

PLANNING APPLICATION



Hall Building, Corner of 233A Charles Street, Launceston, Tasmania 7250

Prepared For	Launceston City Council
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Applicant	Angela Edwards and Samantha Edwards
Date	2 August 2018

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1.0 Introduction

This report has been prepared in support of a planning application lodged by Richard Edwards on behalf of Angela Yvonne Edwards and Samantha Kate Edwards for the use of the 'Hall Building', 233A Charles Street, Launceston for the purposes of a fitness studio and for associated signage.

This report provides an assessment against the relevant provisions of the Launceston Interim Planning Scheme 2015 including the provision of a noise report.

The author of the report has liaised with Catherine Mainsbridge with respect to this application.

2.0 Site and Surrounds

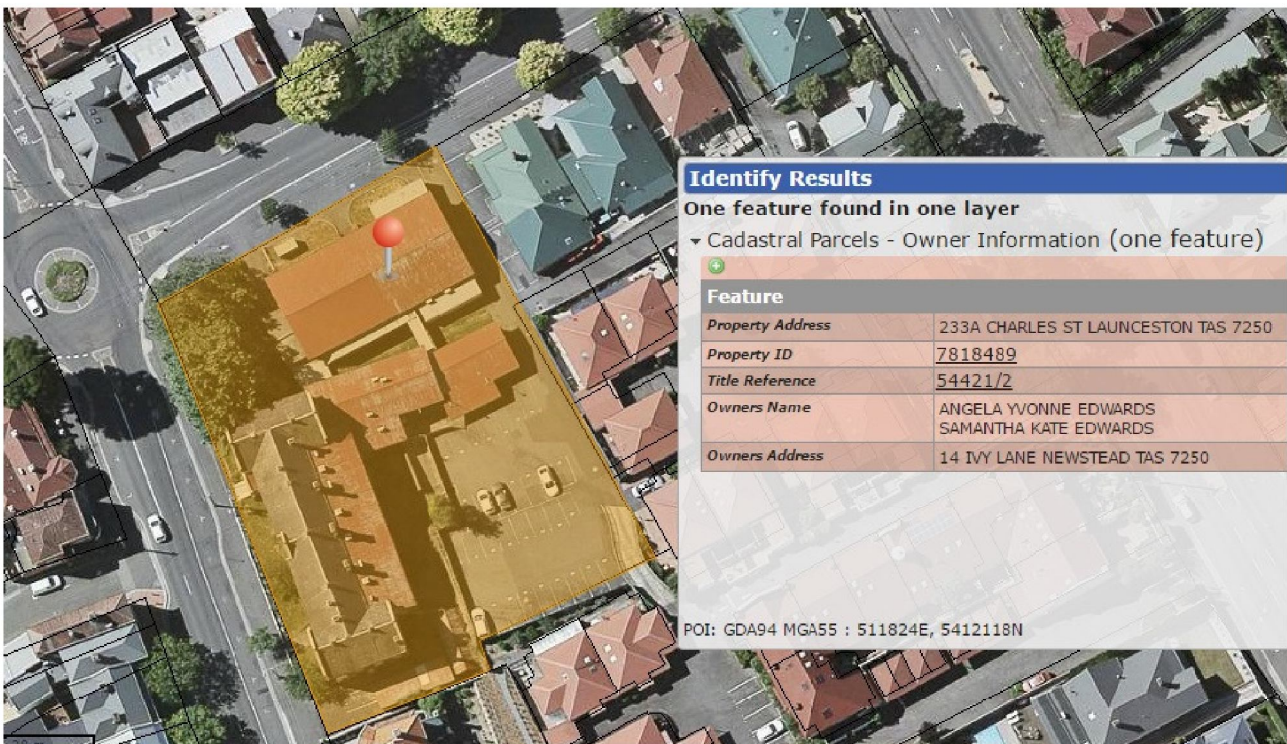
2.1 Location

The property is situated within a mixed use precinct approximately 750 m km south of the CBD, on the corner of Charles and Canning Streets. Properties in the immediate area include restaurants, cafes and take away food outlets, medical centres, veterinary clinic and residential dwellings developed from the late 1800’s with subsequent infill unit development.

2.2 Site Details

The subject site forms part of the property known as 233A Charles Street, Launceston incorporating the ‘Hall Building’ at the corner of Charles and Canning Streets which is currently used as a ‘Place of Assembly’. The remainder of the subject property is currently used for Business and Professional Services.

The property and the ‘Hall Building’ is depicted in the following photograph.



2.3 Title Details

The ‘Hall Building’ forms part of a larger site summarised in the following table.

Title Reference	Tenure	Registered Proprietor	Title Area
Volume 54421 Folio 2	Freehold	Angela Yvonne Edwards Samantha Kate Edwards	3,916 sqm
Total Site Area			3,916 sqm

A copy of the certificate of title and plan is appended hereto.



Transport Infrastructure

The site fronts a fully formed bitumen sealed road and has two existing driveway accesses from Canning Street which lead to the corner and rear car parks on the subject property.

Services

Electricity, town water, sewerage and telephone services are connected.

3.0 Heritage

The subject property includes the former Charles Street Primary School which is the main building immediately to the south which is permanently listed on the Tasmanian Heritage Register. The listing would not appear to pertain to the subject 'Hall Building' and there are no intended development works and therefore this aspect is not considered applicable. A copy of the heritage listing is appear hereto.

4.0 Planning Application

4.1 Applicant

The application has been prepared by Richard Edwards on behalf of Angela and Samantha Edwards.

Contact details:

- 0418 341877
- richard.edwards@opteonsolutions.com

4.2 Proposed Use

It is proposed to use the 'Hall Building' as a fitness studio subject to the following requirements:

- Classes (8-12 persons)
 - Monday to Friday –
 - 5.15 am – 7.30 am
 - 5.00 pm – 7:00 pm
 - Sunday
 - 7.00 am – 10.00 am
- Personal training (1 person plus trainer)
 - Intermittently between 8 am and 5 pm

4.3 Development Works

No material internal or external works are required beyond cosmetic refurbishment.

It is considered an ideal adaptive use of an existing hall and makes good use of existing space. The improvements include an entry, offices (4), main hall, stage and two sets of amenities with shower and toilet facilities. A copy of building and floor plans are appended hereto.

5.0 Planning Assessment

5.1 Zoning

The subject site is zoned 'Urban Mixed Use' under the Launceston Interim Planning Scheme 2015 and is subject to a heritage overlay.

5.2 Use Category

The use classification for the proposed use is 'Sport and Recreation' which is defined as follows:

'use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, public swimming pool, race course and sports ground.'

5.3 Approval Status

'Sport and Recreation' is identified in the use table as a discretionary use in the urban Mixed Use zone. The application also 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 (P1)
- E6.6.1 - Construction of Parking Areas (P1)
- E13.6.11 - Construction of Parking Areas (P1)

5.4 Urban Residential Zone Provisions

Zone Purpose

15.1.1.1

To provide for integration of residential, retail, community services and commercial activities in urban locations.

15.1.1.2

To provide for a diverse range of urban uses and increased intensity of development including residential densities that support the role of activity centres.

15.1.1.3

To encourage residential, visitor accommodation and tourist operation uses as a means of increasing activity outside normal business hours.

15.1.1.4

To create:

- (a) activity at pedestrian levels, with active road frontages offering interest and engagement to shoppers; and
- (b) appropriate provision for car parking, pedestrian access and traffic circulation.

The zone purpose statement provisions are relevant to the exercise of the general discretion which applies to the 'Sport and Recreation' use class within Clause 8.10.2 of the planning scheme. They are addressed below:

15.1.1.1 – Consistent. The proposed use is a commercial activity within an urban location and allows an existing Hall to be reused for a use which is compatible with the area. Notably, other uses in the area and within the subject zone include a ‘Pilates Studio’ within the Jimmy’s shopping complex opposite.

15.1.1.2- Consistent. The proposed use is compatible with a ‘diverse range of urban uses...’.

15.1.1.3 – Not applicable.

15.1.1.4 – Consistent. The proposed use will increase the activity of the site from what is currently a very low activity use. We contend that it will provide increased appeal from clients from the existing use.

Use Standards

15.3.1 - Hours of Operation

Objective:	
To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles must only operate between 6.00am and 10.00pm.	P1 Commercial vehicles must not unreasonably impact on the amenity of nearby sensitive uses, having regard to: (a) the extent and timing of traffic generation; (b) the hours of delivery and dispatch of goods and materials; and (c) the existing levels of amenity.

Complies with A1

There are no commercial vehicles associated with the business.

15.3.2 - Mechanical plant and equipment

Objective:	
To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.	
Acceptable Solutions	Performance Criteria
A1	P1

<p>Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.</p>	<p>Noise, odours, fumes or vibration generated must not cause unreasonable loss of amenity to adjoining or immediately opposite sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site; (d) the landscaping of the site; and (e) any mitigation measures proposed.
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Complies with A1

There is no new plant and equipment required to support the proposed use.

15.3.3 – Light Spill and Illumination

<p>Objective:</p>	
<p>To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>The use must:</p> <ul style="list-style-type: none"> (a) not include permanent, fixed floodlighting where boundary of the General Residential, Inner Residential Density Residential zones; and (b) contain direct light from external light sources within the site. 	<p>P1</p> <p>Floodlighting or other external lighting used on the site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the number of light sources and their intensity; (b) the proximity of the proposed light sources to nearby sensitive uses; (c) the topography of the site; (d) the landscaping of the site;

	<p>(e) the degree of screening between the light source and</p> <p>(f) existing light sources nearby.</p>
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Complies with A1

There is no new lighting proposed and all lighting will remain within the boundaries of the site.

15.3.3 - Noise level

Objective:

To ensure that noise levels from uses do not unreasonably impact on the [amenity](#) of nearby sensitive uses.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Noise generated by a use on the site must:</p> <p>a not exceed a time average A-weighted sound pressure level (L_{Aeq}) of 5 dB(A) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site; or</p> <p>b be in accordance with any permit conditions required by the Environment Protection Authority or an environmental protection notice issued by the Director of the Environment Protection Authority.</p>	<p>P1</p> <p>Noise levels generated by a use on the site must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:</p> <p>(a) the nature and intensity of the use;</p> <p>(b) the characteristics of the noise emitted;</p> <p>(c) background noise levels;</p> <p>(d) any mitigation measures proposed;</p> <p>(e) the topography of the site; and</p> <p>(f) the character of the surrounding area.</p>

A1 – Complies subject to completion of the following works which we undertake to complete as a condition of approval.

- Sealing of operational panels of upper windows on the northern and southern facades with a flexible sealant to prevent acoustic leakage.
- Replacement of degraded insulation in the roof/ceiling cavity.
- Sealing of a vent at the western end of the roof/ceiling cavity with a minimum of 6mm compressed fibre cement.

A copy of the noise report, dated 2 August 2018, is appended hereto for your information.

15.3.4 Retail impact

Objective:

To ensure that the economic, social and environmental impact of significant new retail use and [development](#) is consistent with the [activity centre hierarchy](#).

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>If for no permit required or permitted use class.</p>	<p>P1</p> <p>Uses must have acceptable impacts on the viability of the activity centre hierarchy, having regard to the extent that the proposed use:</p> <ul style="list-style-type: none"> (a) improves and broadens the commercial or retail choice within the area; (b) improves the urban design outcome for an activity centre including its amenity; (c) contributes to an attractive environment for pedestrians; (d) contributes to loss of investment, blight or disinvestment for a particular centre; (e) includes environmentally sustainable design principles; and (f) is accessible by public transport.

Complies with A1

This is not significant new retail space.

5.5 Development Standards

As no internal or external building works are proposed, the development standards are not applicable.

6.0 Codes

6.1 Bushfire Prone Areas Code

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

6.2 Potentially Contaminated Land

Not applicable as there has been no known previously contaminating use.

6.3 Landslip Codes

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

6.4 Road and Railway Assets Code E4.0

Code Purpose

The purpose of this provision is to:

- (a) protect the safety and efficiency of the [road](#) and [railway](#) networks; and
- (b) reduce conflicts between sensitive uses and major roads and the [rail network](#).

Use Standards

Existing road accesses and junctions

Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>P1</p> <p>Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any written advice received from the road authority.
<p>A2</p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>	<p>P2</p> <p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (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.
<p>A3</p>	<p>P3</p>

<p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an 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.</p>	<p>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:</p> <ul style="list-style-type: none"> (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.
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Not applicable as there are no existing crossovers directly onto the subject titles. The proposed use will not increase traffic flows and we expect traffic flows may reduce in light of the nature and hours of use.

E4.6.2 Road accesses and junctions

<p>Objective:</p>	
<p>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.</p>	<p>P1 For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (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; (e) the need for the access or junction;

	(f) any traffic impact assessment; and (g) any written advice received from the road authority.
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.	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 and A2, as there are no new accesses and no change in traffic movements to and from the site. There are no new car parks. The proposed use will use existing car spaces.

E4.6.3 Sight distance at accesses, junctions and level crossings

Objective:	
To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	Performance Criteria
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersections Distance shown in Table E4.6.4; and (b) rail level crossings must comply with <i>AS1742.7 Manual control devices - Railway crossings</i> , Standards Association of Australia	P1 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 access, junction or crossing; (b) the frequency of use of the road or rail network;

	<ul style="list-style-type: none"> (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; a (g) any written advice received from the road or rail author
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Not applicable as there will be no change to the existing crossover.

6.5 Flood Prone Areas E5.0

Not applicable as the subject site is not mapped as being subject to a flood risk and is otherwise known to not be subject to flooding due to the site elevation above sea level.

6.6 Parking and Sustainable Transport Code E6.0

The purpose of this provision is to:

- (a) ensure that an appropriate level of 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; and
- (f) provide for the implementation of parking precinct plans.

Use Standards

Car parking numbers

Objective:

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

Acceptable Solutions

A1

The number of car parking spaces must:

- (a) not be less than 90% of the requirements of Table E6.0 (residential 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 wi

<p>(b) not be less than 100% of the requirements of Table E6.1 for the General Residential Zone; or</p> <p>(c) not exceed the requirements of Table E6.1 by more than whichever is the greater, except for dwellings in the General Residential Zone; or</p> <p>(d) be in accordance with an acceptable solution contained in the precinct plan.</p>	<p>(b) the ability of multiple users to share spaces because of walking distance;</p> <p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking</p> <p>(c) the availability and frequency of public transport within walking distance of the site;</p> <p>(d) any site constraints such as existing buildings, slope, drainage and landscaping;</p> <p>(e) the availability, accessibility and safety of on-road parking to the nature of the roads, traffic management and other vicinity;</p> <p>(f) an assessment of the actual car parking demand determined by the nature of the use and development;</p> <p>(g) the effect on streetscape; and</p> <p>(h) the recommendations of any traffic impact assessment proposal; or</p> <p>P1.2</p> <p>The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms;</p> <p>(c) the pattern of parking in the locality; or</p> <p>P1.3</p> <p>The number of car parking spaces complies with any relevant parking precinct plan.</p>
<p>A2</p>	<p>P2</p>

<p>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.</p>	<p>No performance criteria.</p>
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Does not comply with A1. Sport and Recreation use class is the closest fit to the proposed use. It requires one space per 20 sqm floor area available to the public. Given a total floor area of the fitness studio (main hall area of approximately 300 sqm) then 15 car spaces are required. Therefore, this application based upon 2 car spaces (2) relies on the Performance Criteria. Assessment against the matters to be considered is provided following:

- The requirement for car parking is
 - between 5.15am and 7.30am and 5.00pm and 7.00pm Monday to Friday and
 - between 7.00 am and 10.00 am Sundays.
 - It is noted that during these periods demand for on street car parking is minimal, particularly during the morning on week days. There is a private car park opposite the property which is in low use during week day and weekend mornings. There is much on street car parking available in adjoining and nearby streets, much of which is not metered. Furthermore, existing clients walk to the current premises which provide no car parking.
 - We also refer you to the time and date stamped photographs herein which depict the on street car parking near the end of the proposed class times where it is likely to be most busy.
- The balance of the days may ultimately be used for one on one, personal training, which is limited to 2 people including the trainer.
- The property sits marginally outside of the CBD car parking exemption area.
- The use is of low intensity by virtue of the market demand for classes outside of work hours. It has materially lower car parking demands than other non CBD inner city developments like the Milledge Lane development at the corner of Cimitiere and Tamar Streets (approved for 13 car spaces with 15 commercial tenancies), 41 Arthur Street (14 spaces, 7 tenancies) and 17-19 Abbott Street (11 car spaces, 7 tenancies).
- The property provides important car parking support to neighbouring and nearby businesses including the Eye Hospital and the adjoining Urologist both of which have limited on site car parking. We would contend that it would be unfortunate, if the car parking requirements for the proposed use was such that it denied those businesses the car parks that they currently benefit from.

E6.5.2 - Bicycle parking numbers

Objective:	
To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1	P1

<p>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.</p>	<p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle; (b) the location of the site and the likely distance a cyclist needs to travel to reach the site; and (c) the availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
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Complies with A1.

Table E6.1 requires 1 space per 50 sqm gross floor area for a gym and therefore 6 car spaces are required given the area for the fitness studio is approximately 300 sqm. There is adequate space within the potential private training area (stage, the offices and under the rear verandah. Alternatively, the main hall area is in fact in excess of the tenants needs (8-12 persons per class) and there is sufficient space within this area for bicycles.

E6.5.3 Taxi spaces

<p>Objective:</p>	
<p>To ensure that access for taxis is provided to meet the needs of the use.</p>	
<p>Acceptable Solutions</p> <p>A1 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.</p>	<p>Performance Criteria</p> <p>P1 Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use and development; (b) the availability and accessibility of taxi spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

Not applicable

E6.5.4 - Motorcycle parking

<p>Objective:</p>	
<p>To ensure that motorcycle parking is provided to meet the needs of the use.</p>	
<p>Acceptable Solutions</p> <p>A1 Except for dwellings in the</p>	<p>Performance Criteria</p> <p>P1 Motorcycle parking spaces must be provided to meet the reasonable needs of</p>

<p>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.</p>	<p>the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use and development; (b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.
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Not applicable

Loading bays

<p>Objective:</p>	
<p>To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 A loading bay must be provided for uses with a gross floor area greater than 1 000m² in a single occupancy.</p>	<p>P1 Adequate space for loading and unloading must be provided, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles associated with the use; (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 (g) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.

Not applicable

6.7 Development Standards

E6.6.1 - Construction of parking areas

Objective:

To ensure that parking areas are constructed to an appropriate [standard](#).

Acceptable Solutions	Performance Criteria
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater to the site; (d) except for a single dwelling, and all uses in the Rural Resource Management and Open Space zones, be provided with impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with physical means to delineate parking spaces. 	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing and line marking.

All pre-existing car parking complies with A1.

E6.6.2 - Design and layout of parking areas

Objective:

To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria
<p>A1.1 Car parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) provide for vehicles to enter and exit the site in a forward direction providing for more than 4 parking spaces; (b) have a width of vehicular access no less than the requirement in Table E6.2, and no more than 10% greater than the requirement in Table E6.2; 	<p>P1 Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) vehicle and pedestrian traffic safety;

<p>(c) have parking space dimensions in accordance with the requirements in Table E6.3;</p> <p>(d) have a combined access and manoeuvring width adjacent spaces not less than the requirements in Table E6.3 where more car parking spaces; and</p> <p>(e) have a vertical clearance of not less than 2.1 metres above parking surface level.</p> <p>A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.</p> <p>A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are 6 spaces or more.</p> <p>A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with <i>AS/NZ2890.6 – 2009 Parking facilities - Off-street parking for people with disabilities</i>.</p>	<p>(d) the nature and use of the development;</p> <p>(e) the expected number and type of vehicles;</p> <p>(f) the nature of traffic in the surrounding area; and</p> <p>(g) the provisions of Australian Standards <i>AS 2890.1 - Part 1: Off Road Car Parking</i> and <i>AS2890.2 Parking Facilities - Off-street commercial vehicle facilities</i>.</p>
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Complies with P1. The total site has significant car parking and there are sufficient car spaces with the required dimensions and accessibility requirements. A1.2 to A1.4 - not applicable.

E 6.6.3 - Pedestrian access

Objective:	
To ensure pedestrian access is provided in a safe and convenient manner.	
Acceptable Solutions	Performance Criteria
<p>A1.1 Uses that require 10 or more parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access way or parking aisles, except where crossing access ways or parking aisles;</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or plantings between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and</p> <p>A1.2</p>	<p>P1 Safe pedestrian access must be provided within car parks, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p>

<p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>
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Not applicable

E6.6.4 - Loading bays

Objective:

To ensure adequate access for goods delivery and collection and to prevent loss of [amenity](#) and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 – 2002, <i>Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>P1</p> <p>Loading bays must have area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; and (e) the location of the site and nature of traffic.
<p>A2</p> <p>It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 – 2002, <i>Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p>P2</p> <p>Access for vehicles commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic;

	<p>(f) the effectiveness or efficiency of the surrounding road network; and</p> <p>(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</p>
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Not applicable

E6.6.5 - Bicycle facilities

<p>Objective:</p> <p>To ensure that cyclists are provided with adequate facilities.</p>
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Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Uses that require 5 or more bicycle spaces by Table E6.1 must provide 1 shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.</p>	<p>P1</p> <p>Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to:</p> <p>(a) the location of the proposed use;</p> <p>(b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists;</p> <p>(c) the nature of the proposed use;</p> <p>(d) the number of employees;</p> <p>(e) the users of the site and the likelihood of travel by bicycle;</p> <p>(f) whether there are facilities on the site for other reasons that could be used by cyclists; and</p> <p>(g) the opportunity for sharing bicycle facilities on nearby sites.</p>

Complies with A1. There are more than sufficient shower facilities on site with 8 shower bays within the two bathrooms.

E6.6.6 - Bicycle parking and storage facilities

<p>Objective:</p> <p>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Bicycle parking and storage facilities for uses that require 5 or more bicycle spaces by Table E6.1 must:</p> <p>(a) be accessible from a road, cycle path, bicycle lane, sha</p>	<p>P1</p> <p>Bicycle parking and storage facilities must be provided in a safe, secure and convenient location, having regard to:</p> <p>(a) the accessibility to the site;</p>

<p>way;</p> <p>(b) be located within 50m from the main entrance;</p> <p>(c) be visible from the main entrance or otherwise signed;</p> <p>(d) be available and adequately lit during the times they w accordance with Table 2.3 of <i>AS/NZS 1158.3.1: 2005 Li and public spaces - Pedestrian area (Category P) lightin and design requirements.</i></p>	<p>(b) the characteristics of the site;</p> <p>(c) the nature of the proposed use;</p> <p>(d) the number of employees;</p> <p>(e) the users of the site and the likelihood of travel by bicy</p> <p>(f) the location and visibility of proposed parking storage bicycles;</p> <p>(g) the nature of the bicycle parking and storage facilities;</p> <p>(h) whether there are other parking and storage facilities</p> <p>(i) the opportunity for sharing bicycle parking and storage nearby sites.</p>
<p>A2</p> <p>Bicycle parking spaces must:</p> <p>(a) have minimum dimensions of:</p> <p>(i) 1.7m in length; and</p> <p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of at least 2m a more 5% from a road, cycle path, bicycle lane, shared p and</p> <p>(c) include a rail or hoop to lock a bicycle to that meets AS <i>Parking facilities - Bicycle parking facilities.</i></p>	<p>P2</p> <p>Bicycle parking spaces and access must be convenient, safe and efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the space available;</p> <p>(c) the safety of cyclists;</p> <p>(d) the proposed measures to secure bicycles; and</p> <p>(e) the provisions of <i>AS 2890.3 1993 Parking facilities - Bicy facilities.</i></p>

Complies with A1 as the building is within 50 m of the street and the bicycle storage areas are within the tenancy area and therefore visible from the entry. The building has existing internal and external lighting.

Relies on P2 as it is not intended to develop specific structures/racks for bicycle storage and security. Adequate secure Internal space is provided within the building for bicycle storage as the total area is well in excess of the requirements of the tenant. In addition there are areas not intended for use by the fitness studio including the upper stage area and offices (4) which provide in excess of requirements for secure bicycle storage.

6.8 Scenic Management Code E7.0

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

6.9 Biodiversity Code E8.0

Not applicable as 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.

6.10 Water Quality Code E9.0

Not applicable as the property is connected to reticulated services.

6.11 Recreation and Open Space Code E10.0

Not applicable as the application does not involve a subdivision.

6.12 Environmental Impacts and Attenuation Code E11.0

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

6.13 Airports Impact Management Code E12.0

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

6.14 Local Historic Heritage Code E13.0

There is only one provision applicable as no building works are proposed. That provision is addressed following.

E13.6.11 - Driveways and parking

Objective:	
To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.	
Acceptable Solutions	Performance Criteria
A1 Car parking areas for non- residential purposes must be located behind the primary buildings on the site .	P1 Driveways and car parking areas for non-residential purposes must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the loss of any building fabric; (c) the removal of gardens or vegetated areas; (d) parking availability in the surrounding area;

	(e) vehicle and pedestrian traffic safety; and (f) the streetscape.
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Complies with A1. Car parking is provided at the rear of the building. However, the subject building does not form part of the heritage listing and therefore this provision is not applicable.

6.15 Coastal Code E14.0

Not applicable as the property is not within a coastal area.

6.16 Telecommunications Code E15.0

Not applicable as the application does not involve telecommunications facilities.

6.17 Invermay/Inveresk Inundation Code E16.0

Not applicable

6.18 Cataract Code E17.0

Not applicable

6.19 Signs Code E18.0

As requested we have amended our report to include details of the proposed signage. We have not tried to address specifically the planning scheme provisions as we are unsure as to whether this is something which would fall within heritage considerations or the standard provisions. Notably the subject building is not heritage yet the adjoining is which forms part of the subject site.

Notwithstanding, the proposal is to mimic the existing sign fronting Charles Street with the same colour schemes and branding provided. We refer you to the marked up photographs following which show the location of existing and proposed signage and the dimensions of those signs. Refer section 8.0 following.

6.20 Development Plan Code E18.0

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

7.0 Photography

7.1 Week Day Morning



Canning Street frontage



Charles Street

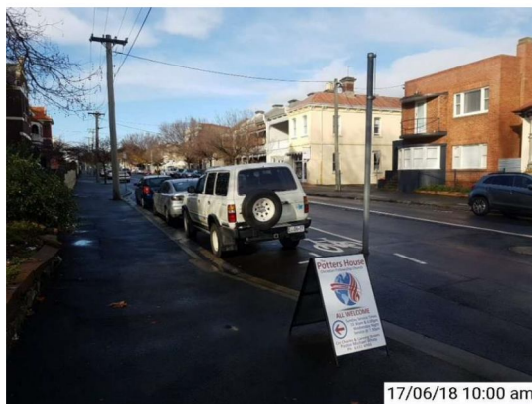
7.2 Sunday Morning



Canning Street frontage



Canning Street frontage



Charles Street

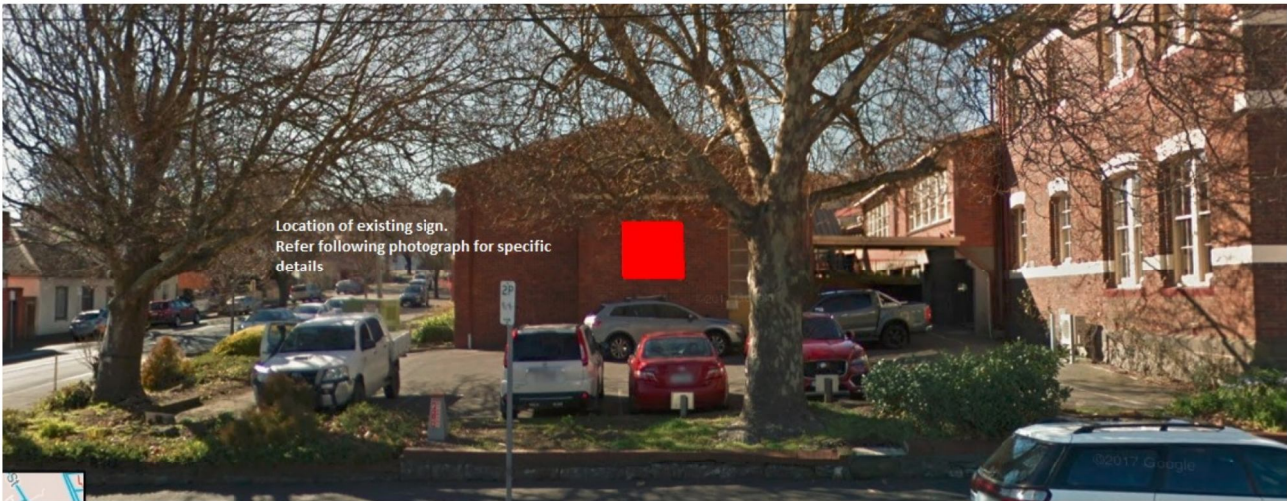
8.0 Signage Photographs and Dimensions

8.1 Charles Street

The following photographs depict the existing signage which is proposed to be mimicked with the exception of the F45 branding detailed in 8.2 and 8.3.

For clarity, the existing signs is

- 5cm pronounced or thick
- 1.9 metres wide
- 1.7 m high



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8.4 Heritage Considerations

The building forms part of a site with heritage values. We contend the proposed signage does not have a negative impact on the heritage values in the site and location due to the following:

- The heritage building which pertains to the subject site fronts Charles Street where it's street appeal is visible. This is not materially evident from the subject building and Canning Street frontage.
- The subject building would not appear to incorporate any material heritage values.
- The subject building is opposite industrial style buildings and adjacent to 1920's style brick buildings
- Existing signage in the areas is equivalent to or larger than that proposed refer photographs above (larger sign at the neighbouring urologists practice) and in photographs below
- Diagonally opposite the hall is a shopping centre with large neon signs and extensive signage
- The paint colour of the panels (refer cover photo) is now dark grey and therefore the predominant blue colour is now a lesser contrast

Larger Adjacent Signage



Larger Signage Opposite



Canning Street

Notably adjoining heritage style terrace dwellings



Canning Street Awning Signs



Diagonally Opposite



9.0 Conclusion

Approval is sought for the use of the Hall Building at the corner of Charles and Canning Streets for the purposes of a fitness studio operating classes (8-12 persons) between the hours of 5.30am and 7.30 am and between 5.00pm and 7.00 pm Monday to Friday and between 7.00 am and 10.00 am Sunday. The application also includes use of the premises for one on one personal training (2 persons) during business hours Monday to Friday.

The proposed use, 'Sport and Recreation' is a discretionary use which is compatible with the existing 'Urban Mixed Use' zone. The specific location is subject to mixed commercial uses including a medical centre, business and professional services and a shopping centre. There are no immediately adjoining residential uses.

The key discretion triggered is in relation to car parking which requires 15 car spaces based upon 1 car space per 20 sqm. However, the proposed use is low intensity given the limited hours of use being early mornings and later afternoon where on street car parking is mostly readily available. Furthermore, there is a significant private car park diagonally opposite which forms part of the Jimmy's shopping complex. This is also mitigated by the fact that client's of the business regularly walk to the classes from the current inner city premises where proximate car parking availability is very limited. Whilst the application is for approval with 2 car parks, the property does have access to further car parks should that be considered necessary. However, we consider that this would be unnecessary for spaces which are currently utilised for more critical facilities including other tenancies within the subject site and neighbouring properties (Urologist and the Eye Hospital). We would contend that it would unfortunate and unnecessary that those car parks would be lost to a relatively low intensity use such as that which is proposed.

The premises is considered ideal for the proposed use being an adaptive reuse of a hall currently used as a Place of Assembly.

The application is also supported by an environmental noise emission assessment prepared by Tarkarri Engineering (2 August 2018) which requires a number of minor works in order to comply with acceptable standards. Those works have commenced and we would ask that this be a condition of approval.

On the basis of this submission, it would appear that there is sufficient information provided for council to consider the proposed use and make a determination in accordance with clause 8.1 of the interim planning scheme.

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0341/2018
 Date advertised: 05/09/2018

Planning Administration

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Residential		
Service Industry		
Sport and Recreation		
Storage		
Utilities		
Vehicle fuel sales and service		
Vehicle parking		
Visitor accommodation		
Prohibited		
Use Class	Qualification	
All other uses		