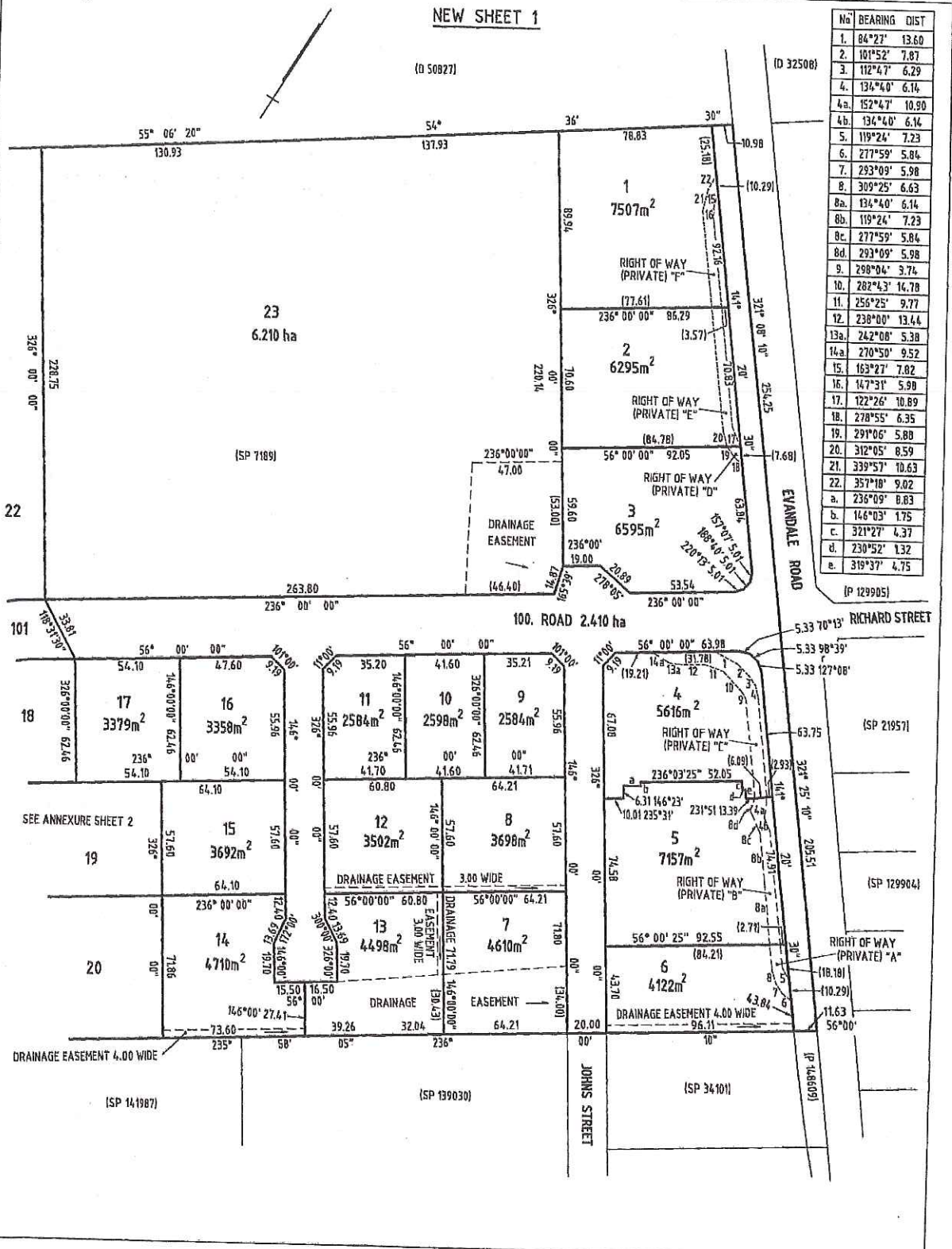
NEW INDEX PLAN



C 829002 AMENDING THE BOUNDARY OF LOTS 4 & 5 AS SHOWN HEREON PURSUANT TO A REQUEST TO AMEND UNDER SECTION 105 OF THE LOCAL GOVERNMENT (B.M.P.) ACT No. 96 OF 1993
Alice Kawa
 RECORDER OF TITLES
 14-11-2007

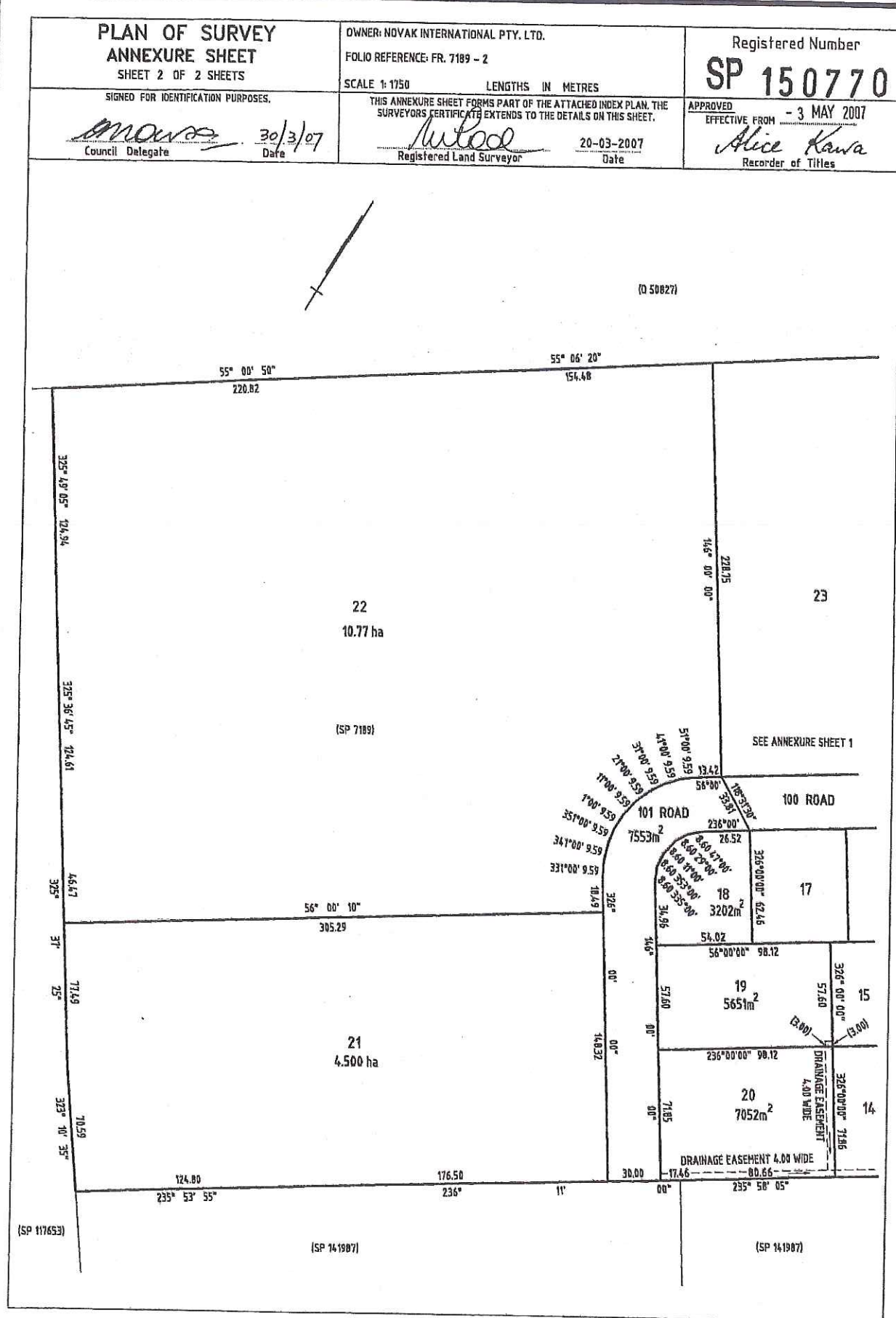
M. P. C. H. 15-11-07
 COUNCIL DELEGATE DATE

PLAN OF SURVEY ANNEXURE SHEET NEW SHEET 1 OF 2 SHEETS SIGNED FOR IDENTIFICATION PURPOSES. Council Delegate <u>M.R.C.H.</u> Date <u>15-11-2007</u>	OWNER: NOVAK INTERNATIONAL PTY. LTD. FOLIO REFERENCE: FR. 7189 - 2 SCALE 1:1750 LENGTHS IN METRES	Registered Number SP 150770
	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET. M. R. ROSE Registered Land Surveyor Date <u>14-11-2007</u>	APPROVED EFFECTIVE FROM <u>- 3 MAY 2007</u> Alice Kawa Recorder of Titles



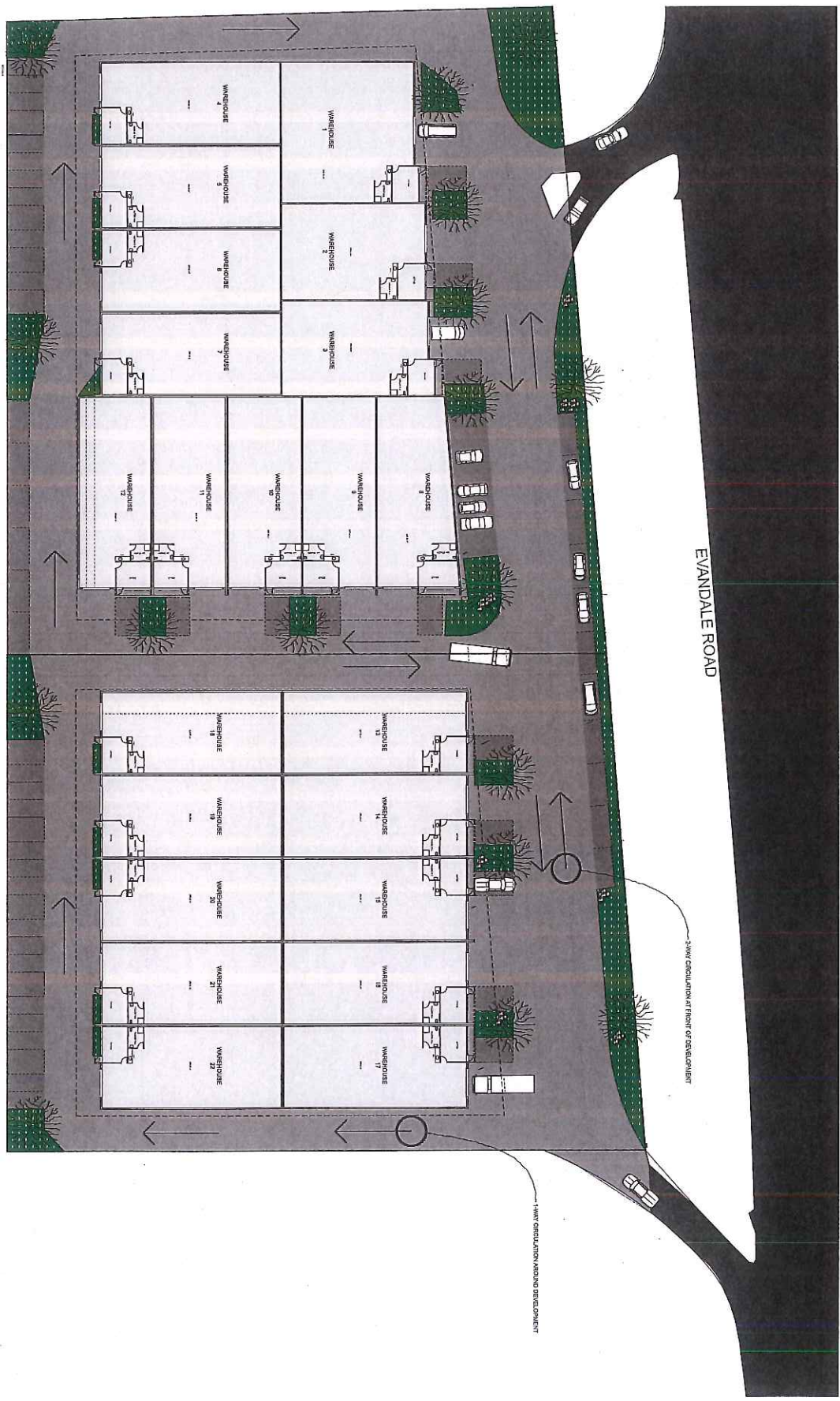
No	BEARING	DIST
1.	84°27'	13.60
2.	101°52'	7.87
3.	112°47'	6.29
4.	134°40'	6.14
4a.	152°47'	10.90
4b.	134°40'	6.14
5.	119°24'	7.23
6.	277°59'	5.84
7.	293°09'	5.98
8.	309°25'	6.63
8a.	134°40'	6.14
8b.	119°24'	7.23
8c.	277°59'	5.84
8d.	293°09'	5.98
9.	298°04'	3.74
10.	282°43'	14.78
11.	256°25'	9.77
12.	238°00'	13.44
13a.	242°08'	5.38
14a.	270°50'	9.52
15.	163°27'	7.82
16.	147°31'	5.90
17.	122°26'	10.89
18.	278°55'	6.35
19.	291°06'	5.88
20.	312°05'	8.59
21.	339°57'	10.63
22.	357°18'	9.02
a.	236°09'	8.83
b.	146°03'	1.75
c.	321°27'	4.37
d.	230°52'	1.32
e.	319°37'	4.75

(P 129905)



Annexure 3 – Conceptual Storage Development Plans

1-515



1 SITE CONCEPT 1:200

724, C13993 0
 Liddington architecture studio

Project details
 Project: 74-84 Evandale Road, Western Junction
 Address: 74-84 Evandale Road, Western Junction
 Project Type: New Storage / Office / Retailing

REVISION	DATE
3D CONCEPT, W.S.	18/09/21

The builder shall check and verify all dimensions and levels of the site prior to construction. Any discrepancies shall be reported to the architect immediately. The architect shall be responsible for the design and construction of the site.

74-84 EVANDALE ROAD

Scale: as noted @ A1
 Date: 2021
 Status: CONCEPT
 Created by: JH
 Project No: 101

2021-08 101



1 SOUTH ENTRY



2 SOUTH ENTRY VIEW 2

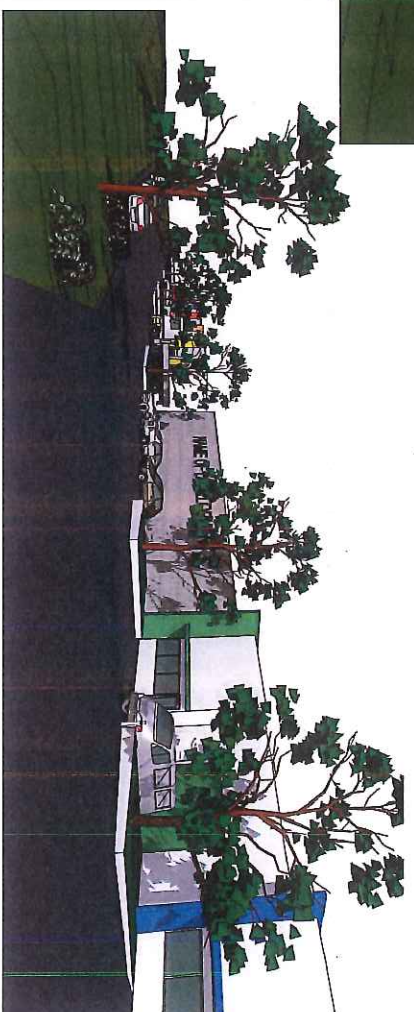
PAVILION EXPOSED AS CONCEPT TO REDUCE BULK OF BUILDING



3 NORTH ENTRY

1-516

LANDSCAPING TO REDUCE VISUAL BULK AND TO SOFTEN SPACE BETWEEN ROAD AND BUILDING



4 NORTH ENTRY VIEW 2



Liddington architecture studio

PROJECT DETAILS
 Client: 74-84 Evandale Road, Invermay Invermay
 Project: 74-84 Evandale Road / Office / Building

PROJECT INFORMATION	DATE
ISSUE	18/04/21
3D CONCEPT	
<p>The Author shall check and verify all information and data provided to the Architect. Data shall be corrected, changed or deleted by the Author for construction.</p>	
<p>Scale: as noted @ A1 Date: 2021</p>	
<p>Sheet: CONCEPT Checked By: <i>ph</i></p>	
<p>Project No: 2021-008 Drawing No: 4.01</p>	
<p>74-84 EVANDALE ROAD</p>	



1 EVANDALE ROAD VIEW

1-517



2 SOUTH STORAGE VIEW



3 NORTH STORAGE VIEW



Liddington architecture studio

Project details
 Name: 7484 Evandale Road, Mowbray Junction
 Address: 7484 Evandale Road, Mowbray Junction
 Project Type: New Storage / Office / Parking

REVISION	DATE	ISSUE	DATE
3D CONCEPT - W.S.	18/09/21	ISSUE	

The builder shall check and verify all dimensions and levels in accordance with the contract. The contractor shall be responsible for any errors and omissions and shall be held liable for any errors and omissions.	
Date: 18/09/21 Project Name: 7484 EVANDALE ROAD Drawn By: W.S.	Drawing Title: VIEWS - Layout Views: SOUTH STORAGE VIEW, NORTH STORAGE VIEW, EVANDALE ROAD VIEW Scale: As noted @ A1 Date: 2021 Status: CONCEPT Project No.: 2021-008 Drawing No.: 4.02

Annexure 4 – Engineering Advice regarding Stormwater.

MEMO

10 June 2021

Re: Future joint development of 74 & 86 Evandale Road Western Junction: management of stormwater

Hydrodynamica has been engaged by Woolcott Surveys to provide comments regarding how stormwater can be managed within and through a proposed warehouse or storage development in the Translink industrial precinct. This development is proposed for Nos. 74 and 86 Evandale Road, for which a planning scheme amendment is required.

Development will have to deal with both runoff generated from the site, and runoff intercepted by the site from the upper catchment.

The Translink Specific Area plan F1.4.5 A1 states:

The flow rate of stormwater outside the boundaries of the title shall be no greater than if the land was used for rural purposes. On-site detention devices shall be incorporated in the development.

This requirement is particularly onerous for an industrial precinct, given that most industrial uses require large roof and/or hardstand areas. It becomes more problematic for Nos. 74 and 86 (and Nos. 2 Translink Avenue) due to the lack of a piped stormwater network. The stormwater connect point for these lots to the public stormwater system is the open drain on Evandale Road. Without the additional depth a piped network would offer, all detention will have to be installed above ground, i.e., in the form of rainwater tanks and/or shaping of hardstand surfaces.

These constraints are inherent to these specific lots, and would need to be navigated by *any* development, whether the proposed development requires an amendment to the scheme or not. Given the location of the development is at the bottom of the industrial catchment, it

perhaps makes more engineer sense not to enforce detention for Nos. 74 and 86 Evandale Road, or no. 2 Translink Avenue. Allowing site-generated stormwater to pass off-site as soon as possible would reduce the likelihood that runoff from the site will pass to the Evandale Road culvert at the same time flows from the upper catchment reach it. That stated, the acceptable solution and/or the performance criteria should be able to be achieved.

It is understood that No 74, but particularly No. 86 Evandale Road is prone to overland flooding which passes from west to east across the lot, as per the figure below:

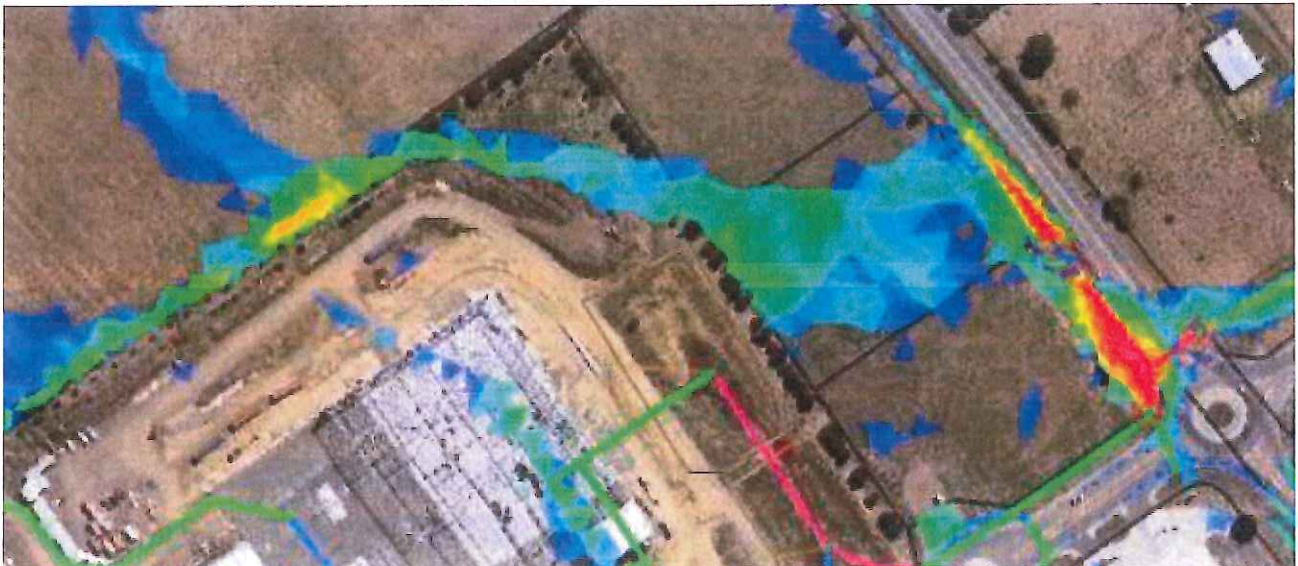


Figure 1. Flow path and inundation expected during the 1% AEP

The concentration of flows through No. 86 is chiefly created as runoff from pasture to the north intercepts land which has been filled within No. 10 Translink Avenue. These concentrated flows bypass the detention basin south-west of No. 86, and spread out as they pass through No. 86. They are then collected by the roadside drain on Evandale Road.

A solution to this issue will require the construction of an open drain from No. 10 Translink Avenue through to Evandale Road.

S.23 of the Urban Drainage Act 2013 states:

23. Property owners not to direct stormwater onto neighbouring properties

(1) A property owner must ensure that stormwater is not discharged from a private stormwater system so that it causes or is likely to cause a nuisance to a neighbouring property or its residents.

Penalty: In the case of –

- (a) a body corporate, a fine not exceeding 100 penalty units; or
 - (b) an individual, a fine not exceeding 20 penalty units.
- (2) If a property owner directs stormwater onto a neighbouring property and creates a nuisance, a general manager may –
- (a) issue a notice to the property owner giving him or her 28 days to stop causing the nuisance; and
 - (b) if the property owner does not comply with the notice, the council may carry out such works as may be necessary to rectify the nuisance, with the costs of such rectification to be borne by the property owner.
- (3) Any costs incurred under [subsection \(2\)\(b\)](#) are recoverable in a court of competent jurisdiction.

Council could therefore help facilitate the process of engaging with the adjacent owners to come up with a beneficial solution for all parties.

An open drain along the northern boundary of No. 74 is seen as the best solution due to the shape of the land, however such a drain would have to extend part-way the northern boundary of No. 10. Hydrodynamica has previously undertaken an assessment which indicates this solution is feasible based on the anticipated flows generated from the catchment. As for onsite stormwater management however, *any* development, particularly of No. 86 will have to deal with this issue, whether or not the amendment to the scheme is made.



Cameron Oakley

B.TECH (Env.), B.ENG (Hons), MBA

HYDRODYNAMICA

Licensed Building Services Provider No. 949718126

Annexure 5 – Updated Use Table for Area 6 of the Translink SAP.

Annexure 5 – Updated use table for Area 6 of Translink SAP.

F1.3.6 Area 6 (see Figure F.1.1)

No Permit Required	
Use Class	Qualification
Utilities	If for minor utilities.
Passive recreation	
Natural and cultural values management	
Permitted	
Use Class	Qualification
Food services	If a restaurant. If a takeaway shop.
Hotel Industry	
Utilities	If not minor utilities.
Vehicle fuel sales and service	If a service station.
Discretionary	
Use Class	Qualification
Business and Professional Services	If an office.
Bulky goods sales	If a showroom.
General retail and hire	The floor area must not exceed 250m ² .
Storage	If: a) not a liquid fuel depot or solid fuel depot; and b) only on CT150770/1, CT150770/2 and CT150770/3
Visitor accommodation	If a motel.
Prohibited	
All other uses	

From: "Hills, Garry" <Garry.Hills@stategrowth.tas.gov.au>
Sent: Tue, 27 Jul 2021 10:58:12 +1000
To: "NMC Planning" <planning@nmc.tas.gov.au>
Subject: RE: Referral to Department of State Growth of Planning Application PLN-21-0189 - 74 & 86 Evandale Road & 2 Translink Ave, Western Junction TAS 7212

Our Ref: D21/174949

Hello Rosemary – sorry for the delay on this one, still catching up from being on leave.

Given the proposal is utilising the existing left in / left out only access points and the Department is currently upgrading Evandale Road to dual lanes I advise we have no objection to the development or any specific comments to make.

Let me know if you need any further information.

Cheers, Garry

Garry Hills | Principal Analyst Traffic Engineering
Infrastructure Tasmania Division | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



From: Rosemary Jones <rosemary.jones@nmc.tas.gov.au>
Sent: Thursday, 22 July 2021 10:02 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: FW: Referral to Department of State Growth of Planning Application PLN-21-0189 - 74 & 86 Evandale Road & 2 Translink Ave, Western Junction TAS 7212
Importance: High

Good morning,

Just touching base regarding this referral – I do understand there is still time remaining for response but as Council is on some tight timelines for reporting on this one, I want to ensure that we DO get a response by the 28th. If you have any concerns about the timeline, please get in touch as soon as you can.

With thanks and regards,

Rosemary Jones

28 Aug 2021

Rosemary Jones
Planning Officer
Northern Midlands Council
13 Smith Street
LONGFORD TAS 7301

Dear Rosemary

RE: Planning Application PLN-21-0189 - Site Specific Amendment to insert "Storage" as a qualified discretionary use class on CT150770/1-3, within Area 6 of the Translink Specific Area Plan - 74 & 86 Evandale Road & 2 Translink Ave, Western Junction TAS 7212

I refer to the above planning application and after review of the proposal, Launceston Airport does not object to the site specific amendment however requests any subsequent development applications for this site are referred to Launceston Airport for assessment against airspace and ANEF restrictions, and wildlife risk.

Regarding future development and for communication to the proponent:

Due to the proximity to the prescribed airspace surfaces (OLS) for Launceston Airport, any permanent or non-permanent structure, including plant or equipment, that extends to a height greater than 15m from existing ground level, including during construction, may infringe the OLS and must be referred to Launceston Airport for written approval prior to use. Approval from Airservices Australia may be required, this process may take 6 weeks or longer to obtain. Launceston Airport recommends that the proponent make contact prior to submitting a planning application and discuss future development on site.

If you or the applicant has any questions relating to the above comments, please don't hesitate in contacting me.

Yours sincerely



Ilya Brucksch
Manager Planning and Development
Australia Pacific Airports (Launceston) Pty. Ltd.

**REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0189 TO WORKS & INFRASTRUCTURE
DEPARTMENT**

Property/Subdivision No: 201800.216

Date: 14 July 2021

Applicant: Woolcott Surveys

Proposal: Site Specific Amendment to insert "Storage" as a qualified discretionary use class on CT150770/1-3, within Area 6 of the Translink Specific Area Plan

Location: 74 & 86 Evandale Road & 2 Translink Ave, Western Junction


W&I referral PLN-21-0189, 74 & 86 Evandale Road & 2 Translink Ave, Western Junction

No W&I comment on the amendment to allow storage but we should point out to them that their concept drawing will need to be revised to allow for the stormwater drainage recommended in the Hydrodynamica report.

Jonathan Galbraith (Engineering Officer)

Date: 22/7/21

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0189	Council notice date	14/07/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01183-NMC	Date of response	22/07/2021
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	74 EVANDALE RD, WESTERN JUNCTION	Property ID (PID)	3314662
Description of development	Planning scheme amendment and warehouse development		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Woolcott Surveys	Planning Application Report		July 2021
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56S(2) TasWater makes the following submission(s):</p> <ol style="list-style-type: none"> TasWater does not object 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. 			
Advice			
<p>General</p> <p>For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards</p> <p>For application forms please visit http://www.taswater.com.au/Development/Forms</p>			
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