

# Exhibited

This planning application is open for  
public comment until  
22 April 2026

Reference no	<b>PLN-26-0043</b>
Site	<b>6 MUNRO STREET WESTERN JUNCTION</b>
Proposed Development	<b>Storage (vehicles)</b>
Zone	<b>19.0 General Industrial</b>
Use class	<b>Storage</b>

Written representations may be made during this time to the General Manager;  
mailed to PO Box 156, Longford, Tasmania 7301,  
delivered to Council offices or  
a pdf letter emailed to [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

(no special form required)



# PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

## The Proposal

**Description of proposal:**

Car Storage

**Driveway construction material:**

## The Land

**Site address:**

6 Munro Street, Western Junction

**Title reference:**

C/T: 154985/20

**Existing buildings on site:**

1

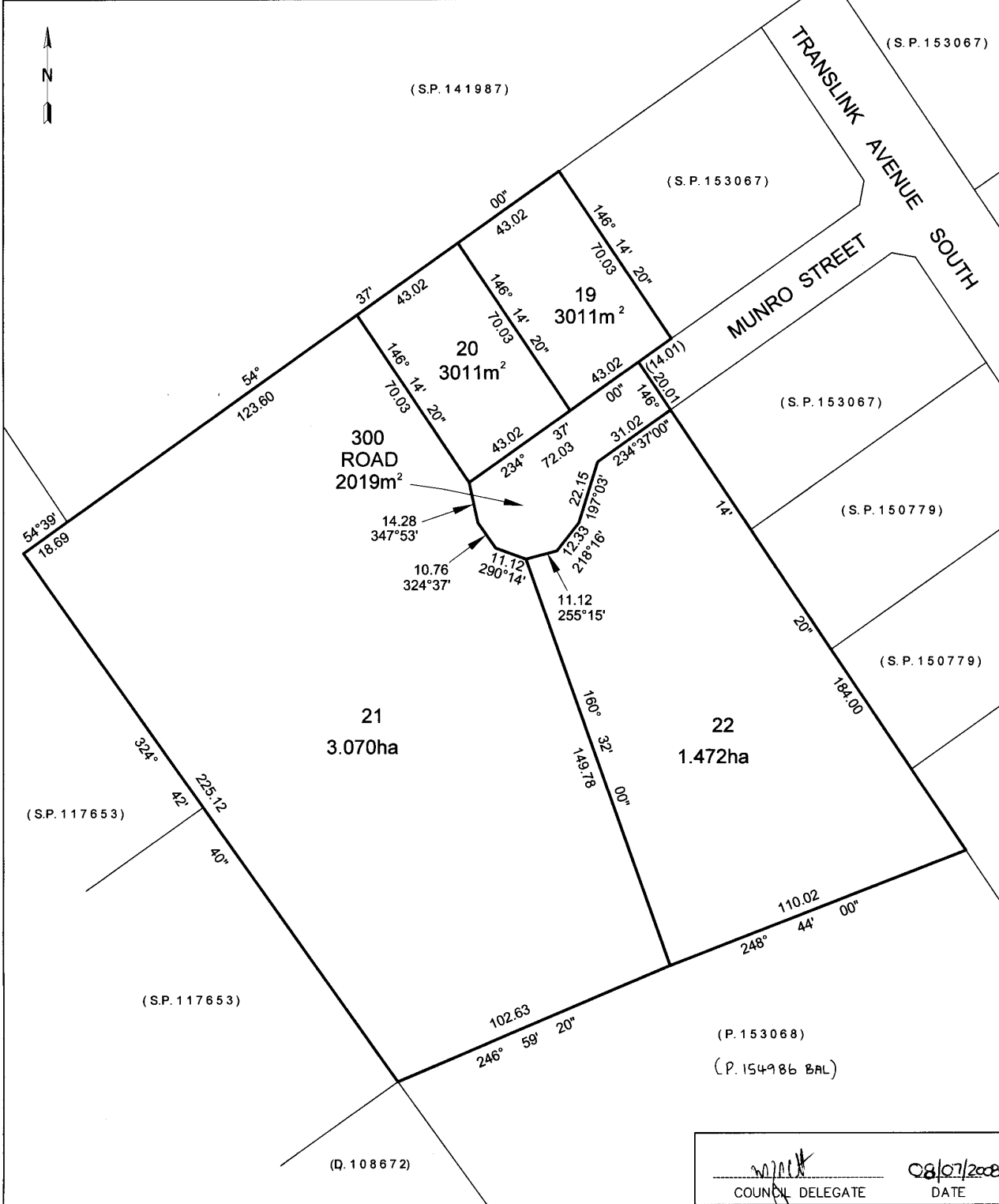
**Existing use of site:**

**Applicant justification of any variation/discretion to the  
*Tasmanian Planning Scheme – Northern Midlands***

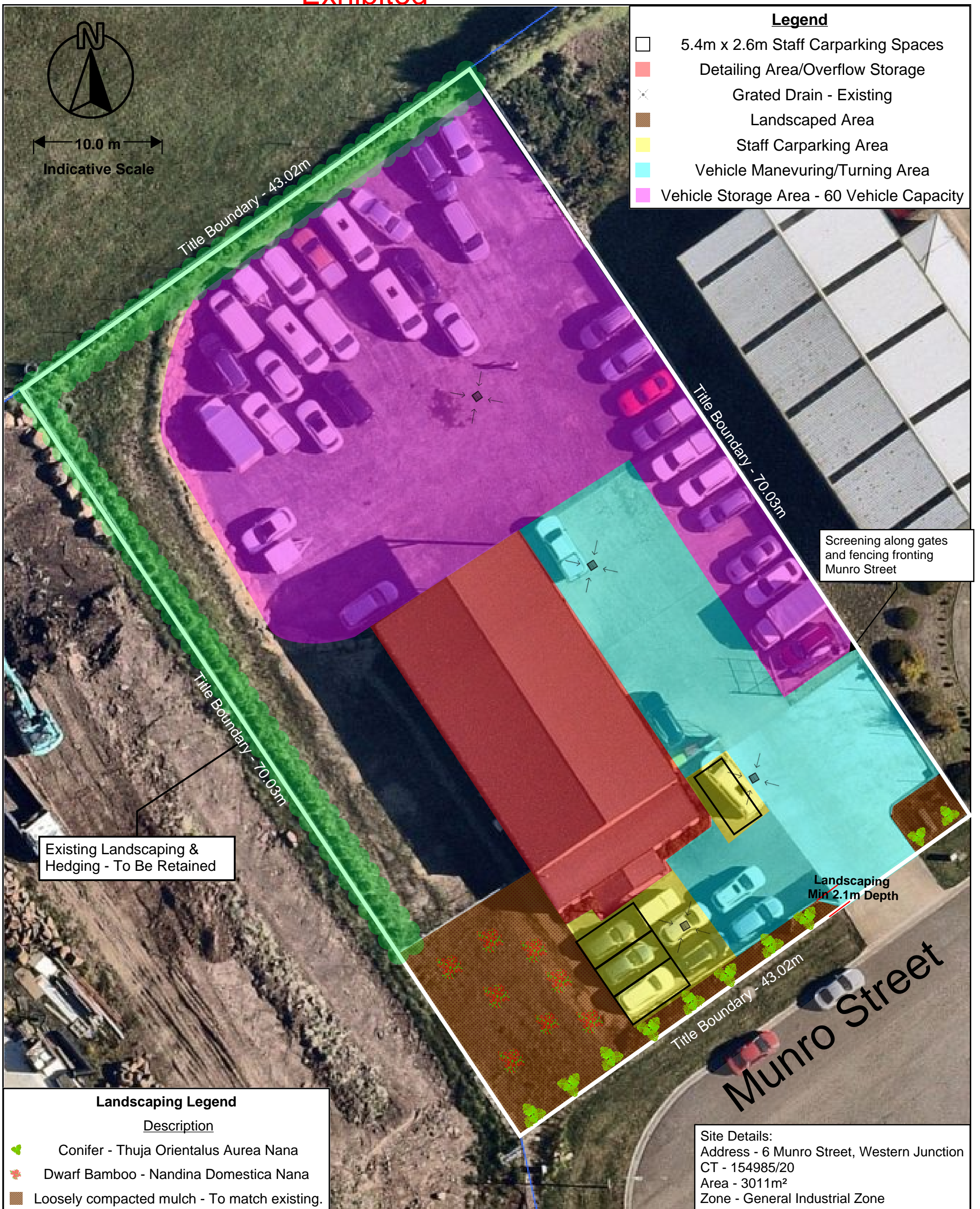
See Planning Report for Justification

<p>OWNER: ANGELA SARAH BOWDEN, PHILIP MARK BOWDEN, ROBERT MACKINNON HARRISON, GORDON JAMES HUMPHREYS AND WALKEM MANAGEMENT PTY LTD</p> <p>FOLIO REFERENCE: C.T. 153068-1</p> <p>GRANTEE: PART OF 582<sup>A</sup> 3<sup>R</sup> 0<sup>P</sup> GRANTED TO JOHN SINCLAIR</p>	<p><b>PLAN OF SURVEY</b> <b>WOOLCOTT SURVEYS</b></p> <p>BY SURVEYOR B. R. WOOLCOTT</p> <p>LOCATION <b>LAND DISTRICT OF CORNWALL</b> <b>PARISH OF BREADALBANE</b></p> <p>SCALE 1: 1250                      LENGTHS IN METRES</p>	<p>REGISTERED NUMBER <b>SP154985</b></p> <p>APPROVED EFFECTIVE FROM <b>12 AUG 2008</b></p> <p><i>Alice Kana</i> Recorder of Titles</p>
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<p>MAPSHEET MUNICIPAL CODE No 123 (5040-55)</p>	<p>LAST UPI No <b>G4EQD3</b></p>	<p>LAST PLAN No P. 153068</p>	<p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>
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*[Signature]*                      08/07/2008  
COUNCIL DELEGATE                      DATE



**Legend**

	5.4m x 2.6m Staff Carparking Spaces
	Detailing Area/Overflow Storage
	Grated Drain - Existing
	Landscaped Area
	Staff Carparking Area
	Vehicle Maneuvring/Turning Area
	Vehicle Storage Area - 60 Vehicle Capacity

Existing Landscaping & Hedging - To Be Retained

Screening along gates and fencing fronting Munro Street

Landscaping Min 2.1m Depth

**Landscaping Legend**

Description

- Conifer - Thuja Orientalus Aurea Nana
- Dwarf Bamboo - Nandina Domestica Nana
- Loosely compacted mulch - To match existing.

**Site Details:**

Address - 6 Munro Street, Western Junction  
 CT - 154985/20  
 Area - 3011m<sup>2</sup>  
 Zone - General Industrial Zone

**Plan notes:**

- 1) For the purposes of this plan areas delineated are indicative only, and some minor on-site variation may occur.
- 2) Specific planting locations are TBC.
- 3) Planting maintained through automated sprinkler system - Specifications TBC

	156 George Street, Launceston 7250 132 Davey Street, Hobart 7000  Phone (03) 6709 8116 Email: info@novaland.com.au	<p><b>Proposed Plan</b></p> <p>Change of Use - Vehicle Storage Facility                  6 Munro Street, Western Junction                  CT 154985/20</p>	Job Number L260109
	Notes: This plan is intended to support a planning application lodged for the change of use on this site and should be read in conjunction with the planning application and supporting report		Drawn <u>AJB</u> Scale <u>As shown</u> Date <u>05/03/2026</u> Edition <u>1</u> Sheet <u>1/1</u>

Exhibited

# SUPPORTING PLANNING REPORT

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Change of Use to Storage (Vehicle Storage)

6 Munro Street, Western Junction

February 2026



**NOVA**  
LAND  
CONSULTING

Unlocking land potential.

# Exhibited

Job Number: L260109

Prepared by: Alex Bowles  
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Town Planner

Reviewed by: James Stewart  
Senior Town Planner

Rev. no	Description	Date
1	Draft	23 February 2026
2	Final	



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## 1.0 Introduction

This report has been prepared in support of a planning permit application under Section 57 of the *Land Use Planning and Approval Act 1993* (the ‘Act’) to change the use of the land at 6 Munro Street, Western Junction (the ‘subject site’).

The proposal seeks approval for a Change of Use to Storage (Vehicle Storage) at the subject site. This report provides a detailed assessment of the proposed development’s alignment with planning controls of the municipal area and considers any potential impacts.

This application is to be read in conjunction with the following supporting documentation:

Document	Author
Proposal Plans	Nova Land Consulting

## 1.1 Summary

Subject Site	
Address(es)	6 Munro Street, Western Junction
Property ID	2894239
Title(s)	154985/20
Planning Authority	Northern Midlands Council
Planning Controls	
Zone	General Industrial Zone (19.0)
Overlays	Bushfire Prone Area Code (C13.0) Safeguarding of Airports Code (C16.0) - Airport obstacle limitation area (211m AHD)
SAPs	Translink Specific Area Plan (NOR-S1.0) – Area 1
Proposal	
Proposed Use/Development	Change of Use to Storage (Vehicle Storage)
Use Class	Storage
Use Class Status	Permitted – Under Use Table NOR-1.5 (Area 1)

## 3.0 Proposed Use and Development

### 3.1 Proposal

The application seeks approval for a change of use of the site at 6 Munro Street, Western Junction to a vehicle storage facility. The proposal does not involve any physical development or building works and relates solely to the alteration of the use of the land.

Under the proposed arrangement, the site would operate exclusively as a 'back-of-house' vehicle storage and distribution facility accommodating up to 50–60 vehicles at any one time. The facility would not operate as a vehicle hire premises and would not function as a customer-facing site. All customer interaction, bookings, vehicle hire transactions and handovers would occur off-site at the nearby airport or other approved customer service locations within the region.

The Munro Street site would operate solely as a storage, cleaning, detailing and redistribution facility, with vehicles transported between the site and the proximate airport site and other operational locations, as required.

The operational model involves customers arriving at the airport where all transactions will occur, with vehicles provided to customers from these sites. Following use, vehicles are returned to the airport and then transported by staff to the Munro Street site for cleaning, detailing and storage until next required. Vehicles are subsequently redistributed back to the airport or other operational sites as needed.

In this respect, the use is consistent with the definition of Storage under Table 6.2 of the Planning Scheme, being the:

“use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, self storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, **vehicle storage**, warehouse and woodyard.”

The facility would typically have three to four staff present on-site at any given time during operating hours 7am to 6pm, with a total of six staff associated with the back-of-house operation.

Four on-site parking spaces are provided for staff use, and there would be no customer parking demand associated with the use. The site is expected to generate approximately 30–40 vehicle movements per day associated with transfer to and from the airport. Vehicles may occasionally be delivered via trailer by a commercial vehicle, occurring approximately once or twice per month, typically in the early morning around 7:00am or late afternoon between 4:00pm and 5:00pm.

The operator has secured an additional 800m<sup>2</sup> of space and 30 additional parking bays at the airport to improve overall fleet management and storage capacity. The Munro Street site will operate within its established capacity of 50–60 vehicles and will not result in vehicles being parked on the street.

Existing signage has been replaced on a like-for-like basis, with no additional signage proposed as part of this application.

The proposed change of use represents a low-impact storage and distribution function with no customer interface and no physical intensification of the site.

The alteration to the function of the site is intended to reduce impacts associated with the current operation and to formalise its role as a managed storage facility consistent with the Planning Scheme definition of Storage.

### 3.2 Proposal plans

*Figure 1 - Proposal Plan – Site Plan. Source: Supplied by Property Owner*



A full set of plans is included with the application.



## 4.0 Planning Assessment

### 4.1 Planning Scheme Zone Assessment

#### 19.0 General Industrial Zone

##### 19.2 Use Table

**Planners Response:**

Due to the NOR-S1.0 Translink Specific Area Plan outlined within the *Local Provisions Schedule - Northern Midlands*, the Use Table outlined within 19.2 is substituted with Clause NOR-S1.5.1 - Area 1 of the Specific Area Plan.

Proposed 'Storage' use class considered 'Permitted' under Clause NOR-S1.5.1 - Area 1.

##### 19.3 Use Standards

##### 19.3.1 Discretionary uses

Objective:	That uses listed as Discretionary do not compromise the use or development of the land for industrial activities that may have impacts on adjacent uses.
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#### Acceptable Solutions

**A1**  
No Acceptable Solution.

#### Performance Criteria

**P1**  
A use listed as Discretionary must not compromise the use or development of surrounding properties for industrial activities that may have impacts on adjacent uses, having regard to:

- (a) the characteristics of the site;
- (b) the size and scale of the proposed use; and
- (c) the functions of the industrial area.

**Planners Response:** Not applicable to application.

The Use Standards referenced apply to discretionary uses. In this instance, the proposal is for a 'Permitted' use pursuant to Clause NOR-S1.5.1 of the Planning Scheme. As such, the discretionary use standards are not triggered.

##### 19.4 Development Standards for Buildings and Works

##### 19.4.1 Building height

Objective:	To provide for a building height that: <ul style="list-style-type: none"> <li>(a) is necessary for the operation of the use; and</li> <li>(b) minimises adverse impacts on adjoining properties.</li> </ul>
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#### Acceptable Solutions

#### Performance Criteria



<p><b>A1</b></p> <p>Building height must be not more than 20m.</p>	<p><b>P1</b></p> <p>Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the bulk and form of the building;</li> <li>(b) separation from existing use on adjoining properties; and</li> <li>(c) any buffers created by natural or other features.</li> </ul>
<p><b>Planners Response:</b> Not applicable to application.</p> <p>No buildings proposed.</p> <p>Standard is not applicable to application</p>	

### 19.2.2 Setback

Objective:	That the building setback is appropriate for the site.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<p><b>A1</b></p> <p>Buildings must have setback from a frontage of:</p> <ul style="list-style-type: none"> <li>(a) not less than 10m;</li> <li>(b) not less than existing buildings on the site; or</li> <li>(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</li> </ul>	<p><b>P1</b></p> <p>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the setback of buildings on adjacent properties; and</li> <li>(c) the safety of road users.</li> </ul>	
<p><b>Planners Response:</b> Not applicable to application.</p> <p>No buildings proposed.</p> <p>Standard is not applicable to application</p>		

### 19.2.3 Landscaping

<p><b>Planners Response:</b> Not applicable to application.</p> <p>This clause is substituted for <i>Clause NOR-S1.7.5 – Open Space and Landscaping</i>. That clause applies in this instance.</p>
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### 19.5 Development Standards for Subdivision

<p><b>Planners Response:</b> Not applicable to application.</p> <p>No subdivision proposed as part of this application.</p> <p>Not applicable.</p>
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## 4.2 Planning Scheme Code Assessment

### C2.0 Parking and Sustainable Transport Code

C2.5 Use Standards

C2.5.1 Car parking numbers

**Planners Response:** Not applicable to application

This clause is substituted for *Clause NOR-S1.6.6 Car parking numbers*. That clause applies in this instance.

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria	
<p><b>A1</b></p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>	<p><b>P1</b></p> <p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and</li> <li>(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</li> </ul>	
<p><b>Planners Response:</b> Not applicable to application.</p> <p>No requirement to provide bicycle parking, none provided. Standard considered not applicable.</p>		

C2.5.3 Motorcycle parking numbers

Objective:	That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria	
<p><b>A1</b></p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> <li>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing</li> </ul>	<p><b>P1</b></p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the proposed use and development;</li> <li>(b) the topography of the site;</li> <li>(c) the location of existing buildings on the site;</li> </ul>	



number of motorcycle parking spaces is maintained.	(d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
<b>Planners Response:</b> Not applicable to application. As per C2.2.2, this standard is not applicable.	

#### C2.5.4 Loading Bays

Objective:	That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b> A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	<b>P1</b> Adequate space for loading and unloading of vehicles must be provided, having regard to: <ul style="list-style-type: none"> <li>(a) the type of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the location of the site;</li> <li>(e) the nature of traffic in the surrounding area;</li> <li>(f) the area and dimensions of the site; and</li> <li>(g) the topography of the site;</li> <li>(h) the location of existing buildings on the site; and</li> <li>(i) any constraints imposed by existing development.</li> </ul>	
<b>Planners Response:</b> Not applicable to application. Approx 380m <sup>2</sup> of floor area from the building onsite. Does not exceed 1000m <sup>2</sup> . Therefore, standard not applicable.		

#### C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Objective:	To: <ul style="list-style-type: none"> <li>(a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and</li> <li>(b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.</li> </ul>	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>



<p><b>A1</b></p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <p>(a) Food Services uses up to 100m<sup>2</sup> floor area or 30 seats, whichever is the greater; and</p> <p>(b) General Retail and Hire uses up to 100m<sup>2</sup> floor area,</p> <p>provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p><b>P1</b></p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <p>(a) car parking demand generated by the proposed use during its proposed hours of operation;</p> <p>(b) the availability of on-street and public car parking in the surrounding area;</p> <p>(c) the availability and frequency of public transport within a 400m walking distance of the site;</p> <p>(d) the availability and likely use of other modes of transport;</p> <p>(e) the availability and suitability of alternative arrangements for car parking provision;</p> <p>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</p> <p>(g) any car parking deficiency or surplus associated with the existing use of the land;</p> <p>(h) any relevant parking plan for the area adopted by council;</p> <p>(i) any existing on-street car parking restrictions; and</p> <p>(j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>
<p><b>Planners Response:</b> Not applicable to application.</p> <p>Not within General Residential Zone and Inner Residential Zone.</p>	

C2.6 Development Standards for Buildings and Works  
 C2.6.1 Construction of parking areas

Objective:	That parking areas are constructed to an appropriate standard.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>



<p><b>A1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> <li>(a) be constructed with a durable all weather pavement;</li> <li>(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</li> </ul>	<p><b>P1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the use;</li> <li>(b) the topography of the land;</li> <li>(c) the drainage system available;</li> <li>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</li> <li>(e) the likelihood of generating dust; and</li> <li>(f) the nature of the proposed surfacing.</li> </ul>
<p><b>Planners Response:</b> Complies with acceptable solution.</p> <p>All areas dedicated to parking are existing sealed surfaces from previous development, including drainage, considered to comply with the acceptable solution.</p>	

## C2.6.2 Design and layout of parking areas

Objective:	That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
	<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
	<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking</li> </ul>	<p><b>P1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the proposed slope, dimensions and layout;</li> <li>(c) useability in all weather conditions;</li> <li>(d) vehicle and pedestrian traffic safety;</li> <li>(e) the nature and use of the development;</li> <li>(f) the expected number and type of vehicles;</li> <li>(g) the likely use of the parking areas by persons with a disability;</li> <li>(h) the nature of traffic in the surrounding area;</li> <li>(i) the proposed means of parking delineation; and</li> </ul>

<p>spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i><sup>1</sup></p>	<p>(j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 - 2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i></p>
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**Planners Response:** Relies on performance criteria.

The proposal does not involve any physical development or alterations to the existing parking layout, accessways, manoeuvring areas, or circulation spaces on the site. No new parking areas are proposed. The site comprises sealed, hardstand areas that are appropriately constructed to allow safe and efficient use in all weather conditions. For clarity, staff parking and vehicle storage are considered as two distinct components: this assessment relates to staff car parking and associated access and manoeuvring, while the operational vehicle storage areas are not considered dedicated parking.

The site is expected to have generally three to four staff members on-site at any one time, with no customer access. Four on-site parking spaces are provided for staff use. Given the small scale of staff parking and the absence of public access, formal delineation of spaces is not considered necessary. Dedicated accessible parking is not being proposed, but if needed, a compliant space could easily be incorporated to meet Disability Discrimination Act and National Construction Code requirements.

Existing parking and circulation areas are of sufficient dimension and configuration to provide safe and efficient vehicle movement. The site is capable of accommodating the transfer and manoeuvring of light vehicles associated with the storage and redistribution operation. Vehicle movements are modest, generally a maximum of 30-40 per day, and commercial vehicle visits are infrequent, occurring only for periodic deliveries of vehicles to the site once or twice a month during operating hours.

Traffic within the site predominantly involves slow-moving vehicles, consistent with the industrial character of the locality. Surrounding traffic includes a mix of light and occasional heavy vehicles typical of the precinct.

The existing parking, access, manoeuvring, and circulation arrangements are considered safe, convenient, and efficient for the limited staff, lack of public interaction and vehicle movements associated with the proposed change of use. The proposal satisfies the intent of the performance criteria, ensuring that parking is physically delineated (via the existing fencing), functional, and appropriately accommodated within the site.



### C2.6.3 Number of accesses for vehicles

Objective:	That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	<b>P1</b> The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
<p><b>Planners Response:</b> Complies with acceptable solution.</p> <p>Accesses provided are existing, no change proposed.</p> <p>Complies.</p>		
<b>A2</b>	Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	<b>P2</b> Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
<p><b>Planners Response:</b> Not applicable to application.</p> <p>Not within Central Business Zone</p>		

### C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone



Objective:	That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: <ul style="list-style-type: none"> <li>(a) enables easy and efficient use;</li> <li>(b) promotes the safety of users;</li> <li>(c) minimises opportunities for crime or anti-social behaviour; and</li> <li>(d) prevents unreasonable light overspill impacts.</li> </ul>	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b> In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.</i>	<b>P1</b> In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: <ul style="list-style-type: none"> <li>(a) enabling easy and efficient use of the area;</li> <li>(b) minimising potential for conflicts involving pedestrians, cyclists and vehicles;</li> <li>(c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces;</li> <li>(d) any unreasonable impact on the amenity of adjoining properties through light overspill; and</li> <li>(e) the hours of operation of the use.</li> </ul>	
<b>Planners Response:</b> Not applicable to application. Not within General Business Zone and Central Business Zone.		

### C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>



<p><b>A1.1</b></p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p style="margin-left: 20px;">(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p style="margin-left: 20px;">(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b></p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p><b>P1</b></p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>
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**Planners Response:** Relies on performance criteria.

The proposed use under Table C2.1 nominally requires 15 parking spaces. The site provides four on-site staff spaces and, as such, relies on the performance criteria rather than the acceptable solution, as dedicated pedestrian access in accordance with the acceptable solution is not provided.

The site is intended to operate as a back-of-house vehicle storage and redistribution facility, with no public or customer interaction, therefore all occupants of the site will be familiar with the site and WHS procedures. Pedestrian access within the site is limited to staff members only, and vehicle speeds within the site are intended to be slow-moving. While vehicle movements are regular, they are carried out exclusively by trained staff members.

Given the limited number of staff, the operational nature of the use, and the absence of public access, implementing dedicated pedestrian access is not considered necessary. The existing arrangements allow staff to move safely within the site, and the use can operate in a safe and convenient manner in accordance with the performance criteria of the standard.

**C2.6.6 Loading bays**

<b>Objective:</b>	That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>



<p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the types of vehicles likely to use the site;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the topography of the site;</li> <li>(f) the location of existing buildings on the site; and</li> <li>(g) any constraints imposed by existing development.</li> </ul>
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**Planners Response:** Not applicable to application.  
 Dedicated loading bays are not required for the use, nor are they proposed.  
 Therefore, standard not applicable to this application.

<p><b>A2</b></p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p><b>P2</b></p> <p>Access for commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the types of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the location of the site and nature of traffic in the area of the site;</li> <li>(f) the effectiveness or efficiency of the surrounding road network; and</li> <li>(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</li> </ul>
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**Planners Response:** Complies with acceptable solution.

The site will predominantly be used for the storage and redistribution of light vehicles. Commercial vehicle access is infrequent, occurring only once or twice per month for the purpose of transporting vehicles from the site for distribution.

All vehicles, including these occasional commercial vehicles, can enter, manoeuvre, and exit the site in a forward direction. The existing access and on-site circulation areas are of sufficient width and configuration to accommodate safe movement in accordance with *Australian Standard AS 2890.2 - 2002 for off-street commercial vehicle facilities*. Accordingly, the proposal satisfies the intent of Clause A2.

**C2.6.7** Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

<p>Objective:</p>	<p>That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.</p>
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Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <ul style="list-style-type: none"> <li>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</li> <li>(b) be located within 50m from an entrance;</li> <li>(c) be visible from the main entrance or otherwise signed; and</li> <li>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting</i> - Performance and design requirements.</li> </ul>	<p><b>P1</b></p> <p>Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the accessibility to the site;</li> <li>(b) the characteristics of the site;</li> <li>(c) the nature of the proposed use;</li> <li>(d) the number of employees;</li> <li>(e) the users of the site and the likelihood of travel by bicycle;</li> <li>(f) the location and visibility of proposed parking for bicycles;</li> <li>(g) whether there are other parking areas on the site; and</li> <li>(h) the opportunity for sharing bicycle parking on nearby sites.</li> </ul>
<p><b>Planners Response:</b> Not applicable to application.</p> <p>No dedicated bicycle parking required under Table C2.1.</p> <p>Standard not applicable to this application.</p>	
<p><b>A2</b></p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) have dimensions not less than:                             <ul style="list-style-type: none"> <li>(i) 1.7m in length;</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> </li> <li>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</li> <li>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</li> </ul>	<p><b>P2</b></p> <p>Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the space available;</li> <li>(c) the safety of cyclists; and</li> <li>(d) the provisions of <i>Australian Standard AS 2890.3- 2015 Parking facilities - Part 3: Bicycle parking</i>.</li> </ul>
<p><b>Planners Response:</b> Not applicable to application.</p> <p>No dedicated bicycle parking required under Table C2.1.</p> <p>Standard not applicable to this application.</p>	

### C2.6.8 Siting of parking and turning areas

Objective:	That the siting of vehicle parking and access facilities in an Inner Residential
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	<p>Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p><b>P1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) topographical or other site constraints;</li> <li>(b) availability of space behind the building line;</li> <li>(c) availability of space for vehicle access to the side or rear of the property;</li> <li>(d) the gradient between the front and the rear of existing or proposed buildings;</li> <li>(e) the length of access or shared access required to service the car parking;</li> <li>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</li> <li>(g) the visual impact of the vehicle parking and access on the site;</li> <li>(h) the streetscape character and amenity;</li> <li>(i) the nature of the zone in which the site is located and its preferred uses; and</li> <li>(j) opportunities for passive surveillance of the road.</li> </ul>
<p><b>Planners Response:</b> Not applicable to application.</p>	
<p>Not within Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone.</p>	
<p><b>A2</b></p>	<p><b>P2</b></p>



<p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> <li>(a) have no new vehicle accesses, unless an existing access is removed;</li> <li>(b) retain an active street frontage; and</li> <li>(c) not result in parked cars being visible from public places in the adjacent roads.</li> </ul>	<p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the streetscape;</li> <li>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</li> <li>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</li> </ul>
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**Planners Response:** Not applicable to application.

Not within Central Business Zone, standard not applicable to application.

C2.7 Parking Precinct Plan

C2.7.1 Parking precinct plan

<p><b>Objective:</b></p>	<p>To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> <li>(a) not be provided; or</li> <li>(b) not be increased above existing parking numbers.</li> </ul>	<p><b>P1</b></p> <p>Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-street public parking spaces within reasonable walking distance;</li> <li>(b) the ability of multiple users to share spaces because of:                             <ul style="list-style-type: none"> <li>(i) variations in parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) the availability, accessibility and safety of on-street parking, having regard to the</li> </ul>



	<p>nature of the roads, traffic management and other uses in the vicinity;</p> <p>(f) the streetscape;</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site;</p> <p>(i) any constraints imposed by existing development; and</p> <p>(j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and</p> <p>(k) not exceed the number specified in Table C2.1.</p>
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**Planners Response:** Not applicable to application.

Site is not within an identified Parking Precinct, therefore standard not applicable.

### C3.0 Road and Railway Assets Code

#### C3.5 Use Standards

##### C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Acceptable Solutions	Performance Criteria
<p><b>A1.1</b></p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <p>(a) a new junction;</p> <p>(b) a new vehicle crossing; or</p> <p>(c) a new level crossing.</p> <p><b>A1.2</b></p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p><b>A1.3</b></p> <p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p><b>A1.4</b></p>	<p><b>P1</b></p> <p>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <p>(a) any increase in traffic caused by the use;</p> <p>(b) the nature of the traffic generated by the use;</p> <p>(c) the nature of the road;</p> <p>(d) the speed limit and traffic flow of the road;</p> <p>(e) any alternative access to a road;</p> <p>(f) the need for the use;</p> <p>(g) any traffic impact assessment; and</p> <p>(h) any advice received from the rail or road authority.</p>



<p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> <li>(a) the amounts in Table C3.1; or</li> <li>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</li> </ul> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	
<p><b>Planners Response:</b> Complies with acceptable solution.</p> <p>Proposal is not on a ‘major road’ as defined and outlines that the proposed change of use will result in an AADT of between 30 and 40 movements per day, complying with the acceptable solution.</p>	

Table C3.1 Acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

### C3.6 Development Standards for Buildings or Works

<p><b>Planners Response:</b> Not applicable to application.</p> <p>Standards within this section relate to the road and railway attenuation area.</p> <p>The site is not within a road and railway attenuation area as defined by the scheme.</p> <p>Therefore, not applicable to the application.</p>
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### C3.7 Development Standards for Subdivision

<p><b>Planners Response:</b> Not applicable to application.</p> <p>Standards within this section relate to the road and railway attenuation area.</p> <p>The site is not within a road and railway attenuation area as defined by the scheme.</p>
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Therefore, not applicable to the application.

## 4.2 Planning Scheme Specific Area Plan Assessment

NOR-S1.5.1 Area 1 (refer to Figure NOR-S1.2.1)

This clause is in substitution for General Industrial Zone - clause 19.2 Use Table.

Use Class	Qualification
<b>No Permit Required</b>	
Passive Recreation	
Utilities	If for minor utilities.
<b>Permitted</b>	
Research and Development	
Service Industry	
Storage	If not for a liquid fuel depot or solid fuel depot.
Transport Depot and Distribution	
Utilities	If not listed as No Permit Required.
Vehicle Fuel Sales and Service	
Vehicle Parking	
<b>Discretionary</b>	
Bulky Goods Sales	(a) If for a showroom with a gross floor area of not more than 200m <sup>2</sup> .
Emergency Services	
Manufacturing and Processing	
Resource Processing	
Storage	If for a liquid fuel depot or solid fuel depot.
<b>Prohibited</b>	
All other uses	



## NOR-S1.6 Use Standards

### NOR-S1.6.1 External lighting

This clause is in addition to General Industrial Zone - clause 19.3.1 Discretionary uses and Agriculture Zone clause 21.3.1 Discretionary uses.

<b>Objective:</b>	That external lighting does not impact on the operational safety of the Launceston Airport.
Acceptable Solutions	Performance Criteria
<b>A1</b> External lighting must be hooded and directed so as not to cause nuisance, threat or hazard to the operation of Launceston Airport.	<b>P1</b> No Performance Criterion.
<p><b>Planners Response:</b> Not applicable to application.</p> <p>This clause is identified as applying to discretionary uses through being an addition to the standards under 19.3.1. The proposed development is not classified as a discretionary use under the applicable Use Table and is instead a permitted use. Accordingly, the clause is not triggered by this application.</p> <p>Notwithstanding this, it is noted that the proposal involves vehicle storage only and does not include any emission-generating activities, lighting, structures, or other elements that would compromise the safe operation of Launceston Airport. The use will not create airspace intrusion, wildlife attraction, smoke, glare, or other hazards relevant to airport safeguarding provisions.</p> <p>On this basis, the clause is not applicable to the application.</p>	

### NOR-S1.6.2 Environmental quality

This clause is in addition to General Industrial Zone - clause 19.3.1 Discretionary uses and Agriculture Zone clause 21.3.1 Discretionary uses.

<b>Objective:</b>	That development does not: (a) result in environmental harm to the local area; or (b) impact on the operational safety of the Launceston Airport.
Acceptable Solutions	Performance Criteria
<b>A1</b> Emissions must not cause a hazard to the safe operation of Launceston Airport.	<b>P1</b> No Performance Criterion.
<p><b>Planners Response:</b> Not applicable to application.</p> <p>This clause is identified as applying to discretionary uses through being an addition to the standards under 19.3.1. The proposed development is not classified as a discretionary use under the applicable Use Table and is instead a permitted use. Accordingly, the clause is not triggered by this application.</p> <p>Notwithstanding this, it is noted that the proposal involves vehicle storage only and does not include any emission-generating activities, lighting, structures, or other elements that would compromise the safe operation of Launceston Airport. The use will not create</p>	



airspace intrusion, wildlife attraction, smoke, glare, or other hazards relevant to airport safeguarding provisions.

On this basis, the clause is not applicable to the application.

**A2**

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

**P2**

No Performance Criterion.

**Planners Response:** Not applicable to application.

This clause is identified as applying to discretionary uses through being an addition to the standards under 19.3.1. The proposed development is not classified as a discretionary use under the applicable Use Table and is instead a permitted use. Accordingly, the clause is not triggered by this application.

Notwithstanding this, it is noted that the proposal involves vehicle storage only and does not include any intense emission-generating activities, lighting, structures, or other elements that would compromise the amenity of the residents in the Devon Hills Low Density Residential Zone.

On this basis, the clause is not applicable to the application.

NOR-S1.6.3 Residential use

This clause is in addition to General Industrial Zone - clause 19.3.1 Discretionary uses, Agriculture Zone clause 21.3.1 Discretionary uses, and C16.5.1 Sensitive Use within an airport noise exposure area.

Objective:	That airport operations are not adversely affected by residential use.
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**Acceptable Solutions**

**Performance Criteria**

**A1.1**

Residential use must be incidental to another use on site; and

**A1.2**

Residential use must be incorporated into the main building; and

**A1.3**

Development for residential use must meet *Australian Standard 2021 - 2000 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction*.

**P1**

No Performance Criterion.

**Planners Response:** Not applicable to application.

Proposal is not for 'Residential Use' as defined by the scheme, therefore not applicable to the application.

NOR-S1.6.4 Liquid and solid fuel depot

This clause is in addition to General Industrial Zone - clause 19.3.1 Discretionary uses and Agriculture Zone clause 21.3.1 Discretionary uses.



<b>Objective:</b>	That airport operations are not adversely affected by liquid and solid fuel depots.	
Acceptable Solutions	Performance Criteria	
<b>A1</b> The applicant must provide advice that the relevant airport safety authority has determined that the use will not pose a threat to the safety and amenity of the airport.	<b>P1</b>	No Performance Criterion.
<b>Planners Response:</b> Not applicable to application. Proposal is not for 'Liquid and solid fuel depot' as defined by the scheme, therefore not applicable to the application.		

### NOR-S1.6.5 General retail and hire

This clause is in addition to General Industrial Zone - clause 19.3.1 Discretionary uses and Agriculture Zone clause 21.3.1 Discretionary uses.

<b>Objective:</b>	That general retail and hire is of a scale suitable to the area.	
Acceptable Solutions	Performance Criteria	
<b>A1</b> The gross floor area must not exceed 250m <sup>2</sup> .	<b>P1</b>	No Performance Criterion.
<b>Planners Response:</b> Not applicable to application. Proposal is not for 'General retail and hire' as defined by the scheme, therefore not applicable to the application.		

### NOR-S1.6.6 Car parking numbers

This clause is in substitution for clause C2.5.1 Car Parking Numbers.

<b>Objective:</b>	That adequate on-site parking is provided.	
Acceptable Solutions	Performance Criteria	
<b>A1</b> The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) it relates to an	<b>P1.1</b>	The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or



<p>intensification of an existing use or development or a change of use where:</p> <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> <li>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</li> <li>(iii) <math>N = A + (C - B)</math> N = Number of on-site car parking spaces required</li> <li>(iv) A = Number of existing on site car parking spaces</li> <li>(v) B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</li> <li>(vi) C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</li> </ul>	<ul style="list-style-type: none"> <li>(ii) efficiencies gained by consolidation of car parking spaces;</li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</li> <li>(f) the availability, accessibility and safety of on street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</li> <li>(g) the effect on streetscape; and</li> <li>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development, or</li> </ul> <p><b>P1.2</b></p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>a) the nature and intensity of the use and car parking required;</li> <li>b) the size of the dwelling and the number of bedrooms; and</li> <li>c) the pattern of parking in the surrounding area.</li> </ul> <p><b>P1.3</b></p> <p>Within Area 5 (refer to Figure NOR-S1.2.1), the car parking requirement may be reduced where the discretion involves the protection of the heritage item or the recycling of heritage buildings for new uses and where Council deems that the car parking generated by the use and development can be effectively accommodated in some other way.</p>
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**Planners Response:** Not applicable to application.

The proposal intends to provide four on-site car parking spaces, which is less than the 15 spaces prescribed for the use under Table C2.1 of the Planning Scheme. As such, the application relies on the performance criteria P1.1 for non-residential uses.

The provision of four spaces reflects the operational requirements of the site, which is limited to three to four staff members working on-site at any given time. There is no requirement for additional spaces, as the use is not customer-facing and does not generate demand for public parking. There is no variation in parking demand over time, nor is there a need for multiple users to share spaces. The site is somewhat constrained by existing buildings and hardstand areas, but all staff parking can occur safely within the site.

Parking within the site frontage is consistent with typical arrangements for industrial and service uses within the Translink area and does not adversely affect streetscape.



There is no public transport serving the site with which alternative transport could be utilised, but this is not required given the scale of the use. Overall, the amount of car parking provided is sufficient for the intended use, consistent with existing arrangements on the site, and appropriately scaled for a back-of-house storage facility. The use is small in scale, limited to staff access, and does not involve public visitation.

Accordingly, the proposed provision of four on-site car parking spaces is considered adequate to meet the reasonable needs of the use and satisfies the performance criteria under P1.1. Clauses P2 and P3 are not applicable to this proposal.

**Please note:** the parking considered here relates solely to staff parking as required under the Scheme and does not include the storage area of the vehicles intended to be stored and redistributed as part of the proposed use.

## NOR-S1.7 Development Standards for Buildings and Works

### NOR-S1.7.1 Building height

This clause is in substitution for General Industrial Zone - clause 19.4.1 Building height and Agriculture Zone clause 21.4.1 Building height and in addition to clause C16.6.1 Buildings and works within an airport obstacle limitation area.

<b>Objective:</b>	That: (a) the design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting; and (b) the safety of Launceston Airport is protected.
Acceptable Solutions	Performance Criteria
<b>A1</b> Within Area 1 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.	<b>P1</b> The maximum building height must be appropriate to the site, having regard to: a) the safety of Launceston Airport; and b) the rural vistas viewed by users of Evandale Main Road.
<b>A2</b> Within Area 2 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.	<b>P2</b> The maximum building height must be appropriate to the site, having regard to: (a) the safety of Launceston Airport; and (b) the rural vistas viewed by users of Evandale Main Road.
<b>A3</b> Within Area 3 (refer to Figure NOR-S1.2.1), the maximum height of buildings and other works must not be more than 12m.	<b>P3</b> The maximum building height must be appropriate to the site, having regard to: (a) the safety of Launceston Airport; and (b) the rural vistas viewed by users of Evandale Main Road.
<b>A4</b>	<b>P4</b>





<ul style="list-style-type: none"> <li>(a) 50m to the Evandale Main Road frontage;</li> <li>(b) 20m to the Distributor Road frontage;</li> <li>(c) 10m to an access road frontage;</li> <li>(d) 5m to the side boundary; and</li> <li>(e) 10m to the rear boundary.</li> </ul>	<ul style="list-style-type: none"> <li>(b) the size, shape and orientation of the site;</li> <li>(c) the setback of existing buildings on the site and adjoining properties;</li> <li>(d) the bulk and form of the building;</li> <li>(e) any existing screening or the ability to implement screening;</li> <li>(f) the operational requirements for the building; and</li> <li>(g) access and manoeuvring for vehicles associated with the use.</li> </ul>
<p><b>A2</b></p> <p>Within Area 2 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <ul style="list-style-type: none"> <li>(a) 30m to the Evandale Main Road frontage;</li> <li>(b) 20m to the Translink Avenue frontage;</li> <li>(c) 10m to an access road frontage;</li> <li>(d) 5m to the side boundary; and</li> <li>(e) 10m to the rear boundary.</li> </ul>	<p><b>P2</b></p> <p>The Translink Avenue setback may be varied if buildings on adjacent properties are at setbacks less than 20m.</p>
<p><b>A3</b></p> <p>Within Area 3 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <ul style="list-style-type: none"> <li>(a) 50m to the Evandale Main Road frontage;</li> <li>(b) 10m to an access road frontage;</li> <li>(c) 5m to the side boundary; and</li> <li>(d) 10m to the rear boundary.</li> </ul>	<p><b>P3</b></p> <p>No Performance Criterion.</p>
<p><b>A4</b></p> <p>Within Area 4 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <ul style="list-style-type: none"> <li>(a) 20m to the Evandale Main Road frontage;</li> <li>(b) 20m to the Distributor Road frontage;</li> <li>(c) 5m to the side boundary; and</li> <li>(d) 10m to the rear boundary.</li> </ul>	<p><b>P4</b></p> <p>No Performance Criterion.</p>
<p><b>A5</b></p>	<p><b>P5</b></p>



<p>Within Area 5 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <ul style="list-style-type: none"> <li>(a) 20m to the Evandale Main Road frontage;</li> <li>(b) 5m to the side boundary; and</li> <li>(c) 10m to the rear boundary.</li> </ul>	<p>No Performance Criterion.</p>
<p><b>A6</b></p> <p>Within Area 6 (refer to Figure NOR-S1.2.1), front, side and rear boundary setbacks for buildings or other works must be a minimum of:</p> <ul style="list-style-type: none"> <li>(a) 20m to the Evandale Main Road frontage;</li> <li>(b) 20m to the Distributor Road frontage;</li> <li>(c) 5m to the side boundary; and</li> <li>(d) 10m to the rear boundary.</li> </ul>	<p><b>P6</b></p> <p>For corner sites, one setback may be varied having regard to any existing setbacks on surrounding properties.</p>
<p><b>Planners Response:</b> Not applicable to application.</p> <p>A2-A6 not applicable, proposal not within those areas as demarcated in Figure NOR-S1.2.1.</p> <p>No works or building proposed, considered not applicable to this application.</p> <p>Standard is not applicable to application.</p>	

### NOR-S1.7.3 Materials and presentation

This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works and Agriculture Zone - clause 21.4 Development Standards for Buildings and Works.

<p><b>Objective:</b></p>	<p>To:</p> <ul style="list-style-type: none"> <li>(a) achieve a high quality of development by encouraging the use of a variety of architectural treatments, responding to the rural and landscaped setting and recognising the importance of the area as one of the tourist gateways to Launceston; and</li> <li>(b) require a high standard of development recognising the prominent location of the zone adjacent to the Airport and that Evandale Main Road is a tourist route.</li> </ul>
<div style="display: flex; justify-content: space-between;"> <span><b>Acceptable Solutions</b></span> <span><b>Performance Criteria</b></span> </div>	
<p><b>A1</b></p> <p>Within Areas 1, 2, 3 and 6 (refer to Figure NOR-S1.2.1), a variety of building forms must be used rather than single monolithic structures.</p>	<p><b>P1</b></p> <p>The use of a variety of materials or other techniques to help reduce the interpreted scale of the building.</p>



<p><b>A2</b></p> <p>Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), external walls and roofs must be in face brickwork, form concrete panels, painted or rendered concrete blocks or cement composite sheets or metal clad with a patented pre-treated finish such as colorbond.</p>	<p><b>P2</b></p> <p>No Performance Criterion.</p>
<p><b>A3</b></p> <p>Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), construction must be of masonry and/or brick.</p>	<p><b>P3</b></p> <p>The amenity and visual quality of the area are not adversely affected.</p>
<p><b>A4</b></p> <p>Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), developments must be designed and located to minimise visual impact from Evandale Main Road.</p>	<p><b>P4</b></p> <p>No Performance Criterion.</p>
<p><b>A5</b></p> <p>Within Areas 4, 5, and 6 (refer to Figure NOR-S1.2.1), colours must be muted and in tones compatible with the rural and landscaped setting of the area.</p>	<p><b>P5</b></p> <p>No Performance Criterion.</p>
<p><b>Planners Response:</b> Not applicable to application.</p> <p>A1-A2 - no building proposed as part of the application, considered not applicable to this application.</p> <p>A3-A6 - not applicable, proposal not within those areas as demarcated in Figure NOR-S1.2.1.</p> <p>Standard is not applicable to application.</p>	

### NOR-S1.7.4 Site coverage

This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works and Agriculture Zone - clause 21.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Site coverage for a site with an area less than 1,500m<sup>2</sup> must be:</p> <p>(a) buildings and covered storage - maximum 50%; and</p> <p>(b) landscaped area - minimum 10%.</p>	<p><b>P1</b></p> <p>No Performance Criterion.</p>



<p><b>A2</b></p> <p>Site coverage for a site with an area between 1500m<sup>2</sup> and 2000m<sup>2</sup> must be:</p> <p>(a) buildings and covered storage – maximum 55%; and</p> <p>(b) landscaped area – minimum 10%.</p>	<p><b>P2</b></p> <p>No Performance Criterion.</p>
<p><b>A3</b></p> <p>Site coverage for a site with an area greater than 2,000m<sup>2</sup> and less than 5,000m<sup>2</sup> must be:</p> <p>(a) buildings and covered storage – maximum 60%; and</p> <p>(b) landscaped area – minimum 10%.</p>	<p><b>P3</b></p> <p>No Performance Criterion.</p>
<p><b>A4</b></p> <p>Site coverage for a site with an area 5,000m<sup>2</sup> or greater must be:</p> <p>(a) buildings and covered storage – maximum 65%; and</p> <p>(b) landscaped area – minimum 10%.</p>	<p><b>P4</b></p> <p>No Performance Criterion.</p>
<p><b>Planners Response:</b> Complies with acceptable solution.</p> <p>Site coverage is less than 1500m<sup>2</sup> therefore A1 applies.</p> <p>Site coverage is measure at approximately 340m<sup>2</sup> or 11% of the site, based on the 3011m<sup>2</sup> lot size.</p> <p>Landscaped area proposed within plan and in conjunction with the existing hedging and landscaping along the side and rear equates to approx. 390m<sup>2</sup> of landscaping.</p> <p>Therefore, landscaped areas are proposed to make up over 10% of the site area.</p> <p>Considered to comply with the acceptable solution.</p>	

**NOR-S1.7.5 Open space and landscaping**

This clause is in substitution for General Industrial Zone - clause 19.4.3 Landscaping and in addition to

Agriculture Zone - clause 20.4 Development Standards for Buildings and Works

<p><b>Objective:</b></p>	<p>That open space and landscaping form an integral part of developments to:</p> <p>(a) facilitate the enhanced appearance of buildings and works;</p> <p>(b) provide screening;</p> <p>(c) separate activities;</p> <p>(d) assist in the control of water run-off and erosion;</p> <p>(e) contribute to a reduction in noise levels; and</p> <p>(f) define roads and provide opportunities for passive recreation.</p>
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Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Within Area 1 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>(a) 20m from Evandale Main Road;</li> <li>(b) 7m from the Distributor Road; and</li> <li>(c) 3m from an access road.</li> </ul>	<p><b>P1</b></p> <p>The specified depth of a landscaping area between the setback line and a road frontage may be reduced by up to 30%, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the creation and maintenance of vegetative screening of buildings and works that would otherwise be visible from the adjoining road;</li> <li>(b) the mature height, density, form, hardiness and suitability to the locality of plant species used for landscaping;</li> <li>(c) the height of mounding;</li> <li>(d) the height of buildings and the extent of works;</li> <li>(e) the effect on stormwater management; and</li> <li>(f) the contribution to achieving objectives (a)-(f) above.</li> </ul>
<p><b>A2</b></p> <p>Within Area 2 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>(a) 10m from Evandale Main Road;</li> <li>(b) 7m from the Distributor Road; and</li> <li>(c) 3m from an access road.</li> </ul>	<p><b>P2</b></p> <p>The setback from the Distributor Road may be varied if the setback on adjoining properties is at a setback less than 7m.</p>
<p><b>A3</b></p> <p>Within Area 3 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>(a) 20m from Evandale Main Road; and</li> <li>(b) 3m from an access road.</li> </ul>	<p><b>P3</b></p> <p>No Performance Criterion.</p>
<p><b>A4</b></p> <p>Within Area 4 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <ul style="list-style-type: none"> <li>(a) 10m from Evandale Main Road.</li> </ul>	<p><b>P4</b></p> <p>No Performance Criterion.</p>
<p><b>A5</b></p> <p>Within Area 5 (refer to Figure NOR-S1.2.1), the following setback distance must be</p>	<p><b>P5</b></p> <p>No Performance Criterion.</p>



<p>used for landscaping, excluding those areas sealed for driveway access:</p> <p>(a) 10m from Evandale Main Road.</p>	
<p><b>A6</b></p> <p>Within Area 6 (refer to Figure NOR-S1.2.1), the following setback distance must be used for landscaping, excluding those areas sealed for driveway access:</p> <p>(a) 10m from Evandale Main Road.</p>	<p><b>P6</b></p> <p>No Performance Criterion.</p>
<p><b>A7</b></p> <p>Within Areas 1, 2, 3, 4, 5, 6 and 7 (refer to Figure NOR-S1.2.1), landscaping must:</p> <p>(a) be provided for development of vacant land or where landscaping has not previously been undertaken; and</p> <p>(b) be provided with an automated watering system.</p>	<p><b>P7</b></p> <p>No Performance Criterion.</p>
<p><b>A8</b></p> <p>Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), landscaping of sites adjacent to Evandale Main Road must incorporate mounding into the landscaping and must conform to a comprehensive landscape plan approved by Council.</p>	<p><b>P8</b></p> <p>Landscaping provides effective screening of buildings and works from Evandale Main Road.</p>
<p><b>Planners Response: A1 - Relies on performance criteria.</b></p> <p>The depth of the existing landscaping areas along the road frontage is slightly less than that prescribed under the acceptable solution, and as such the proposal relies on the performance criteria P1.</p> <p>The existing landscaped areas maintain a minimum depth of 2.1 metres, generally sitting around 2.2-2.3m across the entirety of the frontage, which satisfies the overall the depth requirement performance criteria.</p> <p>These areas have been previously landscaped, and the proposal intends to re-establish vegetation within these existing zones to meet the objectives of the Translink Specific Area Plan.</p> <p>The landscaping plan, which has been included as part of this proposal includes suitable plantings, primarily native species commonly used in recreational areas, which are hardy, easy to manage, and appropriate to the locality. The vegetation will rehabilitate previously landscaped areas, enhancing the visual amenity of the site and providing a sensitive transition between public and private domains.</p> <p>The inclusion of vegetation along the western boundary, where there is a slope, will assist in stormwater management by capturing, spreading, and filtering overland flows, providing soil stabilisation and biofiltration.</p> <p>Overall, the proposed landscaping will improve the appearance of the site, provide buffering between the site and surrounding areas, and support the objectives of the Translink Specific Area Plan.</p> <p>Proposal is considered to comply with the performance criteria.</p>	
<p><b>Planners Response: A2-A8 - Complies with acceptable solution/ Not applicable to</b></p>	



application.

Clause A2 is not applicable as the subject site is not located within Area 2 as identified under Figure NOR-S1.2.1.

Clause A3 is not applicable as the site is not within Area 3.

Clause A4 is not applicable as the site is not within Area 4.

Clause A5 is not applicable as the site is not within Area 5.

Clause A6 is not applicable as the site is not within Area 6.

In relation to Clause A7, the site is not vacant land and landscaping was undertaken as part of the previous development of the site. An automated watering system is outlined within the application documentation, satisfying the requirement of Clause A7(b).

Clause A8 is not applicable as the site does not adjoin Evandale Main Road.

### NOR-S1.7.6 Outdoor storage areas

This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works, Agriculture Zone - clause 21.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b> Storage areas must be at the rear of buildings and/or where they are not visible from any public road. If site constraints or other circumstances exist, Council may require additional landscaping and/or mounding to screen outside storage areas.	<b>P1</b> If outside storage areas require screening from adjacent roads, suggested methods of screening include a wall, landscaped earth mound or dense screen planting.	
<b>A2.1</b> Outside storage areas must be sealed and drained; or <b>A2.2</b> Outside storage areas must be of compacted gravel and drained so that stormwater is discharged from the site in a manner that will not cause siltation or pollution of any stormwater detention or retention basins.	<b>P2</b> No Performance Criterion.	
<b>Planners Response:</b> P1 - Relies on Performance Criteria The proposed outdoor storage areas associated with the vehicle storage use are located behind the building line and secured behind existing gates and fencing. The storage areas are intended to be appropriately screened from the public road. Positioning the storage areas behind the building line ensures they are not a dominant element within the streetscape. Given the nature of the use as vehicles being stored, the areas will visually resemble a carpark rather than traditional outdoor storage with unsightly elements. This arrangement ensures that the storage areas will not appear unsightly or detract from the landscaped, park-like setting that the clause seeks to		



protect.  
As such, the proposed siting and screening of the outdoor storage areas are considered sufficient to meet the intent of the clause and satisfy the performance criteria.

**Planners Response:** Complies with acceptable solution

The proposal relies on A2.2, with the outdoor storage areas constructed of compacted gravel and drained to manage stormwater. The site has access to existing drainage infrastructure, which is considered sufficient to mitigate any potential impacts from runoff.

Notably, the proposal includes the installation of trade waste interceptors to prevent pollution or other harmful materials from entering the drainage system, ensuring that stormwater is discharged in a manner that avoids siltation or contamination. This is considered to satisfy the intent of the acceptable.

### NOR-S1.7.7 Fencing

This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works, Agriculture Zone - clause 21.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That the siting and design of buildings and other works contributes to the development of an industrial estate set in a landscaped park-like setting.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1.1</b>	Security fencing must be located behind the front boundary landscaped area; or	<b>P1</b> No Performance Criterion.
<b>A1.2</b>	Security fencing, including posts and gates, must be of dark colours.	
<b>Planners Response:</b> Complies with acceptable solution		
No security fencing located along frontage.		
Fencing facing the road is located behind the frontage.		
Considered to comply with the acceptable solution		

### NOR-S1.7.8 Stormwater

This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works and Rural Zone - clause 21.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That full utility services are available to new development.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>Acceptable Solutions</b>		Performance Criteria
<b>A1</b>	The flow rate of stormwater outside the boundaries of the title must be not greater than if the land was used for rural	<b>P1</b> Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents



<p>purposes. On-site detention devices must be incorporated in the development.</p>	<p>erosion, siltation or pollution of any waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</li> <li>(b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</li> <li>(c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</li> <li>(d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</li> </ul>
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**Planners Response:** Relies on Performance Criteria.

The proposed development is considered suitable in its current form and does not give rise to any environmental nuisance. The change of use to a vehicle storage facility will not introduce additional impervious surfaces or built development, and therefore will not alter existing stormwater runoff from the site. Stormwater will continue to be managed via the existing drainage infrastructure, which is capable of safely conveying runoff without causing erosion, siltation, or pollution to nearby waterways or environmental receptors.

Outdoor storage areas are already appropriately drained, and trade waste interceptors will be installed to prevent pollutants from entering the stormwater system. Existing overland flow paths are not intended to be altered, remaining as per the existing development on the site. No additional on-site retention or WSUD devices are required.

Overall, the proposed change of use does not increase the intensity or volume of stormwater runoff and will continue to discharge in a controlled manner, avoiding environmental nuisance and satisfying the intent of the performance criteria under P1.

**NOR-S1.7.9 Parking and internal circulation**

This clause is in substitution for clause C2.6.1 Construction of parking areas (a) and (b) and clause C2.6.2 Design and layout of parking areas A1.1 (a) (ii) and (a) (iii).

<b>Objective:</b>	That on-site parking, loading/unloading areas and traffic circulation space are constructed to an appropriate standard, and that parking areas are designed and laid out to provide convenient, safe and efficient parking.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>	



<p>Vehicles must be able to enter and exit the site in a forward direction.</p>	<p>No Performance Criterion.</p>
<p><b>A2</b> Access drives must have a minimum width of 3.6m for one-way traffic and 7m for two-way traffic.</p>	<p><b>P2</b> No Performance Criterion.</p>
<p><b>A3</b> Access drives, parking, manoeuvring, loading and unloading areas must be sealed and drained.</p>	<p><b>P3</b> Access drives, parking, manoeuvring, loading and unloading areas may be of compacted gravel providing that stormwater is discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any stormwater detention or retention basins, waterways, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels);</li> <li>(b) how the additional runoff and intensity of runoff that will be created by the development for a storm event of 1% Annual Exceedance Probability will be released at levels that are the same as those identified at the predevelopment levels;</li> <li>(c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required for the development and the appropriateness of their location; and</li> <li>(d) overland flow paths for overflows during extreme events both internally and externally for the development, so as to not cause a nuisance.</li> </ul>

**Planners Response:** Complies with acceptable solution

Vehicles can enter and exit the site in a forward direction, consistent with the operational arrangements for the previous use of the site as a heavy machinery sales facility. The site includes an existing 7 m-wide crossover, providing adequate access for two-way vehicle movement in accordance with the acceptable solution.

All manoeuvring, parking, and operational areas are sealed and drained, utilising the existing site infrastructure. This ensures safe and efficient vehicle movement throughout the site and satisfies the intent of the standards A1, A2, and A3.



This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works, Agriculture Zone - clause 21.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That industrial development does not adversely impact on the amenity of the Devon Hills residential area.
Acceptable Solutions	Performance Criteria
Acceptable Solutions	Performance Criteria
<b>A1</b> Development of those sites closest to the Devon Hills residential area must incorporate a landscaped area along the rear boundary.	<b>P1</b> No Performance Criterion.
<b>A2</b> Development of those sites closest to the Devon Hills residential area must incorporate effective screening measures for all outside storage areas.	<b>P2</b> No Performance Criterion.
<b>A3</b> Development of those sites closest to the Devon Hills must demonstrate how noise emissions will be managed so that at the boundaries of the nearest house they do not exceed 40 dB(A) between the hours of 7.00am and 7.00pm and 35 dB(A) between the hours of 7.00pm and 7.00am.	<b>P3</b> No Performance Criterion.
<p><b>Planners Response:</b> Complies with acceptable solution</p> <p>The proposed development does not impact the Devon Hills residential area. Assuming the Scheme references only those properties immediately adjoining the Devon Hills residential area when considering a site “closest to the Devon Hills residential area,” these standards are not strictly applicable to the subject site.</p> <p>However, in absence of a qualifying statement to the extent of what constitutes “closest to the Devon Hills residential area” the following is provided.</p> <p>The use is limited to vehicle storage and redistribution, with no customer access, and all outdoor storage areas are contained within the site. Vegetation along the western boundary provides additional buffering to further mitigate any potential impacts.</p> <p>Operational activities on-site involve vehicle movements and occasional vehicle detailing. The nearest sensitive receptor is approximately 330 m from the site, and given the distance and nature of the activities, noise emissions are not expected to exceed the thresholds of 40 dB(A) during the day (7:00 am–7:00 pm) or 35 dB(A) at night (7:00 pm–7:00 am).</p> <p>Accordingly, the proposal is considered to satisfy the intent of clauses A1, A2, and A3 with respect to the Devon Hills residential area.</p>	

## NOR-S1.7.11 Heritage

This clause is in addition to General Industrial Zone - clause 19.4 Development Standards for Buildings and Works.



<b>Objective:</b>	To recognise and protect the cultural heritage significance of the Clairville historic site and to provide for future development that is compatible with the identified values.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> Developments within 100m of the historic Clairville property contained on Folio of the Register 108432/1, must be sympathetic to the cultural significance of the site and Council may require additional landscaping, mounding or other measures to ameliorate potential impacts.	<b>P1</b> No Performance Criterion.
<b>Planners Response:</b> Not applicable to application. Proposed development is not within 100m of 'Clairville'	



## 5.0 Conclusion

The proposal involves a **change of use only** of the site at 6 Munro Street, Western Junction, to a back-of-house vehicle storage and redistribution facility.

No physical development, building works, or expansion of the site is proposed. The use is low-impact, limited to staff operations, and does not generate public traffic or customer visitation.

Given the existing infrastructure, sealed hardstand areas, and established access arrangements, the proposal **does not significantly alter the site's function or impact the surrounding area**. All operational requirements, including staff parking, vehicle circulation, stormwater management, and screening, can be safely accommodated within the site.

Overall, the proposed change of use is minor, well-contained, and consistent with the intent of the Planning Scheme. It represents a practical and low-impact use of the site that will not compromise the amenity, streetscape, or environmental outcomes of the locality.

## Annexure 1 - Certificate of Title Plan and Folio Text

## Annexure 2 – Proposal Plans



Land Surveying | Town Planning | Project Management

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