

Planning Report

Section (37(1) and 40(T) Land Use Planning and Approvals Act 1993

Request to Amend the Launceston Local Provisions
Schedule and Combined Development Application

10 Dolerite Drive, Kings Meadows



Document Control Record

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1. Introduction

6ty° Pty Ltd has been engaged by **Connector Property Pty Ltd** to prepare an application for a draft amendment to the Local Provisions Schedule of the Tasmanian Planning Scheme - Launceston (**‘the Scheme’**) in accordance with section 37(1) and 40T(1) of the *Land Use Planning and Approvals Act 1993* (**‘the Act’**).

The draft amendment seeks to include a Site Specific Qualification into the Launceston Local Provisions Schedule to allow the General Retail and Hire Use Class as a Discretionary (unqualified) use within the Light Industrial Zone, if for land located at 10 Dolerite Drive, Kings Meadows identified by Certificate of Title Volume 181165 Folio 1 (**‘the site’**), only.

The purpose of the proposed draft amendment is to enable an application for a new convenience supermarket to be considered under the applicable provisions of the Light Industrial Zone of the Scheme. The proposed use and development would otherwise not be allowable under the Scheme without the proposed draft scheme amendment.

This planning report (**‘report’**) forms the basis of the application and has been prepared having regard to the relevant requirements and objectives of the Act and relevant strategic planning documents including:

1. Northern Tasmanian Regional Land Use Strategy;
2. State Policies;
3. City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review;
4. Greater Launceston Transport Vision;
5. Launceston Transport Strategy 202-2040; and
6. Tasmanian Planning Scheme incorporating the Launceston Local Provisions Schedule.

The report is supported by the following development plans prepared by **6ty° Pty Ltd** with **Project No. 21.281** and documents:

Table 1 - plans and documents that form part of the application.

Drawing Title	Drawing No.	Revision	Date	Issue	Issued For
Cover Sheet	Ap00	-	07-01-2025	-	Development Application
Site Plan	Ap01	004	07-01-2025	004	Development Application
Floor Plan	Ap02	004	07-01-2025	004	Development Application
Roof Plan	Ap03	003	07-01-2025	003	Development Application
Elevations	Ap04	003	07-01-2025	003	Development Application
Sections	Ap05	002	07-01-2025	002	Development Application
Building Views	Ap06	002	07-01-2025	002	Development Application
Site Views	Ap07	002	07-01-2025	002	Development Application
Document	Prepared by	Date	Revision	Issued For	
Retail Assessment	Urban Enterprise	February 2022	V2.1	Development Application	
Traffic Impact Assessment	Traffic and Civil Services	March 2025	Final	Development Application	

1.1 Application Overview

The site¹ comprises a single lot that is addressed as 10 Dolerite Drive, Kings Meadows and comprised in folio of the Register Volume 181165 Folio 1 (**‘the site’**). An overview of the site and the draft amendment is provided in Table 1 and the site is illustrated in Figure 1.

Table 2 -overview of the site and draft amendment.

Address:	10 Dolerite Drive, Kings Meadows	
Property Identification Number:	9571307	
Certificate of Title:	Volume	Folio
	181165	1
Owner:	Connector Property Pty Ltd	
Area:	4,416m ²	
Planning Authority	City of Launceston	
Legislative Instrument	<i>Land Use Planning and Approvals Act 1993</i>	
Planning Instrument:	<i>Tasmanian Planning Scheme - Launceston</i>	
Applicable Zone:	Light Industrial	
Applicable Overlay(s):	Airport Obstacle Limitation Area Bushfire-Prone Areas Landslip Hazard	
Applicable General Overlay(s):	Specific Area Plan LAU-S14.0 Southern Gateway Specific Area Plan	
Description	Inclusion of a Site Specific Qualification within the Launceston Local Provisions Schedule	

¹ means the lot or lots on which a use or development is located or proposed to be located. Table 3.1, Scheme.

Figure 1 - aerial image illustrating the location and spatial extent of the site.



Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

1.2 Proposed Draft Amendment

The proposed draft amendment seeks to amend insert a Site Specific Qualification into the Launceston Local Provisions Schedule to allow the General Retail and Hire Use Class as a Discretionary use (unqualified) on the site as follows:

Reference No.	Site Reference	Folio of the Register	Description	Relevant SPP Clause
LAU-18.3	10 Dolerite Drive, Kings Meadows	188165/1	An additional Discretionary Use Class for this site is: General Retail and Hire	Light Industrial Zone - 18.2 Use Table

1.2.1 Rationale for the Draft Amendment

The primary rationale for the proposed draft amendment is the absence of a small supermarket and convenience retailer within the primary catchment of the site which has evolved to include:

- Connector Park Industrial Precinct which is almost entirely developed with a range of industrial and commercial type use and development which provide for a large employment and trade hub;
- Mount Pleasant residential estate to the north which comprises 230 residential lots;
- Oakden Park residential estate to the south-east which comprises 216 residential lots;

- Recent subdivisions of 5 Dundas Street and Sienna Place which has created 71 new residential lots; and
- the established residential area of Youngtown to the south-east predominately between Victoria Street and Harrow Street.

The proposed draft amendment would facilitate a small supermarket which would predominately serve the local residential and employment population and passing trade for convenience.

1.3 Statutory Overview

Section 38(1) of the Act requires that the planning authority must satisfy themselves that a draft amendment will meet the Local Provisions Schedule (LPS) criteria set out in section 34 of the Act. The following table provides an overview of the LPS criteria pertinent to the proposed draft amendment.

Table 3 - overview of LPS criteria set out in section 34(2) of the LUPA Act.

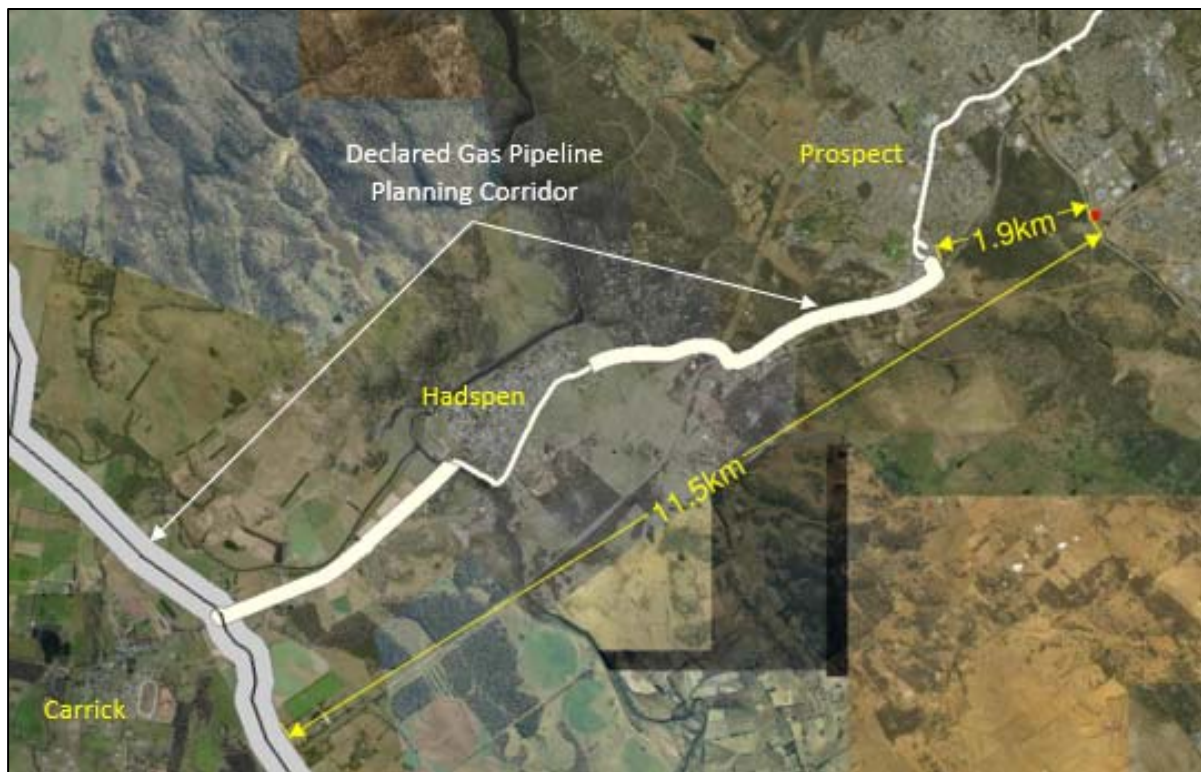
Section 34(2) LPS Criteria		
<i>The LPS criteria to be met by a relevant planning instrument are that the instrument –</i>		
Subclause	Requirement	Response
(a)	<i>contains all the provisions that the SPPs specify must be contained in an LPS.</i>	The proposed draft amendment seeks to amend the LPS by way of inserting a Site Specific Qualification within the Launceston Local Provisions Schedule. All provisions that the State Planning Provisions ('SPPs') specify will continue to apply to the site/
(b)	<i>is in accordance with section 32.</i>	The proposed draft amendment will satisfy the matters specified in section 32 of the Act. In this regard, the Light Industrial Zone will continue to apply to the site. The Light Industrial zone was assigned to the site in accordance with the Zone Application Guidelines set out in Guideline No. 1 Local Provisions Schedule ('LPS'): Zone and Code Application June 2018 which are addressed in Section 4.1 of this report.
(c)	<i>further the objectives set out in Schedule 1.</i>	Assessment of the proposed draft amendment against the objectives set out in Schedule 1 of the Act is provided in Section 4.2 of this report.
(d)	<i>is consistent with each State policy.</i>	Assessment of the proposed draft amendment against each State policy is provided in Section 4.3 of this report.
(da)	<i>satisfies the relevant criteria in relation to the TPPs.</i>	There are no Tasmanian Planning Policies in effect in which to consider the proposed draft amendment against.
(e)	<i>as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates.</i>	Assessment of the proposed draft amendment against the Northern Tasmania Regional Land Use Strategy is provided in Section 4.4 of this report.
(f)	<i>Has regard to the strategic plan, prepared under section 66 of the <u>Local Government Act 1993</u>, that applies in</i>	Assessment of the proposed draft amendment against the relevant parts of the City of Launceston Strategic Plan 2014-2024: 2019 Review is provided in Section 4.5 of this report.

Section 34(2) LPS Criteria

The LPS criteria to be met by a relevant planning instrument are that the instrument –

Subclause	Requirement	Response
	<i>relation to the land to which the relevant planning instrument relates.</i>	
(g)	<i>as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates.</i>	In this instance, the site does not adjoin and is not located adjacent to, land that is governed by another LPS within a different municipal area. Accordingly, the proposed draft amendment satisfies section 34(2)(g) of the Act.
(h)	<i>has regard to the safety requirements set out in the standards prescribed under the <u>Gas Safety Act 2019</u> .</i>	The site is located approximately 11.5km and 1.9km to the east of the applicable Gas Pipeline Corridors (refer to Figure 3). The proposed draft amendment will therefore not affect, or could be affected by, the requirements set out in the standards prescribed under the Gas Safety Act 2019.

Figure 2 - - aerial image illustrating the location of the declared gas pipeline planning corridor relative to the location of the site.



Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

2. Site Analysis

2.1 Location

The site comprises a single lot with a predominately oblong shape with an area of approximately 4,416m².

The site has approximately 73m of frontage to Dolerite Drive along its eastern boundary, 42m of frontage to an intersection segment that connects Midland Highway to Kings Meadows Link along its southern boundary and 80.9m of frontage to Midland Highway along its western boundary.

It is located within the Connector Park Industrial Precinct and adjoins a private freehold lot to the north.

The site is vacant and has been significantly modified (refer to Figure 3 and 4).

Figure 3 - photograph illustrating the location and current status of the site looking south.



Figure 4 - photograph illustrating the location and current status of the site looking north-east.



2.2 Title Information

The site is comprised within the title detailed in Table 3 below.

Table 4 - title details of the site.

Address	Ownership	Title Reference
10 Dolerite Drive, Kings Meadows	Connector Park Pty Ltd	CT: 181165/1

A copy of the title documents is provided in **Appendix A**. Landowner's consent in accordance with Form No. 1 provided by the Tasmanian Planning Commission is provided in **Appendix B**.

2.3 Surrounding Area

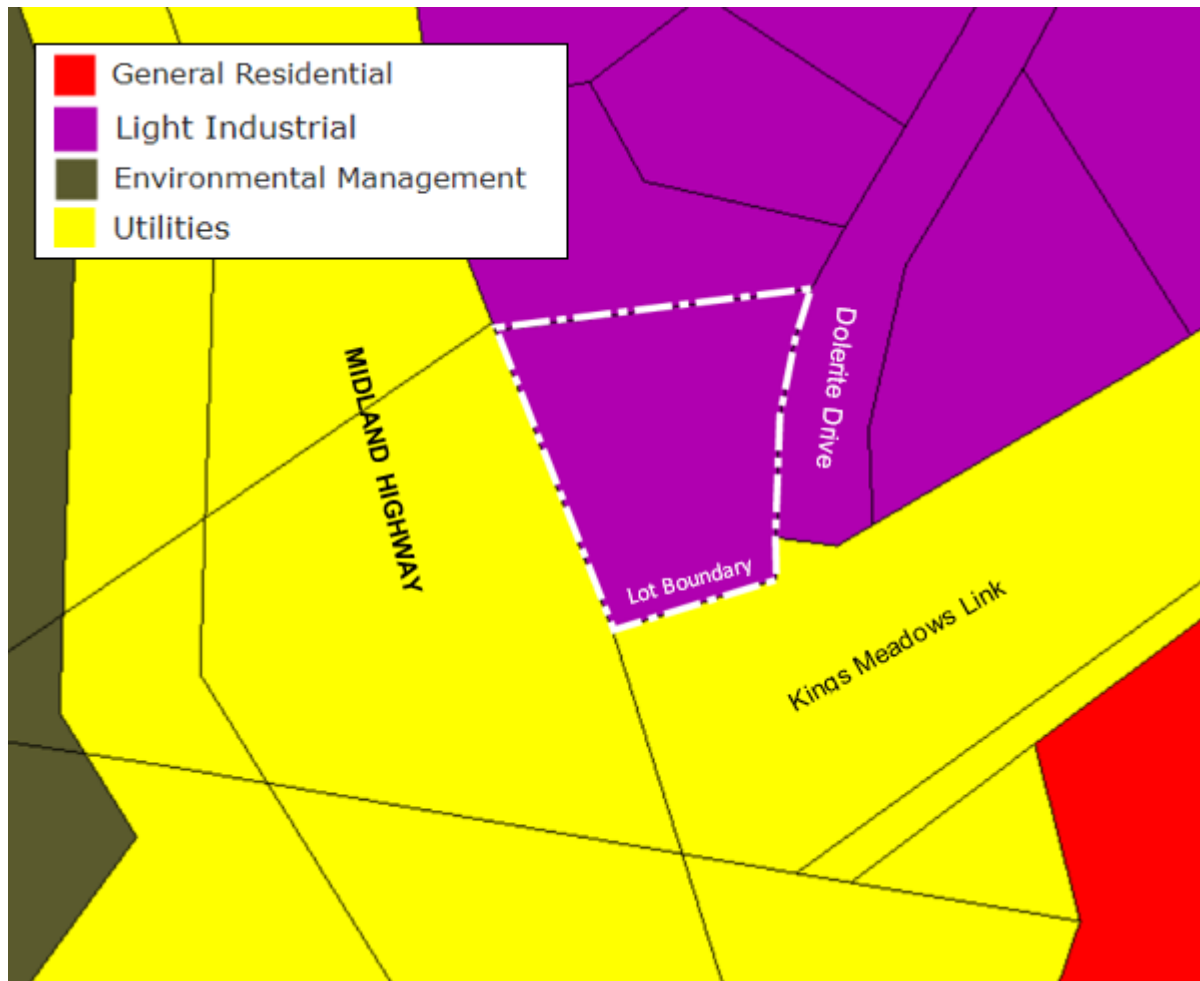
The site is located within an established industrial precinct of Kings Meadows ('Connector Park'). Connector Park comprises 30 lots with approximately 6 of the lots remaining undeveloped. Connector Park is bounded by major transport networks of Midland Highway to the west and Kings Meadows Link to the south. Two residential estates are located to the north and south of Connector Park with Kate Reed Reserve located adjacent to Connector Park to the west.

2.4 Zoning and Overlays

2.4.1 Light Industrial Zone

The site is assigned to the Light Industrial Zone under the *Tasmanian Planning Scheme* incorporating the *Launceston Local Provisions Schedule* ('the Scheme'). The zoning of the site and land surrounding the site is illustrated in Figure 6.

Figure 5 - map identifying the zone of the site and land surrounding the site.



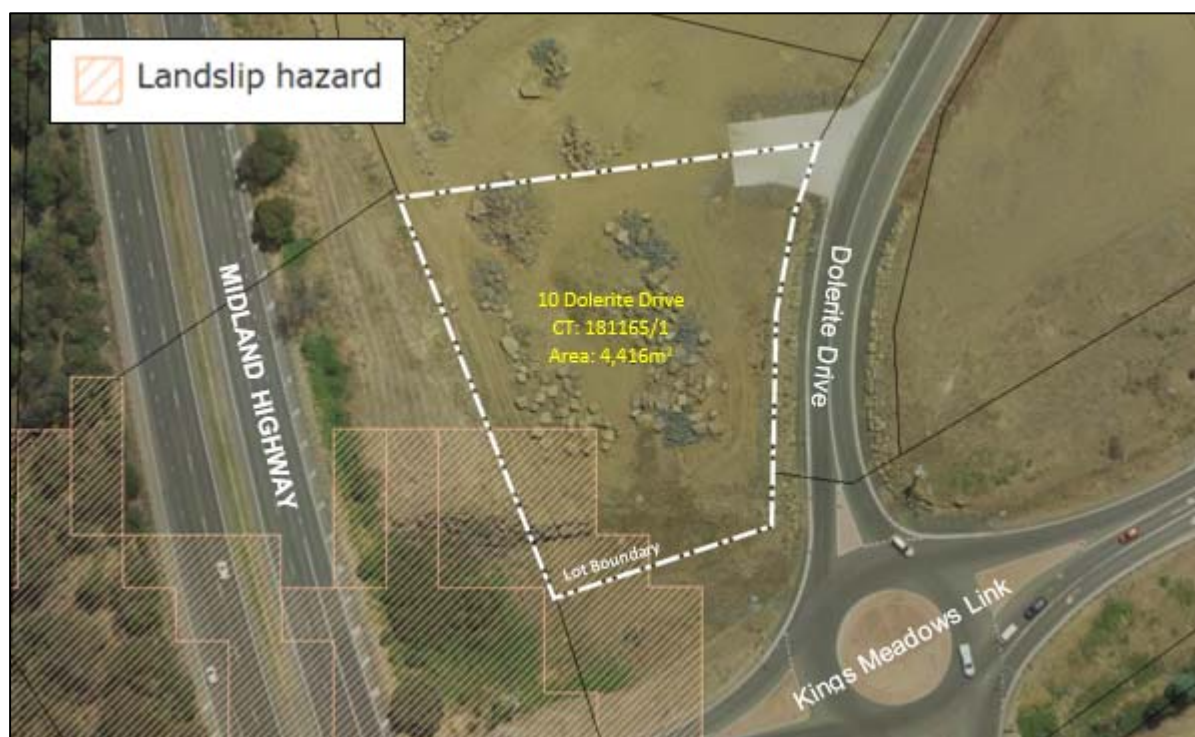
Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

2.4.2 Overlays

The entirety of the site is shown within a Bushfire Prone Area and Airport Obstacle Limitation Area on the Scheme overlay maps. Figure 6 illustrates the extent to which the only other overlay (landslip hazard) applies to the site.

The site is also subject to the Southern Gateway Specific Area Plan the extent of which is illustrated in Figure 7.

Figure 6 - map identifying the relevant overlay that applies to the site which is the Landslip Hazard (Low Risk Band).



Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

Figure 7 - map illustrating the extent of the Southern Gateway Specific Area that applies to the site.



Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

2.5 Built Form

The site is vacant and does not contain any buildings. Adjoining and adjacent land to the north and east also comprise vacant lots.

2.6 Topography

The site is observed as being level with no noticeable fall.

2.7 Infrastructure

2.7.1 Road

The site has frontage to frontage to Dolerite Drive along its eastern boundary, the intersection segment that connects Midland Highway to Kings Meadows Link along its southern boundary and Midland Highway along its western boundary. Midland Highway and the intersection segment are identified as a State highway (Category 1) and Arterial Road in the State Road Hierarchy and is management by the Department of State Growth. Dolerite Court is identified as a local road under the authority of Council.

An existing vehicle crossing onto Dolerite Drive will be retained to service the proposed use and development.

2.7.2 Hydraulic Services

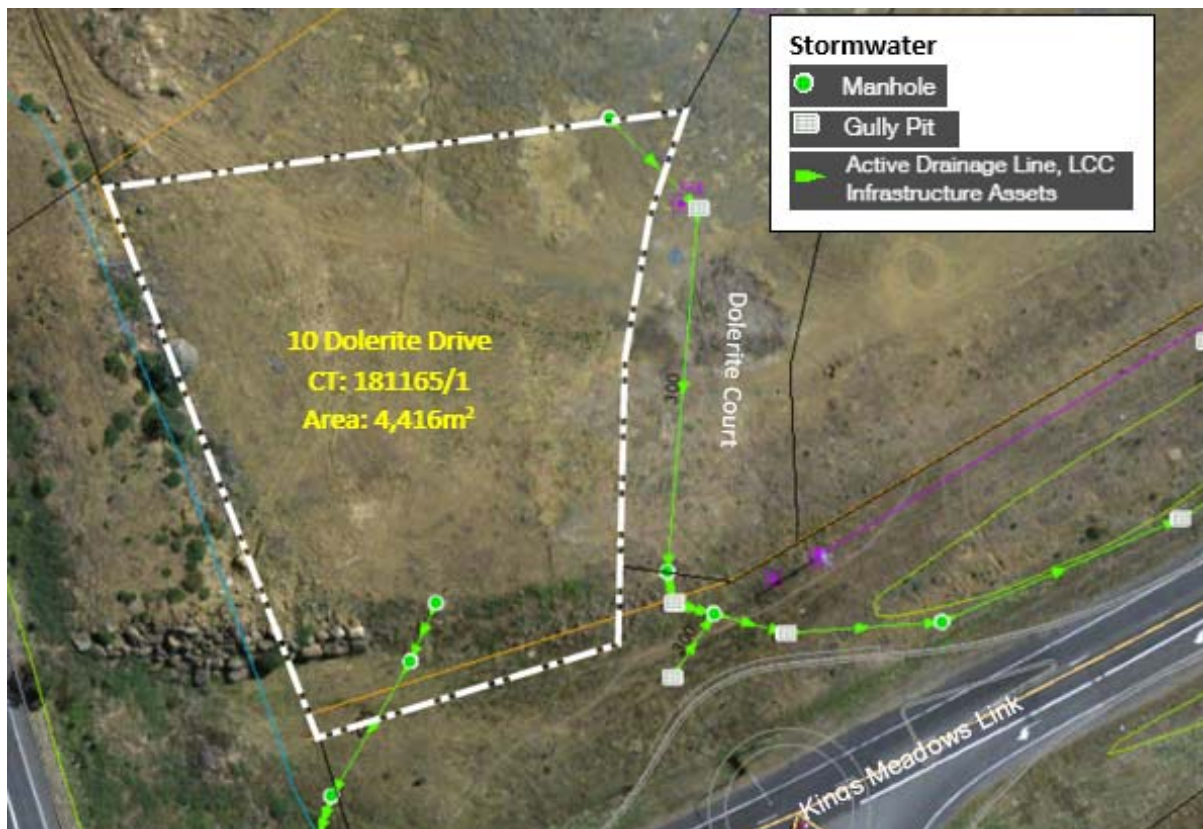
The site is located within an established urban area and has established connections to reticulated water, sewer and stormwater infrastructure as detailed in Figures 8 and 9 below.

Figure 8 - map showing the site within a full sewer serviced land and the location of the associated gravity reticulation mains.



Source: base image and data from the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map>).

Figure 9 - map showing the site within a full water serviced land and the location of the associated distribution and reticulation mains.



Source: base image and data from the Launceston ARCGIS Maps (<https://launceston.maps.arcgis.com>).

2.8 Natural Values

The site is a modified industrial lot that is devoid of all natural values.

2.9 European Heritage

The site is not listed on the Tasmanian Heritage Register. The site is not currently listed as a local heritage place on the Launceston LPS.

2.10 Aboriginal Heritage

The site is a fully developed urban lot located on land that has been significantly modified. It is not expected that the site will contain any Aboriginal relics. Notwithstanding this, obligations under the *Aboriginal Heritage Act 1975* will continue to apply to the site irrespective of the status of the proposed draft amendment.

2.11 Environmental Hazards and Constraints

2.11.1 Landslip Hazard

The site is shown as being subject to a low landslip hazard on the Tasmanian Planning Scheme Code Overlay maps (refer to Figure 6).

2.11.2 Bushfire Hazard

The site is located within a Bushfire Prone Area. The proposed draft amendment will not affect the mechanics of the Bushfire-Prone Area Code as it applies to the site and the proposed use and development will not be subject to the Bushfire-Prone Area Code on the basis that it does not involve subdivision of land and the use is not a hazardous or vulnerable use.

2.11.3 Site Contamination

The site is not known to have been used for a potentially contaminating activity.

2.11.4 Flood Hazard

The site is not shown as being subject to a flood hazard on the Tasmanian Planning Scheme Code Overlay maps.

2.11.5 Biodiversity Values

The site is not shown as being subject to a priority vegetation area, waterway and coastal protection area or a future coastal refugia area on the Tasmanian Planning Scheme Code Overlay maps.

2.11.6 Scenic Values

The site is subject to the Southern Gateway Specific Area Plan (SAP) which seeks to protect the southern approach to Launceston from intrusive or inappropriate development. The proposed draft amendment will not affect the mechanics of the SAP as it applies to the site and the proposed use and development will be assessed against the applicable Standards of the SAP.

3. Supporting Assessments

The application is informed by several background investigations which accompany the application and are summarised below.

3.1 Retail Assessment

Urban Enterprise (February 2025) was engaged to undertake a retail assessment (**'retail assessment'**) to inform the application for combined draft amendment and development application. The retail assessment provides an analysis of:

1. whether the retail proposal can viably be supported in the retail catchment;
2. whether the scale and nature of the retails use that would be facilitated by the proposed development at the site (small/convenience supermarket) will materially impact on the viability or primacy of the activity centre network within the framework of the Northern Tasmania Regional Land Use Strategy;
3. whether the proposed retail development will deliver a net community benefit.

The retail assessment concluded that the proposed retail facility that will be facilitated by the proposed draft amendment is able to be supported within the catchment without viably impacting existing supermarket traders within the sub-regional catchment which are enshrined within the retail hierarchy within the Northern Tasmania Regional Land Use Strategy.

3.2 Traffic Impact Assessment

Traffic and Civil Services (March, 2025) was engaged to undertake a Traffic Impact Assessment (**'TIA'**) of the proposed retail development. The TIA primarily assessed the proposed use and development facilitated by the proposed draft amendment against the Parking and Sustainable Transport Code (C2.0) and the Road and Railway Assets Code (C3.0) of the Scheme, rather than providing an opinion as to whether the use is appropriate for the site from the perspective of traffic through the strategic lens of the scheme amendment.

Assessment of the proposed use and development against the Parking and Sustainable Transport Code (C2.0) and the Road and Railway Assets Code (C3.0) of the Scheme is provided in sections 7.1 and 7.2 of the TIA.

4. Statutory Assessment

The following sections provide a detailed assessment of the proposed draft amendment against the LPS criteria listed in, or otherwise implied by, 34(2) of the LUPA Act.

4.1 Section 8A Guidelines

The Section 8A Guidelines were issued by the Tasmanian Planning Commission under section 8A of the LUPA Act. They provide guidance with respect to how and where SPP zones and codes should be applied to land. The proposed draft amendment does not seek to change the application of the zone and codes that currently apply to the site. On this basis, the proposed draft amendment will not be discordant with the Section 8A Guidelines.

4.2 Schedule 1 Objectives

4.2.1 Schedule 1 Objectives – Part 1

Part 1 – Objectives of the Resource Management and Planning System of Tasmania	
1. The objectives of the resource management and planning system of Tasmania are –	
Objective	Response
(a) <i>to promote the sustainable development² of natural and physical resources and the maintenance of ecological processes and genetic diversity.</i>	The site is located within an urban area that has previously been modified for the purposes of an industrial subdivision. The site has been cleared and significantly modified and it does not contribute significantly to ecological processes or genetic diversity within the local area and region.
(b) <i>to provide for the fair, orderly and sustainable use and development of air, land and water.</i>	The proposed amendment will provide for fair, orderly and sustainable use and development. It will provide an opportunity to develop vacant land within an existing urban area for a retail facility that will provide an accessible and convenient retail amenity for the burgeoning resident and worker base in its primary catchment without compromising or distorting the established regional activity hierarchy network. The site is located within a fully serviced area. There are no particular natural or cultural values associated with the land, and future use and development allowed by the proposed draft scheme amendment would be unlikely to impact air, land and water resources any differently than existing use and development thin Connector Park and future use and development that is permissible

² **Sustainable development** means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –

- (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
- (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
- (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

	within the Light Industrial Zone which applies to the site.
<i>(c) to encourage public involvement in resource management and planning.</i>	If initiated, the proposed draft amendment will be placed on public exhibition for a formal comment period pursuant to Section 40G of the LUPA Act.
<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a) , (b) and (c).</i>	The proposed amendment will facilitate economic development through the development of the site for a retail facility within and adjacent to an existing employment node and growing residential area. The retail assessment concluded that the proposed retail facility is estimated to deliver a net community benefit, with a higher number of jobs (FTE) and value-added delivered to the economy compared with light industrial uses as detailed within the retail assessment.
<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 proposed draft amendment process represents the sharing of responsibility for resource management between the different spheres of Government, the community and industry within the State through engagement of the planning authority (local government), Tasmanian Planning Scheme (state government level), community and industry through public exhibition and the associated assessment processes.

4.2.2 Schedule 1 Objectives – Part 2

Part 1 – Objectives of the Resource Management and Planning System of Tasmania	
2. The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –	
Objective	Response
<i>(a) to require sound strategic planning and co-ordinated action by State and local government.</i>	The proposed draft amendment is assessed against the applicable sections of the Northern Tasmania Regional and Use Strategy (NTRLUS) in section 4.4 of this Planning Report. The proposed draft amendment has been found to be consistent with the applicable policies and actions in sections E.3 and E.5 of the NTRLUS. The proposed draft amendment therefore represents coordinated and sound strategic planning.
<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 proposed draft amendment will not materially alter the established system of planning instruments that set the objectives, policies and controls for the use, development and protection of land. In this regard, all current zone and codes of the TPS will continue to apply to the site. The draft amendment will involve application of a Site Specific Qualification to the Launceston Local Provisions Schedule. The relevant Code provisions will continue to apply to the site in relation to the proposed development application that will be facilitated by the proposed draft amendment.

<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>	Attainment of this objective is not impacted by the proposed draft scheme amendment. In this regard, the site is within an established industrial environment and the proposed draft amendment only seeks to enable the site to be used for a small scale retail use. Codes and other applicable Scheme provisions that seek to manage and control environmental impacts will continue to remain relevant to the site to the degree that they are applicable.
<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>	The proposed draft amendment is consistent with relevant State, regional and local strategy and policy directions which broadly seek to achieve sustainable development that does not compromise environmental, social, economic and resource management objectives.
<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>	The proposed Site Specific Qualification within the Launceston Local Provisions Schedule is able to be considered in conjunction with a permit application for the proposed retail development in accordance with section 40T(1) of the Act. The application therefore represents a coordinated approach to planning approvals.
<i>(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.</i>	The proposed amendment will provide for the development of a new retail outlet within an area that has limited convenience retailing offerings. It will broadly support the function and enhancement of local services and facilities, including the provision of a new building. It will therefore assist with the creation of a secure, pleasant, efficient and safe built environment.
<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>	The proposed draft amendment will not result in any impact on a place listed or known to be significant for its scientific, aesthetic, architectural, historical or cultural value.
<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>	The site is capable of being serviced by road, sewer, water, stormwater and electricity infrastructure with capacity.
<i>(i) to provide a planning framework which fully considers land capability.</i>	Land capability is aligned to land assigned or designated for agricultural use. The site is located within an established industrial area and is not assigned to the Agriculture or Rural zones of the TPS. The proposed draft amendment will therefore not impact land capability.

4.3 State Policies

4.3.1 Tasmanian State Coastal Policy 1996

The State Coastal Policy 1996 defines the term 'Coastal Zone' as, under the *State Coastal Policy Validation Act 2003*, a reference in the *State Coastal Policy 1996* to the coastal zone is to be taken as

a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.

In this instance, the site is located approximately 5km from the nearest mean high-water mark located at the end of Park Street adjacent to Royal Park. The State Coastal Policy therefore does not apply to the site or the proposed draft amendment.

4.3.2 State Policy on the Protection of Agricultural Land 2009

The *Protection of Agricultural Land Policy 2009* ('**PAL Policy**') seeks to conserve and protect agricultural land. The site is assigned to the Light Industrial zone and is located within an established industrial area of Launceston. The site does not comprise agricultural land and is not adjacent to agricultural land. The PAL Policy therefore does not apply to the site or the proposed draft amendment.

4.3.3 State Policy on Water Quality Management 1997

The *State Policy on Water Quality Management 1997* ('SPWQM Policy') applies to all surface waters, including coastal waters and ground waters. It seeks to manage and where possible, enhance the quality of surface and ground water systems through catchment management, monitoring and development control. The SPWQM Policy comprises a series of often technical objectives for the management of surface and ground water systems.

The objectives of the SPWQM are integrated into the current Resource Management and Planning System of Tasmania. In this regard, the Natural Assets Code of the Tasmanian Planning Scheme ('**TPS**') which applies to watercourses contains development controls that seek to minimise impacts on water quality including native riparian vegetation, watercourse condition and the natural ecological function of watercourses. The site is not subject to the Natural Assets Code or any other TPS code that relates to management of water quality. The SPWQM Policy therefore does not apply to the proposed draft amendment.

4.3.4 National Environment Protection Measures

National Environmental Protection Measures (NEPMs) are developed under the *National Environment Protection Council (Tasmania) Act 1995* and outline the objectives and protections for specific environmental matters. Section 12A of the *State Policies and Projects Act 1993* provides NEPMs with an equivalent status as State policies.

There are seven active NEPMs which deal with the following environmental matters:

1. Ambient air quality;
2. Air toxins;
3. Assessment of site contamination;
4. Diesel vehicle emissions;
5. Movement of controlled waste between states and territories;
6. National pollutant inventory; and
7. Used packaging material.

None of the above NEPMs are considered relevant to the proposed draft amendment.

4.4 Northern Tasmania Regional Land Use Strategy

The Northern Tasmania Regional Land Use Strategy ('NTRLUS') was established under section 5A of the LUPA Act.

The NTRLUS is the regional plan for Northern Tasmania which sets out the strategy and policy framework to facilitate and manage change, growth and development within the region through until 2032. The NTRLUS contains seven (7) distinct parts which are:

- **Part A:** The purpose and scope of the NTRLUS
- **Part B:** Regional Profile and Overview
- **Part C:** Regional Strategic Planning Framework
- **Part D:** Regional Planning Land Use Categories
- **Part E:** Regional Planning Policies
- **Part F:** Implementation and Monitoring Measures
- **Part G:** Local Provisions Schedule Preparation Addendum

All municipal planning schemes and policy making within the region are expected to advance and implement all active parts of the NTRLUS. In this instance, of the NTRLUS that are most pertinent to the proposed draft amendment are Parts E and G.

4.4.1 Part E: Regional Planning Policies

Part E of the NTRLUS sets out the regional planning policies that manage and direct growth at the regional level. The regional planning policies are expressed through the following themes:

- Regional Settlement Network Policy
- Regional Activity Centre Network Policy
- Regional Infrastructure Network Policy
- Regional Economic Development Policy
- Social Infrastructure and Community
- Regional Environment Policy

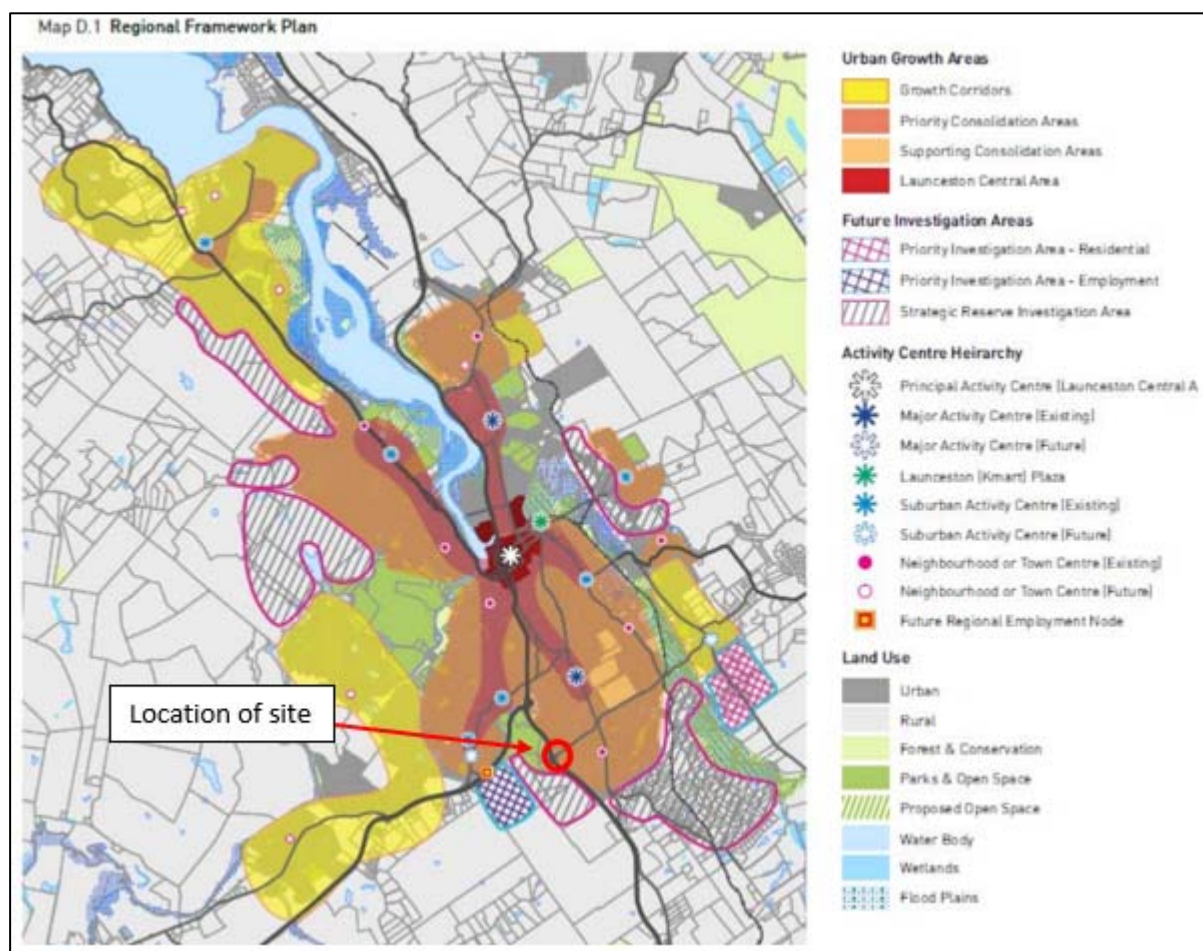
The most relevant planning policies within the context of the proposed draft amendment include specific policies and actions contained within the Activity Centre Network Policy and Regional Economic Development Policy.

Notwithstanding this, each of the policy themes including specific policies and actions are interlinked and integrated. Accordingly, compliance or consistency with the overarching policies and actions feed into compliance with the lower order or subsequent policies.

4.4.2 Site Context

The site is located within an Urban Growth Area. Urban Growth Areas comprise land within developed urban settlements or areas intended for urban development as identified in a Priority Consolidation Area, Supporting Consolidation Area or Growth Corridor on the Regional Framework Maps. The Regional Framework Map D.1 in the RLUS identifies the site within a Priority Consolidation Area (refer to Figure 10).

Figure 10 - excerpt of Regional Framework Plan for Launceston showing the location of the site within the context of the Priority Consolidation Area.



4.4.3 Activity Centre Network Strategies

The Key Activity Centre Networks Strategies set out in section E3.3 of the RLUS are addressed in the table below.

E3.3 Key Activity Centre Network Strategies	
Planning for and development of the Regional Activity Centre Network should apply the following strategies:	
Strategy	Response
Implement a regional activity centre network to support a wide range of land uses and activities consistent with the role and function of centres described in the Regional Activity Centre Hierarchy (Table E.3).	The proposed draft amendment will not alter the established activity centre hierarchy. In this regard, the retail assessment has concluded that the use and development that will be facilitated by the proposed draft amendment will not directly compete with the major supermarkets located in Kings meadows, which will remain the higher order activity centre within the vicinity of the site.
Strengthen the Region's capacity to deliver high order government, community, commercial and private sector services and facilities through an integrated network of activity centres.	The use and development that will be facilitated by proposed draft amendment will support the established integrated network of activity centres within Launceston. To this extent, the site, and the subsequent retail facility that the proposed draft amendment will facilitate will be the only retail

E3.3 Key Activity Centre Network Strategies

Planning for and development of the Regional Activity Centre Network should apply the following strategies:

Strategy	Response
	offering of its type within the primary catchment of the site which includes the Connector Park Industrial Precinct, Mount Pleasant residential estate and the recent Oakden Park residential estate.
Support the primacy and role of the Launceston PAC.	The proposed draft amendment will not impact the primacy and role of the Launceston PAC.
Enable the provision and retention of critical services and facilities, particularly in rural areas, by containing the network to a limited number of strategically located rural centres that can be conveniently and widely accessed and efficiently supported.	The proposed draft amendment will not impact established rural activity centres and settlements.
Promote accessibility of employment to support sustainable development.	The proposed draft amendment will facilitate direct and indirect impacts upon employment within the Region as outlined within the retail assessment.
Promote efficient land use, transport and infrastructure planning to reduce dependence on private vehicle travel.	The proposed draft amendment will facilitate a small retail outlet within an established industrial precinct which contains a large number of employees and visitors to the mixture of uses offered within the precinct. The site is also adjacent to new residential estates of Mount Pleasant and Oakden Park as well as the established residential area of Youngtown. Accordingly, its co-location within an established employment and visitor node as well as within an adjacent residential area will have the potential to assist to reduce dependence on vehicle travel.
Plan the development of each activity centre relative to its identified function, role and anticipated catchment to: <ul style="list-style-type: none"> Create economic growth by co-locating a mix of land uses; Concentrate goods and services more efficiently; Provide appropriate locations for government investment in public transport, 	<p>The proposed draft amendment will not impact upon the function, role or anticipated catchment of the established activity network hierarchy insofar as the scale of the proposed retail facility that will be facilitated by the proposed draft amendment will not directly compete and therefore, compromise, with other retail offerings located in Kings Meadows and Youngtown. Notwithstanding, the following it pertinent:</p> <p>The proposed draft amendment will continue to build economic growth within the industrial precinct through the colocation of a retail facility that will complement and support the existing uses within the industrial precinct and the adjacent residential estates.</p> <p>The proposed draft amendment will not impact the concentration of goods and services within established retail networks.</p> <p>The proposed draft amendment will not affect established and proposed locations for</p>

E3.3 Key Activity Centre Network Strategies

Planning for and development of the Regional Activity Centre Network should apply the following strategies:

Strategy	Response
health, education, cultural and entertainment facilities;	government investment in public transport, health, education, cultural and entertainment facilities.
<ul style="list-style-type: none">• Provide focus for community and social interaction;	The proposed draft amendment will support community and social interaction within the industrial precinct and adjacent residential estates by providing a retail offering that will create a focal point for people to visit and facilitate passive and tacit community and social interaction.
<ul style="list-style-type: none">• Promote sustainable travel and access to transport infrastructure and networks;	The site is located within an industrial precinct which benefits from a high quality and efficient transport network including access from Midland Highway and Kings Meadows Link via the interchange.
<ul style="list-style-type: none">• Integrate land use and transport to support walking, cycling and public transport; and	The use and development facilitated by the proposed draft amendment will not alter the existing walking, cycling and public transport infrastructure.
<ul style="list-style-type: none">• Accommodate higher density residential development and multiple trip-generating activities.	The proposed draft amendment is not directly related to residential use and development. Notwithstanding, the proposed retail facility that will be facilitated by the draft amendment will provide a retail offering within the primary catchment of the site which includes large residential estates. The established road network will mean that residents within the established and growing residential estates will be able to use the retail offering in conjunction with other trip generating activities.

4.4.4 Regional Activity Centre Network Policy

Typically, industrial land is addressed under a separate section of the RLUS on the basis that industrial land is generally outside or on the periphery of established activity centres and offer land uses and activities that are distinct from the land uses and activities that are promoted and encouraged by the activity centre hierarchy.

Overall, the proposed draft amendment will not compromise, distort or be discordant with the Specific Policies and Actions of the Regional Activity Centre Network Policy set out in section E3.4 of the RLUS. This is on the basis that the proposed use and development that will be facilitated by the proposed draft amendment will not be of a scale that will provide for the full range of services of higher order activity centres and that the site is largely disconnected from higher order activity centres.

In this regard, proposed use that will be facilitated by the proposed draft amendment will not compromise or distort the activity centre hierarchy insofar as the proposed draft amendment:

- will not result in the establishing or moving the classification of the site and Connector Park within the order of the established activity centre hierarchy established by the RLUS;
- will not disrupt the order of the activity centre hierarchy established by the RLUS; and
- will not subvert or impair the purpose of the activity centre hierarchy established by the RLUS

Notwithstanding, Policy RAC-P9 is pertinent to the proposed draft amendment within the context of the Regional Activity Centre Network Policy which is addressed below.

E3.4 Specific Policies and Actions

Activity Centre Planning

Policy	Actions	Response
<p>RAC-P9 Discourage 'out-of-centre' development and provide for new development that supports the Regional Activity Centres Network and the integrated transport system. Development applications that are 'out of centre' will only be considered if all of the following criteria are adequately addressed:</p> <ul style="list-style-type: none"> • community need; • no adverse impact on existing activity centres; and • synergy with existing employment hubs (i.e. health, education, research). <p>Overall, community benefit must be demonstrated through a social and economic impact assessment to reflect the strategic directions and policies of the RLUS.</p>	<p>RAC-11 Undertake master planning for the major regional activity centres, taking into account the Regional Activity Centres Network and supporting policies to encourage in-centre developments. Master plans should include a detailed development capacity audit, public consultation, opportunities and constraints assessment, methods to improve urban amenity and an economic development strategy and address other activity centre principles. Master plans should enhance accessibility of the higher order activity centres through good layout and good pedestrian movement.</p> <p>RAC-A12 Require any proposed 'out of centre' developments are to undertake a detailed economic impact assessment that addresses how the 'out of centre' proposal complies with the strategic directions and policies of the RLUS.</p>	<p>The proposed draft amendment and subsequent development application can be considered an 'out-of-centre' development application.</p> <p>Notwithstanding, the retail assessment has demonstrated the following:</p> <ul style="list-style-type: none"> • there is a community need for the proposed retail facility being the only retail offering within the primary catchment of the site where it will support and provide retail amenity for employees and visitors of the industrial precinct and retail amenity for the surrounding residential areas which have grown recently without a nearby retail offering. • the proposed draft amendment and subsequent retail facility will not compete with other supermarkets within the nearby Kings Meadows activity centre and the smaller activity centre of Youngtown. • the site will provide synergy with the existing industrial (employment and visitor) hub and the surrounding residential areas insofar as it will the proposed use facilitated by the proposed draft assessment will provide a small supermarket that will provide a convenient retail offering to the primary catchment of the site including employees of established uses within Connector Park.

E3.4 Specific Policies and Actions		
Activity Centre Planning		
Policy	Actions	Response
		The retail assessment concluded that there will be a net community benefit in terms of employment, value-added and construction metrics.

4.4.5 Regional Economic Development Policy

Also pertinent to the proposed draft amendment is the impact on industrial land within the municipality and the Region more broadly. The following addresses the proposed draft amendment within the context of Specific Policies and Actions outlined within the Regional Economic Development Policy of the RLUS from section E5.0.

E5.4 Specific Policies and Actions		
Economic Development		
Policy	Actions	Response
ED-P2 Provide for land use planning and infrastructure networks to support the development of: <ul style="list-style-type: none"> • High value agriculture and food products; • Digital economy (including the NBN); • Vibrant, creative and innovative activity centres as places of employment and lifestyle; and • Diverse tourism opportunities. 	ED-A3 Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.	The proposed draft amendment is not anticipated to result in a material impact upon the existing industrial land estate within Launceston and the Region more broadly. In this regard, the site will remain assigned to the Light Industrial zone and is therefore capable of being repurposed or redeveloped for uses that are permissible within Table 18.2 of the State Planning Provisions. Furthermore, the provision of a small scale retail offering will support the existing and burgeoning employment base associated with the established Connector Park industrial precinct of which there remains approximately 6 vacant lots and several underutilised lots that are capable to supporting higher density industrial use and development insofar as providing a convenience retail and food offering to the employment node.
ED-P3 Provide a 10 year supply of industrially zoned and services land in strategic locations.	ED-A4 Analyse industrial land demand to 2040 and provide a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy).	The proposed draft amendment will not materially reduce the existing supply of industrial land within Launceston and the Region more broadly. In this regard, there is a significant amount of vacant land available within established industrial land estates within Westbury, Translink, Rocherlea and

E5.4 Specific Policies and Actions		
Economic Development		
Policy	Actions	Response
		George Town. The amount of existing vacant land that is available within the Region significantly exceeds a 10 year supply.

4.5 City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

City of Launceston Strategic Plan seeks to provide direction to the range of operations Council undertakes in their role as the major provider of services and facilities for the municipal area. The Strategic Plan outlines Council's long-term strategic priorities, goals and focus areas to provide direction across a range of operations. The Strategic Plan is informed by the community's vision captured in the Greater Launceston Plan. A summary of the proposed draft amendment is provided within the context of strategic priorities of the plan in table 6.

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review		
Strategic Priority 1		
Policy	Focus Areas	Response
<p>We connect with our Community and our Region through meaningful engagement, cooperation and representation.</p> <p>Our interactions with our community are authentic, timely, accurate and open. We want to build strong and productive relationships with our community and regional partners.</p>	1. To develop and consistently utilise contemporary and effective community engagement processes.	The proposed draft amendment indirectly aligns with this policy insofar as the amendment process inherently involves established community engagement processes prescribed under section 40G of the LUPA Act.
	2. To lead the implementation of the Greater Launceston Plan via collaborative and constructive relationships with our regional partners.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	3. To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
Strategic Priority 2		
Policy	Focus Areas	Response
We Facilitate Prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.	1. To actively market the City and Region and pursue investment.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

<p>We use our influence and resources to deliver the foundations for ongoing economic development. We want Launceston to be the heart of a thriving regional economy.</p>	<ol style="list-style-type: none"> 2. To facilitate direct investment in the local economy to support its growth. 3. To provide an environment that is supportive to business and development within the municipality. 4. To promote tourism, and the development of a quality tourism offering for Launceston. 5. To understand and support the establishment and growth of new and creative industries and businesses in Launceston. 	<p>The proposed draft amendment indirectly aligns with this policy insofar as it will provide use and development that has been assessed as contributing to a higher Employment FTE and value-added component when compared to an industrial use.</p> <p>The proposed draft amendment indirectly aligns with this policy insofar as it will provide greater flexibility for future use of site allowing for diversity of business and development within the municipality.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment indirectly aligns with this policy insofar as it will provide greater flexibility for future use of site allowing for diversity of business and development within Launceston.</p>
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Strategic Priority 3

Policy	Focus Areas	Response
<p>We are a Progressive Leader that is accountable to our governance obligations and responsive to our community.</p> <p>Our decision-making and actions are evidence-based, strategic, transparent and considered. We are ethical, fair and impartial in complying with and enforcing the law.</p>	<ol style="list-style-type: none"> 1. To provide for the health, safety and welfare of the community. 2. To fairly and equitably discharge our statutory and governance obligations. 3. To ensure decisions are made on the basis of 	<p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment aligns with this policy insofar as it requires the planning authority to fairly and equitably discharge its statutory obligations under the LUPA Act.</p> <p>The proposed draft amendment directly aligns with this policy insofar as the application</p>

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

	<p>accurate and relevant information.</p> <p>4. To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains, and adopting technological and other process innovations.</p> <p>5. To maintain a financially sustainable organisation.</p>	<p>includes accurate and relevant information as to the statutory process for requesting an amendment to the Launceston LPS and the local historic heritage significance values of the site.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p>
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Strategic Priority 4

Policy	Focus Areas	Response
<p>We value our City's Unique Identity by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit.</p> <p>We facilitate our community's sense of place by enhancing local identity. We want people to be proud to say that Launceston is "my city".</p>	<p>1. To promote and enhance Launceston's rich heritage, culture and natural environment.</p> <p>2. To continue to offer an attractive network of parks, open spaces and facilities throughout Launceston.</p> <p>3. To promote and attract national and international events and support the sector to ensure a diverse annual events calendar.</p> <p>4. To support the central business district (CBD) and commercial areas as activity places during day and night.</p> <p>5. To support sustainable population growth in the Northern Region.</p>	<p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p>

Strategic Priority 5

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

Policy	Focus Areas	Response
<p>We Serve and Care for our community by providing equitable and efficient services that reflects needs and expectations of our community.</p> <p>We are invested in our community's long-term health, well-being, safety and resilience. We want to be trusted and respected by our community</p>	<ol style="list-style-type: none"> 1. To plan for and provide services and facilities that recognise the changing demographics and needs of our community. 2. To define and communicate our role in promoting social inclusion and equity. 3. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community 4. To support the delivery of programs and events for people to connect with each other through participation in community activities and civic life. 5. To promote and support active and healthy lifestyles of our community. 6. To enhance community awareness of the impacts of uncertain weather patterns, natural and other disasters, and build community resilience. 7. To develop and manage infrastructure and resources to protect our community from natural and other hazards. 	<p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p>

Strategic Priority 6

Policy	Focus Areas	Response
<p>We Protect our Environment by caring for our unique natural assets and amenity, and sensitively managing future development opportunities.</p>	<ol style="list-style-type: none"> 1. To reduce our and the community's impact on the natural environment. 	<p>The proposed draft amendment and subsequent use and development application will assist to reduce the impact on the environment by locating the use and development within an established urban area and co-</p>

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

<p>We strive to minimise the impact of our actions on the environment, while planning for, adapting to and managing the impact of climate change. We want to protect the special character and values of our city for future generations.</p>	<ol style="list-style-type: none"> 2. To contribute to air and river quality improvements in Launceston. 3. To manage the risks of climate-related events, particularly in the area of stormwater management and riverine flooding. 	<p>locating a complementary use within an established industrial employment and visitor node and nearby residential estates.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p>
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Strategic Priority 7

Policy	Focus Areas	Response
<p>We are a City Planning for our Future by ensuring our approach to strategic land-use, development and infrastructure investment is coordinated, progressive, and sustainable.</p> <p>We play a leading role in balancing the enviable amenity of our municipality with the needs of future development and growth. We want to influence the delivery of the right investment for our city and region.</p>	<ol style="list-style-type: none"> 1. To ensure that our application of the land-use planning system at a local and regional level is effective and efficient. 2. To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment. 3. To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas. 4. To ensure our suite of strategic planning initiatives are coordinated, and representative of our community's needs and aspirations. 	<p>The proposed draft amendment aligns with this policy insofar as it follows the requirements of the LUPA Act which is an overarching statutory document that governs the land-use planning system at a local and regional level.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p> <p>The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.</p>

4.6 Greater Launceston Transport Vision

The Greater Launceston Transport Vision (GLTV) sets the long-term direction for the transport system in Launceston.

The GLTV integrates with the Greater Launceston Plan and City Deal Vision to achieve the overarching goal of making Launceston Australia's most liveable regional city.

The overall objective of the GLTV is to ensure people are connected to their place of work, shopping, schools, essential services, and leisure activities. Relevant excerpts from the GLTV are reproduced below:

"Taking into account that 75% of the city's population lives within 10 km of work, there is a significant opportunity to increase walking, cycling and public transport as a means of daily travel."

"...targeted development in areas that provide jobs and services that are easily accessible to residential areas and providing high quality pedestrian, cycling and public transport infrastructure that will make many short car trips unnecessary."

The proposal is for a retail premises on a property that is located within a light industrial employment precinct and is also close to residential suburban development. The proposal offers an opportunity to provide for retail services in a locality that doesn't currently have any and that will be accessible to both residents and workers. Mixed use neighbourhoods lend themselves to increasing active transport as people can live or work close to necessary services. The proposal provides for improved pedestrian and cycling links to the site via a footpath along the frontage to Dolerite Drive, and together with the shared path initiative being progressed by Council, accessibility by active transport means will be sufficiently catered for.

Additionally, the site is highly accessible from major roads including the Kings Meadows Link and Midland Highway. This location provides opportunity for people already travelling by car to make their trip multi-purpose, for example stopping to shop on the way to or from work or other activities.

The GLTV contains 23 specific objectives arranged under four themes: Integrated Transport, Land Use and Economic Planning, Greater Launceston Network Planning, Transport Options and Primary Transport Corridors. Responses to the objectives most relevant to the proposal are provided in the following table.

Integrated Transport, Land Use and Economic Planning	
1.0 Integrated transport and land use planning that protects local amenity and promotes great places.	
Objective	Response
1.2 Prioritisation of growth and infill development along passenger transport and active transport corridors.	The proposed retail development will complement and provide for an essential service close to residential growth areas and an existing employment node. The site is well connected to passenger transport corridors and will be connected to the active transport network when Council proceeds with the shared pathway extension on the Kings Meadows Link.
2.0 Local employment, retail centres and neighbourhoods that are supported by a safe, accessible road and sustainable transport network.	
Objective	Response
2.3 Neighbourhoods strategically planned and designed to improve amenity, accessibility and foster a cycling and walking culture	The proposal will improve the current level of amenity and infrastructure for cycling and walking in the neighbourhood by providing a footpath to the site entrance in Dolerite Drive. The introduction of a retail facility to the area will improve access to this essential service for

	workers and residents. Active transport options will be provided for in the design.
Greater Launceston Network Planning	
3.0 Holistic planning for Greater Launceston's local transport network to promote increase amenity, safety and prosperity.	
Objective	Response
3.8 Enhance and create cycling and walking corridors to central Launceston and major employment, recreation and education nodes.	The proposal, together with the Council initiative to provide a shared use path to Kings Meadows Link, will enhance the active transport options for the employment, education and recreation facilities in the area.

4.7 Launceston Transport Strategy 2020-2040

The Launceston Transport Strategy 2020-2040 ('LTS') was developed by the City of Launceston to bring together all the information in earlier studies, reports and strategies and include feedback provided as part of the community engagement initiative known as Tomorrow Together.

The Vision for transport in the LTS is:

"Our community will have access to diverse transport choices that connect them to our places. Our focus on partnerships and innovation will promote our community's wellbeing and improve Launceston's liveability".

Launceston's transport vision is underpinned by three key themes:

1. a Liveable Launceston;
2. a Healthy Launceston; and
3. a Connected Launceston.

The themes are then further supported by 14 Strategic Directions and 30 initiatives to deliver the Strategic Direction.

The site is at the edge of the area covered by the LTS plans. Dolerite Drive and the Kings Meadows Link roads are not specifically identified as part of the walking and cycling network in the maps accompanying the LTS, which reflects the current situation with these modes of transport not explicitly provided for in the area. Council have advised that they (together with the Department of State Growth) intend to extend the shared pedestrian and cycle path network to include the Kings Meadows Connector. This initiative will enable active transport modes to be safely accommodated in the broader area by connection to the main path network.

It is appropriate for the proposed development site to be connected to the pathway network to facilitate walking and cycling transport options. It is proposed to achieve this by providing a pathway appropriate for pedestrians and cyclists extending along the western side of Dolerite Drive from the Kings Meadows Connector intersection to the site.

This will further the initiatives of the Launceston Transport Strategy 2020-2040, particularly:

- **L1.3 - Maintain the regional network of shared paths and invest in feasible extensions.**

The future extension of the shared path network along the Kings Meadows Connector directly furthers this objective. The proposal will provide a linkage to the shared path network along Dolerite Drive, providing direct access to the site for active transport users.

- **L1.4 - integrate recreational transport with tourism and the wider transport network.**

The Kate Reed Reserve bike trails are located nearby on the western side of the Midland Highway. Users access the Reserve via the underpass at the Kings Meadows Connector interchange immediately adjacent to the subject site.

The provision of dedicated pathways will improve the safety of these users. The proposed development will also provide an opportunity to access retail services as part of their journey.

- **H2.1 - Improve the safety of all road users.**

Dedicated provision for pedestrians and cyclists as part of the proposed development, together with the extension of the shared path network by Council, will increase safety for all road users by separating active transport users from vehicle traffic.

- **C2.1 - Maintain and expand cycle paths and supporting infrastructure on priority routes.**

The future extension of the shared path network along the Kings Meadows Connector directly furthers this objective. The proposal will provide a linkage to the shared path network directly accessing the proposed retail services.

- **C6.1 - Ensure clear first and last-mile access for freight and delivery and minimise overall operation impact.**

It is important to provide for dedicated walking and/or cycling pathways in this location to provide high levels of safety for active transport users while reducing impact to the efficiency of the freight transport network. The future extension of the shared path network along the Kings Meadows Connector and provision of a pathway to the proposed retail site furthers this objective.

5. Permit Application Assessment

The following section provides an assessment of the proposed use and development that is able to occur should the draft amendment be in place.

5.1 Use and Development

The proposed permit application involves the construction of a new building to facilitate a small supermarket which is aimed at providing convenience retailing offerings to the primary catchment of the site including the Connector Park employment and trade node and adjacent residential estates.

The proposed building will have a gross floor area of 979m² which will comprise of a sales floor of 720m² and a back of house (storage, plant and equipment) of 259m². The proposed building will have a maximum building height of approximately 6.3m.

The proposed building will be positioned within a central location along the western boundary of the site. Area to the north, east and south of the building will be constructed of hardstand and used for vehicle access and parking purposes. Landscaping area will be located along the southern end of the western boundary as well as the southern and eastern boundaries which equate to the frontages of the site.

A dual facing non-illuminated pylon sign will be located in the south-eastern corner of the site which corresponds with the junction of Dolerite Drive and the Midland Highway and Kings Meadows Link interchange.

A single pylon sign will be located on the southern side of the entrance to the site on Dolerite Drive. This sign is proposed to be illuminated. One (1) fascia signs on the façade of the building which is the eastern elevation.

The car parking area will be line marked and provided with lighting.

A shared pedestrian and cycling ramp will be located from the vehicle crossing along the northern end of the frontage and will provide access from a proposed new footpath to be constructed on the western side of Dolerite Drive between the vehicle crossing of the site and the Kings Meadows Link round about.

5.2 Application Status

For the purposes of Clause 6.2.1 of the Scheme, the proposed use and development is categorised within the General Retail and Hire Use Class, which is defined in Table 8.2 of the Scheme as:


“use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.”

Specifically, the proposed building will be used as a supermarket.

The General Retail and Hire Use Class is listed as a ‘Discretionary’ in Table 18.2, subject to the approval of the proposed draft amendment.

5.3 Light Industrial Zone

5.3.1 Use Standards

18.3 Use Standards		
Clause	Assessment	Compliance
18.3.1 All uses		
A1	<p>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>(b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>The site is located greater than 50m from the nearest residential zone (refer to image below). Accordingly, the clause is not applicable.</p> <p>Not Applicable.</p>
		
A2	<p>External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:</p>	<p>The site is located greater than 50m from the nearest residential zone. Accordingly, the clause is not applicable.</p> <p>Not Applicable.</p>

18.3 Use Standards			
Clause		Assessment	Compliance
	(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.		
A3	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	The site is located greater than 50m from the nearest residential zone. Accordingly, the clause is not applicable.	Not Applicable.
18.3.2 Discretionary uses			
A1	No Acceptable Solution	There is not Acceptable Solution.	Relies on Performance Criteria.

5.3.2 Development Standards

18.4 Development Standards			
Clause		Assessment	Compliance
18.4.1 Building height			
A1	Building height must be not more than 10m.	The proposed building will have a maximum building height of 6.49m.	Complies with Acceptable Solution.
A2	Building height: (a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or (b) within 10m of an Inner Residential Zone must be not more than 9.5m.	The proposed building is not within 10m of the nominated zones.	Not Applicable.
		The proposed building is not located within 10m of the nominated zone.	Not Applicable.
18.4.2 Setbacks			
A1	Buildings must have a setback from a frontage of:		

18.4 Development Standards			
Clause		Assessment	Compliance
	(a) not less than 5.5m;	The proposed building will have the following minimum setbacks from respective frontages: <ul style="list-style-type: none"> • Dolerite Drive: 20.7m • Kings Meadows Link: 19.6m • Midland Highway: 1m 	Relies on Performance Criteria.
	(b) not less than existing buildings on the site; or	The site is vacant.	Not Applicable.
	(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	The adjoining lot to the north is vacant.	Not Applicable.
A2	Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone of not less than: <p>(a) 4m; or</p> <p>(b) half the wall height of the building,</p> <p>whichever is the greater.</p>	The site does not adjoin any of the nominated zones.	Not Applicable.
A3	Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone.	The mechanical services plant platform is located greater than 10m from the nearest residential zone.	Complies with Acceptable Solution.
18.4.3 Fencing			
A1	No Acceptable Solution	The proposal does not involve frontage fencing.	Not Applicable.
18.4.4 Outdoor storage areas			
A1	Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	The proposal does not involve any outdoor storage areas.	Not Applicable.
18.4.5 Landscaping			
A1	If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:	The proposed building will be setback from three frontages that form the site.	

18.4 Development Standards		
Clause	Assessment	Compliance
(a) to a depth of not less than 5.5m; or	The minimum depth of landscaping for between the building and each respective frontage is as follows: <ul style="list-style-type: none"> Dolerite Drive: 2.84m Kings Meadows Link: 2.39m Midland Highway: 1m 	Relies on Performance Criteria.
(b) not less than the frontage of an existing building if it is a lesser distance.	The site is vacant.	Not Applicable.
18.5 Development Standards for Subdivision		
Clause	Assessment	Compliance
The proposal does not involve subdivision of land. Accordingly, Standards 18.5.1 to 18.5.2 are not applicable Standards in accordance with Clause 5.6.2(c) of the Scheme.		

5.4 Code Summary

Tasmanian Panning Scheme – Launceston		
Clause	Code	Applicability
C1.0	Signs Code	Applicable - the proposal involves signage.
C2.0	Parking and Sustainable Transport Code	Applicable - pursuant to clause C2.2.1 the code applies to all use and development.
C3.0	Road and Railway Assets Code	Applicable - the proposal will result in an increase in the amount of vehicular traffic using an existing vehicle crossing.
C4.0	Electricity Transmission Infrastructure Protection Code	Not Applicable - the site is not located within an electricity transmission corridor, communications station buffer area or substation facility buffer area.
C5.0	Telecommunications Code	Not Applicable - the proposal does not involve development for a telecommunications facility.
C6.0	Local Historic Heritage Code	Not Applicable - the code is not applicable in accordance with clause C6.2 of the Scheme.
C7.0	Natural Assets Code	Not Applicable - the site is not subject to a watercourse and coastal protection area, coastal refugia area or priority vegetation area.
C8.0	Scenic Protection Code	Not Applicable - the site is not mapped as being within a scenic protection area. The Code does not apply to the Light Industrial Zone.
C9.0	Attenuation Code	Not Applicable - the proposal does not involve a sensitive use, or an activity listed in Table C9.1 and C9.2 of the Scheme. The site is not located within a known attenuation area.

Tasmanian Panning Scheme – Launceston		
Clause	Code	Applicability
C10.0	Coastal Erosion Hazard Code	Not Applicable – the site is not within a coastal erosion hazard area.
C11.0	Coastal Inundation Hazard Code	Not Applicable - the site is not located within a coastal inundation hazard area.
C12.0	Flood-Prone Areas Hazard Code	Not Applicable - the site is not located within a flood-prone hazard area.
C13.0	Bushfire-Prone Areas Code	Not Applicable - the proposal does not involve a hazardous or vulnerable use or subdivision of land.
C14.0	Potentially Contaminated Land Code	Not Applicable - the site is not known to have been used for potentially contaminating activities.
C15.0	Landslip Hazard Code	Exempt - The site is mapped as being subject to the low landslip hazard band in its south-western section. Notwithstanding, the use and development of land within the low landslip hazard band is exempt from the Landslip Hazard Code in accordance with clause C15.4(a) and (d) of the Scheme.
C16.0	Safeguarding of Airports Code	Exempt - the proposed development will not be more than the AHD height specified for the OLS area which is 316m. The proposed development will have an AHD height of approximately 120m. The proposed development is therefore exempt from the Safeguarding of Airports Code in accordance with clause C16.4.1 (a) of the Scheme.

5.5 Signs Code

The application involves the following signage:

No.	Sign Type	Location	Image
1	Pylon Sign	Dual-facing located in the south-eastern corner of the site.	

No.	Sign Type	Location	Image
2	Pylon	Single facing located on the southern side of the entrance to the site.	
3	Building fascia	Eastern elevation	

5.5.1 Development Standards

C1.6 Development Standards for Buildings and Works			
Clause		Assessment	Compliance
C1.6.1 Design and siting of signs			
A1	A sign must:		
	(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and	A building fascia, window and pylon sign are an allowable sign type within the Light Industrial Zone in accordance with Table C1.6 of the Scheme.	Complies with Acceptable Solution.
	(b) meet the sign standards for the relevant sign type set out in Table C1.6,	The proposed pylon and building fascia signs does not satisfy the sign standards for	Relies on Performance Criteria.

C1.6 Development Standards for Buildings and Works			
Clause		Assessment	Compliance
	<p>excluding for the following sign types, for which there is no Acceptable Solution:</p> <p>(i) roof sign;</p> <p>(ii) sky sign; and</p> <p>(iii) billboard.</p>	<p>the relevant sign type set out in Table C1.6 of the Scheme.</p> <p>The proposal does not involve a roof sign.</p> <p>The proposal does not involve a sky sign.</p>	<p>Complies with Acceptable Solution.</p> <p>Complies with Acceptable Solution.</p>
A2	A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	All proposed signs will be located greater than 2m from the boundary of any lot assigned to the nominated zones.	Complies with Acceptable Solution.
A3	<p>The number of signs for each business or tenancy on a road frontage of a building must be no more than:</p> <p>(a) 1 of each sign type, unless otherwise stated in Table C1.6;</p> <p>(b) 1 window sign for each window;</p> <p>(c) 3 if the street frontage is less than 20m in length; and</p> <p>(d) 6 if the street frontage is 20m or more,</p> <p>excluding the following sign types, for which there is no limit:</p> <p>(i) name plate; and</p> <p>(ii) temporary sign.</p>	<p>Tenancy 1 will include two fascia signs and two pylon signs.</p> <p>Tenancy 2 will comprise a single window sign.</p> <p>The Dolerite Drive frontage is greater than 20m.</p> <p>The proposal involves 6 signs which will be adjacent to the Dolerite Drive frontage which is more than 20m.</p> <p>The proposal does not involve a name plate sign.</p> <p>The proposal does not involve a temporary sign.</p>	<p>Relies on Performance Criteria.</p> <p>Complies with Acceptable Solution.</p> <p>Complies with Acceptable Solution.</p> <p>Not Applicable.</p> <p>Not Applicable.</p>
C1.6.2 Illuminated signs			
A1	No Acceptable Solution	The pylon sign at the entrance to the site from Dolerite Drive will be illuminated on both sides.	Relies on Performance Criteria.

C1.6 Development Standards for Buildings and Works			
Clause		Assessment	Compliance
A2	An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.	The illumination will not create the effect of flashing, animation or movement.	Complies with Acceptable Solution.
C1.6.3 Third party sign			
A1	No Acceptable Solution	The proposal does not involve third party signage.	Not Applicable.

5.6 Parking and Sustainable Transport Code

The TIA includes an assessment of the proposed use and development against the applicable standards of the Parking and Sustainable Transport. In this regard, please defer to the TIA for relevant information relating to the Parking and Sustainable Transport Code.

5.7 Road and Railway Assets Code

The TIA includes an assessment of the proposed use and development against the applicable standards of the Road and Railway Assets Code. In this regard, please defer to the TIA for relevant information relating to the Road and Railway Assets Code.

5.8 Southern Gateway Specific Area Plan

The site is subject to the Southern Gateway Specific Area Plan (SAP). Assessment against the SAP is provided below.

LAU-S14.7 Development Standards for Building and Works			
Clause		Assessment	Compliance
LAU-S14.7.1 Visual impact			
A1	Development for an alteration or extension to an existing building must:	Acceptable Solution A1 is focussed on development where it is for an alteration or extension and not new development. An opinion has been formed that the Acceptable Solution is able to be met on the basis that the application does not involve an alteration or extension to an existing building. On the other hand, the Acceptable Solution may be interpreted that all development that does not involve alteration or extension to an existing building	Relies on Performance Criteria.

LAU-S14.7 Development Standards for Building and Works			
Clause		Assessment	Compliance
	<p>(a) have a gross floor area of not more than 20% of that existing at the effective date;</p> <p>(b) have a building height of not more than the existing building;</p> <p>(c) have external building finishes:</p> <p style="padding-left: 40px;">(i) with a light reflectance value not more than 40%; and</p> <p style="padding-left: 40px;">(ii) not in bold or bright colours.</p>	<p>is not captured by the provision and therefore relies upon the corresponding Performance Criteria. Accordingly, an assessment against the corresponding Performance Criteria is provided in the event that the provision is applicable to the application.</p>	
LAU-S14.7.2 Vegetation			
A1	Buildings and works must be separated from a prominent tree by a distance of not less than 4m.	There are no prominent trees located on the site or within the adjacent road reserves.	Not Applicable.
A2	Building and works must not result in the removal or destruction of screening vegetation or prominent trees.	The site is devoid of vegetation and the proposed development will not result in the removal or destruction of screening vegetation or prominent trees.	Not Applicable.
LAU-S14.7.3 Signage			
A1	There are no billboard, third party or illuminated signs proposed.	The proposed signage within the SAP will not be a billboard or third part sign and the signage will not be illuminated. The illuminated pylon sign located at the entrance to the site on Dolerite Drive is outside the SAP which extends approximately 61m into the site from the western boundary.	Complies with Acceptable Solution.

5.9 Performance Criteria Assessment

5.9.1 Clause 18.3.2 - Discretionary Uses

Objective	
That uses listed as Discretionary do not compromise the use or development of the land for industrial activities with minimal or managed off site impacts.	
Performance Criteria P1	
A use listed as Discretionary must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to:	
Subclause	Assessment
(a) the characteristics of the site;	<i>The site is vacant and has a similar level to the adjoining and adjacent lots to the north and north-east on the opposite side of Dolerite Drive. The site adjoins a single lot to the north and is separated to adjacent lots to the north east by Dolerite Court. The characteristics of the site will not compromise the ability to use or develop the surrounding lots for industrial activities.</i>
(b) the size and scale of the proposed use; and	<i>The size and scale of the proposed retail facility is modest. The building will be setback a minimum distance of 8.3m from the adjoining lot to the north which will provide reasonable separation between the proposed retail use and future industrial activities on the northern lot. The proposed retail use is not a sensitive use and will not result in land use conflict with future industrial activities on adjoining and adjacent lots in this regard. The proposed retail facility will provide retail amenity to employees and visitors to the Connector Park industrial precinct which is expected to complement rather than compromise the use of surrounding lots for industrial activities.</i>
(c) the function of the industrial area.	<i>The industrial function of the precinct will be maintained. The proposed discretionary retail use will be the only use that is introduced to the industrial area (by virtue of the proposed draft amendment) with all remaining uses being permissible within the Light Industrial zone.</i>

5.9.2 Clause 18.4.2 - Setbacks

Objective
That building setbacks:
(a) are appropriate for the site; and

(b) do not cause an unreasonable loss of residential amenity to adjoining residential zones.

Performance Criteria P1

Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:

Subclause	Assessment
<p><i>The setback of the proposed building from the Midland Highway frontage will provide adequate space for vehicle access, parking and landscaping. In this regard, the Midland Highway frontage is a secondary, or non-primary frontage, with the primary frontage of the site being the southern boundary which adjoins the interchange connector road. However, the main frontage of the site is the Dolerite Drive frontage which provides the only access to the site and which the primary façade of the building is orientated towards. The following performance criteria is assessed within this context:</i></p>	
(a) the topography of the site;	<p><i>The existing ground level of the site is observed as flat (excluding existing rock boulders and piles of soil and gravel which will be removed or used on the site to provide a level surface). There is a large cut along the western boundary of the site which adjoins the Midland Highway. The cut is approximately 3m relative to the surface level within the Midland Highway road reserve and is supported by rock boulders. Whilst it is not a test of the Performance Criteria, the cut will assist to minimise the apparent height of the building when viewed from Midland Highway. Landscaping will also be located along the top of the retaining structure which is capable of being planted with screening vegetation.</i></p>
(b) the setback of buildings on adjacent properties; and	<p><i>The site is located within a recent subdivision where adjoining and adjacent properties are predominately vacant. Notwithstanding, the canopies associated with the service station at 5 Dolerite Drive to the north-east are located within 5.5m of the frontage of the site. There are also several examples of buildings located within 5.5m of a frontage within the Connector Park industrial estate.</i></p>
(c) the safety of road users.	<p><i>The location of the proposed building has been selected to maximise vehicle access to the site from Dolerite Drive and to provide the required number of car parking spaces on the site to satisfy Table C2.1 of the Scheme noting that car parking is able to be located between the building and frontage in accordance with clause C2.6.8 A1 of the Scheme. The additional space within the site due to the relaxed Midland Highway frontage setback also allows landscaping to be provided between the carparking area and the Dolerite Drive frontage.</i></p>

5.9.3 Clause 18.4.5 - Landscaping

Objective

That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.

Performance Criteria P1

If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:

Subclause	Assessment
<i>Landscaping treatment will be provided along each frontage having regard to the following:</i>	
(a) the width of the setback;	<i>Landscaping is proposed to be positioned along all or a portion of each frontage with a strong focus on the southern end of the western (Midland Highway) frontage, entire width of the southern (Kings Meadows Link) frontage and approximately half of the eastern (Dolerite Drive) frontage. The width of the building setback allows landscaping to be integrated with the car parking area.</i>
(b) the width of the frontage;	<i>The width of each frontage does not affect the ability to provide landscaping between each frontage and the building.</i>
(c) the topography of the site;	<i>The site is level and the ability to provide landscaping is not affected by topography.</i>
(d) existing vegetation on the site;	<i>The site is devoid of vegetation.</i>
(e) the location, type and growth of the proposed vegetation; and	<i>The location of the landscaping zones are between each frontage and the proposed building or the car parking areas associated with the building. The landscaping zones at the Dolerite Drive entrance and in the south-eastern and south-western corners of the site will have a depth greater than 5.5m relative to the corresponding frontage. The depth of the landscaping zone along the interchange connector frontage is variable and the landscaping zone along the Dolerite Drive frontage is uniform (excluding the areas where the pylon signs are proposed). The location of the proposed landscaping zones will provide an opportunity to provide adequate landscaping treatment along respective frontages. The type, growth and condition of the proposed vegetation is capable of being detailed in a landscaping plan by way of a condition in accordance with clause 6.11.2 of the Scheme.</i>
(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.	<i>There are no locale area objectives that are relevant to the site in the Local Provisions Schedule of the Scheme.</i>

5.9.4 Clause LAU-S14.7.1 Visual impact

Objective

That the siting and design of development is inevent³ and does not negatively impact on the visual qualities of the southern approach into Launceston city and municipality.

Performance Criteria P1

Development must not be intrusive⁴ and must be compatible with the existing treed and rural character of the southern approach, having regard to:

Subclause	Assessment
(a) the visual impact on skylines and vistas when viewed from a major road;	<i>The site is located within a low-lying position within the context of the topography of the industrial estate, streetscape and adjoining Midland Highway. In this regard, the surface level of the site and the proposed building will be located below a dolerite escarpment that runs along the southern side of 7 and 9 Connector Park Drive in addition to being (mostly) below the surface level of the adjoining Midland Highway. The site is therefore not located within a prominent position within the industrial landscape, adjacent reserve landscape and it is not located on a skyline or significant vista of the Midland Highway. The site is not located within an existing treed or rural area in which to derive a strong vista of treed or rural character when viewed from Midland Highway. Notwithstanding this, the proposed building and associated site development will be in harmony and broad correspondence with the established development within the industrial estate that is visible from Midland Highway within the context of the site insofar as it will be of a height that is below the absolute height of surrounding buildings, it will comprise a car parking area that is consistent with car parking and other hardstand areas within on lots within the industrial estate as well as being provided with a greater amount of landscaping than most other established use and development on lots along Dolerite Drive.</i>
(b) the proximity of development to a major road;	<i>The proposed development will adjoin Midland Highway. Its location broadly corresponds with development on adjacent lots to the north which includes a large transport and logistics warehouse and associated water storage tanks on 9 Connector Park Drive which are highly</i>

³ means that the development is not apparent within the landscape when viewed from public spaces and roads, and that the visual character of the landscape is retained with respect to line, form, colour and texture. Inevent includes to become inevent over time through building design, minimising works, types of construction and screen planting. Clause LAU-S14.4.1, Scheme.

⁴ means development that does one or more of the following:

- (a) requires significant alterations to the landscape;
- (b) alters the skyline when viewed from public roads or places;
- (c) blocks or obstructs the views from public roads;
- (d) has a scale or form that dominates the views from public roads;
- (e) involves the removal of native vegetation;
- (f) involves the removal of prominent trees; or
- (g) has bold or bright colours, being primary, secondary or fluorescent colours that do not recede into the streetscape. Clause LAU-S14.4.1, Scheme.

(c) the bulk and form of buildings including materials and finishes;	<p><i>visible and prominent from Midland Highway.</i></p> <p><i>The bulk and form of the building has been designed so that it has a softer effect than the bulk and form of existing buildings along Dolerite Drive and Connector Park. In this regard, the southern and eastern facias (and roof profile) of the building have been articulated to include sharp edging and a mixture of materials and finishes that break up the bulk and form of the building, detouring away from the predominately large rectangular building form of existing development within the area.</i></p>
(d) the potential for current or proposed vegetation to provide screening;	<p><i>The site is currently devoid of existing vegetation. Notwithstanding this, meaningful landscaping zones are proposed along the western boundary to the south of the proposed building, along the full length of the southern boundary wrapping around to the (approximate) halfway point of the eastern boundary, and in a small area at the southern side of the vehicle entry to the site. The proposed landscaping will soften the development proposed on the site within the context of the broader industrial estate and when viewed from Midland Highway.</i></p>
(e) the need to clear existing vegetation;	<p><i>The site is devoid of vegetation.</i></p>
(f) the location of development to facilitate the retention of existing vegetation;	<p><i>The site is devoid of vegetation.</i></p>
(g) the impact of any clearing required for hazard management or infrastructure; and	<p><i>The site is vacant and is not required to be cleared.</i></p>
(h) any earthworks for cut or fill.	<p><i>The site is level and the proposed development does not require any substantial cut or fill.</i></p>

5.9.5 Clause C1.6.1 - Design and siting of signs

Objective	
That:	
(a) signage is well designed and sited; and	
(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.	
Performance Criteria P1.1	
A sign must:	
Subclause	Assessment
(i) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and	<p><i>A building fascia, window and pylon sign are an allowable sign type within the Light Industrial Zone in accordance with Table C1.6 of the Scheme.</i></p>
(j) be compatible with the streetscape or landscape, having regard to:	<p><i>The proposed pylon signs and building fascia signs will be compatible with the streetscape. In this regard, adjacent properties to the north-east that have frontage to Dolerite Drive including Tas</i></p>

(i) the size and dimensions of the sign;	<i>Petroleum and Australian Chainsaw Products include several combined pylon signs and building fascia signs. Specifically: The proposed signs will be compatible with the existing signage on adjacent properties.</i>
(ii) the size and scale of the building upon which the sign is proposed;	<i>The proposed fascia signs will occupy approximately 9.3% of the surface area of the façade of the building which represents a minor portion of the building.</i>
(iii) the amenity of surrounding properties;	<i>The surrounding properties that are development comprise industrial activities. The proposed signage will not affect the amenity of these activities insofar as most properties that contain existing use and development also include similar signage.</i>
(iv) the repetition of messages or information;	<i>The proposed pylon signs will be located at different frontages or focal points to the site. Accordingly, they will primarily serve as destination signage when travelling north and south along Dolerite Drive and Midland Highway and east and west along Kings Meadows Link road which will minimise repetition of messages and information. The proposed building fascia signage will serve the larger tenancy and will each provide a different message which will minimise repetition of messaging. ;</i>
(v) the number and density of signs on the site and on adjacent properties; and	<i>The proposed pylon signage will produce a density of 1 sign per 38m of frontage which is consistent with the density of similar pylon signs on the adjacent property to the north-east (Tas Petroleum). The signage, including the building fascia signage, will be compatible with the density and number of signs on adjacent properties within the surrounding area.</i>
(vi) the impact on the safe and efficient movement of vehicles and pedestrians.	<i>The proposed pylon signs will be located within landscaping beds which are located within the site and above the adjacent road surface. The location of the proposed pylon signage will not impact upon the vehicle access ways of the site. The proposed building fascia signage will not impact on the safe and efficient movement of vehicles and pedestrians.</i>

Performance Criteria P3

The number of signs for each business or tenancy on a street frontage must:

Subclause	Assessment
(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and	<i>The proposed pylon signs will be located at different frontages or focal points to the site. The pylon signs will contain space for multiple tenancies which will eliminate the need to have separate signage for each tenancy along the frontage. Accordingly, they will primarily serve as destination signage when travelling within the local road network which will minimise repetition of messages and information. The proposed building fascia signage and window signage</i>
(b) not involve the repetition of messages or information.	

	<i>will serve separate tenancies which will minimise repetition of information. Accordingly, the proposed signage is not expected to result in visual clutter within the streetscape.</i>
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5.9.6 Clause C1.6.2 - Illuminated signs

Objective:

That:

- (a) illuminated signs are compatible with the streetscape;
- (b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and
- (c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

Performance Criteria P1

An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:

Subclause	Assessment
<i>The proposed illuminated pylon sign will not result in unreasonable loss of amenity to adjacent properties or cause an unreasonable impact on the safety, appearance or efficiency of Dolerite Drive, having regard to the following:</i>	
(a) the location of the sign;	<i>The sign will be located at the entrance to the site on Dolerite Drive which is consistent with the location of similar pylon signs located at 5 Dolerite Drive which is an adjacent property to the north-east of the site.</i>
(b) the size of the sign;	<i>The size of the pylon sign will be of a similar height of the existing pylon signs located at 5 Dolerite Drive which is an adjacent property to the north-east of the site.</i>
(c) the intensity of the lighting;	<i>The proposed signage will be internally illuminated and will have a LUX level no greater than 500 (measured at the face of the sign). The location, siting and ambient light level within the streetscape during night-time will ensure that the proposed illumination will not result in unreasonable loss of amenity to the adjacent properties.</i>
(d) the hours of operation of the sign;	<i>The illumination will occur during operating hours.</i>
(e) the purpose of the sign;	<i>The purpose of the sign is to provide destination signage.</i>
(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;	<i>Dolerite Drive is a local road which is not identified as a tourist road corridor or subject to a heritage precinct. The proposed sign is also located outside the Southern Gateway SAP. The proposed sign is separated from the adjacent residential estate to the south which will minimise intrusive impacts that the illumination may have upon residential amenity within the estate.</i>

(g) the intended purpose of the changing message of the sign;	<i>The message of the sign will not change.</i>
(h) the percentage of the sign that is illuminated with changing messages;	<i>The whole of the panel will be internally lit and illuminated.</i>
(i) proposed dwell time; and	<i>The sign will not change messages.</i>
(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.	<i>The site is located substantial distances from electronic traffic control devices, the closest being the traffic lights at the junction of Hobart Road and Kings Meadows Link to the east.</i>

6. Miscellaneous

The following sections respond to discreet matters which were requested by Council.

6.1 E3.3 Key Activity Centre Network Strategies

The further information request suggests that it may not be appropriate to introduce a retail use to Connector Park as the current light industrial uses and the existing infrastructure are vehicle centric.

It is suggested that while active transport in and around Connector Park may not be currently well catered for by the historic development standard, it is clearly expected for contemporary developments and is already occurring to some degree.

This is demonstrated by the following:

- (a) the Parking and Sustainable Transport Code requires provision of bicycle parking spaces for many of the allowable uses in the Light Industrial Zone, as detailed in the table below. Council expects compliance with these standards for new developments in these use classes in Connector Park and other sites, regardless of what active transport infrastructure exists in the surrounding network.

Bicycle Parking Requirements for Use classes in the Light Industrial Zone as provided in Table C2.1 of the Parking and Sustainable Transport Code.

Use class	Status in Light Industrial Zone	Bicycle Parking Required by Table C2.1
Manufacturing and Processing	Permitted	1 space per 5 employees
Service Industry	Permitted	1 space per 5 employees
Transport Depot and Distribution	Permitted	1 space per 5 employees
Vehicle Fuel Sales and Service	Permitted	1 space per 5 employees
Bulky Goods Sales	Discretionary (with qualifications for sub-use classes)	1 space per 500m ² of floor area (other than for a retail plant nursery)
Community Meeting and Entertainment	Discretionary	1 space per 50m ² floor area or 1 space per 40 seats whichever is greater Or 4 spaces plus 2 spaces for each 1500m ² of floor area (Depending on sub use class)
Crematoria and Cemeteries	Discretionary	1 space per 50 chapel seats
Food Services	Discretionary	1 space per 75m ² floor area
General Retail and Hire	Discretionary	1 space per 100m ² of floor area

Use class	Status in Light Industrial Zone	Bicycle Parking Required by Table C2.1
		(other than for a drive-in bottle shop which has no requirement)
Resource Processing	Discretionary	1 space per 5 employees
Sports and Recreation	Discretionary	1 space per 100m ² of site area (only for a swimming pool)

- (b) there is a need and desire for active transport options in this area, as evidenced by Council and DSG progressing a walking and cycling shared path along the Kings Meadows Connector as detailed in point 4 of the request for information; and
- (c) there is evidence of existing use of Dolerite Drive and surrounds for active transport, including by cyclists associated with use of trails in the nearby Kate Reed Reserve.

As such, the proposed retail use will not introduce an out of place or unexpected element of pedestrian and bicycle use within an industrial precinct. Rather, it provides an opportunity to improve the current infrastructure offering for these expected forms of transport.

The proposal has been updated to include a pathway appropriate for pedestrians and cyclists extending along the western side of Dolerite Drive from the Kings Meadows Connector intersection to the site.

Together with the shared path initiative along Kings Meadows Connector being progressed by Council, the development can safely provide for active transport to and from the subject site and contribute to improvements for the broader area.

The primary retail catchment for the development, as identified in the Retail Assessment completed by Urban Enterprise to support the proposal, includes the residential areas to the north (Mt Pleasant Estate) and south (Oakden Park Estate, Dundas Street and Sienna Place/Raglan Street area) and the light industrial area of Connector Business Park. The area is currently underserved with active transport routes, but this will be improved by the provision of a footpath in Dolerite Drive to the site entrance as part of the proposed development and Council's planned pathway along Kings Meadows Link. There is an existing pedestrian crossing point at the Connector Park Drive/Kings Meadows Link roundabout (near Bunnings) which will connect the southern residential areas to the planned pathways.

Connector Park and the Mount Pleasant Estate area connect to the site via Dolerite Drive, Connector Park Drive and Southgate Drive. There is a gap in provision of pathways for pedestrian or cycle use through Connector Park to the start of the footpath in Southgate Drive. The proposal will improve the situation to the extent it can by providing a pathway for the southern section of Dolerite Drive to the site entrance as well as providing for onsite bicycle parking facilities.

6.2 Vehicle Trips

The updated proposal provides for pedestrian and cycle access to the development, as described above. This will provide an active transport alternative for customers in the primary catchment and passers-by from outside the immediate area.

The retail assessment undertaken to support the proposal established the retail catchment areas on the basis that the subject site is:

- within a business precinct with existing workers and visitors;
- adjacent to residential areas and the transport route from Midland Highway and Kings Meadows Link;
- located on a key thoroughfare with access to passing trade.

The retail model assumed the baseline market share for the proposed retail use to be apportioned as follows:

- 25% capture from the primary catchment;
- 5% from the secondary catchment;
- 52% from outside catchment including workers at Connector Park, visitors to the industrial uses and passing trade from vehicles using Kings Meadows Link.

This indicates that many vehicle trips to the site will be part of multi-stage trips rather than exclusively generated by the proposed retail use. Many customers are expected to be already travelling either passing by or trips to and from their homes and workplaces and the like and will make a stop on the way. This reduces the overall trips generated by the proposal and consequent impact on the transport network.

The TIA finds that the proposal will have a mild impact on the operation of Dolerite Drive and the roundabout intersection with Kings Meadows Connector. The TIA concludes that while the percentage increase in traffic is large for Dolerite Drive, the actual volume of traffic is relatively low and well within the capacity of the road and surrounding network. The proposal is assessed as providing safe and efficient transport.

7. Conclusion

The proposed draft amendment seeks to include a Site Specific Qualification into the Launceston Local Provisions Schedule to allow the General Retail and Hire Use Class as a Discretionary (unqualified) use within the Light Industrial Zone, if for land located at 10 Dolerite Drive, Kings Meadows identified by Certificate of Title Volume 181165 Folio 1, only.

The purpose of the proposed draft amendment is to enable an application for a new convenience supermarket to be considered under the applicable provisions of the Light Industrial Zone of the Scheme. The proposed use and development would otherwise not be allowable under the Scheme without the proposed draft scheme amendment.

The ensuing assessment addresses each applicable assessment criteria set out by the *Land Use Planning and Approvals Act 1993* that is relevant to the amendment of the Launceston Local Provisions Schedule including:

- Northern Tasmanian Regional Land Use Strategy;
- State Policies;
- City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review;
- Greater Launceston Transport Vision;
- Launceston Transport Strategy 202-2040; and
- Tasmanian Planning Scheme incorporating the Launceston Local Provisions Schedule.

It is contended that the proposed draft amendment supports the inclusion of the Site Specific Qualification into the LPS and that the subsequent retail use and development is capable of satisfying all applicable Standards of the Scheme.

Support for the preparation and initiation of the proposed draft amendment and proposed use and development is therefore requested from Council.

Appendix A Title Document

Appendix B Owners Consent

Appendix C Development Plans

Appendix D Retail Assessment

Appendix E TIA



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