

Thursday, 27 January 2022

Ref: 304059_L01_Rev0

The General Manager
Latrobe Council
Gilbert Street
Latrobe TAS 7307

Dear Sir

Representation to Draft Latrobe Local Provisions Schedule – Tasmanian Planning Scheme

Veris Australia has been engaged by MLK Superannuation Fund, owner of the property at 90 Mill Road, Wesley Vale, to submit a representation on their behalf to the Draft Latrobe Local Provisions Schedule.

The subject site is 6,561m² in size and comprises a large Colorbond shed, car parking area, truck access, turning and manoeuvring areas as well as water storage tanks. The site is used by Vale Timber Products, an Australian owned and operated business manufacturing high quality produce bins, pallets and innovative custom products.

The subject lot was created by subdivision via a permit approved in December 2020. The agricultural report supplied with the Development Application in 2020 states that the land at 353 Port Sorell Road (prior to subdivision) identifies about 25ha as Class 2,3 (south) and 51ha as Class 4,4+5 and 5 land. The southern part of the property is suitable (and utilised) for intensive cropping while the northern part of the property is highly restricted for cropping activities and considered only suitable for pastoral use. The land is within the Sassafras Irrigation district however the Agricultural report states that irrigating the lower lying (northern) part of the property would actually result in a lower level of overall pasture productivity due to the existing high seasonal water table.



FIGURE 1: LAND CAPABILITY AREAS 353 PORT SORELL ROAD (PRIOR TO SUBDIVISION)

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PROPOSED ZONE

The Draft Latrobe LPS proposes to apply the Agricultural Zone to the subject land. The area across Mill Road to the north comprises the Devonport Airport and is proposed to be zoned Utilities Zone. There is land of about 50ha north-west of the subject site and adjoining the Devonport Airport proposed for the Light Industrial Zone and land of about 77ha north-east of the subject site proposed for General Industrial Zone. The remaining land in the vicinity of the subject site is proposed for the Agricultural Zone.

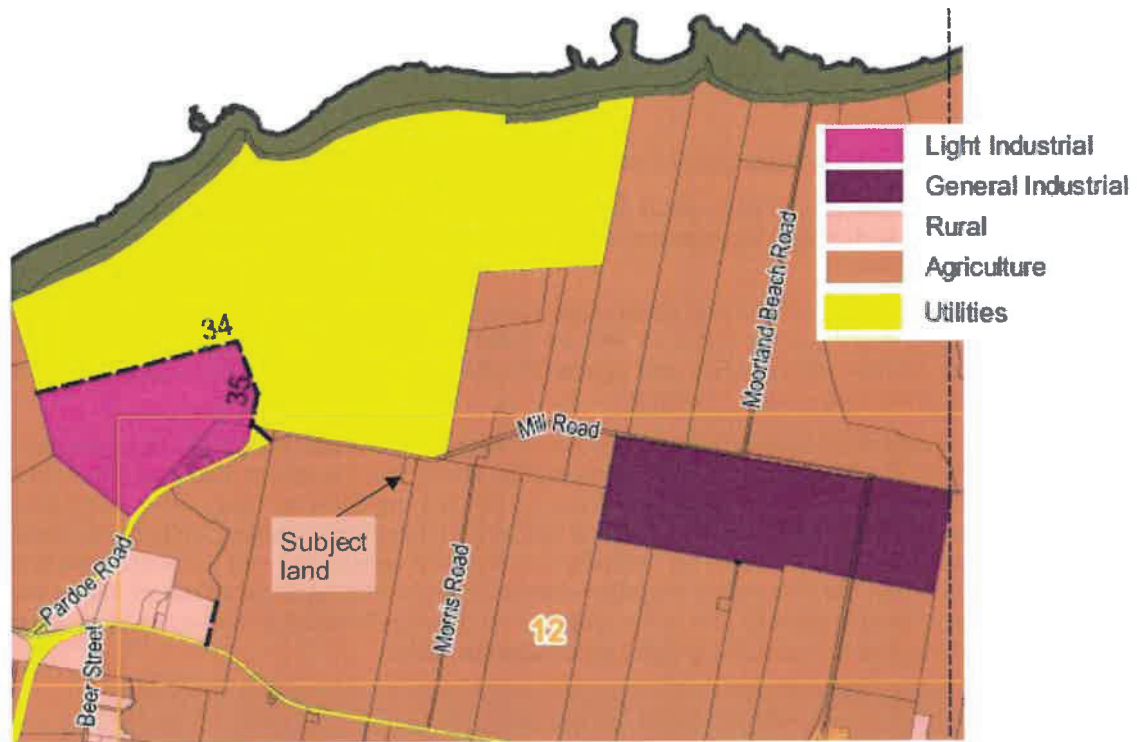


FIGURE 2: EXTRACT ZONING MAP DRAFT LATROBE LPS

ZONE PURPOSE

The primary objective of the Draft Latrobe Local Provisions Schedule is to apply a zone to achieve the zone purpose to the greatest extent possible (*p.68 Latrobe Draft LPS – Supporting Report – January 2022*).

The purpose of the Agricultural Zone is:

- 21.1.1. To provide for the use or development of land for agricultural use.
- 21.1.2. To protect land for the use or development of agricultural use by minimising:
 - (a) conflict with or interference from non-agricultural uses;
 - (b) non-agricultural use or development that precludes the return of the land to agricultural use; and
 - (c) use of land for non-agricultural use in irrigation districts.
- 21.1.3. To provide for use or development that supports the use of the land for agricultural use.

The existing use is manufacturing and processing. The core business is the production of timber bins and pallets for the agricultural industry however the services already include innovative design solutions for unrelated products (furniture). 'Manufacturing and processing' is, if for agricultural equipment, a discretionary use and otherwise prohibited in this zone. The application of the Agricultural Zone is considered not suitable for the subject site based on existing site constraints as outlined above and potentially restrictive to the existing use of the site.

As outlined above the proposed Agricultural Zone is considered inappropriate and potentially constrictive for the existing and future operation of the site.

The subject site is considered to have a negligible agricultural value. The most compatible zone in regard to the existing use, size and location of the site is the Light Industrial Zone.

The purpose of the Light Industrial Zone is:

- 18.1.1. To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses.
- 18.1.2. To provide for use or development that supports and does not adversely impact on industrial activity.

The subject site has close proximity to the Devonport Airport which provides for minimal distance for freight transport. The site is also well connected to the road network and in close proximity to existing Light Industrial and General Industrial zoned sites.

The Cradle Coast Regional Land Use Planning Framework – Living on the Coast provides principles and policies against which all future proposals for processes and prescriptions for land use planning are to be considered (*CCRLUS 2010-2030, p. 117*). Part C contains strategic policy requirements for a coordinated and consistent approach to land use policy and decisions in the Cradle Coast Region. The policies must be observed in the preparation of local planning schemes for each of the nine Cradle Coast municipal councils (*CCRLUS 2010-2030, p. 4*).

Land use policies for changing climate contain under Part C 2.3c the policy to "Facilitate opportunity for resource processing, manufacturing and utility development in locations which minimise distances for freight transport, energy distribution and journey to work" (*CCRLUS 2010-2030, p. 129*).

Although the draft Latrobe LPS is limited by 'translation' requirements, the primary objective of the draft Latrobe LPS is to apply a zone to achieve the zone purpose to the greatest extent possible (*Latrobe Draft LPS – Supporting Report – January 2022, p. 68*).

On behalf of our client and owner of the subject site we herewith object against the proposed zoning of the property at 90 Mill Road, Wesley Vale (FR181249/1) and request that the zoning be reviewed and amended to Light Industrial.

If you have any queries, please do not hesitate to contact our office.

Your sincerely



Jana Rockliff

Town Planner