TASMANIAN PLANNING COMMISSION

DECISION

Planning scheme	Tasmanian Planning Scheme - Waratah-Wynyard
Amendment	Draft amendment PSA 2/2026 - insert a site-specific qualification to provide for Storage, Vehicle Parking, and Manufacturing and Processing as discretionary uses on land zoned General Residential at 1 Mackenzie Drive, Somerset
Permit	DA 46/2026 - storage area and car park
Planning authority	Waratah-Wynyard
Applicant	The Engineering Company Pty Ltd
Date of decision	13 November 2026

Decision

The draft amendment is modified under section 40N(1)(b) of the *Land Use Planning and Approvals Act 1993* as set out in Annexure A and is approved under section 40Q.

The permit is confirmed under section 42B(1)(a) of the *Land Use Planning and Approvals Act 1993* as granted by the planning authority.



John Ramsay
Executive Commissioner

REASONS FOR DECISION

Background

Amendment

The draft amendment proposes to insert a site-specific qualification (SSQ) to modify the General Residential Zone use table for land at 1 Mackenzie Drive, Somerset to include Storage, Vehicle Parking, and Manufacturing and Processing as discretionary uses. The amendment includes a qualification that use of the site for Manufacturing and Processing use must be for Storage and Vehicle Parking associated with the existing Manufacturing and Processing use on the adjacent site at 15265 Bass Highway, Somerset.

Permit

The permit provides for Storage and a Vehicle Parking area at 1 Mackenzie Drive, Somerset folio of the Register 35887/1 in association with the adjacent Manufacturing and Processing use at 15265 Bass Highway folios of the Register 153130/2 and 153130/3.

Specifically, the permit provides for the construction of a new car park and expanded storage facilities to serve the adjacent metal fabrication business at 15265 Bass Highway. The development would replace an existing car park on the northern side of 15265 Bass Highway, which is currently accessed from the Bass Highway. The development would include:

- a new 6m wide access point onto Mackenzie Drive located approximately 70m south of the Bass Highway intersection
- a total of 73 car parking spaces, including two accessible car parking spaces
- two hardstand areas with a total area of approximately 1,200m^2, which would be separated from the car park by fencing and a gated accessway, and
- pedestrian facilities including a marked footway and pedestrian turnstile.

The proposed development layout is shown in Figure 1 below:

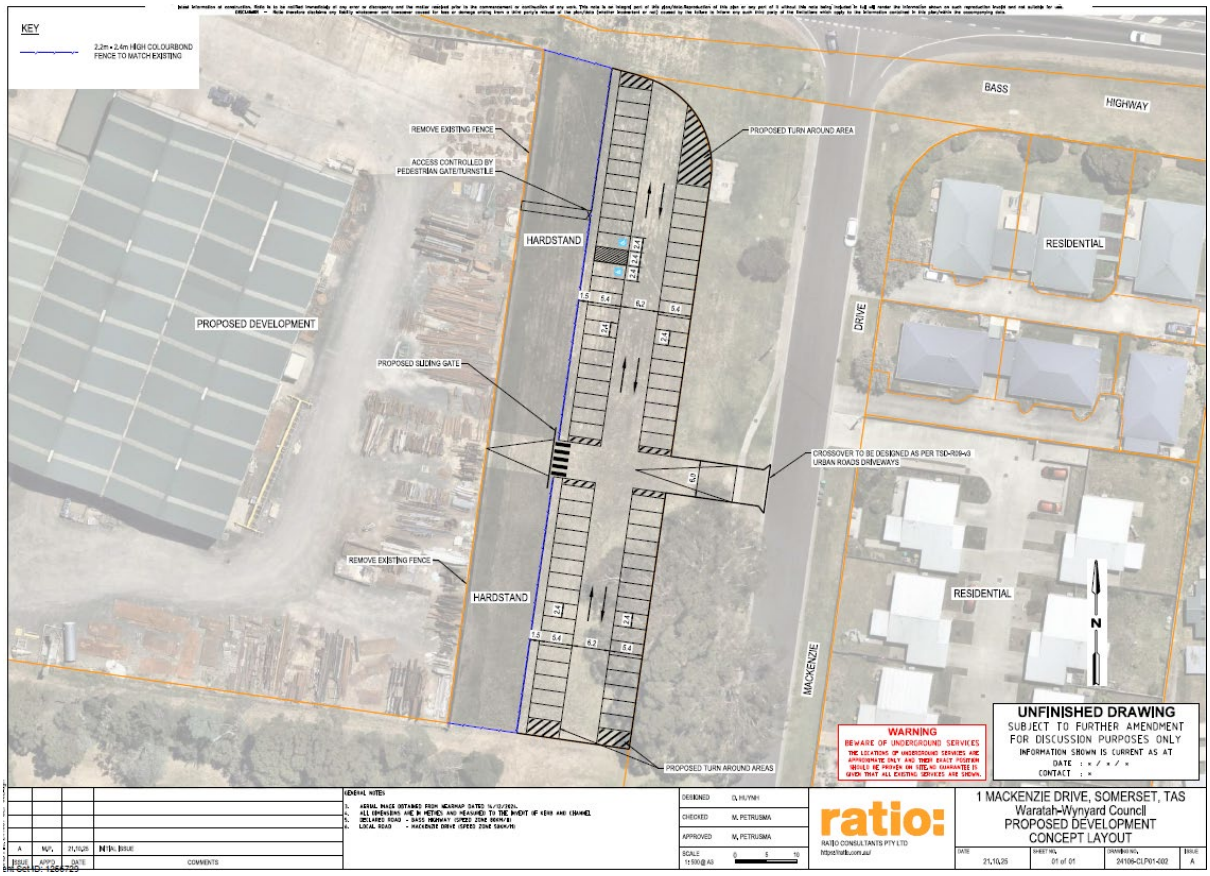


Figure 1 - proposed development layout

Site information

The site is located on the corner of Mackenzie Drive and the Bass Highway. The site has an area of 3,205m^2, is vacant, and is cleared of vegetation. The site is within the General Residential Zone; which adjoins the site to the east and south. The General Industrial Zone is located to the west with the Utilities Zone to the north associated with the Bass Highway. The coastal erosion hazard area overlay (medium hazard band) applies to the northern fringe of the land adjoining the Bass Highway.

Whilst the site is not identified by the flood-prone hazard areas overlay, the Tasmanian Strategic Flood Map identifies the northern-half of the land as being subject to overland flooding in a 1% annual exceedance probability flood event. Therefore, the Flood-Prone Areas Hazard Code applies to use and development of the land. The application is supported by a Flood Hazard Report submitted by the applicant.

The site is currently owned by Homes Tasmania. It is understood that recent attempts by Homes Tasmania to develop the site were unsuccessful due to site-specific challenges, including flood risk.

The permit conditions require the development to be completed generally in accordance with the application documents and endorsed plans. The conditions also include requirements for stormwater disposal and engineering design of the vehicle access and car park. The TasWater 'Submission to Planning Authority Notice' imposes no conditions on the planning permit.

Issues raised in representations

The draft amendment was referred to TasWater under section 56S of the *Water and Sewerage Industry Act 2008*. In response, TasWater made a representation stating it had no objection to the draft amendment and did not wish to attend a hearing.

One other representation was received during the exhibition period. The representation was from the owner of the land, Homes Tasmania, which provided its support for the draft amendment and proposed development. Homes Tasmania also confirmed that it did not wish to attend a hearing.

Planning authority's response to the representations

Following the exhibition period, the planning authority submitted its report to the Commission under sections 40K and 42 of the *Land Use Planning and Approvals Act 1993* (the Act). The report recommended the draft amendment be approved as certified and that the permit be granted as determined by the planning authority under section 40Y.

Consideration of the draft amendment

Statutory Requirements

1. Under section 40M of the Act, the Commission is required to consider the draft amendment to the Tasmanian Planning Scheme – Waratah-Wynyard Local Provisions Schedule (LPS). This includes consideration of the representations, the statements and recommendations contained in the planning authority's section 40K report, any information obtained at a hearing, and any technical matters.
2. Under section 40L(2) of the Act, the Commission decided to dispense with a hearing as both representors declined to attend.
3. The Commission must also consider whether the draft amendment meets the LPS criteria as set out in section 34(2) of the Act. The criteria require that the draft amendment:
    - (a) contains all the provisions that the SPPs specify must be contained in an LPS; and
    - (b) is in accordance with section 32; and
    - (c) furthers the objectives set out in Schedule 1; and
    - (d) is consistent with each State policy; and
    - (da) is consistent with the TPPs; and
    - (e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which the land to which the relevant planning instrument relates is situated, being the regional land use strategy in force at the relevant time; and
    - (f) has regard to the strategic plan, prepared under section 66 of the *Local Government Act 1993*, that applies in

relation to the land to which the relevant planning instrument relates; and

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and

(h) has regard to the safety requirements set out in the standards prescribed under the *Gas Safety Act 2019*.

4. If an SSQ is proposed in a draft amendment, the Commission must consider whether it meets the criteria in section 32(4) of the Act. According to section 32(4), an LPS may only include a SSQ if:

   (a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or

   (b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

5. Where relevant, these matters are discussed in the sections below.

6. The Commission has considered the evidence provided by the planning authority and the applicant in the supporting reports and finds the draft amendment meets the LPS criteria in sections 34(2) (a), (b), (g), and (h) of the Act. Matters related to the remaining criteria are considered below.

7. No further submissions were received raising any matters that warrant further consideration against these criteria.

Section 32(4) of the Act

8. The applicant's supporting report noted the site was located at the border of Somerset's residential and industrial areas and was subject to flood risk. The applicant considered development opportunities on the site were 'restricted due to these spatial and environmental factors.' Furthermore, the applicant stated the application of the SSQ would create an opportunity for the site to be used in a manner that was considerate of the spatial and environmental qualities of the site. On that basis, the applicant considered the SSQ met section 32(4) of the Act.

9. The planning authority, in its report supporting the draft amendment (supporting report), considered the SSQ met section 32(4) of the Act for the following reasons:

   - the site was located on the border between Somerset's residential and industrial areas
   - the site was subject to flood risk, and
   - the characteristics of the site, particularly when considered in its context, meant the land had particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land.

Commission consideration

10. The Commission finds the proposed SSQ meets section 32(4) of the Act because the site has particular spatial and environmental qualities which require provisions, that are unique to the area of land, to apply to the land in addition to the provisions of the SPPs. While the site is in the General Residential Zone, it abuts the General Industrial Zone which limits the development potential of the site for residential purposes. The site is further constrained by its potential to be impacted by flooding. Previously residential use and development proposed for the site has not been possible given these constraints.
11. The SSQ would enable the existing metal fabrication business that operates on the adjacent land to use the site to support its operations in a manner that would not have a significant impact on the amenity of the nearby urban residential use. To that end, the discretionary uses provided for by the SSQ would be subject to assessment against clause 8.3.1 of the SPPs (Discretionary uses), which aims to ensure discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.
12. The Commission therefore considers the SSQ would provide for use and development, which is suitable for the land and surrounding area, and would provide for appropriate expansion of the adjoining industrial use in a manner that would not conflict with the surrounding residential use.

Schedule 1 Objectives of the Act

13. The planning authority, in its supporting report, submitted that the draft amendment was consistent with the Objectives in Schedule 1 of the Act, including those that relate to planning processes.

Commission consideration

14. The Commission finds the draft amendment is consistent with the Objectives of the Resource Management and Planning System in Schedule 1 of the Act for the following reasons:
    - it would provide for orderly and sustainable use and development of the site
    - it would facilitate economic development by providing opportunity for use and development appropriate for the constrained site, and
    - it is supported by the Cradle Coast Regional Land Use Strategy.

State Policies

State Coastal Policy 1996

15. The planning authority considered the *State Coastal Policy 1996* was relevant to the draft amendment because the land was within 1km of the high water mark of State waters. The planning authority considered the draft amendment was consistent with the principles of the Policy for the following reasons:
    - the site was approximately 75m south of the Fairlands Beach
    - the site was serviced by a reticulated stormwater network, and

- the Flood Hazard Report demonstrated no flood protection measures were required.

Commission consideration

16. The Commission is satisfied the draft amendment is consistent with the principles of the *State Coastal Policy 1996*. The SSQ would provide for use and development within an existing settlement that could be located clear of coastal vegetation, areas of special cultural value, watercourses, coastal hazards, and actively mobile landforms. In addition, the site is separated from the coast by a major highway, and is serviced by a reticulated stormwater network, which would contain stormwater drainage from the site to minimise off-site impacts.

State Policy on the Protection of Agricultural Land 2009

17. The planning authority considered the *State Policy on the Protection of Agricultural Land 2009* (PAL Policy) was not relevant to the proposal because the site was in an urban area and was not agricultural land.

Commission consideration

18. The Commission finds the PAL Policy is not relevant to the assessment of the draft amendment as the site is not agricultural land as defined in the Policy.

State Policy on Water Quality Management 1997

19. The planning authority noted the site did not contain any natural water sources and was fully serviced. Furthermore, the planning authority again noted all proposed infrastructure would be drained to the reticulated stormwater system.

Commission consideration

20. The Commission finds the draft amendment is consistent with the *State Policy on Water Quality Management 1997*. The proposed provisions would not directly provide for use and development that would impact water quality. Water quality management requirements can be applied to future use and development in accordance with the SPPs.

National Environment Protection Measures

21. The supporting report submitted by the planning authority indicated none of the *National Environment Protection Measures* (NEPMs) were relevant to the draft amendment as the site was not a contaminated site and the proposed SSQ would not provide for use anticipated to result in any emissions.

Commission consideration

22. The Commission is satisfied none of the NEPMs are relevant to the draft amendment, especially as there is no evidence the site is contaminated.

Tasmanian Planning Policies

23. The supporting report submitted by the planning authority considered the proposal was consistent with the TPPs because it sought ‘to make appropriate use of land which effectively served as a buffer between Somerset’s residential and industrial areas.’ The planning authority added the draft amendment was consistent with TPPs strategies that support and protect land adjoining industrial activity through compatible development (clause 4.6.3).

Commission Consideration

24. The Commission considers the draft amendment satisfies the relevant criteria in relation to the TPPs. The Commission notes that the strategies in clause 4.6.3 provide for industrial use and development on land that is suitable for that purpose, which is close to settlements and other industrial activities, freight networks, served with physical infrastructure, and protected from incompatible use and development.

25. The SSQ would allow appropriate use of land, which provides a buffer between the residential and industrial areas in Somerset. The Commission considers the draft amendment satisfies these strategies, and all other relevant strategies in the TPPs.

Regional land use strategy

26. The relevant regional land use strategy is the Cradle Coast Regional Land Use Strategy, 28 February 2024 (regional strategy).

27. In its supporting report, the planning authority considered the draft amendment was as far as practicable, consistent with the regional strategy for the following reasons:

    - the site was uniquely positioned between two conflicting zones and, due to constraints associated with the location, had remained vacant despite attempts to develop it for the primary purposes for which it was zoned
    - it would encourage the redevelopment of the site that would create economic activity
    - it would encourage use that would complement the existing industrial land use
    - it would provide security for ongoing and potential future employment opportunities at the site
    - it was supported by the 4 broad categories of land use strategies in the regional strategy, being Wise Use of Resources, Support for Economic Activity, Places for People, and Planned Provision for Infrastructure
    - the land was within a settlement boundary and had existing connections to public transport services and transport routes
    - the uses provided for by the SSQ did not involve a high degree of industrial activity
    - it would not impact waterways or natural assets, and the land was not unreasonably impacted by natural hazards
    - it would support business and commercial activity and employment in the region
    - it would provide for use and development that was suited to the unique characteristics of the site, including its proximity to industrial use and flood risk, and
    - the site was not suitable for housing.

Commission consideration

28. The Commission is satisfied the draft amendment is supported by the regional strategy. Specifically, the draft amendment is considered to meet the following clauses:

- clause 3.3.8, which supports the consolidation of existing industrial areas
- clause 4.9, which supports housing in places that are appropriate and safe
- clause 4.3.1, which identifies the need to minimise potential for land use conflict within settlements, and
- clause 4.8 and 5.3, which seek to minimise the exposure of use and development to likely risk from natural hazards.

29. The Commission finds the draft amendment is, as far as practicable, consistent with the regional strategy.

Strategic Plan

30. The planning authority's supporting report considered the proposed SSQ was broadly consistent with the Waratah-Wynyard Council 10 Year Corporate Strategic Plan 2017/27, in particular Goal 5 (Economic Prosperity). The planning authority indicated the proposal complemented Outcome 5.1 because it would provide the opportunity to maximise current industry capacity and would support established businesses on the fringe of the industrial area (Strategies 5.1.2 and 5.1.3).

Commission consideration

31. The Commission finds that the draft amendment has had regard to the strategic plan prepared under section 66 of the *Local Government Act 1993*.

Modifications required to draft amendment

32. Under section 40M of the Act the Commission must consider whether modifications to a draft amendment of an LPS ought to be made.

33. Section 34(2)(a) of the Act requires a draft amendment of an LPS to contain all the provisions that the SPPs specify must be contained in an LPS. Clause LP1.6.1 of the SPPs requires that SSQs 'must be shown on the overlay maps, annotated with the reference number, and all information requirements completed in a relevant list in the LPS.'

34. While the certified draft amendment includes the required SSQ, it is not formatted to align with table WAR-Site-specific Qualifications and does not include the appropriate 'Reference Number' or 'Relevant Clause in State Planning Provisions'. The draft amendment must therefore be modified to comply with the SPP requirements and must be modified as shown below:

War-Site-specific Qualifications

Reference Number	Site Reference	Folio of the Register	Description (modification, substitution or addition)	Relevant Clause in State Planning Provisions
WAR-8.1	1 Mackenzie Drive, Somerset	35887/1	Additional Discretionary Use Classes for this site are: (a) Manufacturing and Processing with the qualification 'If for storage or vehicle parking associated with the adjacent Manufacturing and Processing use at 15265 Bass Highway, Somerset folios of the Register 153130/2 and 153130/3'; (b) Storage; and (c) Vehicle Parking.	General Residential Zone – clause 8.2 Use Table

35. In addition, the certified draft amendment does not include an overlay map showing the SSQ hatching and annotation applying to the subject site.

36. The draft amendment is modified by applying a hatched overlay and annotation to the subject site as described in section 3.3 of the Commission's Practice Note 7 – Draft LPS mapping: technical advice.

Decision on draft amendment

37. Subject to the modifications described above, the Commission is satisfied that the draft amendment meets the LPS criteria and gives its approval.

Consideration of the permit

38. Under section 40T(1) of the Act, a person who requests a planning authority under section 37 to amend an LPS may also:

    (a) make an application to the planning authority for a permit, which could not be issued unless the LPS were amended as requested; and
    (b) request the planning authority to consider the request to amend the LPS and the application for a permit at the same time.

39. Under section 42A of the Act, the Commission must consider the permit and, under section 42B, review the planning authority's report made under section 42.

40. The requested permit is for Storage and Vehicle Parking in the General Residential Zone. The development application must be considered against the applicable standards in the General Residential Zone and applicable codes in the SPPs.

Assessment against the provisions of the planning scheme

41. The reports submitted by the applicant and planning authority provided an assessment of the proposal against the planning scheme provisions.

42. The site is zoned General Residential. The coastal erosion hazard area overlay (medium hazard band) applies to the northern fringe of the land adjoining the Bass Highway, which means the proposal requires assessment against the Coastal Erosion Hazard Code. The Parking and Sustainable Transport Code, Road and Railway Assets Code, and Flood-Prone Areas Hazard Code are also applicable to the proposal. The Commission considers the proposal meets the application requirements and the relevant acceptable solutions of the applicable zone and codes, except for those discussed in further detail below.

8.0 General Residential Zone

Use standards – clause 8.3.1 Discretionary uses A1/P1

43. The proposal requires assessment against performance criteria P1 because it does not comply with acceptable solution A1 (Hours of operation). Hours of operation would be 7.00 am – 4.00 pm Monday to Friday. These hours are outside the acceptable solution times of 8.00 am to 6.00 pm.

44. The Commission considers the performance criterion is satisfied for the following reasons:

    - the proposed parking is intended for light vehicles used by staff
    - heavy vehicles would continue to use the existing access from the Bass Highway
    - the existing industrial use already exists, and
    - vehicle movements during the period of 7.00 am to 8.00 am would relate to staff accessing the car park, and
    - vehicle movements during the period of 7.00 am to 8.00 am are not unreasonable for the area and would not cause an unreasonable loss of amenity to adjacent sensitive uses through timing, duration, the extent of vehicle movements, noise, lighting or other emissions.

Use standards – clause 8.3.1 Discretionary use A4/P4

45. The proposal requires assessment against performance criteria P4 because there is no acceptable solution for a discretionary use. The planning authority considered the proposal complied with clause 8.3.1 P4 for the following reasons:

    - vehicle movements for the use would be confined to the hours of 7.00 am – 4.00 pm Monday to Friday
    - Mackenzie Drive separated the site from the adjacent residential area

- Mackenzie Drive was already a busy road that provided access to Somerset Primary School
- the storage area would be screened from view from the adjacent land by 2.2m – 2.4m high colorbond fence, and
- lighting would be limited to security lighting, which would be appropriately baffled to minimise intrusion to nearby sensitive use.

46. The Commission considers the performance criterion is satisfied for the following reasons:

- the intensity and scale of the use on the site would not cause an unreasonable loss of amenity to adjacent sensitive uses
- the emissions generated by the use would be low, especially given the restricted hours of operation and the baffling of security lighting, and
- the area is already characterised as an interface between urban residential and industrial use.

Development standards – 8.5.1 Development Standards for non-dwellings A4/P4

47. The proposal requires assessment against performance criterion P4 because there is no acceptable solution for fencing. The planning authority considered the proposal complied with clause 8.5.1 P4 for the following reasons:

- the fence would be located along part of the boundary with the Bass Highway and along the edge of the proposed storage area
- the proposed fencing would exceed the height permissible under the exemption in Table 4.6 of the SPPs
- the proposed fence would have a maximum height of 2.2-2.4m, and
- the proposed fence was compatible with the height and transparency of fencing on the highway and would visually separate the storage area from adjacent residential uses.

48. The Commission considers the performance criterion is satisfied for the following reasons:

- the fence would provide for security and privacy
- the storage area would remain reasonably visible from the Bass Highway and conversely, the Bass Highway reasonably visible from the storage area
- the fence would be compatible with the height and transparency of the existing fences in the area, and
- the fence would be at least 30m from the nearest dwelling.

C3.0 Road and Railway Assets Code

Use standards – clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction A1/P1

49. The proposal requires assessment against performance criteria P1 because it does not comply with acceptable solution A1 because the use would increase traffic by more than the amount specified in Table C3.1 of the Code. The applicant considered the proposal complied with C3.5.1 P1 for the following reasons:

- the proposal would likely result in intensity of use of the existing access point onto the Bass Highway being reduced
- traffic would enter and leave the site onto Mackenzie Drive in a forward direction
- the proposal was supported by a traffic impact assessment
- vehicle movements to and from the site would be redistributed, rather than increased, and
- access to Mackenzie Drive would be for light vehicle traffic only, with heavy vehicles accessing the site from the Bass Highway.

50. The Commission considers the performance criterion is satisfied because the expert traffic impact assessment submitted with the proposal concludes the use and development would not create significant adverse traffic and parking impacts.

C10.0 Coastal Erosion Hazard Code

Development standards – clause C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area A1/P1.1 and P1.2

51. The proposal requires assessment against performance criteria P1.1 and P1.2 because there is no acceptable solution for works within a coastal erosion hazard area (medium band). The proposed fencing is exempt building work under clause C10.4.1 of the Code. The applicant considered the proposal complied with clause C10.6.1 P1.1 and P1.2 for the following reasons:

- the Bass Highway was located between the site and the coast
- the Bass Highway was well-protected by established vegetation to the north
- the works proposed to upgrade stormwater for the site would reduce the risk of erosion in the area, and
- the site was not located on an actively mobile landform.

52. The Commission notes that the performance criterion anticipates, that in areas subject to the Code, applications for development should be accompanied by a coastal erosion hazard report. In this instance a report was not provided. Notwithstanding, the Commission is persuaded that the standard's objective is satisfied, having regard to the performance criterion, and the following observations:

- approximately 195m^2 of the site is within the coastal erosion hazard area overlay (medium band) representing a minor portion of the site
- the area subject to the code is limited to a part of the hardstand storage area, 1.5 car parking spaces, and a vehicle turning site
- a hardstand storage area and asphalt car park would be constructed, which is not associated with vulnerable or sensitive uses and is low risk
- there is no evidence the site is an actively mobile landform
- there would be no risk to coastal erosion on the site, adjacent land, or public infrastructure
- the Bass Highway is located between the site and the coast, this road forms part of Australia's National Highway/National Land Transport

Network forms and a significant public asset and likely to be maintained, and
- the planning authority has assessed the proposal and has not identified any risk the works would be impacted by coastal erosion.

C12 Flood-Prone Areas Hazard Code – clause C12.6.1 Buildings and works within a flood-prone hazard area A1/P1.1 and P1.2

53. The proposal requires assessment against performance criteria P1.1 and P1.2 because there is no acceptable solution for works within a flood-prone hazard area. The planning authority considered the proposal complied with clause C12.6.1 P1.1 and P1.2 for the following reasons:
    - a Flood Hazard Report has been submitted by the applicant
    - no flood protection measures were proposed for the site or considered warranted due to the nature of the development, and
    - the Council's Engineering Department undertook an assessment of the proposed development and determined there was capacity within the stormwater network to cater for stormwater runoff without increasing risk to adjacent land or public infrastructure.
54. The Commission considers the performance criterion is satisfied for the following reasons:
    - the expert Flood Hazard Report and engineering advice submitted by the applicant indicates the works would maintain a tolerable risk from a flood, and
    - the expert advice states potential flooding would not affect the types of equipment and materials contained in the storage area, while vehicles could be moved from the site in a flood event.

Planning Permit Conditions and Notations

55. The Commission has examined the planning permit conditions in Part A of the permit and is satisfied the conditions are for proper planning purposes and can be applied in accordance with clause 6.11 of the SPPs.
56. The Commission has also examined the planning permit notations and considers notations 3 and 4 about variation to the development, and generation of environmental harm or nuisance as defined in the *Environmental Management and Pollution Control Act 1994*, do not directly relate to planning purposes and should be removed.

TasWater conditions

57. Under sections 56P(1) of the *Water and Sewerage Industry Act 2008*, TasWater advised it imposes no conditions on the permit.

Schedule 1 Objectives of the Act

58. The Commission finds that the permit furthers the Objectives at Schedule 1 of the Act.

Decision on permit

59. The Commission confirms the permit, with no modifications, as contained in Annexure B of the decision.

Attachments

Annexure A - modified amendment

Annexure B - confirmed permit

Annexure A

Modified amendment 2/2026, Tasmanian Planning Scheme – Waratah-Wynyard

1. Insert Site-specific Qualification WAR-8.1 in WAR-Site-specific Qualifications as follows:

WAR-Site-specific Qualifications

Reference Number	Site Reference	Folio of the Register	Description (modification, substitution or addition)	Relevant Clause in State Planning Provisions
WAR-8.1	1 Mackenzie Drive, Somerset	35887/1	Additional Discretionary Use Classes for this site are: (a) Manufacturing and Processing with the qualification 'If for storage or vehicle parking associated with the adjacent Manufacturing and Processing use at 15265 Bass Highway, Somerset folios of the Register 153130/2 and 153130/3'; (b) Storage; and (c) Vehicle Parking.	General Residential Zone – clause 8.2 Use Table

2. Amend the planning scheme maps to insert the site-specific qualification overlay WAR-8.1 on 1 Mackenzie Drive, Somerset, as shown below:



Annexure B

Permit conditions DA 46/2026

PART A CONDITIONS:

(1) The development is to be generally in accordance with the application as submitted and endorsed plans as listed:
   a. Proposal plan with Drawing Number: 24106-CLP01-002 as prepared by M Petrusma of Ratio Consultants Pty Ltd and dated 21 October 2025.
(2) The approved storage area and car park are appurtenant to the adjoining metal fabrication business at 15265 Bass Highway, Somerset.
(3) Stormwater from the development is to be connected and discharged into Council's stormwater drainage network.
(4) All costs associated with the proposed development including those related to infrastructure extensions or upgrades to Council assets are to be met by the Developer.
(5) In the course of undertaking the development/use there is to be no damage caused to any Council owned infrastructure or property.
(6) A commercial vehicular crossing & Driveway Type KCRB & B1 (Heavy Vehicles) with sufficient width to cater for a 19m prime mover and semitrailer turning manoeuvres is to be constructed from the edge of the bitumen surfaced pavement of Mackenzie Drive, Somerset to the property boundary in accordance with Tasmanian Standard Drawing TSD-R16-v3 Concrete Kerbs & Channel Vehicular Crossings and the conditions in any "Activity in Road Reservation Permit".
(7) Vehicle parking spaces and associated driveways and turning areas are to be designed in accordance with AS 2890.1 and be approved by the Director Infrastructure & Development Services.
(8) Loading and un-loading of vehicles is to be confined to within the boundaries of the property.
(9) Off street car parking and hardstand areas are to be surfaced in an all-weather material such as a concrete, asphalt, or bitumen spray seal. All stormwater runoff from the car parking and hardstand areas is to be collected onsite and directed to a stormwater system designed to cater for a 1 in 20-year ARI storm and discharged to a legal point of discharge to the reasonable requirements of the Director Infrastructure & Development Services.

PART B CONDITIONS:

(1) The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B which the Regulated Entity (trading as TasWater) has required the planning authority to include in the permit, pursuant to section 56Q of the *Water and Sewerage Industry Act 2008*, reference TWDA 2026/00453-WWC (attached).

Notes:

The following is provided for information only and does not constitute condition(s) of permit.

- An "Activity in Road Reservation" permit must be obtained from Council for all activity within the Road Reservation.

- This project must be substantially commenced within two years of the issue of this permit.
- The applicant is advised to consult with a building surveyor to ensure the development is constructed in accordance with the *Building Act 2016*.
- Attention is drawn to existing or proposed electricity infrastructure, please be sure to contact TasNetworks on 1300 137 008 to ensure these works do not impede on existing electricity easements and are at a safe distance from powerlines. Failure to do so could result in the relocation of electricity assets at your cost.