

## AMENDMENT 9.1

Insert LAT-P5.0 Particular Purpose Zone – Devonport Airport into the LPS as set out in Annexure A.

## AMENDMENT 9.2

Apply LAT-P5.0 Particular Purpose Zone – Devonport Airport and clause number annotations to 13 Airport Road, Wesley Vale folio of the Register 130335/1 as shown in Figure 9.2 below:

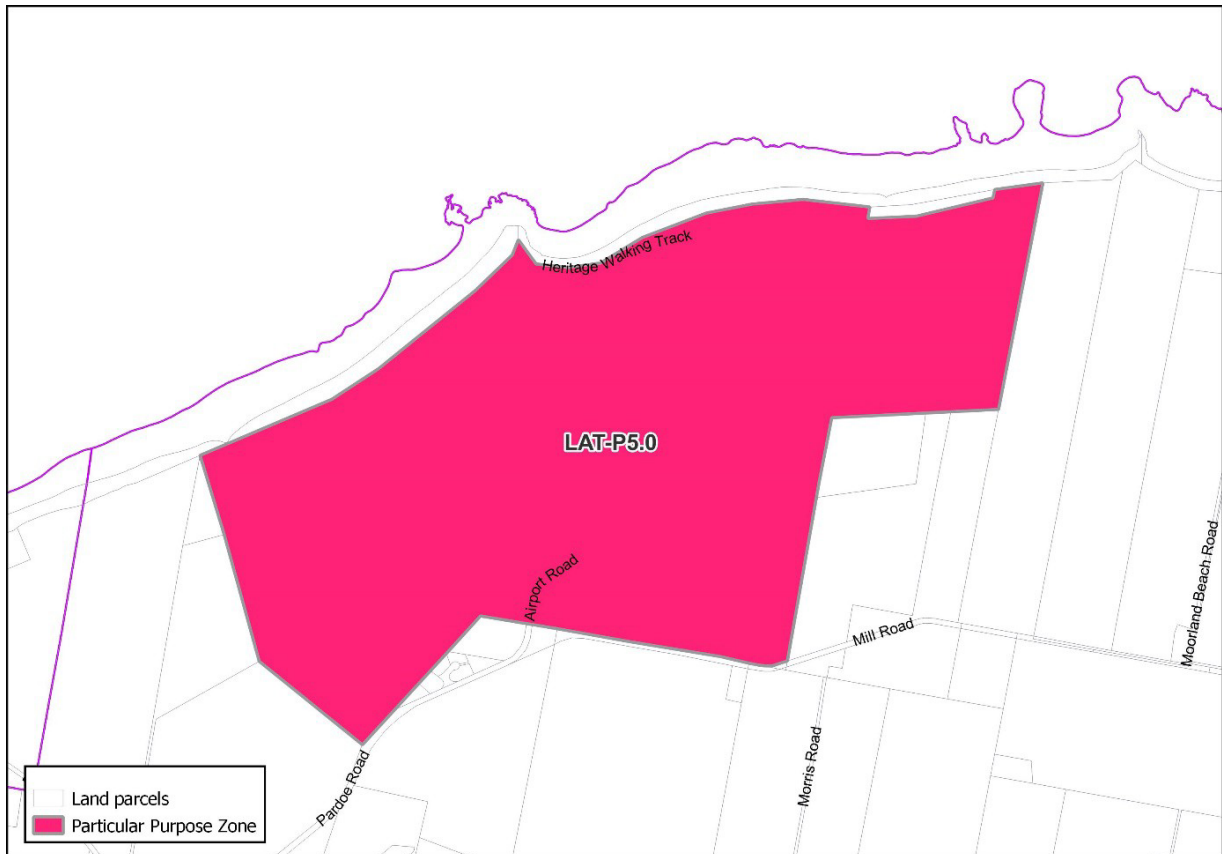


Figure 9.2 – Application of LAT-P5.0 Particular Purpose Zone – Devonport Airport at 13 Airport Road, Wesley Vale

### AMENDMENT 9.3

Apply a *Defined terms overlay* and clause number annotations to 13 Airport Road, Wesley Vale folio of the Register 130335/1 as shown in Figure 9.3 below:

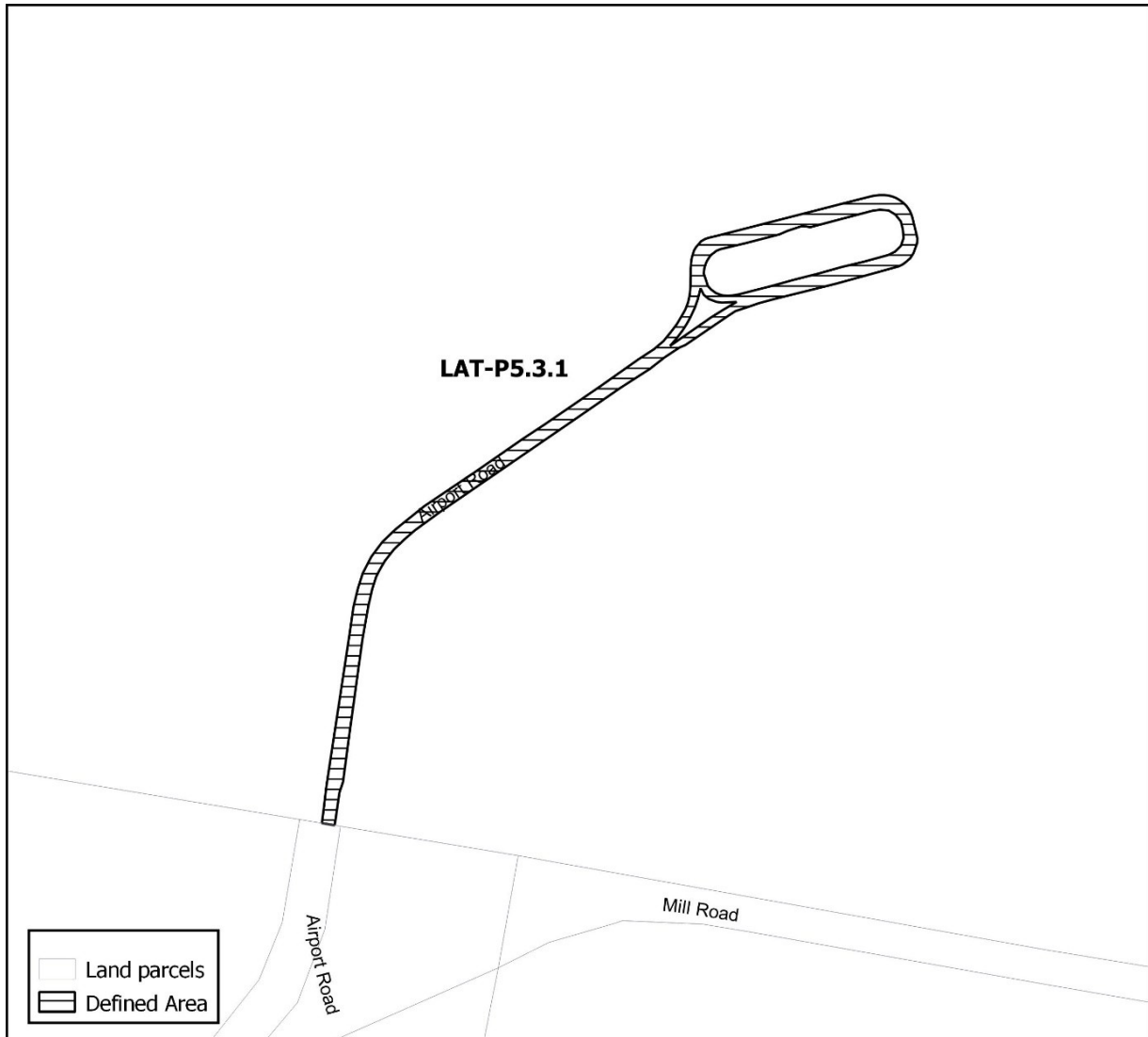


Figure 9.3 – Application of Defined terms overlay – Devonport Airport at 13 Airport Road, Wesley Vale

## Annexure A

### Modifications to Latrobe LPS written document:

#### LAT-P5.0 Particular Purpose Zone – Devonport Airport

##### LAT-P5.1 Zone Purpose

The purpose of the Particular Purpose Zone – Devonport Airport is:

- LAT-P5.1.1 To provide for aviation, passenger transport, freight, emergency services, utilities and tourism activities directly associated with the Devonport Airport.
- LAT-P5.1.2 To provide for use and development related to aviation industry training.
- LAT-P5.1.3 To provide for use and development that is compatible with, supports, relies on, or enhances the function of the airport as a regional facility for air freight and passenger transport, that does not compromise the role and function of any surrounding Village, Urban Mixed Use, Local Business, General Business, Central Business, Commercial, Light Industrial and General Industrial zones in the Devonport and Latrobe municipalities.
- LAT-P5.1.4 To provide for use and development that does not adversely impact the operation of the airport.
- LAT-P5.1.5 To provide for use and development of the land that promotes a high level of visual amenity when viewed from the primary public access and surrounding public roads.

##### LAT-P5.2 Local Area Objectives

This sub-clause is not used in this particular purpose zone.

##### LAT-P5.3 Definition of Terms

LAT-P5.3.1 In this Particular Purpose Zone, unless the contrary intention appears:

Terms	Definition
primary public access	means the road or the extent of a constructed vehicular access that serves as the public entry and exit to the Devonport Airport and extends to the terminal building and to the entry and exit points of the car parking areas and shown on an overlay map and in Figure LAT-P5.1.

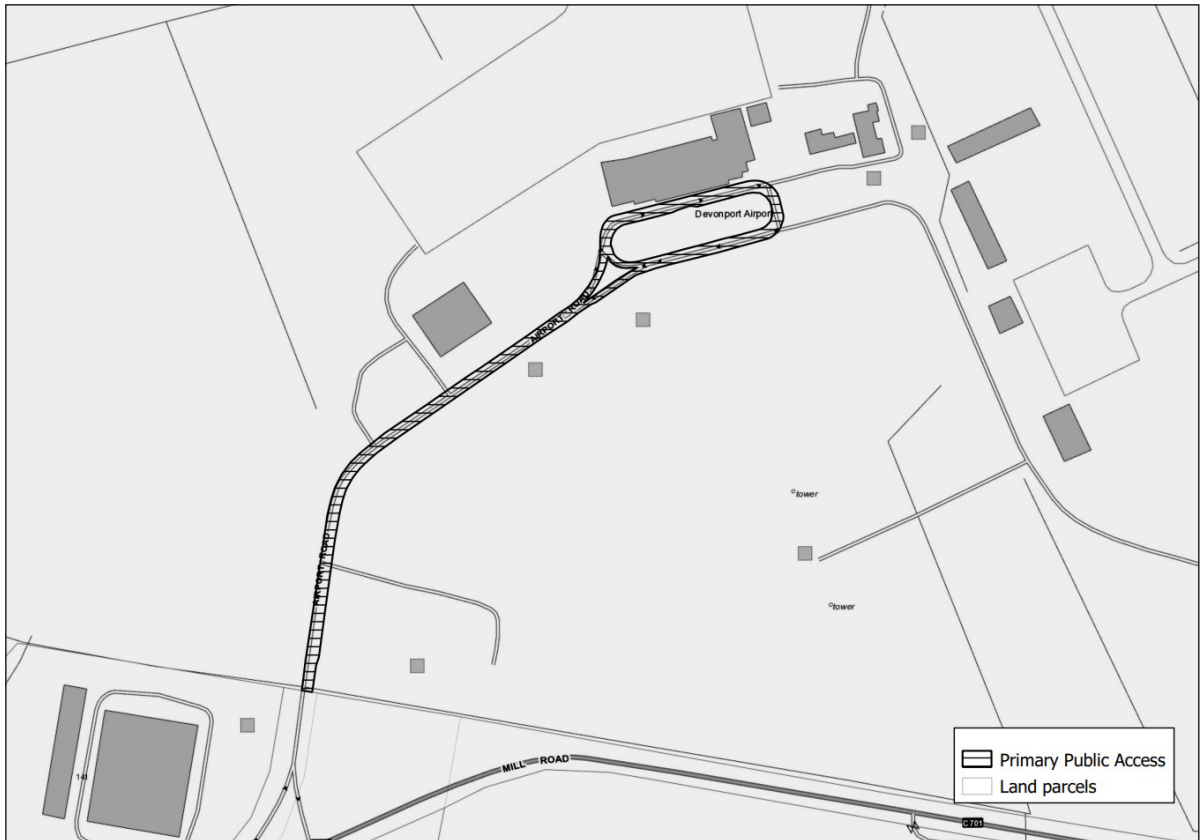


Figure LAT-P5.1 Primary public access as required by clause LAT-P5.6.1 P1, clause LAT-P5.6.2 A1/P1, clause LAT-P5.6.3 A1, clause LAT-P5.6.4 A1/P1

### LAT-P5.4 Use Table

Use Class	Qualification
<b>No Permit Required</b>	
Natural and Cultural Values Management	
Passive Recreation	
Utilities	If for minor utilities.
<b>Permitted</b>	
Bulky Goods Sales	If for motor vehicle sales associated with car hire.
Emergency Services	
Storage	
Transport Depot and Distribution	

<b>Use Class</b>	<b>Qualification</b>
Utilities	If not listed as No Permit Required.
Vehicle Parking	
<b>Discretionary</b>	
Educational and Occasional Care	
Food Services	
General Retail and Hire	
Manufacturing and Processing	
Recycling and Waste Disposal	
Resource Processing	
Service Industry	
Tourist Operation	If for a visitor centre.
Vehicle Fuel Sales and Service	
Visitor Accommodation	
<b>Prohibited</b>	
All other uses	

## LAT-P5.5 Use Standards

LAT-P5.5.1 All uses

Objective:	That external lighting does not impact on the safety and operation of the airport.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> External lighting for a use must be aligned or baffled so that direct light is not visible to approaching aircraft and does not extend into the operational	<b>P1</b> No Performance Criterion.	

areas of the airport, unless for the specific provision of aviation light signals required to direct aircraft.

#### LAT-P5.5.2 Discretionary uses

Objective:	That discretionary uses support the purpose of the zone.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>A use listed as Discretionary, must support the purpose of the zone, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the size and scale of the proposed use;</li> <li>(c) the impact of the use on the operation of the airport;</li> <li>(d) association the use has with, and degree of support it would give to, the primary air freight handling, logistics, tourism and servicing activities of the airport;</li> <li>(e) the extent that the proposed use would support increased product and commodity export through the airport; and</li> <li>(f) whether the use is more appropriately located in other business or industrial precincts in the Devonport or Latrobe municipalities.</li> </ul>

### LAT-P5.6 Development Standards for Buildings and Works

#### LAT-P5.6.1 Building height

Objective:	<p>That building height:</p> <ul style="list-style-type: none"> <li>(a) is necessary for the operation of the use; and</li> <li>(b) is compatible with the presentation of the airport site as viewed from the primary public access and surrounding public roads.</li> </ul>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Building height must be not more than:</p> <ul style="list-style-type: none"> <li>(a) 10m; or</li> </ul>	<p><b>P1</b></p> <p>Building height must be necessary for the operation of the use and must not be out of character with existing infrastructure and buildings on the site when viewed</p>

<p>(b) 15m if for a structure, such as a tower, pole or similar.</p>	<p>from the primary public access and surrounding public roads, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the bulk and form of the building;</li> <li>(b) the visual character of the area;</li> <li>(c) the topography of the site;</li> <li>(d) the visibility of the building from adjoining roads and public spaces; and</li> <li>(e) any existing or proposed screening by vegetation or other measures.</li> </ul>
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LAT-P5.6.2      Setbacks

<p>Objective:</p>	<p>That the siting of buildings:</p> <ul style="list-style-type: none"> <li>(a) minimises potential conflict with use on adjoining sites; and</li> <li>(b) provides an area for landscaping along public roads and the primary public access to promote a high level of visual amenity.</li> </ul>
<p><b>Acceptable Solutions</b></p>	<p><b>Performance Criteria</b></p>
<p><b>A1</b></p> <p>Buildings, excluding light poles, must have a setback from:</p> <ul style="list-style-type: none"> <li>(a) the frontage to Mill Road of not less than 15m; and</li> <li>(b) the primary public access of not less than 10m.</li> </ul>	<p><b>P1</b></p> <p>Buildings must have a setback from the frontage to Mill Road and the primary public access that provides adequate space for landscaping and vehicle access and parking, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the design and presentation of the development, including the provision of vehicle access and parking;</li> <li>(b) retention of existing vegetation or proposed landscaping;</li> <li>(c) the setback of buildings on adjoining properties; and</li> <li>(d) the safety of road users.</li> </ul>
<p><b>A2</b></p> <p>Buildings, excluding structures for communications and light poles, must have a setback from side or rear boundaries of not less than:</p> <ul style="list-style-type: none"> <li>(a) 5m; or</li> <li>(b) an existing building on the site that fronts the same boundary.</li> </ul>	<p><b>P2</b></p> <p>Buildings must be sited to provide for adequate vehicle access and must not conflict or interfere with adjoining uses, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the size, shape and orientation of the site;</li> </ul>

	<ul style="list-style-type: none"> <li>(c) the setback of existing buildings on adjoining properties;</li> <li>(d) the bulk and form of proposed buildings; and</li> <li>(e) vehicle access and circulation requirements.</li> </ul>
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LAT-P5.6.3 Outdoor storage

Objective:	That outdoor storage areas do not detract from the appearance of the site when viewed from any road adjoining the site or the primary public access.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Outdoor storage areas, excluding any goods for sale, must not be visible from any road adjoining the site or the primary public access.	<b>P1</b> Outdoor storage areas, excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.	

LAT-P5.6.4 Access presentation and landscaping

Objective:	<p>That:</p> <ul style="list-style-type: none"> <li>(a) the primary public access to the airport is presented and landscaped to provide visual amenity and enhancement of the streetscape or vehicular access;</li> <li>(b) the frontage along Mill Road is landscaped to provide visual amenity and enhancement of the streetscape; and</li> <li>(c) development that takes access from, or has a boundary shared with the primary public access, and is designed to enhance the visual amenity of the primary public access.</li> </ul>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Landscaping must be provided to a depth of not less than 15m along the frontage to Mill Road and 10m from the primary public access that: <ul style="list-style-type: none"> <li>(a) includes a contiguous line of a species of tree know to grow to a minimum height of 12m; and</li> <li>(b) includes not less than 20% of the area planted with shrubs,</li> </ul> except areas developed with buildings and vehicle access.	<b>P1</b> Landscaping must be provided along the frontage to Mill Road and adjoining the primary public access to enhance the appearance of the site, having regard to: <ul style="list-style-type: none"> <li>(a) the movement of vehicles and pedestrians;</li> <li>(b) the safety of junctions, driveways and footpaths;</li> <li>(c) the requirements for infrastructure and services;</li> <li>(d) the degree of visibility of the frontage and primary public access from public roads and access points;</li> <li>(e) the need for visibility for commercial uses; and</li> <li>(f) signage requirements.</li> </ul>	



## LAT-P5.7 Development Standards for Subdivision

LAT-P5.7.1 Subdivision

Objective:	<p>That each lot:</p> <ul style="list-style-type: none"> <li>(a) has an area and dimensions appropriate for use and development supported by the zone purpose; and</li> <li>(b) is provided with appropriate frontage to a road.</li> </ul>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Each lot, or lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) be required for public use by the Crown, a council or a State authority;</li> <li>(b) be required for the provision of Utilities; or</li> <li>(c) be for the consolidation of a lot with another lot provided both lots are within the same zone.</li> </ul>	<p><b>P1</b></p> <p>Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the relevant requirements for development of buildings on the lots;</li> <li>(b) the location of existing buildings and the location of intended buildings on the lot;</li> <li>(c) the topography of the site; and</li> <li>(d) the presence of any natural hazards.</li> </ul>
<p><b>A2</b></p> <p>Each lot, or lot proposed in a plan of subdivision, must have a frontage, or legal connection to a road by a right of carriageway, of not less than 20m.</p>	<p><b>P2</b></p> <p>Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;</li> <li>(b) the topography of the site;</li> <li>(c) the functionality and useability of the frontage;</li> <li>(d) the anticipated nature of vehicles likely to access the site;</li> <li>(e) the ability to manoeuvre vehicles on the site; and</li> <li>(f) the ability for emergency services to access the site.</li> </ul>

<p><b>A3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p>	<p><b>P3</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the distance between the lot or building area and the carriageway;</li> <li>(c) the nature of the road and the traffic; and</li> <li>(d) the pattern of development existing on established properties in the area.</li> </ul>
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LAT-P5.7.2 Services

<p>Objective:</p>	<p>That the subdivision of land provides services for the future use and development of the land.</p>
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <ul style="list-style-type: none"> <li>(a) be connected to a full water supply if the frontage of the lot is within 30m of a full water supply service; or</li> <li>(b) be connected to a limited water supply service if the frontage of the lot is within 30m of a connection to a limited water supply service,</li> </ul> <p>unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.</p>	<p><b>P1</b></p> <p>No Performance Criterion.</p>
<p><b>A2</b></p> <p>Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</p>	<p><b>P2</b></p> <p>Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating or connecting to an on-site wastewater treatment system adequate for the future use and development of the land.</p>

<p><b>A3</b></p> <p>Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</p>	<p><b>P3</b></p> <p>Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of providing an on-site stormwater management system adequate for the future use and development of the land, having regard to:</p> <ul style="list-style-type: none"><li>(a) the size of the lot;</li><li>(b) topography of the site;</li><li>(c) soil conditions;</li><li>(d) any existing buildings on the site;</li><li>(e) any area of the site covered by impervious surface; and</li><li>(f) any watercourse on the land.</li></ul>
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### **LAT-P5.8 Tables**

This sub-clause is not used in this particular purpose zone.