

Site Specific S43A Amendment

Submission to the City of Launceston in support of a section 43A request for a site specific amendment to the Launceston Interim Planning Scheme in respect of land at 18 Connector Park Drive, Kings Meadows.

September 2017

COMMERCIAL PROJECT DELIVERY

Project + Construction Management



Contents

1.	Introduction	6
1.1	Purpose of the Report	6
1.2	Planning Overview	7
1.3	Statutory References	7
1.3.1	Name of Planning Instrument	7
1.3.2	Name of Planning Authority	7
1.4	Description of Proposed Amendment	7
2.	Subject Site	9
2.1	Description of Subject Site and Surrounding Area	9
2.2	Title Information	11
2.3	Zone and Overlay Controls	11
2.4	Servicing	11
2.5	Access and Road Network	12
2.6	Environmental Hazards and Constraints	12
2.6.1	Landslide Hazard	12
2.6.2	Bushfire Hazard	12
2.6.3	Natural and Landscape Values	12
2.6.4	Site Contamination	12
2.7	Consideration of Aboriginal Heritage	12
2.8	Photos	13
2.9	Background to the Proposed Amendment	14
2.10	Rationale of Proposed Amendment	15
2.10.1	Categorisation of Use	15
2.10.2	Anomaly of the Scheme	15
2.11	Future Development Potential	17
3.	Planning Scheme Amendment Assessment	19
3.1	Requirements of the Act	19
3.2	Strategic Plan	20
3.3	Greater Launceston Plan	22
3.3.1	Overview of GLP	22
3.3.2	GLP and Industrial Land	22
3.4	Northern Regional Land Use Strategy 2016 (Version 5.0)	23
3.4.1	Overview of the RLUS	23

3.4.2	Structure of the Strategy	23
3.4.3	Manufacturing and Industrial Land	24
3.5	Northern Tasmania Industrial Land Study 2014	24
3.6	Launceston Industrial Strategy 2009	24
3.8	Objectives of the RMPS	27
3.9	State Policies	30
3.9.1	State Coastal Policy 1996	30
3.9.2	State Policy on the Protection of Agricultural Land 2009	30
3.9.3	State Policy on Water Quality Management 1997	30
3.9.4	National Environment Protection Measures	30
3.10	Provisions relating to use, development, protection or conservation of land and potential land use conflict	31
3.11	Gas Pipelines Act 2000	32
3.12	Regional Impact	32
3.13	Other requirements of Section 20	32
4.	Development Application	33
4.1	Proposed Use	33
4.2	Approval Status	34
4.3	Light Industrial Zone Provisions	34
4.3.1	Zone Purpose	34
4.3.2	Use Standards	35
4.3.3	Development Standards	36
4.4	Codes	36
4.4.1	Bushfire Prone Areas Code E1.0	36
4.4.2	Potentially Contaminated Land E2.0	36
4.4.3	Landslide Code E3.0	36
4.4.4	Road and Railway Assets Code E4.0	36
4.4.5	Flood Prone Areas Code E5.0	39
4.4.6	Car Parking and Sustainable Transport Code E6.0	39
4.4.7	Scenic Management Code E7.0	44
4.4.8	Biodiversity Code E8.0	44
4.4.9	Water Quality Code E9.0	44
4.4.10	Recreation and Open Space Code E10.0	44
4.4.11	Environmental Impacts and Attenuation Code E11.0	45
4.4.12	Airports Impact Management Code E12.0	45
4.4.13	Local Historic Heritage Code E13.0	45
4.4.14	Coastal Code E14.0	45

4.4.15	Telecommunications Code E15.0	45
4.4.16	Invermay/Inveresk Flood Inundation Area Code E16.0	45
4.4.17	Cataract Gorge Management Area Code E17.0	45
4.4.18	Signs Code E18.0	45
4.4.19	Development Plan Code E19.0	45
5.	Conclusion	46

NOTE

References to provisions of the *Land Use Planning and Approvals Act 1993* (the Act) are references to the **former provisions** of the Act as defined in Schedule 6 – Savings and transitional provisions of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme) Act 2015*. Parts 2A and 3 of the **former provisions** remain in force until a Local Provisions Schedule comes into effect for the municipal area.

1. Introduction

1.1 Purpose of the Report

Commercial Project Delivery 'CPD' acts on behalf of Vintage Rose Developments Pty Ltd to request a combined site-specific amendment to the Launceston Interim Planning Scheme 2015 (the Scheme) pursuant to section 43A of the *Land Use Planning and Approvals Act 1993* (the Act).

The proposed amendment seeks to insert the 'Educational and occasional care' use class into the discretionary use column of Table 24.2 of the Scheme and to insert a site-specific qualification to allow the use to occur on land located 18 Connector Park Drive, Kings Meadows if for an employment and trade training only.

The amendment is required to enable a development application to be considered by The City of Launceston to allow SRTA Life and Rescue to expand their range and frequency of workplace training courses in workplace compliance training. The purpose of this submission is to establish the rationale of the urgent amendment and analysis against the relevant sections of the Act.

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The planning submission has been prepared to:

- provide the rationale for the draft amendment;
- provide a full description of the proposed use and development;
- detail the site and the surrounding uses;
- demonstrate that the application can further the objectives set out in Schedule 1 of the Act;
- determine that the proposal is in accordance with the State Policies;
- establish that the proposal is in accordance with the Northern Regional Land Use Strategy 2016 (Version 5.0);
- demonstrate that the proposal is outside of the area regulated by the *Gas Pipelines Act 2000*;
- make evident that this proposal does not conflict with uses on adjoining land; and

- establish that the subdivision complies with applicable provisions of the relevant zone, codes and specific area plan of the Scheme.

1.2 **Planning Overview**

Element	Overview
Address	18 Connector Park Drive, Kings Meadows
CT	154489/23
PID	2883003
Land Area	4472m ² +/-
Planning Instrument	Launceston Interim Planning Scheme 2015
Legislative Instrument	Land Use Planning and Approvals Act 1995
Zone	24.0 - Light Industrial
Proposed Use	Educational and occasional care
Use Status	Prohibited

1.3 **Statutory References**

1.3.1 **Name of Planning Instrument**

The subject of the proposed amendment is the **Launceston Interim Planning Scheme 2015** (hence forth referred to as the interim planning scheme).

1.3.2 **Name of Planning Authority**

The Planning Authority is the **City of Launceston** ('Council')

1.4 **Description of Proposed Amendment**

This request is seeking to amend use Table 24.2 of the Light Industrial zone to allow the 'Educational and occasional care' use class, if not for a childcare centre, day respite facility, school or tertiary education use at 18 Connector Park Drive, Kings Meadows. The amendment would look similar to the following table:

Discretionary	
Use Class	Qualification
Educational and occasional care	Only for: trade, employment or transport related training and licensing on CT154489/23

2. Subject Site

2.1 Description of Subject Site and Surrounding Area

The subject site is an internal lot with an area of 4472m², accessed via an internal drive off Connector Park Drive. The site is relatively flat and is developed with an 'L' shaped building situated along the south-eastern and north-eastern boundaries as shown in Figures 1 and 2 below.



Figure 1: Aerial Plan

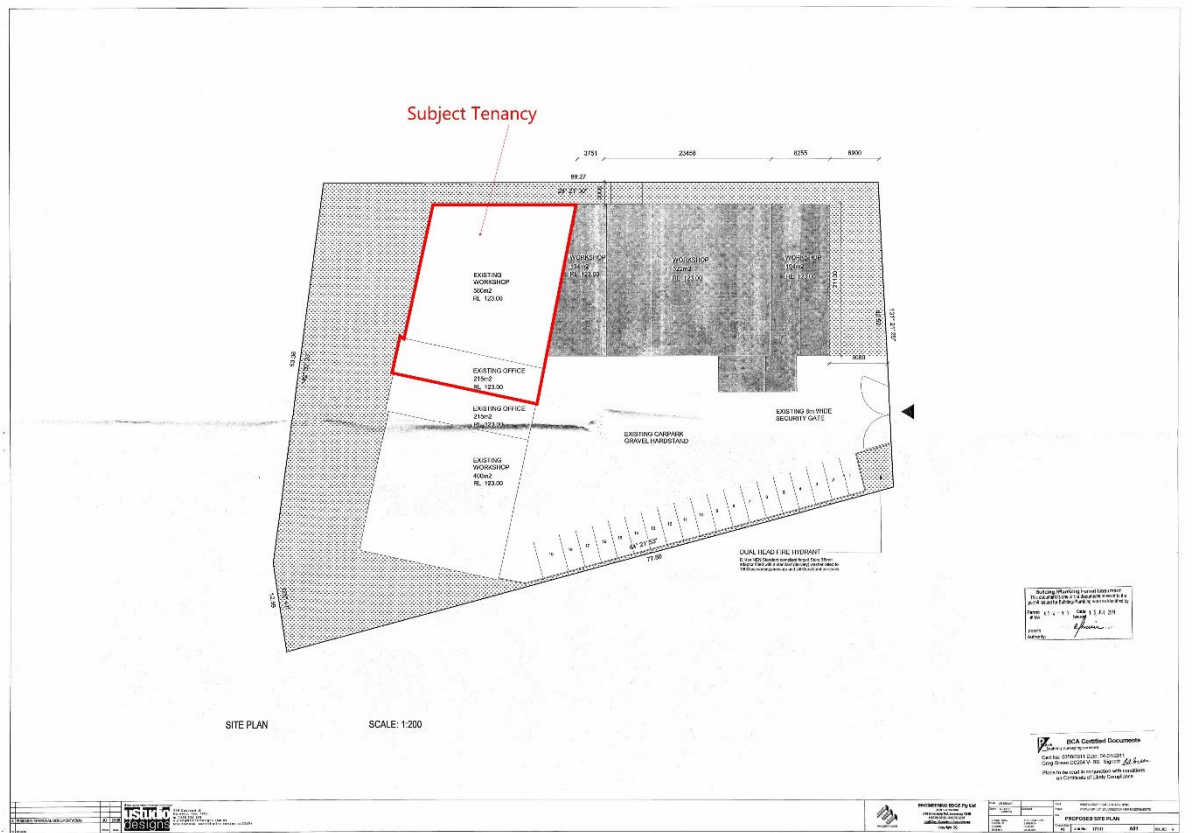


Figure 2: Site Plan

The building is divided into a number of tenancies, including a computer warehouse, construction business workshop and the SRTA Life and Rescue tenancy as shown on the site plan at Figure 2. The site also contains 19 car parking spaces, and landscaped zones.

The subject site adjoins a Landscape Supplies business to the north, to the east, opposite Connector Park Drive is a vacant lot, to the west is glass manufacturers and civil contracting yards and the to the south is also a civil contracting yard.

The subject site is located within the Connector Park light industrial precinct which comprises a diverse mix of activities including:

- Bulky goods retailing;
- Warehousing;
- Manufacturing
- Contracting yards; and
- Equipment and machinery sales.

2.2 Title Information

The proposed amendment and development application relates to the following titles:

Address	Owner(s)	Title Reference	Existing Land Area
18 Connector Park Drive	Vintage Rose Developments Pty Ltd	154489/23	4472m ²

A copy of the relevant certificate of title and schedule of easements is contained at **Appendix A**.

2.3 Zone and Overlay Controls

The site is contained within the Light Industrial Zone and is not subject to any overlays (refer Figure 3). The subject site is contained within the Connector Park Light Industrial Precinct which is bounded to the north by residential land, the south by the Kings Meadows Connector Road, the east by residential land and the west by the Midlands Highway. The Merino Street Light Industrial Precinct is situated within 200 metres to the east of the Connector Park Precinct.

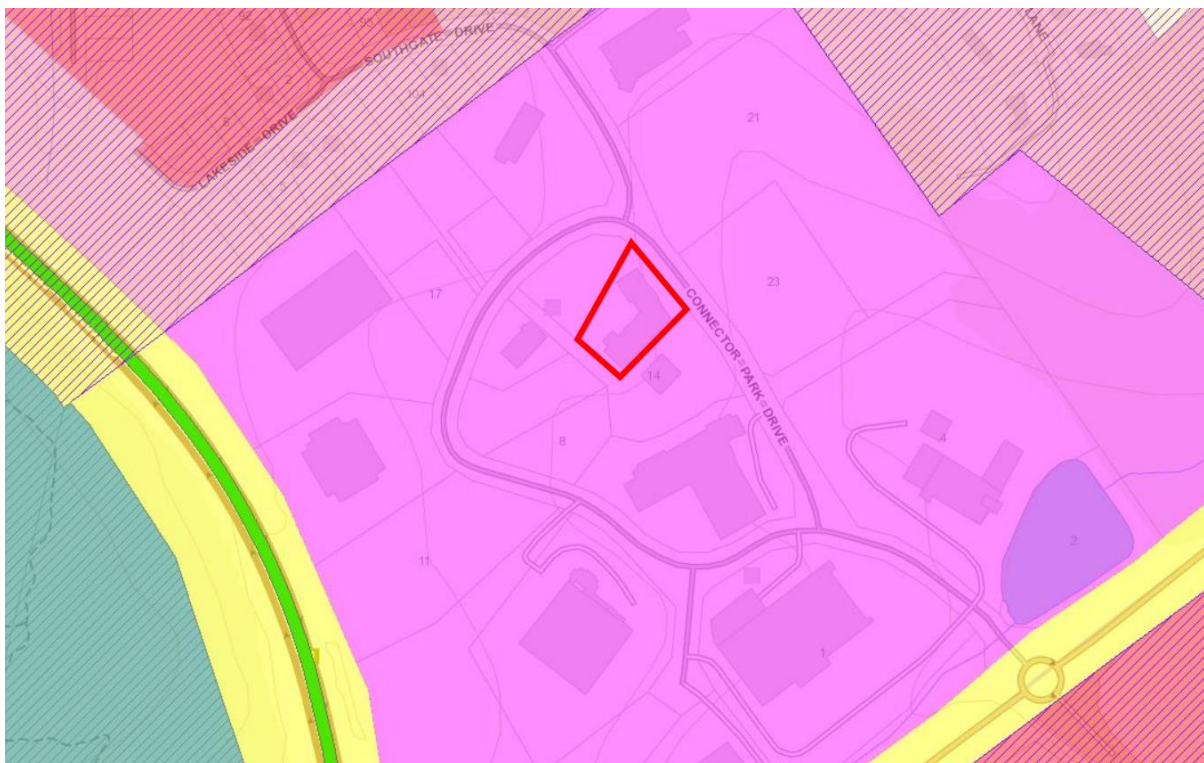


Figure 3: Zoning and Overlay Plan

2.4 Servicing

The site is connected to full reticulated services.

2.5 Access and Road Network

Vehicular access to the subject site is provided via an existing crossover from Connector Park Drive to lot 21 over which the subject site has a 12 metre right of way access. The Connector Park Precinct is accessed via a roundabout from the Kings Meadows Connector Road.

2.6 Environmental Hazards and Constraints

The following section provides an investigation into potential environmental hazards and constraints of the subject site.

2.6.1 Landslide Hazard

The subject site is not identified as being subject to landslide hazard as depicted by the overlay maps within the Scheme. Accordingly, the subject site is free from landslide hazards.

2.6.2 Bushfire Hazard

The subject site is not located within a bushfire prone area as defined by the Scheme. Accordingly, the subject site is free from direct bushfire hazards.

2.6.3 Natural and Landscape Values

The subject site is located within an established industrial area of Kings Meadows and has been highly modified overtime. The land is clear of significant vegetation. The lack of vegetation also suggests that the habitat value of the land for fauna species is low. Accordingly, the subject site is free from significant flora and fauna values. The site is not contained within a designated scenic landscape area.

2.6.4 Site Contamination

A review of Council's register of potentially contaminated sites has confirmed the site is not listed. It has been confirmed that the subject site is not identified as being potentially contaminated.

2.7 Consideration of Aboriginal Heritage

The subject land is within an urban area and is already developed for urban purposes. For this reason, it is considered that any Aboriginal Heritage Values that the site may have had would already be degraded. The subject land is not listed in Table E13.3 Places of Archaeological Significance.

2.8 Photos



Photo 1: View of subject site from access point off Right of Way



Photo 2: View inside SRTA tenancy

2.9 Background to the Proposed Amendment

The premise of this application for a site-specific amendment to the Planning Scheme is that one of the existing tenants at the property SRTA Life and Rescue wish to expand the training component of their business but under the current Planning Scheme provisions are limited to having this aspect as integral and subservient to the sale and servicing of safety equipment which is the other element of their operation.

The business has operated from this facility for the past 7 years, the business was sold in August 2016 to current owner SRTA Life and Rescue. The new owner has only just become aware that zoning was an issue to the business after making enquires relating to expansion.

Their business is essentially comprised of two operations:

1. Sales and servicing of safety equipment such as gas monitors, ropes and harnesses for working at heights;
2. Specialising in providing high risk safety services, from health and safety regulatory compliance to workplace safety training. The types of training that takes place is rescue and high ropes, often relating to mining operations as well as fire warden and first aid.

The subject site is ideally located and designed to meet the needs of the training courses by use of board rooms for the written component and the large workshop/warehouse space for high ropes safety training. Photo 2 depicting this area show how the training operation necessitates a large, warehouse style building, the type found within Light Industrial areas. The use is not a sensitive use and will not be impacted by the nature of surrounding uses and is better suited to a Light Industrial style zone than a residential zone where it is currently allowable.

2.10 Rationale of Proposed Amendment

2.10.1 Categorisation of Use

Pursuant to clause 8.2.1 of the Scheme, each proposed use or development must be categorised into one of the use classes in Table 8.2. Clause 8.2.4 provides further guidance for categorising use by specifying that if a use or development does not readily fit any use class, it must be categorised into the most similar use class.

On this basis, the proposed training facility has been categorised as 'Educational and occasional care' which is defined as:

"use of land for educational or short-term care purposes. Examples include a childcare centre, day respite facility, employment training centre, kindergarten, primary school, secondary school and tertiary institution".

Overall, it is considered that the proposed training facility does not readily fit the primary definition of the use class. However, the training facility is most closely aligned to an employment training centre which is listed as an example and is defined as:

"use of land to provide education and training to jobseekers and unemployed persons".

It is noted that the use of land for safety training is not directly associated with an employment training facility as the vast majority of the attendees are in fact employed and needing to update or maintain their accreditation. Nonetheless, the 'Educational and occasional care' use class is considered the best fit for safety training activities on the basis that it involves a 'training' component.

The other aspect of the SRTA Life and Rescue business is the sale and servicing of safety equipment which best fits within the Equipment and machinery sales and hire use class which is defined as:

"use of land for displaying, selling, hiring or leasing plant, equipment or machinery, associated with, but not limited to, cargo-handling, construction, earth-moving, farming, industry and mining."

Whilst it could be argued that the training aspect for the SRTA Life and Rescue business is integral and subservient to the sales and servicing component of the business and therefore be assessed as part of that use class, in reality the training component is equal to the sale and servicing component and it is the intention of SRTA Life and Rescue to grow the training side of the business and do not wish to be constrained by the level of growth that can be considered integral and subservient.

The use of land for 'Educational and occasional care' is prohibited within the Light Industrial zone pursuant to Table 24.2.

2.10.2 Anomaly of the Scheme

The prohibition of the 'Educational and occasional care' use class for training purposes within the Light Industrial zone is considered to be an anomaly of the Scheme for the following reasons:

1. The Scheme mandates that all use and development must be categorised into one of the use classes listed in Table 8.2. Where a proposed use or development does not readily fit a listed use class, it must be categorised into the most similar use class. In this instance, the proposed training facility is considered to best fit the 'Educational and occasional care' use class.

The description of the 'Educational and occasional care' use class is heavily weighted towards educational activities including childcare, primary and secondary schools and tertiary institutions with limited focus on training facilities other than for employment training centres.

It is evident that the 'Educational and occasional care' use class has been left out of the Industrial zone to avoid schools establishing within industrial areas. However, this broad-brush approach has inadvertently prohibited all sub-use classes from occurring within the Light Industrial zone including training facilities.

The Light Industrial zone is considered an appropriate zone to locate employment training centres or other types of training facilities where the activity is likely to generate adverse off-site impacts or where the activity relies on industrial facilities. Such training facilities or activities may include:

- a. heavy equipment and vehicle operation;
- b. confined space and working safely at heights training
- c. metal and wood fabrication;
- d. panel beating;
- e. rope and rigging training
- f. vehicle, equipment and machinery training and licensing.

As such, it is considered that an anomaly has been created within the Scheme during its translation by not allowing training activities associated with industrial, or similar activities within the Light Industrial zone. The proposed amendment seeks to remove this anomaly for the subject site.

2. Amongst other zones, 'Educational and occasional care' uses are permissible within the General Residential, Inner Residential and Rural Living zones without qualification. It is therefore conceivable that motorcycle training and other similar training facilities and activities could occur within these zones. Evidently it would be inappropriate for such uses to establish within residential and urban areas given the high likelihood of adverse impacts on residential amenity through noise, odour, potential activity outside of business hours, increased traffic generation and movement and other similar off-site impacts;
3. The use of land for trade, employment or transport related training and licensing is consistent with the purpose statements of the Light Industrial zone which are:
 - a. *"to provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimize conflict or impact on the amenity of any other uses; and*

b. "to provide for uses that are complementary to and compatible with the above purpose".

It is considered incongruent to allow the listed training facilities within the residential zones but not the Light Industrial zone. The proposed amendment seeks to rectify this irregularity of the Scheme for the subject site.

2.11 Future Development Potential

Given the site is already developed with a light industrial style warehouse/manufacturing building, the proposal to allow its use for employment and trade training purposes is aligned with the actual development on site given the scale of the main building within which the high ropes training will occur. The addition of 'educational and occasional care' as an allowable use class for the site will not significantly alter the future development potential. As per the table below, the Light Industrial Zone already has several allowable uses:

No Permit Required	Qualification
Passive recreation	
Natural and cultural values management	
Permitted	Qualification
Equipment and machinery sales and hire	
Research and Development	
Service Industry	
Storage	
Transport depot and distribution	
Utilities	
Discretionary	Qualification
Bulky goods sales	If for garden or landscape or hardware supplies
Community meeting and entertainment	
Crematoria and cemeteries	If for crematoria
Domestic Animal breeding, boarding or training	
Emergency services	
Food services	If not for a restaurant

Manufacturing and processing	
Recycling and waste disposal	If not for a refuse disposal site
Resource processing	If not for animal saleyards or abattoir
Sport and recreation	
Utilities	
Vehicle fuel sales and service	
Vehicle Parking	

The range of uses listed in the table above clearly demonstrates that the current zoning of the site allows for the potential for a broad range of development. The addition of the educational and occasional care use class for employment and trade training purposes only will not significantly alter this potential and the development standards under the Light Industrial Zone will remain.

All other relevant Code provisions would continue to apply to future development.

The site-specific nature of the amendment means that future development potential is confined to the subject site only, and not across the Light Industrial Zone more broadly (although it is considered this would be an appropriate amendment across the zone more broadly, it is not consistent with the Statewide Planning Provisions). It is important to note that use of the subject site for employment and trade related training purposes will not encumber the light industrial operations of surrounding sites.

3. Planning Scheme Amendment Assessment

3.1 Requirements of the Act

Pursuant to Section 32(1) of the Act, a draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A)–

(a).....

(b).....

(c).....

(d).....

(e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and

(ea) must not conflict with the requirements of section 30O; and

(f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

(2) The provisions of section 20(2), (3), (4), (5), (6), (7), (8) and (9) apply to the amendment of a planning scheme in the same manner as they apply to planning schemes.

Section 30O of the Act requires that an amendment to an interim planning scheme is as far as practicable, consistent with the regional land use strategy. Section 30O also sets a number of requirements relating to the insertion of a local provision and its relationship to a common provision.

In addition to these requirements, Section 20(1) is also relevant as a planning scheme amendment is also the making of a planning scheme:

(1) A relevant decision-maker, in preparing, accepting, declaring or making a relevant scheme, or giving approval in relation to the making or approving of a relevant scheme, must, in the opinion of the relevant decision-maker–

(a) seek to further the objectives set out in Schedule 1 within the area covered by the scheme;
and

(b) prepare the scheme in accordance with State Policies made under section 11 of the State Policies and Projects Act 1993; and

(c)....

(d) have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared; and

(e) have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

The following sections address the matters that are covered by the above mentioned legislative requirements.

3.2 **Strategic Plan**

The City of Launceston's Strategic Plan 2014-2024 seeks to provide direction to the range of operations Council undertakes in their role as the major provider of services and facilities for the City of Launceston. The Strategic Plan essentially indicates the actions and strategies that the Council will implement to deliver on the Greater Launceston Plan goals.

The following section identifies the most relevant principles of the Plan and provides an assessment of how the proposed draft amendment responds to each principle.

Principle	Description
1	To foster creative and innovative people and industries.
	To optimise the use and usability of our assets for different types of activities.
	Response <i>The proposed amendment will enhance the usability of the subject site by enabling broadening the scope of uses and activities that will be permissible at the site that are considered appropriate for the Light Industrial zone.</i>
	To promote the wide variety of leaning opportunities within Launceston.
	Response <i>The proposed use will enable trade and employment training activities to occur at the subject site which will promote the diversity of training and learning related opportunities within the municipality.</i>

5	A city that values its environment.
	To reduce our and the community's impact on the natural environment.
	<p>Response</p> <p><i>The proposed amendment and subsequent development will represent suitable infill development within an established light industrial precinct.</i></p>
6	A city building its future
	To develop and take a strategic approach to development sites to maximise public benefits of development.
	<p>Response</p> <p><i>The subject site is located within a strategically situated light industrial precinct. It is considered that the proposed amendment and subsequent use for employment and trade training purposes will maximise public benefits of development by enabling an activity that has the potential to cause conflict to occur within an industrial zone rather than establishing within a residential zone in which the use is permissible.</i></p>
	To ensure that the planning system at a local and regional level is effective and efficient.
7	Response
	To support sustainable population growth in Launceston.
	<p>Response</p> <p><i>It is submitted that the proposed amendment and subsequent trade and employment training facility offers the most sustainable outcome for the use and development of the subject site which is supported by the assessment against the relevant strategic documents.</i></p>

	<p>To facilitate direct investment in the local economy to support its growth.</p>
	<p>Response</p> <p><i>The proposed amendment will directly facilitate opportunities for local economic development within the construction industry and ongoing operation of the training and licensing facility.</i></p>

3.3 Greater Launceston Plan

The Greater Launceston Plan (GLP) is the lead strategic reference document for Council for the next 20 years. It outlines a 'community vision and evidence-based framework for the sustainable development of Launceston and its suburbs and localities over the next 20 years.'

It is understood that the GLP underpins all the actions in the Strategic Plan and provides a blueprint to attainment of the vision under the Strategic Plan.

The Greater Launceston Plan (GLP) is a non-statutory strategic document initiated by City of Launceston through the Liveable Cities Program administered through the Commonwealth Department of Infrastructure and Transport. Notwithstanding this, it is considered a relevant document for the purposes of considering the proposed rezoning and subdivision in the context of the broader region.

3.3.1 Overview of GLP

The GLP is a comprehensive high-level strategic document prepared and coordinated by a specialised project management group under the auspices of Launceston City Council, George Town Council, Meander Valley Council, Northern Midlands Council and West Tamar Council.

The primary purpose of the GLP is to develop a unified and holistic framework as a platform to coordinate the long-term planning, management and sustainable development of Launceston and the broader urban area.

3.3.2 GLP and Industrial Land

The GLP recognised the work undertaken within the North Tasmania Industrial Land Study 2014 (the Study) which determined that industrial land is in general over supply within the Northern Tasmania region. As such, the GLP did not propose any particular changes or additions to existing industrial land stocks throughout the Northern Region outside the guidelines provided within the Study.

Notwithstanding this, it is considered that the proposed amendment and subsequent trade and employment facility will generally be consistent with and further the key objectives of the GLP through the provision of appropriate use and development within an established light industrial precinct.

3.4 Northern Regional Land Use Strategy 2016 (Version 5.0)

The Regional Land Use Strategy provides overall direction on future use and development for the Northern Region. As required through Section 32(1)(ea) the proposed amendment must as far as practicable be consistent with the Regional Land Use Strategy.

Again, the high-level nature of this document and the minor scale of the proposed amendment means that there is little direct correlation between the two.

3.4.1 Overview of the RLUS

The Northern Tasmania Regional Land Use Strategy (RLUS) is a key policy framework that has been established to guide land use, development, and infrastructure investment decisions across the region. A primary objective of the RLUS is to integrate land use planning and policy with environmental, social, economic, conservation and resource management policies in order to:

- manage the region's development in response to ongoing socio-economic and physical environmental change; and
- protect and enhance the region's quality of life (liveability), productivity and sustainability for existing and future communities across the Region.

3.4.2 Structure of the Strategy

The RLUS acknowledges that complex interactions exist between environmental, economic and social spheres when making land use planning decisions. As such, the RLUS adopts a comprehensive, integrated and long-term approach to land use planning and recognises that synergies among policy areas.

Accordingly, the RLUS is broken up into a number of policy groupings on which to build and execute the policies necessary to shape and guide future land use planning decisions. The policy groupings are as follows:

1. Regional Settlement Network;
2. Regional Activity Centres Network;
3. Regional Infrastructure Network;
4. Regional Economic Development;
5. Social Infrastructure and Community; and
6. Regional Environment.

Of the policy groupings, manufacturing and industrial land falls under the Regional Economic Development policy objective.

3.4.3 Manufacturing and Industrial Land

The RLUS recognises that industrial activities are important contributors to the regional economy in particular identifying Launceston and Georgetown as key industrial and manufacturing nodes. The RLUS outlined limited information with respect to future industrial needs within the region. However, the RLUS recognised the Launceston Industrial Strategy 2009 and a previous industrial study which was completed in 2008. The RLUS expected that industrial land requirements would need to be considered in future iterations of the strategy.

Overall, it is considered that the proposed amendment and subsequent trade and employment training facility will generally be consistent with and further the key objectives of the GLP through the provision of appropriate use and development within an established industrial precinct. Furthermore, the proposed amendment will not alter the existing supply and demand dynamic of industrial land within the region.

3.5 Northern Tasmania Industrial Land Study 2014

The Northern Tasmania Industrial Land Study 2015 (the Study) was established with the intention of researching the availability of suitable vacant land in the region and to understand the projected demand for industrial land over a 15-30 year period. The key objective of the study was ***“to ensure there is sufficient suitable vacant industrial land to meet the diverse demands for industrial land in the region over the next 15-30 years”***.

Overall, the Study determined that there is an oversupply of industrial land within the Northern Region. As such, sub-aims of the Study were as follows:

4. *“To strategically position existing vacant industrial land to accommodate future industrial growth for the next 15-30 years, and by doing so to allow for sustainable urban growth patterns;*
5. *To identify additional land for future industrial development only if existing industrial supplies are not sufficient or suitable to accommodate strategic or local unmet demand effectively; and*
6. *To enable redevelopment of existing industrial precincts that contributes to more sustainable urban growth patterns”.*

As such, the Study primarily focus on the supply of industrial land stock to facilitate current and forecasted demand within established and future precincts. It is submitted that the proposed amendment and subsequent training and licensing facility accords with the objectives of the Study by providing an opportunity for greenfield development within an established industrial precinct which will directly assist the take-up of the current oversupply of industrial land within the Northern Region.

3.6 Launceston Industrial Strategy 2009

The Launceston Industrial Strategy 2009 (the Strategy) outlines the strategic directions for industrial development within the Launceston municipality over a 20-year period. A key purpose of the Strategy is to ensure Launceston has a co-ordinated supply of industrial land providing a choice of location to service the Launceston regional centre.

Accordingly, the Strategy sets out the way in which industrial land should be developed in terms of its structure, composition and location through the guidance of 4 key policy areas. The following section identifies the specific parts of relevant policy areas and provides a response to demonstrate how the amendment and subsequent training and licensing facility is consistent with the policy approach.

Industrial Policy 1
Intent
<i>Council will encourage industrial development on established, high quality, serviced, vacant industrial sites by prioritising such sites for appropriate new development in the short to mid-term.</i>
Proposal response
<p>It is considered that the proposed amendment and subsequent training and licensing facility aligns with the policy intent on the following basis:</p> <ul style="list-style-type: none"> • the proposed amendment will enable a trade and employment training facility to establish on the subject site which is located within an established light industrial precinct. The subject site is serviced land that is free from environmental hazards and constraints; • the proposed training use is considered appropriate to locate within a light industrial area due to its potential to generate adverse off-site impacts through noise and via the type of building it is required to be located within (large warehouse style). Furthermore, the training activities will largely be associated with and directly support industrial or similar uses and activities.
Industrial Policy 2
Intent
<i>Council will identify and zone appropriate new, high quality sites with good access to infrastructure and services, to accommodate demand for industry that cannot be accommodated within existing industrial areas in the mid to long-term.</i>
Proposal response
<p>It is considered that the proposed amendment and subsequent training facility aligns with the policy intent on the basis that it will maximise the use of an established light industrial precinct. The proposed amendment and subsequent development is not expected to</p>

<p>compromise the viability of Launceston’s current industrial land stock in which there is currently an over-supply.</p>
<p>Industrial Policy 3</p>
<p>Key issues</p>
<p><i>Council will identify areas of transition and encourage the relocation of inappropriately located industrial uses in inner-city areas by rezoning appropriate areas and advising on relocation opportunities within Launceston and throughout the wider area. This is a long term aspirational objective.</i></p>
<p>Proposal response</p>
<p>The proposed amendment and subsequent training facility will not have any bearing on the realisation of this policy.</p>
<p>Industrial Policy 4</p>
<p>Intent</p>
<p><i>Council will encourage the redevelopment of established, high quality, serviced, brownfield sites by prioritising such sites for appropriate new development in the short-term, mid-term and long-term.</i></p>
<p>Proposal response</p>
<p>The proposed amendment and subsequent training facility allows an existing facility to be utilised for an alternate purpose that is entirely suitable for the site and locale but which isn’t allowed for in the zone. The site is within an established industrial precinct. The proposed training use is considered appropriate to locate within an industrial area due to its potential to generate adverse off-site impacts. Overall, the proposed amendment and development will not impact on this policy.</p>

3.8 Objectives of the RMPS

An assessment of the Proposed Amendment against the objectives of the Resource Management and Planning System of Tasmania is outlined below.

Objective	Response
<i>Part 1</i>	
<i>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity</i>	It is considered that the proposed site specific amendment promotes the sustainable development of Launceston's physical resources by enabling a use that is suitable for light industrial zoned land and conducive to the locale. The proposed amendment will increase the scope of activities that are permissible on the site which in turn increase the useability of the site. The subject site does not contain any threatened flora or fauna species and does not contribute to significant ecological processes within the locality.
<i>(b) to provide for the fair, orderly and sustainable use and development of air, land and water</i>	The proposed ordinance amendment represents an orderly and sustainable use of the land and will not have any impacts on air and water resources. The effect of the site specific ordinance amendment will be to allow the 'Educational and Occasional Care use class to be considered as a discretionary application on the subject title only and only for trade and employment training purposes. The inclusion of the use as discretionary means that any application for use and development for educational and occasional care purposes will be publicly advertised, allowing the community to have input. The amendment seeks to afford the residential use class discretionary status on the site to be consistent with the its status in the Light Industrial Zone in the SPP's (albeit with the qualification that it is an existing use. The site is connected to full reticulated services.
<i>(c) to encourage public involvement in resource management and planning</i>	If initiated, the Draft Amendment will be placed on public exhibition for a formal comment period prescribed by Section 38 of the Act. Any future development application to for educational and occasional care use will be afforded discretionary use status meaning any future development application for

Objective	Response
	Educational and Occasional Care purposes will always be publicly advertised.
<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)</i>	The proposed site specific ordinance amendment creates limited additional development potential on the site. It is already zoned Light Industrial, within which a wide range of uses are permissible. The site is developed with a double an 'L' shaped warehouse and workshop style building.
<i>(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State</i>	The proposal represents a process of shared responsibility between State government, local government, the land development industry and the community. All relevant bodies will be consulted as part of the planning approval process.
<i>Part 2</i>	
<i>(a) to require sound strategic planning and co-ordinated action by State and local government</i>	<p>As stated, the proposed amendment only allows for the addition of Educational and Occasional Care Use Class as a discretionary use within the specific site and therefore does not have an impact on land supply and demand.</p> <p>As addressed in sections 3.3-3.6 of this report, the proposed amendment is in accordance with the directions under the Launceston Strategic Plan 2014-2024, the Greater Launceston Plan, the Northern Regional Land Use Strategy the Launceston Industrial Strategy 2009 and Launceston Industrial Land Study 2014.</p>
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i>	The combined permit and amendment proposal seeks to change the instrument that governs use and development of the subject site by enabling an additional use to occur on the subject site. It is considered that the activities permissible under the 'Educational and occasional care' use class will be appropriate for the Light Industrial Zone and for the locale in terms of allowing a use that is not expected to generate significant land use conflicts.

Objective	Response
<p><i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land</i></p>	<p>The proposal will not impact significantly on the environment. The proposal has considered the effect on the environment by promoting infill development within an existing urban area and on serviced land thereby avoiding development pressures in less appropriate areas.</p> <p>Accordingly, it is considered that the proposed amendment will provide for the efficient and sensible extension of the uses that will be permissible on the site without compromising environmental or ecological values within the municipality.</p>
<p><i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels</i></p>	<p>The proposal furthers the State and municipal objectives of sustainable economic development of land in a manner which does not compromise environmental, social, conservation and resource management values.</p>
<p><i>(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals</i></p>	<p>The combined permit and amendment process enables a proposed amendment to a planning scheme to be considered with an application for use and development on land that would not ordinarily be allowed if the planning scheme was not amended as requested. Accordingly, section 43A of the Act provides for a consolidated and coordinated approval process.</p>
<p><i>(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania</i></p>	<p>The proposed amendment and subsequent training facility will provide additional opportunities for employment within the municipality. The very nature of the SRTA Life and Rescue business has a focus on safety training.</p>
<p><i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i></p>	<p>There are no known local historic or aboriginal heritage values applicable to the site. Notwithstanding this, the provisions of the <i>Aboriginal Heritage Act 1976</i> will apply to any development of the subject site.</p>
<p><i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.</i></p>	<p>The proposed site specific amendment will not impact on the attainment of this objective.</p>

Objective	Response
<i>(i) to provide a planning framework which fully considers land capability.</i>	The site is not currently zoned for agricultural purposes so consideration of this objective is not applicable.

3.9 State Policies

3.9.1 State Coastal Policy 1996

The subject land is not located within one kilometre of the coast, and therefore the State Coastal Policy 1996 does not apply.

3.9.2 State Policy on the Protection of Agricultural Land 2009

Assessment against the State Policy on the Protection of Agricultural Land has not been provided given the site is already zoned for non-agricultural purposes (Light Industrial).

3.9.3 State Policy on Water Quality Management 1997

The site is not adjacent to any watercourses and therefore the State Policy on Water Quality Management 1997 is not applicable.

3.9.4 National Environment Protection Measures

National Environmental Protection Measures (NEPMs) are developed under *the National Environment Protection Council (Tasmania) Act 1995* and outline objectives and protections for aspects of the environment. Section 12A of the *State Policies and Projects Act 1993* provides NEPMs with the status of a State Policy.

Seven NEPMs have been made to date that deal with:

- Ambient air quality;
- Air Toxins;
- Assessment of Site Contamination;
- Diesel Vehicle Emissions;
- Movement of Controlled Waste Between States and Territories;
- National Pollutant Inventory; and
- Used Packaging Materials.

None of these NEPMs are considered relevant to this application.

3.10 Provisions relating to use, development, protection or conservation of land and potential land use conflict

All required provisions relating to the sustainable development of the land are provided for through the normal planning scheme requirements. In particular, the range of codes dealing with land hazards and values will continue to apply to future applications for a permit.

Given the amendment only allows for 'Educational and Occasional Care' as a discretionary use on the subject title, the specific use and development provisions under the Light Industrial Zone and relevant codes that would apply to any Educational and Occasional Care use and development can be identified at the amendment stage as:

- Light Industrial Zone:
 - External storage of goods
 - Emissions impacting sensitive uses
 - Building height setback and siting
 - Streetscape
 - Fences
 - Site Landscaping
- Road and Railway Asset Code
- Parking and Sustainable Transport Code

It is submitted that the above range of zone and code provisions are appropriate and will ensure any future Educational and occasional care development will be sustainable and mitigate land use conflict potential.

Furthermore, the subject site is located within an established light industrial precinct and is located approximately 200m from the boundary of Low Density Residential zoned land to the north and 300m from Low Density Residential zoned land to the east and 420m from the General Residential zoned land to the south. The separation distances are expected to mitigate any adverse impacts on nearby sensitive uses.

It is observed that amongst other zones, 'Educational and occasional care' uses are permissible within the General Residential, Inner Residential and Rural Living zones without qualification. It is therefore conceivable that industrial style training facilities and activities could occur within these zones. Evidently it would be inappropriate for such uses to establish within residential and urban areas given the high likelihood of adverse impacts on residential amenity through noise, odour, potential activity outside of business hours, increased traffic generation and movement and other similar off-site impacts. Further, it is unlikely that the type and style of building needed to house such training facilities would meet the development standards of such zones.

Other zone types within which Educational and occasional care are allowable include the General Business, Central Business and Commercial Zones. The Central Business and General Business Zones are clearly not the appropriate location for this type of industrial training, particularly as the development standards are centred on creating activity at pedestrian level and buildings that present to the street frontage which would not include a warehouse style building.

Accordingly, the proposed amendment is expected to limit or avoid land use conflicts that are likely to occur if the training facility was proposed within an alternative zone.

3.11 Gas Pipelines Act 2000

The subject land is not affected by the Gas Pipeline. This requirement is therefore not applicable.

3.12 Regional Impact

The proposed amendment is considered to be consistent with the Northern Tasmania Regional Land Use Strategy, as discussed in Section 3.4 above. This demonstrates that the future development facilitated by the proposed amendment is consistent with the desired environmental, economic and social outcomes for the Northern Region.

3.13 Other requirements of Section 20

The proposed amendment is also consistent with the other requirements under Section 20(2), (3), (4), (5), (6), (7), (8) and (9) of the Act. In particular, the proposed amendment does not:

- prevent the continuance or completion of any lawful use or development;
- prevent the reconstruction or restoration of buildings or works unintentionally destroyed or damaged;
- extend or transfer a use from one part of a parcel of land to another part; and
- affect forestry operations, mineral exploration, fishing or marine farming.

4. Development Application

4.1 Proposed Use

Approval is sought to utilise part of the existing warehouse style building (as marked on Figure 4) on site for the employment and trade training purposes. SRTA Life and Rescue who operate from the site and offer training in high ropes and rescue, often related to mining operations. SRTA also offer fire warden and first aid training.

The business has the equivalent of 3.5 full time employees on site but aim to grow the existing business.

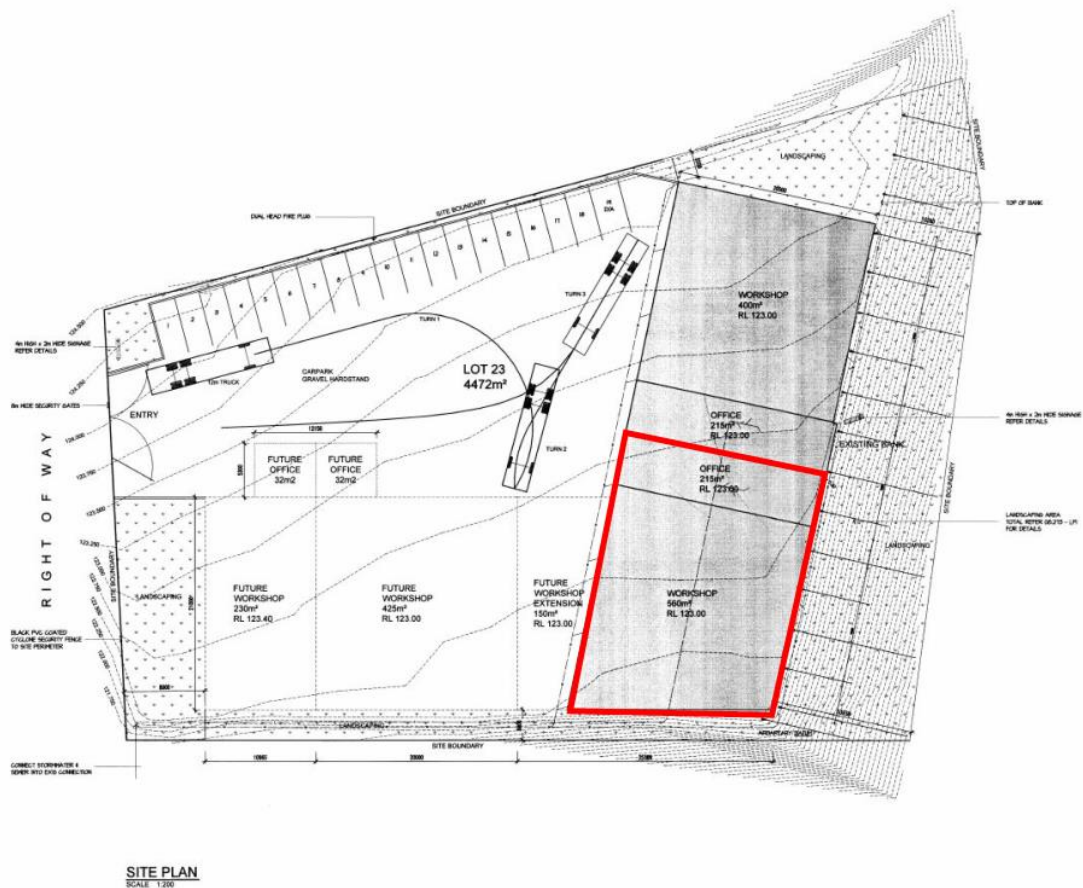


Figure 4: Site Plan (noting all building noted as 'future' has now been developed)

The broad use classification for the proposed use is 'Educational and occasional care' which is defined as follows in Table 8.2 of the Planning Scheme.

"use of land for educational or short-term care purposes. Examples include a childcare centre, day respite facility, employment training centre, kindergarten, primary school, secondary school and tertiary institution".

The other aspect of the SRTA Life and Rescue business is the sale and servicing of safety equipment which best fits within the Equipment and machinery sales and hire use class which is defined as:

“use of land for displaying, selling, hiring or leasing plant, equipment or machinery, associated with, but not limited to, cargo-handling, construction, earth-moving, farming, industry and mining.”

4.2 Approval Status

The use of land for ‘Educational and occasional care’ is discretionary within the Light Industrial zone on the subject site only pursuant to Table 24.2.

The use of land for ‘Equipment and machinery sales and hire’ is permitted within the Light Industrial zone.

In addition to requiring a discretionary permit for the Educational and occasional care use, the application requires a permit as it does not comply with the acceptable solutions identified below. It relies on an assessment against the associated performance criteria:

- E6.5.1 Car parking numbers

4.3 Light Industrial Zone Provisions

4.3.1 Zone Purpose

24.1	Zone Purpose
24.1.1.1	<i>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 or impact on the amenity of any other uses.</i>
24.1.1.2	<i>To provide for uses that are complementary to and compatible with the above purpose.</i>

The Zone Purpose statements are relevant to the exercise of the general discretion which applies to the ‘Educational and occasional care’ use class in accordance with Clause 8.10.2 of the Interim Planning Scheme. They are considered individually below:

24.1.1.1. Consistent. The proposed training facility is considered to be consistent with the purpose statement on the basis that the training involves high ropes and rigging and the training is provided to employees of industries that would often locate in industrial area. A high level of amenity is not required for the type of use proposed.

24.1.1.2. Consistent. The proposed training use of the site is compatible with the types of uses listed above.

4.3.2 Use Standards

24.3.1 External storage of goods

Objective

To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.

Acceptable Solution

A1

Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.

Performance Criteria

P1

Storage of goods and materials, other than for retail sale, or waste must be located or screened to minimise its impact on views into the site from any roads or public open space adjoining the site, having regard to:

- (a) the nature of the use;
- (b) the type of goods, materials or waste proposed to be stored;
- (c) the topography of the site;
- (d) the landscaping of the site; and
- (e) any screening proposed..

Complies with A1

The site is an internal lot and not goods are stored (or proposed to be stored) in a location that is visible from a public road or open space.

24.3.2 Emissions impacting sensitive uses

Objective

To ensure that emissions to air, land and water are not detrimental to the amenity of sensitive uses.

Acceptable Solution

A1

Uses must be setback from the site of a sensitive use a distance of no less than 100m.

Performance Criteria

P1

The use must not adversely impact on the amenity of nearby sensitive uses, having regard to:

- (a) the nature of the proposed use;
- (b) the nature of the emissions;

- (c) *the proximity and number of sensitive uses in the area;*
- (d) *the topography of the site;*
- (e) *any mitigation measures proposed; and*
- (f) *the proximity and number of nearby emitting uses*

Complies with A1

The site is not within 100 metres of a sensitive use.

4.3.3 Development Standards

The development standards are not applicable as no development is proposed.

4.4 Codes

4.4.1 Bushfire Prone Areas Code E1.0

Not applicable because the subject site is not located within a bushfire prone area.

4.4.2 Potentially Contaminated Land E2.0

The site is not listed as potentially contaminated on Council’s register nor is any development proposed.

4.4.3 Landslide Code E3.0

Not applicable because the subject site is not mapped as or otherwise known to be subject to a landslip hazard.

4.4.4 Road and Railway Assets Code E4.0

Code Purpose

<i>E4.1</i>	<ul style="list-style-type: none"> a) <i>protect the safety and efficiency of the road and railway networks; and</i> b) <i>reduce conflicts between sensitive uses and major roads and the rail networks.</i>
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Use Standards

<i>E4.5.1</i>	<i>Existing Road accesses and junctions</i>
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Objective

To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

Acceptable Solution

A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

Performance Criteria

P3 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- a) the increase in traffic caused by the use;
- b) the nature of the traffic generated by the use;
- c) the nature and efficiency of the access or the junction;
- d) the nature and category of the road;
- e) the speed limit and traffic flow of the road;
- f) any alternative access to a road;
- g) the need for the use;
- h) any traffic impact assessment; and
- i) any written advice received from the road authority.

Complies with A1**E4.6.2 Road Accesses and Junctions****Objective**

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

Acceptable Solution

A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less

Performance Criteria

P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- a) the nature and frequency of the traffic generated by the use;
- b) the nature of the road;
- c) the speed limit and traffic flow of the road;
- d) any alternative access to a road;
- e) the need for the access or junction;
- f) any traffic impact assessment; and
- g) any written advice received from the road authority.

Complies with A1

The site is accessed via a right of way from a single crossover onto Connector Park Drive providing both access and egress.

E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and trains to enable safe movements of traffic.

Acceptable Solution

- A1 Sight distances at
- a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and
 - b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or

Performance Criteria

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

- a) the nature and frequency of the traffic generated by the use;
- b) the frequency of use of the road or rail network;
- c) any alternative access;
- d) the need for the access, junction or level crossing;
- e) any traffic impact assessment;
- f) any measures to improve or maintain sight distance; and
- g) any written advice received from the road or rail authority

Complies with A1

No development of or changes to existing access points is proposed.

4.4.5 **Flood Prone Areas Code E5.0**

Not applicable because the subject site is not mapped as being subject to a flood risk and is otherwise known to not be subject to flooding at a 1% annual exceedance probability due to the existence of the levee to the rear.

4.4.6 **Car Parking and Sustainable Transport Code E6.0**

Code Purpose

- | | |
|--------|--|
| E6.1.1 | <ul style="list-style-type: none">a) ensure that an appropriate level of car parking facilities are provided to service use and development;b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;d) ensure that parking does not adversely impact on the amenity of a locality;e) ensure that parking spaces and accesses meet appropriate standards; andf) provide for the implementation of parking precinct plans. |
|--------|--|

Use Standards

E6.5.1 Car Parking Numbers

Objective

To ensure that an appropriate level of car parking is provided to meet the needs of the use.

Acceptable Solution

A1

The number of car parking spaces must;

- a) not be less than 90% of the requirements of Table E6.1; (except for dwellings in the General Residential Zone) or
- b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or
- c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or

Performance Criteria

P1.1

The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:

- a) the availability of off-road public car parking spaces within reasonable walking distance;
- b) the ability of multiple users to share spaces because of:
 - (i) variations in car parking demand over time; or

d) *be in accordance with an acceptable solution contained within a parking precinct plan.*

- (ii) efficiencies gained by consolidation of car parking spaces;*
- c) *the availability and frequency of public transport within reasonable walking distance of the site;*
- d) *any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- e) *the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- f) *an assessment of the actual car parking demand determined in light of the nature of the use and development;*
- g) *the effect on streetscape; and*
- h) *the recommendations of any traffic impact assessment prepared for the proposal; or*

P1.2

The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:

- a) *the intensity of the use and car parking required;*
- b) *the size of the dwelling and the number of bedrooms; and*
- c) *the pattern of parking in the locality;*
or

P1.3

The number of car parking spaces complies with any relevant parking precinct plan.

Appendix A.

A2
The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.

Complies with P1 and A2

Table E6.1 requires the following provision of car parking (as relating to current uses on site)

Use	Scheme requirement	Total Required
Equipment and machinery sales and hire	1 space per 50m ² floor area	2 – based on 100m ² being utilised for this purpose
Educational and occasional care	1 space per employee and 1 space per 6 tertiary education students	4 – based on 4 employees at the site. No tertiary education students
Storage (best describes the remaining two tenancies which are a warehouse for computer goods and a contractors depot)	1 space per 200m ² site area or 1 space per employee whichever is greater	22 – based on overall site area of 4472m ²
TOTAL		28

Based on the above assessment, the proposed change of use needs to be assessed against the performance criteria although it is noted that the rates for parking for storage being based on site area don't reconcile with how storage works as a use. In reality, the two storage tenancies need 1-2 car parking spaces each for their operation given there is at the most 2 employees on site at any one time. This leaves 15 spaces for the SRTA Life and Rescue business and allows more than sufficient parking for the employees (3.5), capacity for growth and on-site parking for attendees of the training courses. For this reason it is submitted that the provision of 19 on-site car parking spaces is more than adequate for the existing and proposed use mix on site.

There are 19 spaces provided on site, one of which is accessible.

6.5.2 Bicycle Parking Numbers

Objective

To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solution	Performance Criteria
A1 <i>The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1</i>	<p>P1 <i>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle;</i> b) <i>location of the site and the likely distance a cyclist needs to travel to reach the site; and</i> c) <i>availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</i>

Complies with A1

Table E6.1 of the Planning Scheme, only sets a requirement for provision of bicycle parking for educational and occasional care. Whilst no dedicated spaces are provided, there is more than adequate area for training course participants to park bicycles within the large warehouse area used for the courses.

E6.6.3 Taxi Drop-off and Pickup	
Objective	
<i>To ensure that taxis can adequately access developments.</i>	
Acceptable Solution	Performance Criteria
<i>Except for dwellings in the General Residential Zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.</i>	<p><i>Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> a) <i>the nature of the proposed use and development;</i> b) <i>the availability and accessibility of taxi spaces on the road or in the vicinity; and</i> c) <i>any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.</i>

Complies with A1.

Given there are 50 car parking spaces provides on site, coupled with the fact that the nature of the operation is such that guests will arrive via taxi, a total of two taxi drop off/pick up areas has been provided for outside of the entrance to the hotel.

E6.6.4 Motorbike Parking Provisions

Objective
To ensure that motorbikes are adequately provided for in parking considerations.

<p>Acceptable Solution</p> <p><i>Except for dwellings in the General Residential Zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.</i></p>	<p>Performance Criteria</p> <p><i>Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the nature of the proposed use and development;</i> <i>b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and</i> <i>c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping</i>
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Not applicable

E6.6.5 Loading Bays

Objective
To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.

<p>Acceptable Solution</p> <p><i>A loading bay must be provided for uses with a gross floor area greater than 1000m² in a single occupancy.</i></p>	<p>Performance Criteria</p> <p><i>Adequate space for loading and unloading must be provided, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the types of vehicles associated with the use;</i>
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- b) *the nature of the use;*
- c) *the frequency of loading and unloading;*
- d) *the location of the site;*
- e) *the nature of traffic in the surrounding area;*
- f) *the area and dimensions of the site; and*

any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

Complies with A1

No single tenancy exceeds 1000m².

Development Standards

The development standards are not applicable as no new development is proposed and the car parking and access areas are existing.

4.4.7 Scenic Management Code E7.0

Not applicable because the subject site is not mapped as being within a scenic management tourist road corridor or local scenic management area.

4.4.8 Biodiversity Code E8.0

Not applicable because the subject site is not mapped as being within an area identified as priority habitat and because the application does not involve removal of native vegetation.

4.4.9 Water Quality Code E9.0

Not applicable because the existing development is connected to reticulated sewer and stormwater.

4.4.10 Recreation and Open Space Code E10.0

Not applicable because the application does not involve a subdivision.

4.4.11 Environmental Impacts and Attenuation Code E11.0

Not applicable because the application does not involve a sensitive use or an activity listed in Tables E11.1 or E11.2 with the potential to create environmental harm or nuisance.

4.4.12 Airports Impact Management Code E12.0

Not applicable because the subject site is not mapped as being within aircraft noise exposure forecast contours and is not within prescribed airspace.

4.4.13 Local Historic Heritage Code E13.0

Not applicable because the subject site is not within an identified heritage precinct and is not identified as a local heritage place or place of identified archaeological significance.

4.4.14 Coastal Code E14.0

Not applicable because the subject site is not located in a coastal environment.

4.4.15 Telecommunications Code E15.0

Not applicable because the application does not involve telecommunications facilities.

4.4.16 Invermay/Inveresk Flood Inundation Area Code E16.0

Not applicable because the subject site is not mapped as being within the "Invermay/Inveresk Flood Inundation Area".

4.4.17 Cataract Gorge Management Area Code E17.0

Not applicable because the subject site is not mapped as being within Management Units MU1 – MU18.

4.4.18 Signs Code E18.0

Not applicable as no signage is included as part of this development application.

4.4.19 Development Plan Code E19.0

Not applicable because the application does not involve subdivision and is not mapped within an area mapped as DPC.

5. Conclusion

The proposed combined site specific ordinance amendment and development application to allow 'Educational and occasional care' as a discretionary use in the Light Industrial Zone on land contained within CT 154489/23, (subject site) has been assessed against all relevant strategic plans, strategies and the objectives of the RMPS. The amendment effectively allows for an existing business to grow and expand such that the training component is not just integral and subservient to the sales and servicing component. No development of the site is required or proposed. The type of training courses run by SRTA Life and Rescue are entirely appropriate to occur within a Light Industrial Zone and are much more suited to this zone type than most of the zones within which it is an allowable use. The business requires a large warehouse style building to run its courses from and the nature of the rigging equipment it has within the warehouse means that all walls are utilised and therefore the glazing requirements for buildings in the commercial zone (the only other zone within which the use is currently allowable that would be appropriate for this type of use) would remove efficiency in the function of the building. The site specific nature of the amendment means that it can still be considered consistent with the SPP's and that the impact is very limited.

Based on all the supporting information provided in this report, it is submitted that there is sufficient justification to support the case for the proposed site specific ordinance amendment,

Appendix A. Title Information

SEARCH OF TORRENS TITLE

VOLUME 154489	FOLIO 23
EDITION 3	DATE OF ISSUE 22-Jul-2011

SEARCH DATE : 09-Aug-2017

SEARCH TIME : 02.20 PM

DESCRIPTION OF LAND

City of LAUNCESTON

Lot 23 on Sealed Plan 154489

Derivation : Part of 320 Acres Located to Edward French

Prior CT 133082/2

SCHEDULE 1

M208316 TRANSFER to VINTAGE ROSE DEVELOPMENTS PTY LTD

Registered 09-Jan-2009 at 12.05 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP154489 EASEMENTS in Schedule of Easements

SP154489 FENCING COVENANT in Schedule of Easements

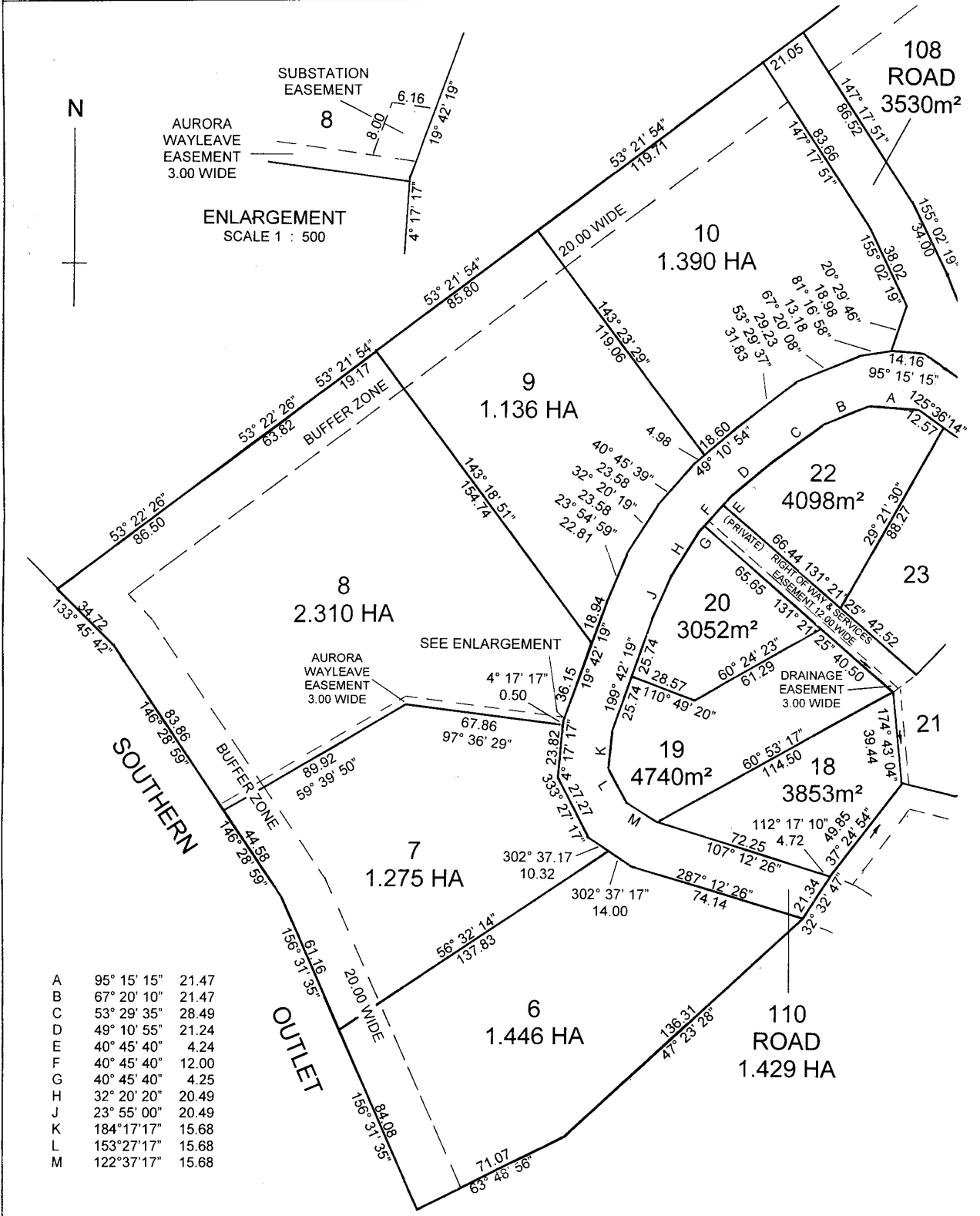
D21691 MORTGAGE to Australia and New Zealand Banking Group

Limited Registered 22-Jul-2011 at noon

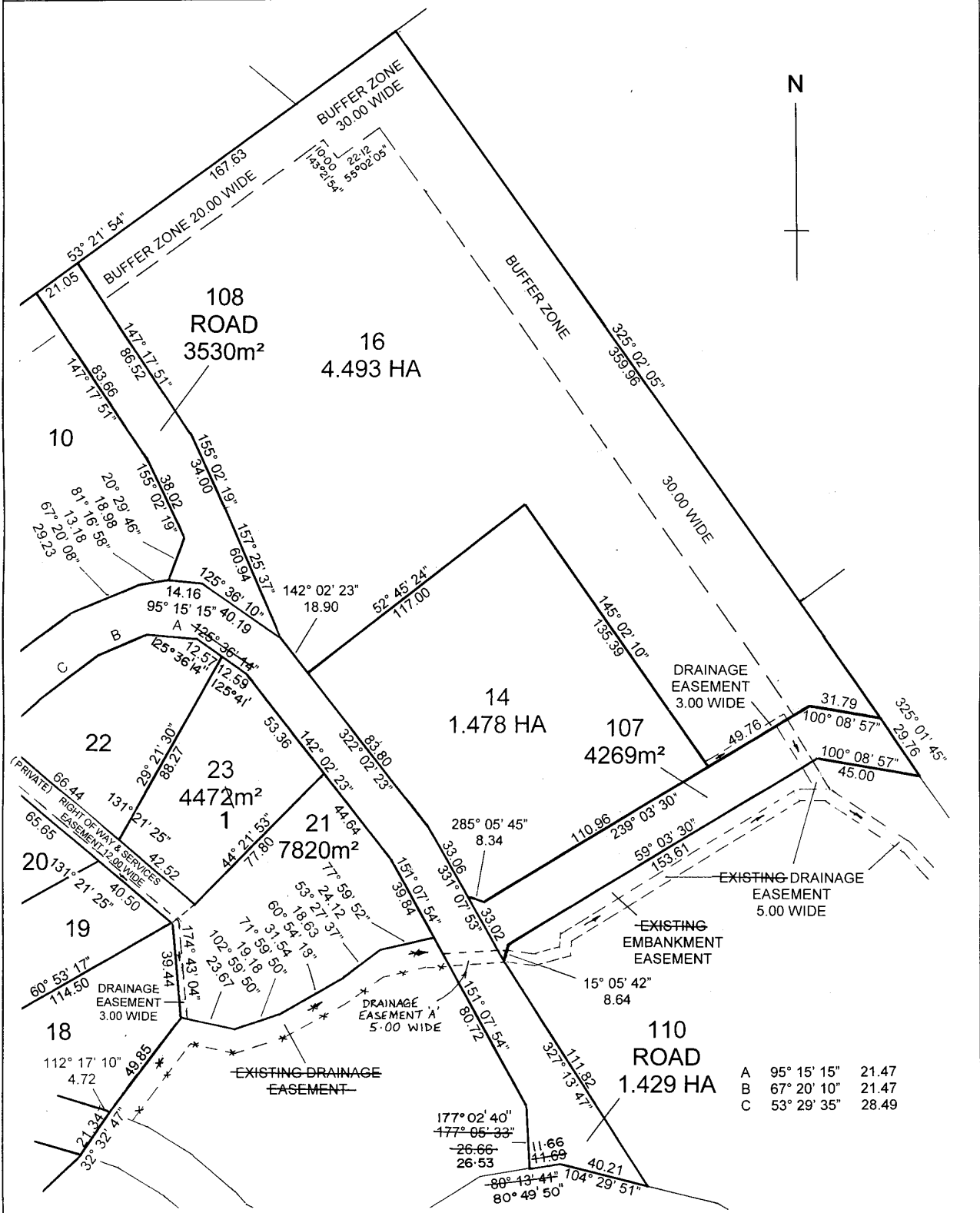
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

<p>PLAN OF SURVEY ANNEXURE SHEET</p> <p>SHEET 1 OF 2 SHEETS</p>	<p>OWNER CONNECTOR PARK PTY. LTD.</p>	<p>Registered Number</p> <p>SP 154489</p>
	<p>FOLIO REFERENCE 133082 - 1 & 2 133081 - 107</p> <p>SCALE 1:1500 LENGTH IN METRES</p>	<p>APPROVED - 4 JUL 2008</p> <p>EFFECTIVE FROM</p> <p><i>Alice Kawa</i> Recorder of Titles</p>
<p>SIGNED FOR IDENTIFICATION PURPOSES</p> <p><i>M. Reynolds</i> M. REYNOLDS Council Delegate</p> <p>17 Feb 08 Date</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET</p> <p><i>Alice Kawa</i> Registered Land Surveyor</p> <p>Date</p>	



PLAN OF SURVEY ANNEXURE SHEET SHEET 2 OF 2 SHEETS	OWNER CONNECTOR PARK PTY. LTD. FOLIO REFERENCE 133082 - 1 & 2 133081 - 107 SCALE 1:1500 LENGTH IN METRES	Registered Number SP 154489
	SIGNED FOR IDENTIFICATION PURPOSES M. REYNOLDS Council Delegate	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET Registered Land Surveyor
17/09/08 Date	Date	



A	95° 15' 15"	21.47
B	67° 20' 10"	21.47
C	53° 29' 35"	28.49

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Document Status

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Version: 1