Lindsay Street Site Specific S43A Amendment

Submission to the City of Launceston in support of a combined application under s33(1) and s43(A) of the Land Use Planning and Approvals Act 1993 to amend the Launceston Interim Planning Scheme 2015 and for a Planning Permit for Vehicle Parking.

October 2016

COMMERCIAL PROJECT DELIVERY

Project + Construction Management

Contents

NOTE

References in this document to the provisions of the *Land Use Planning and Approvals Act 1993* are references to the former provisions of the Act as defined in Section 2 of Schedule 6 – Savings and transitional provisions of the Act.

1. Introduction

1.1 Purpose of the Report

Commercial Project Delivery (CPD) have been engaged on behalf of the Department of Infrastructure Services, The City of Launceston, to request an amendment to *the Launceston Interim Planning Scheme 2015* (Interim Planning Scheme) pursuant to Section 43A of the *Land Use Planning and Approvals Act 1993* (the Act). The proposed amendment is to insert a site specific provision by including 'Vehicle Parking' as a discretionary use in the table under Clause 19.2 with the qualification that it is only allowable on the titles (title references will be included) that constitute a parcel of land on the southern side of Lindsay Street between Esk and Irvine Streets, adjacent to the urban flood levee. The application also includes a proposal to use and develop the subject land for the purpose of public car park.

This report forms the basis of the application and has been prepared taking account the provisions of the Interim Planning Scheme, the requirements under Section 32 and 43A of the Act and other relevant strategic documents.

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1.2 Statutory References

1.2.1 Name of Planning Instrument

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

1.2.2 Name of Planning Authority

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

1.3 Description of Proposed Amendment

It is proposed to amend the interim planning scheme ordinance by inserting 'Vehicle Parking' as a discretionary use class under Clause 19.2 of the Open Space Zone with the following qualification:

- If within CT 26022/4, CT29363/9, CT29363/10, CT38764/1, CT38764/2, CT117179/1, CT252339/1, CT69159/3, CT217953/1 and the Holbrook Street Road Reserve.

This will have the effect of allowing for a public car park to be considered as a discretionary use on land located adjacent to the Lindsay Street flood levee.

A second, consequential ordinance amendment is required to ensure the use standards relating to light spill (19.3.3) apply to future Vehicle Parking development. As such, 'Vehicle Parking' should be included within Table 19.3 Application of use standards to use classes.

1.4 Description of Proposed Development

It is proposed to construct a 99 space off-street, car park on the subject site, adjacent to the Lindsay Street flood levee. Ingress will be via an access from Lindsay Street at the eastern end of the site. Egress will be via an access onto Lindsay Street at the western end of the site. Features of the car park include:

- Construct 93 off-street car parks;
- Easy pedestrian access;
- Provision of 2 disabled spaces;
- Provision of 4 motor bike spaces;
- Install road humps to reduce vehicle through speeds for safety;
- Install and update traffic signs;
- Remove existing time limited parking signs along street edge;
- Remove all disused driveways along the southern side of Lindsay Street;
- Provide new landscape features within the car park;
- Provide adequate drainage.
- Install 8 pole mounted luminaire lights on 6m round pole.
- Installation of landscaping around the site, particularly at the western and eastern ends and along the street frontage.
- All day parking facility.

Detailed proposal plans (site plan, landscape and electrical) are included as ***Appendix A.***

2. Subject Site

2.1 The Subject Land

The proposed dispensation amendment and development application encompasses a total of seven properties that are located on the southern side of Lindsay Street, situated on the northern side of the levee bank and the road. The properties are all vacant, having once contained a range of businesses that were acquired to enable the construction of the flood levee system. The property addresses are:

- 1-11 Lindsay Street, Invermay
- 13 Lindsay Street, Invermay
- 15 Lindsay Street, Invermay
- 17 Lindsay Street, Invermay
- 19-21 Lindsay Street, Invermay
- Holbrook Street Road Reserve
- 23-25 Lindsay Street, Invermay.

Figure 1 - Site Plan

The site is contained within the Open Space Zone as shown in Figure 2 below. The entire site is also subject to the Invermay/Inveresk Flood Inundation Area Overlay.

The subject section of Lindsay Street is classed as a Collector Road, based on traffic volume. It connects Invermay Road, which is an arterial Road and Goderich Street, which is a State Highway. The speed limit on Lindsay Street is the urban default 50 km/h.

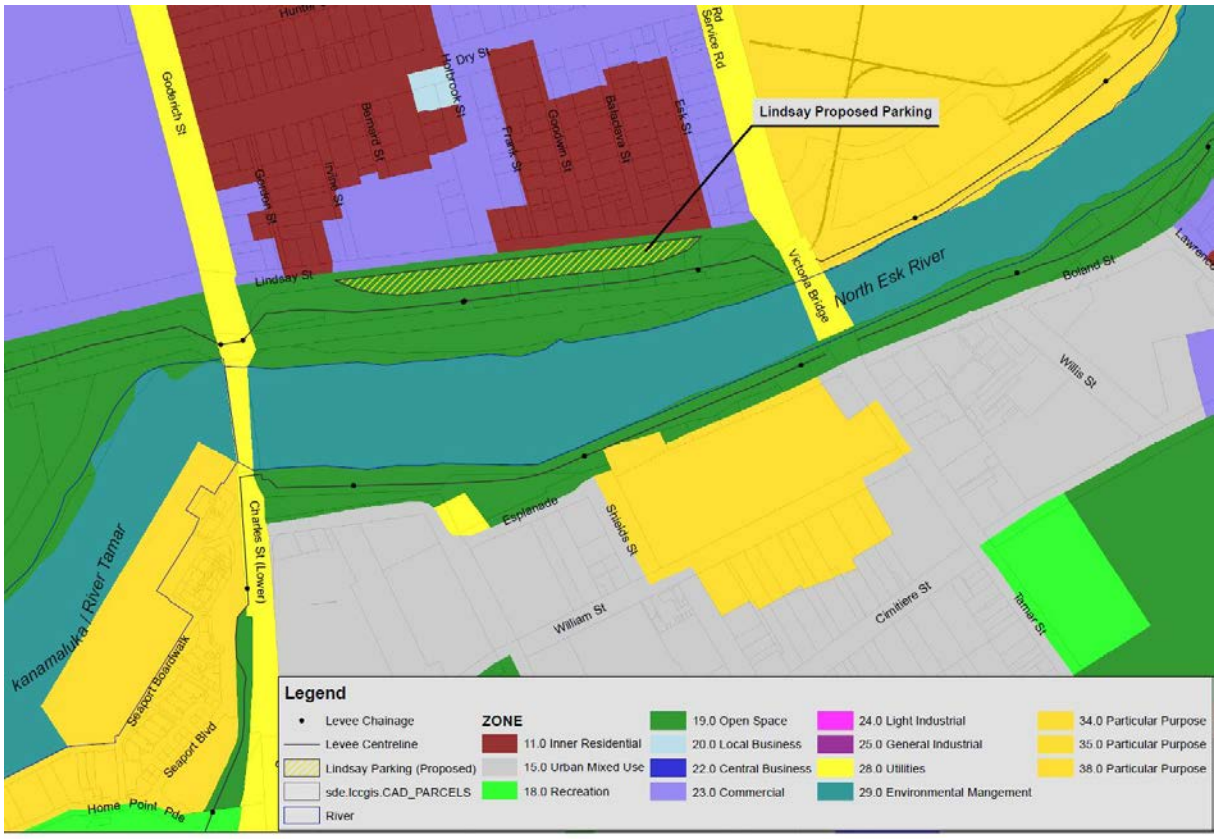

Figure 2 – Zoning Plan

2.2 Title Information

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

Address	Owner(s)	Title Reference	Existing Land Area
1-11 Lindsay Street, Invermay	City of Launceston	26022/4	1212m^2
1-11 Lindsay Street, Invermay	City of Launceston	217953/1	653m^2
1-11 Lindsay Street, Invermay	City of Launceston	69159/3	367m^2
1-11 Lindsay Street, Invermay	City of Launceston	29363/9	972m^2
13 Lindsay Street, Invermay	City of Launceston	29363/10	690m^2
15 Lindsay Street, Invermay	City of Launceston	38764/1	689m^2
17 Lindsay Street, Invermay	City of Launceston	38764/2	687m^2
19 Lindsay Street, Invermay	City of Launceston	252339/1	1500m^2

23-45 Lindsay Street, Invermay	City of Launceston	117179/1	5689m^2
Holbrook Street Road Reserve	City of Launceston		

Copies of relevant certificate of titles are contained at ***Appendix B***. Owner's consent as required by Section 33(2A) of the Act is attached at ***Appendix C***.

2.3 Description of Area

The site is located in close proximity and within walking distance (600 metres) from the Central Business District (CBD). The land on the northern side of Lindsay Street comprises a mixture of Commercial and Inner Residential Zoned land, utilised for a range of business and residential purposes. The site is within 500 metres of York Park and within 100 metres of the Inveresk Precinct. The site is located in close proximity to Goderich Street/Lower Charles Street and Invermay Road, the former being a State Road and forming part of the major north/south route through Launceston. Invermay Road provides the main axis through the business district of Invermay.

2.4 Servicing

The site is able to be connected to full reticulated services.

2.5 Access and Road Network

The subject site has frontage to Lindsay Street and there are nine existing crossovers to Lindsay Street (remnant from when the land was previously in private ownership and developed with a range of buildings).

The following excerpts from the TIA describe the surrounding traffic network and known traffic issues:

'This section of Lindsay Street is classed as a Collector Road, based on the traffic volume. It connects Invermay Road, which is an Arterial Road, and Goderich Street, which is a State Highway. The speed limit on Lindsay Street is the urban default 50 km/h.

There are a number of local roads which connect onto the northern side of Lindsay Street. The land on the northern side is zoned as a mix of Commercial and Inner Residential.

The major intersections at either end of Lindsay Street have well known traffic issues. The intersection of Goderich Street and Lindsay Street is on the major north-south route through Launceston, and is generally considered to be at full capacity during peak hours. A major capacity-limiting factor at the intersection is the right-turn from the Charles Street Bridge onto Lindsay Street. The turn lane is only 15 metres long and frequently backs up and blocks the through-lane, thereby reducing the capacity of the intersection.

At the roundabout at the intersection of Invermay Road and Lindsay Street, the main concern is that the high traffic volume on the major road (Invermay Road) makes it difficult for vehicles on the minor approaches to enter the roundabout. This creates significant delays for vehicles exiting the Inveresk Precinct via Barnards Way, as well as for vehicles on the Lindsay Street approach.'

2.6 Photos

Photo 1 – View along site from western end

Photo 2 – View of levee underpass (to be retained).

3. Background to the Proposed Amendment

The genesis for the provision of a new car park at the subject site is as follows:

1. Provide for an additional parking facility for users of the North Bank recreation precinct;
2. Identified need for additional commuter parking in close proximity to the CBD;
3. The reduction of commuter car parking within the Bridge Road Tourist Precinct.
4. The development of the flood levee between Lindsay Street and the North Esk River has left Council with a vacant parcel of land and provision of car parking is seen as an appropriate use for it given the lack of all-day parking options within the City;
5. The recognised health benefits of providing commuter car parking within a short (5-10 minute) of the CBD in terms of promoting active lifestyles; and
6. The provision of commuter car parking on urban fringe locations releases CBD car parking sites for development.
7. The location of the proposed car park is such that it is able to provide parking for a variety of purposes across a range of time periods meaning its utilisation will likely be high.

3.1 Car Parking Provision in the City

One of the many drivers for this project is as a result of recommendations made in a 2015 GHD report prepared for the City of Launceston regarding parking in the Kings Park/Bridge Road area.[1] The study found that in order to support the recently redeveloped Penny Royal tourist attraction and other tourist attractions/businesses in the area (the Cataract Gorge and a range of restaurants), that existing unrestricted parking along Bridge Road should be converted to short or medium term parking to allow for a greater turnover of use of the parking spaces. This will result in a displacement of approximately 120 long term parkers from the study area.

Council has identified the subject site as being an appropriate, accessible long term parking option for CBD commuters to replace parking spaces lost in the Bridge Road area whilst also doubling as a car park to provide for users of the North Bank Precinct including the walking and cycling trails. The proposed car park is situated a similar distance to the CBD as the existing Bridge Road spaces (400-600m) and it is also located in close proximity to a major through-route for the city. It has the added advantage of also servicing the Inveresk and York Park precincts and therefore offers parking to a wide range of users.

Further, the subject site cannot be developed for residential or commercial purposes (due to zoning restrictions but also due to size, configuration and proximity to flood levee). Given, as is outlined in section 3.2 it is not strategically required for open space, the development of it for a commuter car park is a strategically sound decision as it means that there is not increased pressure on Council to

[1] GHD (2015), Report for City of Launceston – Kings Park/Bridge Road Area

provide for commuter car parking spaces on vacant parcels of land within the CBD which would be better and more appropriately developed for commercial, retail and residential purposes.

3.2 Consideration of use of the site as Open Space

The site forms part of the study area for the Draft North Bank Masterplan which was considered by Council at a meeting on 23rd September 2013. The Masterplan identified that the subject land was suitable for on-site parking and Lindsay Street alignment parking. The open space and recreational opportunities identified for the North Bank between Lindsay and Goderich Street, focus on provision of walking/cycling trails along the top of the levee bank (existing and not proposed to be altered) and provision of landscaping along 'meadow' parkland along the southern side of the levee bank. The proposed amendment to enable the car park on the land on the northern side of the levee will not preclude the landscaping works from occurring nor the general use of the land between the levee and the North Esk River from being utilised as Open Space.

Inter departmental discussions within Council have confirmed that the Natural Environment Section (within the Infrastructure Services Directorate) do not wish to develop and maintain the subject land for usable active or passive recreational opportunities and that investment in recreational space, landscaping and equipment will be directed more towards the western end of the North Bank Recreation Precinct.

The car park will afford ancillary parking options for users of the North Bank Precinct specifically and the walking/cycle trails that transverse it more generally. It will offer walkers and cyclists an area to park within adjacent to the walkway/cycleway and allow them to explore the North Bank and Tamar River areas. In this sense it will support the use of the precinct as open space.

3.3 Consideration of Health Benefits of Provision of Commuter Parking

The proposal to utilise a vacant parcel of land for a car park that will be available to commuters will promote health benefits to the community and assist in Council achieving some of its objectives under the *Parking and Sustainable Transport Strategy for the City of Launceston*[2] Specifically, the Strategy notes the sustainability and health benefits of encouraging multi-nodal trips such as car/walk and to discourage through traffic in the CBD. The development of a commuter car park in the North Bank precinct with ready access to pedestrian pathways will encourage CBD workers to avoid further congesting the CBD and include a small amount of physical activity into their daily patterns.

In 2008 the local Active Launceston health promotion initiative developed a commuter carpark at Inveresk (round house carpark) in partnership between the Council, YIPPA and the University of Tasmania. The carpark is well signed and widely promoted however data on the use of the carpark has never been systematically collected. Anecdotal evidence suggest that the carpark is well used with particular usage from students and staff at the Inveresk campus of UTAS. The carpark has been promoted through a number of community events such as Walk to Work Day and Ride to Work Day. The proposed car park would offer an excellent secondary option to the park/walk commuter carpark model and whilst the walking distance to the CBD would be less than that at Inveresk, the reduction in

[2] Luxmore Parking Consulting, (2009), Parking and Sustainble Transport Strategy for the City of Launceston.

time for the park/walk journey will be attractive to many commuters whilst still affording them an opportunity to incorporate activity into their daily lives.

Finally, the Gehl Public Place Overview identified the need to reduce parking in the city centre and to promote Launceston as an excellent city for walking and that Council should seek to create attractive, strong connections between the city centre and the river. It is submitted that the proposed car park location furthers these objectives by firstly reducing demand on inner -city parking and secondly encouraging pedestrian access between the city and the river.

3.4 Zoning anomaly

The subject land is associated with the flood levee protection system which has been progressively reconstructed over the past decade. The subject lots were compulsorily acquired in 2008 to allow the construction of the levee system along the southern side of Lindsay Street between Goderich Street and Invermay Road. Prior to their acquisition they were developed for a range of commercial purposes. These businesses have since been relocated to facilitate the reconstruction of the flood levee. The site including the flood levee was zoned Open Space under the current Interim Planning Scheme. It is Council's position that this zoning is an anomaly and should be rectified through the introduction of the new Planning Scheme as per the Statewide Planning Scheme revision.

The entire levee system is included in a range of zones, within which the Utilities Use Class has a differing status as outlined in the table below:

Zone	**Utilities Use Status**
General Industrial	Permitted
Utilities	Permitted
Open Space	Discretionary
Commercial	Discretionary
Particular Purposes -4 – Inveresk Site	Discretionary

The flood levee system is a major piece of linear infrastructure and as such it is appropriate that it be contained within a single zone, for which the primary intent is clearly to provide for infrastructure i.e Utilities Zone. All major level roads (i.e State Roads) are contained within the Utilities Zone as is major sewage infrastructure. The inclusion of the flood within the Utilities Zone would be consistent with the application of the Utilities Zone under the State Planning Provisions (SPP's) as per the explanatory document which states:

'the Utilities Zone provides for the major utility installations and corridors in the State along with compatible uses that assist their operation.'

Whilst this application does NOT seek to rezone the subject site nor the entire flood levee system, it is noted that it is Council's intention to rezone the flood levee system through the introduction of the

new Planning Scheme to ensure it is appropriately zoned. Vehicle Park is listed as a permitted use class within the Utilities Zone under the current version of the Statewide Planning Provisions.

3.5 Consideration of Aboriginal Heritage

The subject land is within an urban area and was previously developed for a range of commercial purposes. For this reason, it is considered that any Aboriginal Heritage Values that the site may have had would already be degraded. The subject land is not listed in Table E13.1 Local Heritage Precincts, Table E13.2 Local Heritage Places, or Table E13.3 Places of Archaeological Significance. The Local Historic Heritage Code therefore does not apply to any application for development on this land.

3.6 Consideration of Natural and Landscape Values

The subject land is within an urban area and was previously developed for a range of commercial purposes. It is clear of vegetation and the proposed development of the site for a single level car park will not impact on any significant landscape values. The site is not contained within a Scenic Management Area.

4. Planning Scheme Amendment Assessment

4.1 Requirements of the Act

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

(a)…..

(b)…..

(c)……

(d)…..

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

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

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

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

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

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

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

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

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

(c)…..

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

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

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

4.2 Strategic Plan

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

Commentary is provided below against each of the relevant goals in the Strategic Plan demonstrating how the proposed amendment and car park development align with the Strategic Plan.

2. A city where people choose to live
Goal 2: To promote Launceston as a unique place to live, work and play

Comment: Key indicators of success in achieving this goal include increased community satisfaction with parks, open spaces and facilities and increasing the usage of the riverfront precinct. A key direction is to plan for better connections between the river and Launceston and to promote active and healthy lifestyles. It is submitted that the proposed amendment furthers this strategic direction by promoting a connection between the riverfront and the CBD and by promoting active lifestyles by encouraging commuter parkers to undertake at least 15 minutes of physical activity per day via their walk to and from their cars. The proposed car park plan will not remove any usable areas of public open space nor will it impede existing use of the walkway along the top of the levee bank. Additionally, the car park will afford users of the North Bank Precinct and the walking and cycling trails that pass through it, additional parking facilities. The ability for cyclists and walkers to park adjacent to the walkway/cycleway to commence and end their journey is seen as a way of encouraging useage of the unique riverfront precinct.

3. A city in touch with its region
Goal 3: To ensure Launceston is accessible and connected through efficient transport and digital networks

Comment: The relevant component of this key direction is the desire to offer parking to meet the needs of people who work in or visit Launceston. A key direction is to regularly review the strategic

approach to parking in Launceston. The proposal to construct a car park at the subject site has come about from a review of parking needs to support the North Bank Recreation Precinct and as a result of a review of commuter parking options for the CBD. A review of parking in the Kings Bridge /Bridge Road area and the identified need to place time restrictions on parking in that area in order to promote tourist activity in the precinct meant that providing a car park in the proposed location could have an advantage of offering commuter parking in conjunction with parking for the North Bank Precinct and Inveresk Precinct overflows. The peak demand periods of these three purposes will differ and thus the car park is considered to be strategically located to cater for demand from all three user groups and provide for versatility in the use of the facility.

6. A city building its future

Goal 6: To drive appropriate development opportunities as well as infrastructure, land use planning and transport solutions

Comment: The proposed amendment to allow for a car park to be developed on an under-utilised parcel of land that has limited alternative development potential nor is required for open space purposes will help alleviate car parking pressure in the CBD whilst also providing for parking ancillary to the North Bank Precinct Recreation area. The car park therefore has the dual role of catering for increased activity in the CBD whilst also encouraging use of the riverfront precinct. The car park site has excellent pedestrian linkages to the CBD and therefore its development is considered to marry land use planning and transport solutions.

4.3 Greater Launceston Plan

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

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

The summary report outlines the key initiatives under the Regional Framework Plan. Those relevant to the proposed amendment are:

- *A revitalised and more diverse inner city and CBD to be achieved through:*
  - *Projects for continued improvement and investment in the riverfront areas adjoining the CBD, Inveresk and North Bank.*
  - *Planned network of pedestrian and cycle pathways linking the suburbs and localities of greater Launceston to the central city.*

Comment: Figure 5.4 the Regional Parks and Pathways Map which provides spatial definition to the above goals does identify the subject land as Parks and Open space with a bicycle path along it as shown in Figure 3 below. The site is identified under the GLP as being within the North Bank Precinct which is identified for consideration under Project F.2. As identified in Section 3.2 of this report, the North Bank Masterplan (the more detailed strategic document for the precinct) does identify the

subject land as suitable for parking. Further, it is noted that the proposed works will not interfere with the existing use of the levee bank as a walking/cycling trail.

Figure 3 – Regional Parks and Pathways Plan from Greater Launceston Plan (Figure 5.4)

The North Bank Project (Project F.2) is an identified project under the GLP. A draft of the Masterplan was adopted by Council in September 2013 and since that time more detailed design has occurred and the concept plan has evolved. The latest concept shows that the road side of the levee between Goderich Street and Invermay Road will remain an open grassed area as it is currently. There are no plans for any formal recreational facilities to be constructed road-side of the levee. All formal works will occur on the riverside of the levee. Therefore, it is submitted that development of a car park on the subject site will not prevent any of the formal recreation areas identified under the GLP from being created.

4.4 Northern Regional Land Use Strategy

On 27 October 2011, the Northern Tasmania Regional Land Use Strategy (Regional Land Use Strategy) was declared by the Minister for Planning pursuant to Section 30C of the Act. In October 2013 an amended Regional Land Use Strategy was declared.

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

Part B – Region Vision and Strategic Directions

Section 2.1 of outlines the regional planning vision for Northern Tasmania as follows:

To create a region that through innovation and strong partnerships makes intelligent use of its natural advantages to create a positive, affordable and competitive future for all our communities.

'By joining together, Northern Tasmanian councils and communities can create platforms for sustainable economic prosperity while maintaining our beautiful and unique environmental assets.

We will enhance the region's attractiveness as a place to live, invest and visit; and seek to enhance the quality of life for all both now and into the future.' Pg 19

Comment:

The proposed amendment which effectively allows for a car park on Council owned land that is currently vacant which is in close proximity to the CBD will accord with the regional vision in that it will allow for additional commuter car parking in proximity to both the CBD and key regional assets such as York Park and the Inveresk Precinct.

The proposed amendment and development is also in accordance with Strategy Direction 2 which is to:

'Adopt an integrated and coordinated approach to all of government infrastructure, transport and land use planning by achieving the following strategy objectives….

c. Encourage sustainable modes of transport by:

i. protecting the rail and road network from encroachment of sensitive uses;

ii. ensuring traffic impacts and car parking are adequately considered;

iii. encouraging greater cycling, walking and public transport use.' Pg 22.

Comment:

The provision of an additional all-day car park at a location that services a range of facilities and business areas whilst being able to encourage physical activity clearly meets ii and iii above. The TIA prepared has demonstrated that whilst there are issues with the overall road network in the area, that additional use generated by the car park can be accommodated within the existing road network.

Strategic Direction 9 is:

'Develop planning scheme provisions to advance sustainability development, adapt to and mitigate the impacts of climate change and reduce energy emissions by achieving the following objectives.....

Integrated Sustainable Transport Design

a. Encourage access by means other than private car, and creating opportunity and infrastructure for sustainable transport.

b. Ensure that residential and freight transport and travel demands are central concerns in the location of new development.

c. Ensure full consideration is given to creating and securing opportunities for sustainable transport initiatives such as improved access to walking, cycling, and public and freight transport networks.' Pg 27

Comment:

Again, the proposed amendment aligns with this strategic direction by providing for car parking in a location that encourages citizens who live at a distance from their workplace in the CBD that necessitates a car trip to park in a location at minimal cost that also encourages small amounts of physical activity. The proposed car park design incorporates well into the pedestrian network.

Regional Policies and Actions

It is submitted that the proposed planning scheme amendment furthers or is consistent with the following Regional Policies and Actions in Sections 4-8 of the Regional Land Use Strategy:

Policy	**Action**
RSN-P9 Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.	*RSN-A13 Prioritise amendments to planning schemes to support new urban growth areas and re-development sites with access to existing or planned transport infrastructure namely to support delivery of transit oriented development outcomes in activity centres and identified transit nodes (i.e. bus interchanges) on priority transit corridors.*
RSN-P11 Undertake land use and transport planning concurrently and sequence development with timely infrastructure provision. *RSN-P12 Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.*	*RSN-A14 The strategy will be further informed by the 2012 Northern Integrated Transport Plan. Future iterations of the strategy are to ensure planning schemes provide appropriate zoning patterns and supporting land use activities with regard to:* • *identification of transport demands and infrastructure required;*

	• *protection of key transport corridors from incompatible land uses, and* • *creation of sustainable land use patterns that maximise efficient use of all future transportation modes i.e. road/rail, freight routes (including land and sea ports), and public transport, pedestrian and cyclists networks*
RSN-P13 Manage car parking provision in regional activity centres and high-capacity transport nodes to support walking, cycling and public transport accessibility. *RSN-14 Ensure all new development within walking distance of a transit node or regional activity centre maximises pedestrian amenity, connectivity and safety***.**	*RSN-A15 Promote the region's Activity Centres network as multi-functional mixed use areas that provide a focus for integrating higher residential development outcomes, delivering of social and community facilities and services, and public transport provision.*
RAC-P5 Ensure safe and amenable access for all members of the community to Activity Centres by supporting active transport opportunities to encourage people to walk, cycle and use public transport to access Activity Centres.	*RAC-A6 Ensure planning schemes have consistent policy, planning and design provisions to support and maximise public transport and pedestrian and cycle access to the hierarchy of activity centres; RAC-A7 Support the improved use of public transport and alternative modes of transport, pedestrian amenity and urban environment in a coordinated and consistent manner between the higher order activity centres*

4.5 Objectives of the RMPS

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

Objective	**Response**
Part 1	
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The proposed ordinance amendment to allow for the development of a car park on an urban site that is cleared of vegetation, has previously been developed for commercial purposes will not have a negative impact on the environment,

Objective	Response
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	The proposed ordinance amendment represents an orderly and sustainable use of the land and will not have any impacts on air and water resources. The effect of the site specific ordinance amendment will be to allow 'Vehicle Parking' to be considered as a discretionary application on the subject titles only. The inclusion of the use as discretionary means that any application for use and development will be discretionary and therefore publicly advertised, allowing the community to have input. The use and development provisions applicable to any Vehicle Parking application as discussed in more detail in section 4.7 of this report, essentially mean that any built form is limited to 5 metres high and 250m^2 as permitted. The site is able to be connected to full reticulated services.
(c) to encourage public involvement in resource management and planning	The Draft Amendment and Development Application will be placed on public exhibition for a formal comment period. As stated above, even if the current Development Application did not proceed, Vehicle Parking is being afforded discretionary use status meaning any future development application for Vehicle Parking will always be publicly advertised.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) an (c)	The proposed site specific ordinance amendment creates limited development potential in the form of a car park on the seven subject titles. The ability to provide for a car park on the subject site, which is in close proximity to the CBD and the Inveresk Precinct is considered to support economic activity and development in these two areas.
(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	The proposal represents a process of shared responsibility between State government, local government, the land development industry and the community. All relevant bodies will be

Objective	Response
	consulted as part of the planning approval process.
Part 2	
(a) to require sound strategic planning and co-ordinated action by State and local government	As stated, the proposed amendment only allows for the addition of Vehicle Parking as a discretionary use within the specific site and therefore does not have an impact on land supply and demand. As addressed in sections 4.2-4.4 of this report, the proposed amendment is in accordance with the directions under the Launceston Strategic Plan 2014-2024, the Greater Launceston Plan and the Northern Regional Land Use Strategy.
(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	The proposed ordinance amendment only allows one additional use within the Open Space Zone and only on the subject site. Existing development controls under the Open Space Zone provision are considered to be adequate to ensure future Vehicle Parking development on the site is appropriate for the area. The subject site is situated within the Invermay/Inveresk Flood Inundation Area so all future use and development at the site will always need to accord with the provisions under this code.
(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	The proposal will not impact significantly on the environment. The proposal has considered the effect on the environment by promoting development within an existing urban area and on serviced land thereby avoiding development pressures in less appropriate areas.
(d) to require land use and development planning and policy to be easily integrated with	The proposal furthers the State and municipal objectives of sustainable economic development

Objective	Response
environmental, social, economic, conservation and resource management policies at State, regional and municipal levels	of land in a manner which does not compromise environmental, social, conservation and resource management values.
(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	This objective is not affected by this proposal.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania	The proposed amendment will allow for an all-day car park to be developed on an urban fringe location with excellent access to pedestrian pathways. The development of a car park on the site will promote healthy, active lifestyles to CBD commuters by encouraging at least 15 minutes of walking activity daily. Further, the development of a car park immediately adjacent to the walking/cycling trails along North Bank will encourage their use by residents of the Greater Launceston area who will readily be able to find a convenient park adjacent to the trails. The inclusion of Vehicle Parking as a discretionary use on the subject site only will not have a detrimental impact to the living environment of residences in the Inner Residential Zoned dwellings on the opposite side of Lindsay Street. The TIA has confirmed that Lindsay Street has adequate capacity to cater for additional traffic movements created by the proposed car park and given the area of the site, any alternative car park design would be limited to a similar size to that proposed under this application. The TIA has noted the following with respect to traffic impacts on amenity: *'While access amenity is usually only considered on purely residential streets, it can still be used in this access to assess the impact on access to driveways and side streets along the northern side of Lindsay Street. The morning peak hour is the critical case in this regard, where it is estimated that the development will increase the eastbound traffic along Lindsay Street by 50 vehicles (the*

Objective	Response
	additional morning westbound traffic will go through the car park, and all additional evening traffic will go to Goderich street intersection and no impact on Lindsay Street itself). However, even with the additional traffic going to the car park, the morning peak on Lindsay Street is still a lower total volume than the current evening peak. Combining this with the gap-acceptance capacity mentioned in Section 4.1 indicates there will be minimal impact on the amenity of residents accessing their property as a result of this development.'
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value	No items of cultural heritage significance included on the Tasmanian Heritage Register or the Launceston Interim Planning Scheme are located on or in the vicinity of the site. Given the site is within an existing urban area and has previously been developed, it is submitted that an Aboriginal Heritage Survey is not required. It is noted however, that should any Aboriginal heritage sites are discovered during construction works then the Aboriginal Relics Act 1975 will apply for reporting and management purposes.
(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.	It is submitted that the ordinance amendment to allow for the development of a public car park on Council owned land will facilitate in the provision of public facilities for the benefit of the community. The provision of an all-day car park on the subject site will benefit CBD workers whilst also providing additional parking in close proximity to York Park and also providing parking ancillary to the North Bank precinct. The subject site it not required as part of Council's formal open space network nor does the proposed amendment preclude it from being used for recreational purposes in the future given the zoning is not proposed to be amended.

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

4.6 State Policies

4.6.1 State Coastal Policy 1996

The subject land is located within one kilometre of the coast, and therefore requires assessment against the State Coastal Policy 1996.

Principles

The policy is guided by three main principles:

Natural and cultural values of the coast shall be protected.

Comment: The proposed ordinance amendment will not impact on the natural values of the coast. There is no known European cultural history and the land was previously developed for commercial purposes.

The coast shall be used and developed in a sustainable manner.

Comment: The proposed site specific ordinance amendment very simply allows for the discretionary consideration of one additional use within the subject site and does not apply to other land within the Open Space Zone. The site is located within approximately 40 metres of the North Esk River. The amendment will not remove the public's ability to access the coastal location and will not impact natural coastal values.

Integrated management and protection of the coastal zone is a shared responsibility.

Comment: The rezoning process requires approval at both a local government level and at a State level through the Tasmanian Planning Commission

4.6.2 State Policy on the Protection of Agricultural Land 2009

Assessment against the State Policy on the Protection of Agricultural Land has not been provided given the site is already zoned for non-agricultural purposes (Open Space) and the surrounding land is also within urban zones (Inner Residential, Commercial and Utilities).

4.6.3 State Policy on Water Quality Management 1997

The site is adjacent to the North Esk River. The State Policy on Water Quality Management 1997 is applicable as any future development the ordinance amendment facilitates will require stormwater runoff to be manage and point source discharges to be avoided.

The proposed rezoning will not alter the application of the Waterway and Coastal Protection Code to any future use and/or development on the subject sites. It is considered that the provisions of this

Code are adequate to ensure future works are compliant with the State Policy on Water Quality Management 1997. Specifically, it is noted that Clause E11.7.1 A4 does not allow a new stormwater point discharge into a watercourse, wetland or lake.

4.6.4 National Environment Protection Measures

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

Seven NEPMs have been made to date that deal with:

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

None of these NEPMs are considered relevant to this application.

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

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

Given the amendment only allows for 'Vehicle Parking' as a discretionary use on the seven subject titles, the specific use and development provisions under the Open Space Zone and relevant codes can be identified at the amendment stage as:

- Open Space Zone:
    - Hours of Operation
    - Mechanical Plant and Equipment
    - Light Spill and Illumination
    - External storage of goods
    - Commercial vehicle parking
    - Open space character
    - Building height setback and siting
    - Landscaping

- Potentially Contaminated Land Code
- Road and Railway Asset Code
- Parking and Sustainable Transport Code
- Invermay/Inveresk Flood Inundation Area Code

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

Given Vehicle Parking is proposed to be included as a discretionary use, any application for the development of a car park will be advertised to the public as a discretionary application and therefore any land use conflicts can be identified and managed. Further, the use standards for the Open Space Zone will apply to development for Vehicle Parking, meaning the matters outlined above must be considered. Whilst the development proposal included as part of this application is for a ground level car park only, any amendment application should properly consider the extent of use and development possible. To that end, the Open Space zoning provides the following permitted development parameters:

- Operating hours 6am to midnight;
- Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odour, fumes or vibration from being received by adjoining or immediately opposite uses;
- Light spill must be contained within the boundaries of the site;
- Stored goods must not be visible from any public road or open space area;
- Commercial vehicles must be parked within the boundary of the site;
- A combined gross floor area not exceeding 250m^2;
- Maximum height 5 metres;
- Setback to all boundaries of 10 metres; and
- Must have a landscaping plan prepared;

In reality, the size and configuration of the site means that it is very unlikely a multi-storey car park could be built and the permitted building size being only 250m^2 with a height of 5 metres means that any multi-storey car park would definitely trigger discretion in relation to development standards and be afforded the level of scrutiny that discretionary applications trigger. It is submitted that the range of use and development provisions under the zone are adequate to assess any Vehicle Parking application against and will ensure no inappropriate development could occur on the site.

4.8 Gas Pipelines Act 2000

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

4.9 Regional Impact

The proposed amendment is considered to be consistent with the Northern Tasmania Regional Land Use Strategy, as discussed in Section 5.4 above. This demonstrates that the future development facilitated by the proposed amendment is consistent with the desired environmental, economic and social outcomes for the Northern Region.

4.10 Other requirements of Section 20

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

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

5. Development Application Assessment

5.1 Zoning

As described in section 2.1, the subject site is zoned Open Space under the interim planning scheme.

5.2 Use Categorisation

The broad use classification for the proposed use is 'Vehicle Parking' which is defined as follows in Table 8.2 of the interim planning scheme:

'use of land for the parking of motor vehicles. Examples include single and multi storey car parks.'

5.3 Approval Status

Subject to approval of the amendment proposed as part of this application, 'Vehicle Parking' is identified in the Use Table at Clause 19.2 as being a discretionary use class on the subject sites. The application also requires a permit as it does not comply with the acceptable solutions identified below. It relies on assessment against the associated Performance Criteria:

- 19.3.1 Hours of Operation (P1)
- 19.3.3 Light spill and illumination (P1)
- 19.4.2 Landscaping (P1)
- E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings (P1)

5.4 Open Space Zone Provisions

5.4.1 Zone Purpose

19.1	***Zone Purpose***
23.1.1	*To provide land for open space purposes including for passive recreation and natural or landscape amenity..*

The Zone Purpose statements are relevant to the exercise of the general discretion which applies to the 'Vehicle Parking' use class in accordance with Clause 8.10.2 of the Interim Planning Scheme.

The proposed use of the site for Vehicle Parking, whilst not providing for passive recreation and natural or landscape amenity, will not remove any land that forms part of Council's current or future Open Space network. The flood levee that forms the southern boundary of the site is currently used for recreational purposes in that the North Esk Trail (multi-use bicycle and walking trail) runs along the top of it. The proposed use of the land adjacent to the flood levee for a car park which is ancillary to the North Bank Recreational Precinct will not alter or affect the use of this trail. Further, it is noted that given the primary purpose of the levee is for infrastructure purposes, it would more appropriately be zoned Utilities and it is understood that

Council will seek this zoning for the entire levee system and adjacent vacant land that is not privately owned, nor forms part of the open space network as part of the future Statewide Planning Scheme revision.

5.4.2 Use Standards

Given the use is listed in Table 19.3, the use standards are applicable.

19.3.1 Hours of Operation

Objective

To ensure that uses do not cause unreasonable loss of amenity to nearby sensitive uses.

Acceptable Solution	***Performance Criteria***
A1 Operating hours, except for office and administrative tasks must be between: *(a) 8.00am and 10.00pm adjacent to the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village Zones; or* *(b) 6.00am to midnight otherwise*	*P1* *Uses must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:* *(a) the nature and intensity of the proposed use;* *(b) the characteristics and frequency of any emissions generated;* *(c) the extent and timing of traffic generation;* *(d) the hours of delivery and despatch of goods and materials; and* *(e) the existing levels of amenity.*

Complies with P1

The proposed car park will be operational 24 hours/day, 7 days/week. In all likelihood, the majority of its use will occur during office hours Monday to Friday and on weekends for recreational purposes outside of those hours. It will further be likely to be used when large events are on at York Park. For these reasons, the proposed operational hours of the car park are considered to meet the matters to be addressed under the Performance Criteria as follows:

(a) (b) the nature of the use being a car park means that it will be most heavily utilised during office hours and during the day on weekends, which will not impact the residential properties on the opposite side of Lindsay Street in terms of noise. The use will not generate any amenity impacts in terms of odour or fumes. The occasional use of the car park by patrons of York Park may generate some later night noise impacts, but these would not occur beyond midnight, which complies with A1 (b) and it is noted the site does not immediately abut any residential zoned land. Further it is noted that patrons of York Park will and currently do utilise the on-street parking along Lindsay Street and even onto the grass so any amenity impacts created by the car park will not be new.

(c) Traffic counts from 2015 indicate Average Daily Traffic (ADT) of 6897 vehicles per day with peak hourly flows of up to 723 vehicles per hour. Approximately 4% of the traffic was heavy

vehicles. The new off-street parking is intended to be used primarily as commuter parking. This means that on weekdays, the parking spaces are expected to be occupied all day (9am to 5pm), without a turnover of the occupying vehicles during that time. The development is therefore expected to only generate 198 extra vehicle movements on an average weekday (99 movements into and 99 movements out of the site). The additional traffic generation is expected to coincide with peak traffic movements in the morning and evening peaks. It is therefore considered that the increase in traffic generation compared to existing traffic levels is negligible and will not impact the amenity of the street.

(d) Not applicable

(e) The residential properties along the northern side of Lindsay Street opposite the site are interspersed with a range of service, retail and wholesale businesses so their amenity is consistent with being within a commercial area. The 3% traffic increase created by the car park predominantly coinciding with morning and evening peaks in traffic will not have any significant impact on existing levels of amenity.

19.3.2 Mechanical plant and equipment

Objective

To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.

Acceptable Solution	***Performance Criteria***
A1	*P1*
Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.	*Noise, odours, fumes or vibration generated must not cause unreasonable loss of amenity to adjoining or immediately opposite sensitive uses, having regard to:* *(a) the characteristics and frequency of any emissions generated;* *(b) the nature of the proposed use;* *(c) the topography of the site;* *(d) the landscaping of the site; and* *(e) any mitigation measures proposed.*

Not applicable

No mechanical plant and equipment is proposed.

19.3.3 Light spill and illumination

Objective

To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.

Acceptable Solution	***Performance Criteria***

A1 Operating hours, except for office and administrative tasks must be between: *(c) 8.00am and 10.00pm adjacent to the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village Zones; or* *(d) 6.00am to midnight otherwise*	*P1* *Uses must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:* *(f) the nature and intensity of the proposed use;* *(g) the characteristics and frequency of any emissions generated;* *(h) the extent and timing of traffic generation;* *(i) the hours of delivery and despatch of goods and materials; and* *(j) the existing levels of amenity.*

Complies with P1

Given the car park is proposed to be open 24 hours/day, the lights will operate all night. They will be directed into the car park itself and therefore not cause any amenity impact to the residential uses on the opposite side of Lindsay Street over and above normal light spill generated by street lighting.

19.3.4 External storage of goods

Objective

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

Acceptable Solution	***Performance Criteria***
A1 *Storage of goods and materials, other than for retail sale, or waste does not detract from the amenity of the area.*	*P1* *Storage of goods and materials, other than for retail sale, or waste must be located or screened to minimise its impact on views into the site from any roads or public open space, adjoining the site, having regard to:* *(a) the nature of the use;* *(b) type of goods, materials or waste proposed to be stored;* *(c) the topography of the site;* *(d) the landscaping of the site; and* *(e) any screening proposed.*

Not Applicable

No external storage of goods is proposed.

19.3.5 Commercial Vehicle Parking

Objective

To ensure that parking of commercial vehicles does not detract from the amenity of the area.

Acceptable Solution	***Performance Criteria***
A1 *Commercial vehicles must be parked within the boundary of the site.*	*P1* *Commercial vehicles must not detract from the amenity of the area, having regard to:* *(a) the number any type of vehicles;* *(b) the frequency and length of stay;* *(c) the location of parking offsite; and* *(d) 'the availability of offsite parking in the area.*

Not applicable

The proposed use for Vehicle Parking, will not generate demand for commercial vehicles.

19.3.6 Open space character

Objective

To ensure that uses are of an appropriate scale for the zone.

Acceptable Solution	***Performance Criteria***
A1 *If for:* *(a) No permit required uses; or* *(b) a combined gross floor area not exceeding 250m^2 over the site*	*P1* *The use must be of a scale that is appropriate to the purpose of the zone, having regard to:* *(a) the impact of the natural landscape or open space values of the site;* *(b) the impact on the passive recreation values of the site;* *(c) the topography of the site;* *(d) impact on the character of the area; and* *(e) other uses on the site.*

Complies with A1

As there is no built form proposed, the proposal complies with A1(b).

5.4.3 Development Standards

19.4.1 Building height, setback and siting

Objective

To ensure that building bulk, form and siting:

(a) Is compatible with the character of the surrounding area;

(b) Protects the amenity of adjoining lots and surrounding uses; and

(c) Respects the natural and landscape values of the site..

Acceptable Solution	***Performance Criteria***
A1 *Building height must be no greater than 5m.*	*P1* *Building height must be compatible with the character of the surrounding area, and protect the amenity of adjoining lots and surrounding uses, having regard to:* *(a) the topography of the site;* *(b) height of buildings on the site, adjoining lots and adjacent lots;* *(c) the natural and landscape values of the site;* *(d) the bulk and form of existing and proposed buildings;* *(e) the allowable building heights;* *(f) the apparent height when viewed from roads and public spaces;* *(g) sunlight to private open space and windows of habitable rooms on adjoining lots;* *(h) the existing screening or the ability to implement screening; and* *(i) any overshadowing of adjacent lots or public places.*
A2 *Setback from all boundaries must be no less than 10m*	*P2* *Buildings must be sited so that there is not unreasonable loss of amenity to the occupiers of adjacent lots having regard to:* *(a) the topography of the site;* *(b) the size, shape and orientation of the site;* *(c) the natural and landscape values of the site;* *(d) the setbacks of surrounding buildings;* *(e) the height, bulk and form of existing and proposed buildings;*

	(f) the privacy to private open space and windows of habitable rooms on adjoining lots; *(g) sunlight to private open space and windows of habitable rooms on adjoining lots;* *(h) the existing screening or the ability to implement screening; and* *(i) the character of the surrounding area.*

Complies with A1 and A2

No building is proposed.

19.4.2 Landscaping

Objective

To ensure that development is landscaped to retain the natural values of the site and contributes to the broader landscape of the area.

Acceptable Solution	***Performance Criteria***
A1 *If for no permit required uses.*	*P1* *Development must be landscaped to respect the natural values of the site and the broader landscape of the area, having regard to:* *(a) location and height of retaining walls;* *(b) the existing vegetation and its retention to where it is feasible to do so;* *(c) the location of any proposed buildings, driveways, car parking, storage areas, signage and utility services;* *(d) proposed height and type of fencing;* *(e) the location of pedestrian movement routes;* *(f) maintenance of plantings, weed management and soil and water management; and* *(g) the character of the surrounding area* *as shown in a detailed landscaping plan*

Complies with P1

The landscape plan included as Appendix A depicts the landscape concept for the site. The design philosophy behind the landscape design is:

The existing site contains declining remnant street trees and grassed levee embankments. The concept seeks to reinstate the street tree plantings at the residential scale. This planting will then be supported by a stronger precinct planning theme that will be contiguous for the whole of the Lindsay Street precinct. The planting design provides an avenue of planting to ameliorate the visual impact of the car parking and provide a transition to the river edge. The planting design seeks to separate the shared way from the vehicles and minimise the maintenance conflicts of inter carpark plantings. Clump plantings of native species have been strategically incorporated to integrate the canopy with the existing and proposed North Bank plantings. Gateway plantings are also proposed to define and reinforce these very important entrances to central Launceston.

It is submitted that the proposed landscaping concept is in character with the river edge nature of the site and further will ties in with proposed plantings that will form part of the North Bank precinct revitalisation. The following comments are made in relation to each of the matters to be considered under the Performance Criteria:

a) Not applicable

b) There are no formal existing plantings at the site, with the exception of the landscaped zone associated with the levee underpass. This will be partially retained as part of the car park. The proposed landscape concept will provide a more formal streetscape appearance and improve the aesthetics of the site.

c) The landscape design is centred around the proposed car park.

d) Not applicable.

e) The proposed landscaping will not impede pedestrian movement through the site via the existing pedestrian/bicycle pathway.

f) The plant species have been selected based on access to water and ease of maintenance.

g) The landscape concept has been designed to be strategically incorporated into existing and proposed North Bank plantings.

5.5 Bushfire Prone Area Code E1.0

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

5.6 Potentially Contaminated Land Code E2.0

A number of the titles forming part of the subject site are subject to a Site Management Notice (SMN) 8655/1 which was issued by the Director of the Environment Protection Authority because the land was considered to be a contaminated site. The affected titles (CT 217953/1, CT69159/3, CT 29363/9, CT 29363/10, CT 38764/1, CT 38764/2 and CT 252339/1) are located to the east of the section of the Holbrook Street road reserve which dissects the site. The SMN relates to contaminated soil from the site which, with the approval of the EPA, was wrapped in a geosynthetic clay liner and buried in the existing levee during its construction. A report titled Burial of PAH Contaminated Soil – Scottsdale

Levee, prepared by Pitt and Sherry, dated 10 June 2011 includes a levee maintenance program, including Inspection Rules in Section 4.9.2 of the report.

Given that the site contains contaminated soil, it is known to have been used for a potentially contaminating activity, the Code therefore applies.

However, Clause E2.4.5 provides an exemption from the Code as follows:

> *'Any use or development that the Director, or a person approved by the Director for the purpose of this Code, having regard to the objective stated in all applicable standards in this Code, has issued a certificate stating that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures.'*

A copy of the Pitt and Sherry Report is contained in Appendix E along with a memo from Scott Miller, LCC and an email from Pitt and Sherry confirming that there is insufficient increase in risk from contamination to warrant specific remediation and protection measures. As such it is submitted that Clause E2.4.5 is met.

5.7 Landslide Code E3.0

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

5.8 Road and Railway Asset Code E4.0

A Traffic Impact Assessment has been prepared by The City of Launceston, Department of Infrastructure Services to assist with the assessment against the standards in the Code (see Appendix D).

Code Purpose

E4.1	*a) protect the safety and efficiency of the road and railway networks; and* *b) reduce conflicts between sensitive uses and major roads and the rail networks.*

In accordance with Clause 8.10.2 of the Interim Planning Scheme, the Code Purpose is relevant to the exercise of discretion in relation to E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings (P1)

The purpose statements are considered separately below.

a) Consistent. The Traffic Assessment has determined that the proposed development will increase the peak additional traffic generated onto the surrounding road network by 99 vehicle movements during the morning peak and 99 during the evening peak as a worst-case scenario. Set against a daily traffic volume of 6897. The assessment has concluded that the additional traffic volumes can readily be absorbed by Lindsay Street given the increase will be negligible and that there is demonstrated capacity available in the network.

b) Consistent. Given that traffic generation will be within the capacity of the road network, it will not lead to amenity conflicts with other use or development.

5.8.1 Use Standards

Not applicable as the use standards apply only to existing access points. The development requires the construction of two new access points.

5.8.2 Development Standards

E4.6.1 Development adjacent to roads and railways

Not applicable – this standard only applies to development within 50 metres or the rail network and/or category 1 and 2 roads.

E4.6.2 Road Accesses and Junctions

Objective

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

Acceptable Solution	***Performance Criteria***
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less	*P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:* *a) the nature and frequency of the traffic generated by the use;* *b) the nature of the road;* *c) the speed limit and traffic flow of the road;* *d) any alternative access to a road;* *e) the need for the access or junction;* *f) any traffic impact assessment; and* *g) any written advice received from the road authority.*

Complies with A2

The car park will have two accesses providing separate entry and exit onto a road in an area subject to a speed limit of 60km/h or less.

E4.6.3 New level crossings

Not applicable – No new level crossings proposed.

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

Objective

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

Acceptable Solution	***Performance Criteria***
A1 *Sight distances at* *a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and* *b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or*	*P1* *The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:* *a) the nature and frequency of the traffic generated by the use;* *b) the frequency of use of the road or rail network;* *c) any alternative access;* *d) the need for the access, junction or level crossing;* *e) any traffic impact assessment;* *f) any measures to improve or maintain sight distance; and* *g) any written advice received from the road or rail authority*

Complies with P1

Table E4.6.4 requires a Safe Intersection Sight Distance (SISD) of 80 metres for vehicle speeds of 50km/h or less (the standard 50km/h urban speed limit applies along Lindsay Street). In accordance with the TIA, the sight distance proposed for the car park entry is 75 metres and 65 metres for the exit. Therefore, the application must be assessed against the Performance Criteria.

The following extract is taken from section 3.3 of the TIA, describing the approach to determining that the proposed sight distances are appropriate:

'Sight distances have been calculated for the entry and exit to the proposed car park, in accordance with Austroads Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections. Safe Intersection Sight Distance (SISD) and Minimum Gap Sight Distance (MGSD) are shown in the table below. Approach Sight Distance (ASD) is not required, as adequate perception of the intersection will be provided within the car park. Initially, the sight distance requirements could not be met for the exit from the car park, so alterations were made to find a compliant solution. The SISD requirement was recalculated under the Extended Design Domain (EDD), which is permitted for property accesses. This new requirement could then be met by removing two on-street parking spaces to the east of the proposed exit, which extends the sight distance significantly.

Table 1 - Sight Distances

Location		*Approach Speed (V)*	*Reaction Time (R_T)*	*Critical Gap Time (t_a)*	*Sight Dist. Required (D)*	*Sight Dist. Provided (X)*	*Revised Sight Dist. Required (D_1)*	*Revised Sight Dist. Provided (X_1)*
Car Park Entry	*SISD*	*40km/h*	*2.0s*	*-*	*73m*	*75m*	*-*	*-*
	MGSD	*40km/h*	*-*	*4s*	*44m*	*75m*	*-*	*-*
Car Park Exit (left-turn only)	*SISD*	*50km/h*	*1.5s*	*-*	*90m*	*35m*	*63m*	*65m*
	MGSD	*50km/h*	*-*	*5s*	*69m*	*40m*	*69m*	*70m*

Based on the above findings of the TIA, the proposed accesses are considered to be designed to ensure safe intersection sight distance, taking account the matters to be considered under the Performance Criteria as follows:

a) b) c) Given the car park is to provide all day car parking, comprising 99 spaces, it is expected the majority of movements to and from the site will occur during the morning and evening peaks (99 movements during each peak period). Given the sight distance meets the required sight distance for the actual site taking account vehicle speeds and reaction time as shown in table 1 above from the TIA, the access designs are considered acceptable for the number and frequency of vehicles. The original design for the car park had additional on-street spaces which have been removed from the final submitted plan to increase sight distance from the car park exit. As such it is considered that the design has been amended to take account of safe intersection sight distance.

d) The two new access points are required to provide entry and exit to a new commuter car park.

e) f) g) The TIA required the removal of two on-street car parking spaces to the east of the proposed exit which extended the sight distance significantly. In this instance the applicant is the road authority.

5.9 Flood Prone Areas Code E5.0

The Flood Prone Areas Code is not applicable to this application as in accordance with E5.2.2, this Code does not apply to use and development on land shown within Code E16.0 Invermay/Inveresk Flood Inundation area on the planning scheme overlay maps.

5.10 Parking and Sustainable Transport Code

The Traffic Impact Assessment (Appendix D) has been prepared to assist in the assessment against the standards in the Code.

Code Purpose

E6.1.1	*a) ensure that an appropriate level of car parking facilities are provided to service use and development;* *b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;* *c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;* *d) ensure that parking does not adversely impact on the amenity of a locality;* *e) ensure that parking spaces and accesses meet appropriate standards; and* *f) provide for the implementation of parking precinct plans.*

5.10.1 Use Standards

E6.5.1 Car Parking Numbers

Objective

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

Acceptable Solution	***Performance Criteria***
A1 *The number of car parking spaces must;* *a) not be less than 90% of the requirements of Table E6.1; (except for dwellings in the General Residential Zone) or* *b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or* *c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater,*	*P1.1* *The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:* *a) the availability of off-road public car parking spaces within reasonable walking distance;* *b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or*

except for dwellings in the General Residential Zone; or

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

A1.2

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

(ii) efficiencies gained by consolidation of car parking spaces;

c) the availability and frequency of public transport within reasonable walking distance of the site;

d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

f) an assessment of the actual car parking demand determined in light of the nature of the use and development;

g) the effect on streetscape; and

h) the recommendations of any traffic impact assessment prepared for the proposal; or

P1.2

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

a) the intensity of the use and parking required;

b) the size of the dwelling and the number of bedrooms; and

c) the pattern of car parking spaces complies with any relevant parking precinct plan.

P1.3

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

Appendix A.

Complies with A1.1 and A1.2

Given the nature of the proposed use is for Vehicle Parking, Table E6.1 does not stipulate a parking requirement therefore the proposal complies with A1.1.

With respect to A1.2, two accessible parking spaces are proposed. Part D3 of the National Construction Code does not specify a requirement for a car park not associated with a building. However, it is noted that the minimum ratio required under D3 for any building class is 1 space per 50 car parks provided and the proposed 2 spaces for the 93 spaces meets that requirement.

6.5.2 Bicycle Parking Numbers

Objective

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

Acceptable Solution	***Performance Criteria***
A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1	*P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *a) likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle;* *b) location of the site and the likely distance a cyclist needs to travel to reach the site; and* *c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.*

Complies with A1

Table E6.1 of the Planning Scheme, stipulates no requirement for bicycle parking for the proposed use of Vehicle Parking.

E6.6.3 Taxi Drop-off and Pickup

Objective

To ensure that taxis can adequately access developments.

Acceptable Solution	***Performance Criteria***

A1	*P1*
Except for dwellings in the General Residential Zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.	*Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *a) the nature of the proposed use and development;* *b) the availability and accessibility of taxi spaces on the road or in the vicinity; and* *c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

Not applicable

Table E6.1 does not stipulate a requirement for car parking for 'Vehicle Parking' as a use class. Further it is noted that the nature of the use being a public, commuter car park is not likely to generate demand for taxi services.

E6.6.4 Motorbike Parking Provisions

Objective

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

Acceptable Solution	***Performance Criteria***
A1	*P1*
Except for dwellings in the General Residential Zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.	*Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *a) the nature of the proposed use and development;* *b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and* *c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping*

Complies with A1

Four motorbike parking spaces are proposed for 93 car parking spaces.

E6.6.5 Loading Bays

Objective

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

Acceptable Solution	***Performance Criteria***
A loading bay must be provided for uses with a gross floor area greater than 1000m2 in a single occupancy.	*Adequate space for loading and unloading must be provided, having regard to:* *a) the types of vehicles associated with the use;* *b) the nature of the use;* *c) the frequency of loading and unloading;* *d) the location of the site;* *e) the nature of traffic in the surrounding area;* *f) the area and dimensions of the site; and* *any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

Not applicable

Development Standards

E6.6.1 Construction of Parking areas

Objective

To ensure that parking areas are constructed to an appropriate standard

Acceptable Solution	***Performance Criteria***
All parking, access ways, manoeuvring and circulation spaces must: *have a gradient of 10% or less;*	*P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions, having regard to:*

(a) be formed and paved;

(b) be drained to the public stormwater system, or contain stormwater on the site;

(c) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and

(d) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.

(a) the nature of the use;

(b) the topography of the land;

(c) the drainage system available;

(d) the likelihood of transporting sediment or debris from the site onto a road or public place;

(e) the likelihood of generating dust; and

(f) the nature of the proposed surfacing and line marking.

Complies with A1

All parking, access ways, manoeuvring and circulation spaces meets the requirements of A1.

E6.6.2 Design and Layout of parking areas

Objective

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

Acceptable Solution	***Performance Criteria***
A1 *Car parking, access ways, manoeuvring and circulation spaces must:* *(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;* *(b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2;* *(c) have parking space dimensions in accordance with the requirements in Table E6.3;* *(d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are 3 or more car parking spaces; and*	*P1* *Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:* *the characteristics of the site;* *the proposed slope, dimensions and layout;* *vehicle and pedestrian traffic safety;* *the nature and use of the development;* *the expected number and type of vehicles;* *the nature of traffic in the surrounding area; and* *the provisions of Australian Standards AS 2890.1 - Parking Facilities, Part 1: Off Road Car Parking and AS2890.2 Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*

(e) have a vertical clearance of not less than 2.1 metres above the parking surface level.

A1.2

All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.

A1.3

Accessible spaces for people with disability must be designated and signed as accessible spaces where there are 6 or more.

A1.4

Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

Complies with A1 and A1.2, A1.3 and A1.4

With respect to the requirements under A1, the proposal is compliant as follows:

a) Vehicles can enter and exit in a forward direction;

b) The width of vehicular access is greater than the 5.5 metres required by Table E6.2 for greater than 21 spaces. The width of the vehicular access and egress points is 6.5 metres.

c) Table E6.3 required the spaces to be 2.6m (w) x 5.4m (l). The proposed parking spaces have been designed in accordance with AS2890.1, specifically Figure 2.2 – Layouts for angle parking spaces. The spaces are 2.5m wide by 4.8m long with an additional 600mm overhang over the kerb at the end, which makes them 5.4m in total.

d) Table E6.3 requires a combined access and manoeuvring width of 3.5 metres for 45 degree parking and 3.9 metres is proposed.

e) Complies – there are no overhead structures proposed.

The proposal complies with A1.2, A1.2 and A1.3 in that whilst there is no building proposed, the accessible space are located at the closest point to the car park exit and adjoin the pedestrian pathway. The accessible spaces will be designated and signed as accessible and are designed and will be constructed in accordance with *AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.*

E6.6.3 Pedestrian Access

Objective

To ensure pedestrian access is provided in a safe and convenient manner

Acceptable Solution	***Performance Criteria***
A1 *Uses that require 10 or more parking spaces must:* *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by:* *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or* *(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and*	*P1* *pedestrian access must be provided within car parks, having regard to:* *a. the characteristics of the site;* *b. the nature of the use;* *c. the number of parking spaces;* *d. the frequency of vehicle movements;* *e. the needs of persons with a disability;* *f. the location and number of footpath crossings;* *g. vehicle and pedestrian traffic safety;* *h. the location of any access ways or parking aisles; and* *i. any protective devices proposed for pedestrian safety.*
A1.2 *In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.*	

Complies with A1 and A1.2

The car park is located adjacent to the Lindsay Street pedestrian footpath which has a width of 3 metres and is separated from the car park by the landscaped zone. There are designated pedestrian crossing points across the length of the car park

Given there is no building or activity associated with the car park, A1.2 is technically not applicable. However, it is noted that the accessible car parking bays are located adjacent to a pedestrian footpath which connects directly to the Lindsay Street footpath.

E 6.6.4 Loading Bays

E6.6.4 Loading Bays

Objective

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

Acceptable Solution	***Performance Criteria***
A1	***P1***
The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.	*Loading bays must have area and dimensions suitable for the use, having regard to:* *(a) the types of vehicles likely to use the site;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site; and* *(e) the location of the site and nature of traffic.*
A1.2	***P2***
It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.	*Access for vehicles commercial vehicles to and from the site must be safe, having regard to:* *(a) the types of vehicles associated with the use;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;* *(e) the location of the site and nature of traffic;* *(f) the effectiveness or efficiency of the surrounding road network; and* *(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.*

Not applicable.

E 6.6.5 Bicycle Facilities

Not applicable. No dedicated bike storage is proposed.

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E 6.6.6 Bicycle parking and storage facilities

Not applicable.

5.11 Scenic Management Code E7.0

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

5.12 Biodiversity Code E8.0

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

5.12.1 Water Quality Code E9.0

Not applicable as the subject properties are all located a minimum of 30 metres from the North Esk River and the car park will drain into the kerb and channel system along the southern site of Lindsay Street which is also greater than 30 metres from a wetland or watercourse.

5.12.2 Recreation and Open Space Code E10.0

Not applicable because the application does not constitute a subdivision.

5.12.3 Environmental Impacts and Attenuation Code E11.0

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

5.12.4 Airports Impact Management Code E12.0

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

5.12.5 Local Historic Heritage Code E13.0

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

5.12.6 Coastal Code E14.0

Not applicable. In accordance with E14.2.2 this Code does not apply to use and development on land shown within E16 Invermay/Inveresk Flood Inundation Area on the planning scheme overlay maps.

5.12.7 Telecommunications Code E15.0

Not applicable because the application does not involve telecommunications facilities.

5.12.8 Invermay/Inveresk Flood Inundation Area Code E16.0

The site is located within the Riveredge Recreational Precinct.

Code Purpose

E16.1.1	*The purpose of this provision is to reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area and in particular:* *(a) to limit development that increases the potential flood damage to residential property subject to inundation;* *(b) to limit land uses that create unacceptable levels of risk for residents in the event of inundation; and* *(c) to ensure that consideration is given to community, infrastructure and environmental impacts of development on land subject to flood inundation.* .

Response: The proposed development of land adjacent to the flood levee is not for residential purposes and therefore will not increase the potential flood damage to residential properties subject to inundation. The nature of the car park use with no built form means that any inundation will cause minimal damage to community infrastructure and the environmental impacts if the site is flooded will be negligible.

Use Standards

E16.6.1 Unacceptable Uses

Objective

To prevent unacceptable uses from establishing in areas subject to or isolated by, flood inundation.

Acceptable Solution	***Performance Criteria***
A1	*P1*
Must not be: *a) Educational and occasional care; or* *b) Emergency services; or* *c) Hospital services..*	*No performance criteria*

Not applicable

The proposed use is defined as 'Vehicle Parking.'

Acceptable Solution	*Performance Criteria*
A2	*P2*
Must not be Residential unless: *(a) a single dwelling in the Invermay Residential or Inveresk Residential precincts;* *(b) a multiple dwelling in the Invermay Residential Precinct; or* *(c) associated with an supporting the educational activities within the Inveresk Cultural precinct.*	*No performance criteria*

Not applicable

The proposed use is defined as 'Vehicle Parking.'

Acceptable Solution	*Performance Criteria*
A3	*P3*
Must not be Community meeting and entertainment in the Riveredge Industrial or Inveresk Residential precincts.	*No performance criteria*

Not applicable

The proposed use is defined as 'Vehicle Parking.'

Development Standards

E16.7.1 Intensification of residential development

Objective

To limit the intensification of residential development in areas subject to, or seriously affected by, flood inundation.

Acceptable Solution	*Performance Criteria*
A1	*P1*
New residential development or extensions of existing buildings: *(a) must not increase the floor area of individual dwellings or total floor area on the title to more than 110% of that*	*No performance criteria*

existing or approved on the 1st January 2008; or *(b) must not result in more than 200m² of residential floor area on a single title; or* *(c) must be for residential uses associated with and supporting the educational activities within the Inveresk Cultural Precinct.*	

Not applicable

The proposed use is defined as 'Vehicle Parking.'

Acceptable Solution	***Performance Criteria***
A2 *Subdivision or division of land by strata plan must not create any additional lots capable for any future residential development.*	*P2* *No performance criteria*

Not applicable

No subdivision is proposed.

E16.7.2 Flood Impact

Objective

To ensure that new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.

Acceptable Solution	***Performance Criteria***
A1 *Floor levels of all habitable rooms within the Residential use class must be at least 3.7m AHD.*	*P1* *No performance criteria*

Not applicable

No buildings are proposed as part of the works.

Acceptable Solution	***Performance Criteria***

A2	*P2*
No acceptable solutions	*Buildings for residential purposes within the Inveresk Cultural Precinct must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer* *The report and plan must detail the risks and likely impacts of a 1:20 year, 1:50 year and 1:100 year annual exceedance probability flood event on the site, the building and its occupant and how the development will be designed and how the use will be managed to avoid, mitigate or remedy the impacts to take account of:* *a) the risk of levee failure in the vicinity of the site;* *b) the likely velocity of flood waters and depth of inundation;* *c) the need to locate electrical equipment and other fittings above 1:100 year annual exceedance probability flood level; the likely affect of the use or development on flood characteristics;* *d) the safety of the occupants of the development, potential evacuation routes and whether there is a flood free access to the land; and* *e) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing or protection measures in the development.*

Not applicable

No buildings are proposed as part of the works.

Acceptable Solution	***Performance Criteria***
A3	*P3*
All buildings not in the Residential use class must have a: *(a) floor level of at least 3.4m AHD; and* *(b) gross floor area or not more than:*	*Buildings not in the Residential use class must be sited and designed in accordance with a hydrological report and an emergency*

i 400m^2 *ii 10% more than that existing or approved on the 1st January 2008*	*management plan prepared by a suitably qualified engineer. The report and plan must:* *(a) detail:* *(i) the risks to life;* *(ii) the likely impact on the use or development; and* *(iii) how the use or development will manage the risk to tolerable levels; during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP, 2%AEP or a 1% AEP flood event; and* *(b) consider the following:* *(i) the likely velocity and depth of flood waters;* *(ii) the need to locate electrical equipment and other fittings above the 1% AEP flood level;* *(iii) the likely effect of the use or development on flood characteristics;* *(iv) the development and incorporation of evacuation plans into emergency management procedures for the precinct; and* *(v) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.*

Not applicable

No buildings are proposed as part of the works.

5.12.9 Cataract Gorge Management Area Code E17.0

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

5.12.10 Signs Code E18.0

A total of 15 regulatory signs are proposed within and immediately adjacent to the proposed car park. In accordance with E18.4, a regulatory sign does not require a permit provided it does not contain any advertising material. All signs proposed will be for road and parking regulatory purposes only.

5.12.11 Development Plan Code E19.0

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

6. Conclusion

The proposed site specific ordinance amendment to allow 'Vehicle Parking' as a discretionary use in the Open Space Zone on land contained within CT 26022/4, CT29363/9, CT29363/10, CT38764/1, CT38764/2, CT117179/1, CT69159/3, CT217953/1 and CT252339/1 (subject site) has been assessed against all relevant strategic plans, strategies and the objectives of the RMPS. The amendment effectively allows for a vacant parcel of Council owned land which is not developed for any formal recreational purposes to be developed for a 99 space car park that will service users of the North Bank Recreation Precinct and CBD commuters. The site specific nature of the amendment means that the opportunity to develop Vehicle Parking in the Open Space zone is limited to the subject site. It is proposed the Invermay/Inveresk Flood Inundation overlay remains. The strategic merit of the ordinance amendment can be summarised as follows:

- Provides for a suitable use for an otherwise vacant parcel of land;
- Supports the North Bank Recreation Precinct and the North Esk Trails by providing car parking for users of these areas/facilities.
- Will not impact on the recreational values of the land in that the existing walking/cycling pathway will be retained;
- Provides an alternative commuter parking space once the existing spaces in the Bridge Road/Kings Bridge area are metered to support the growing and vibrant tourism/restaurant precinct in that area;
- The location of the car park in proximity to York Park will assist in provision of car parking for events at that venue whilst not impacting on its core purpose of providing all-day parking for both commuters and users of the North Bank Precinct.
- The location of the car park in close proximity to the CBD but without impacting on key sites within the CBD has the added benefit of encouraging users to undertake 15 minutes of physical activity per day.

The development proposal meets all relevant development standards and only relies on Performance Criteria in relation to the following matters:

- 19.3.1 Hours of Operation (P1)
- 19.3.3 Light spill and illumination (P1)
- 19.4.2 Landscaping (P1)
- E4.6.4 Sight Distance at Accesses, Junctions and Level Crossings (P1)

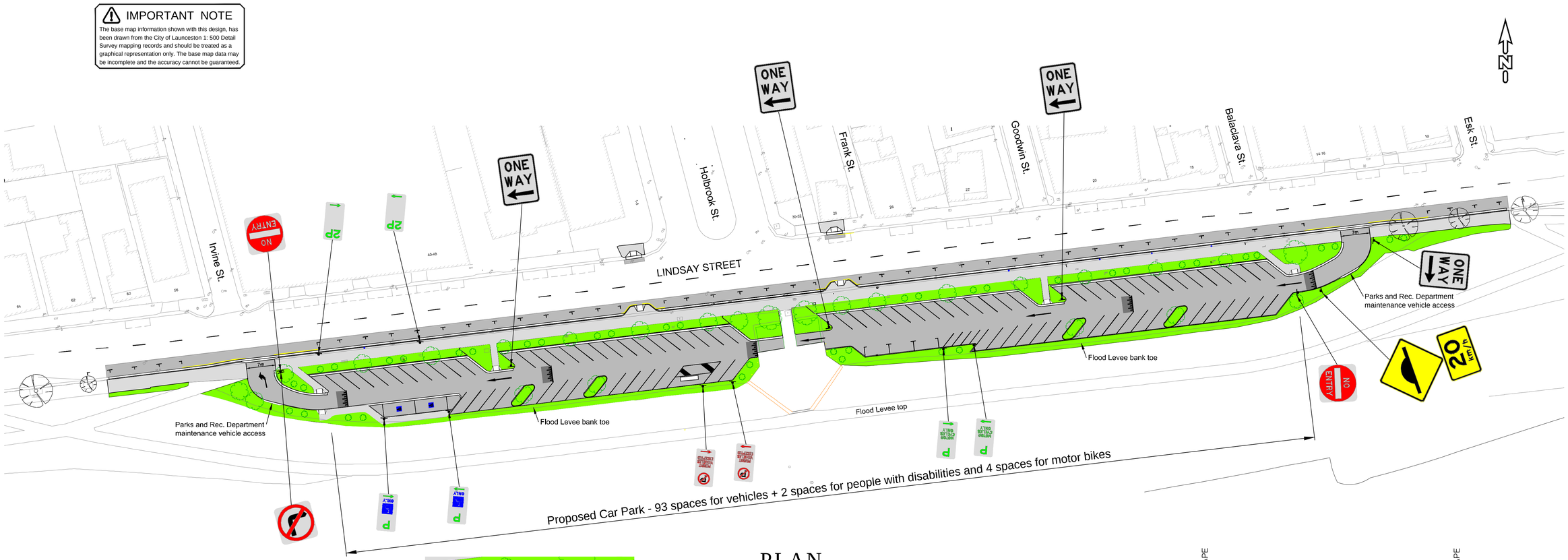
In all instances, compliance with the Performance Criteria has been demonstrated and it is submitted that the nature of the use of the site as a commuter car park will not impact on the amenity of the area. The TIA accompanying the application demonstrates that the surrounding road network has the capacity to accommodate the minimal number of extra traffic movements per day.

Based on all the supporting information provided in this report, it is submitted that there is sufficient justification to support the case for an amendment as proposed and to approve the development application for a 99 space car park.

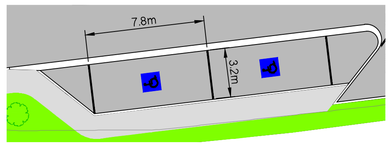
Appendix A. Development Plans

IMPORTANT NOTE

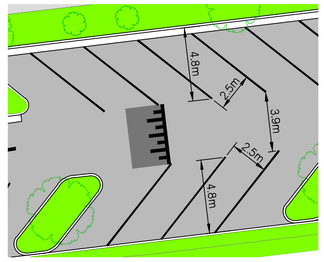
The base map information shown with this design, has been drawn from the City of Launceston 1: 500 Detail Survey mapping records and should be treated as a graphical representation only. The base map data may be incomplete and the accuracy cannot be guaranteed.



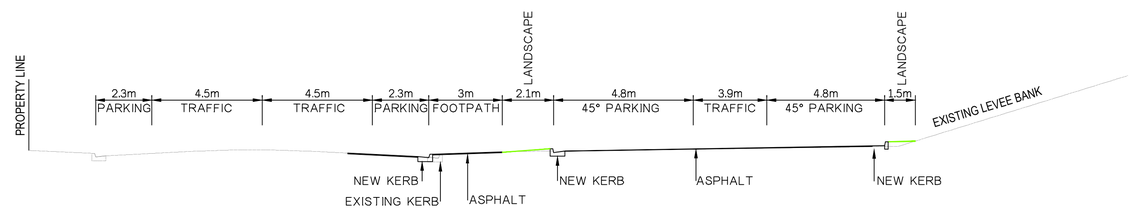
PLAN
N.T.S.



DISABILITIES PARKING DETAILS
N.T.S.



PARKING BAY DETAILS
N.T.S.



TYPICAL CROSS SECTION
N.T.S.

DESIGN OBJECTIVES

- Improve on-street and new off-street parking for all day free parking which includes traffic safety, pedestrian safety and amenity.

DESIGN FEATURES

- Construct new 93 space off-street car park.
- Easy pedestrian access.
- Provide 2 disabled spaces.
- Provide 4 motor bike spaces.
- Install road humps to reduce vehicle through speeds for safety.
- Install and update traffic signs.
- Remove existing time limited parking signs along street edge
- Remove all disused driveways Southern side.
- Provide new landscape features.
- Provide adequate drainage.

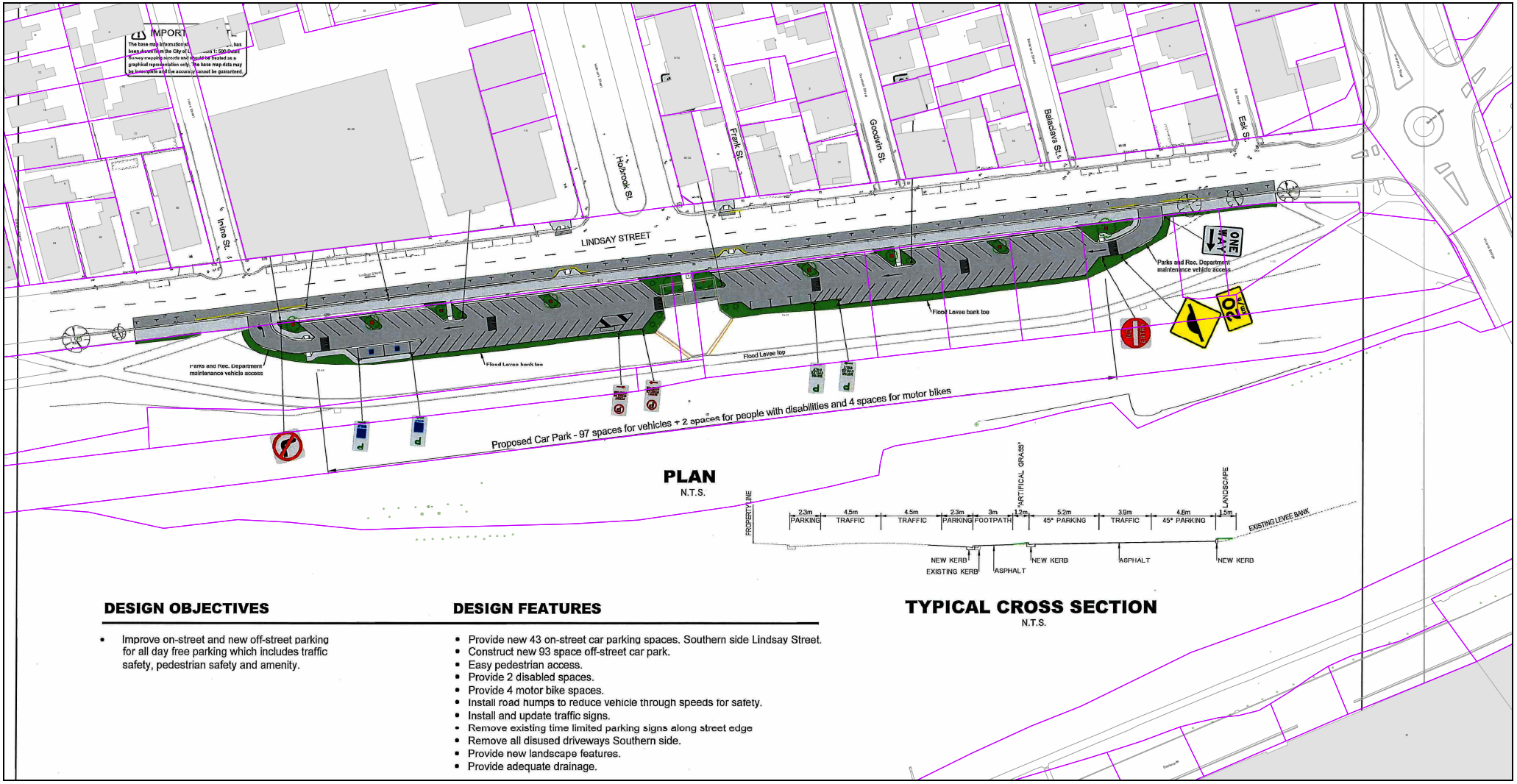
CONCEPT FOR PUBLIC CONSULTATION

City of LAUNCESTON

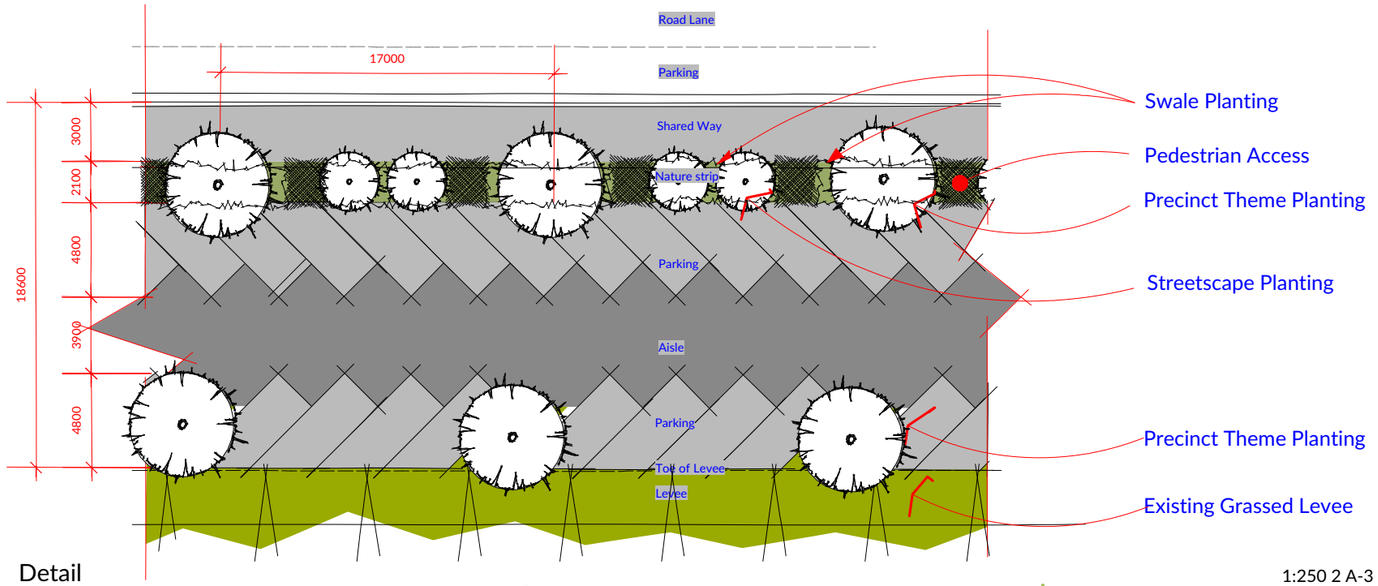
LINDSAY STREET
ESK STREET TO IRVINE STREET
PROPOSED CAR PARK
CONSULTATION PLAN

Town Hall St John Street, Launceston Tasmania 7250
T: 03 6323 3000 Email: contactus@launceston.tas.gov.au

August 2016

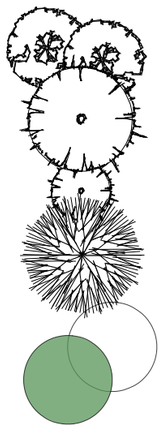


Lindsay Street Proposed Car Park with Title Boundaries - (approximate location only)



Legend

Note - Final species selection subject to avaialabilty.



River edge planting	such as Eucalyptus pulchella, Eucalyptus viminalis.
Precinct theme Planting	such as Populus
Streetscape Planting	suach as Melaleuca styphelloides, Schinus molle
Gateway Planting	Phoenix canariensis, Platanus orientalis.
Existing Trees to be removed	
Existing Trees	

Note: Final planting details of mulch, soil mix, rootbarriers & the like will be determined at documentation.

Detail

1:250 2 A-3

Plan

Note: Carpark spaces diagrammatic refer Eng drwgs for arrangement. 1:1000 @ A-3

DESIGN OBJECTIVES

+ Implement tree strategy.
+ Implement principals of tree strategy.
+ Provide residential streetscape amenity.
+ Provide strategic avenue effect in line with increased profile of river edge.
+ Provide scenic transition to river edge

LANDSCAPE STATEMENT

+ The existing site contains declining remant street trees and grassed levee embankments. The concept seeks to reinstate the street tree plantings at the residential scale . This planting will then be supported by a stronger precinct planting theme that will be contigious for the the whole of the Lindsay Street precinct.

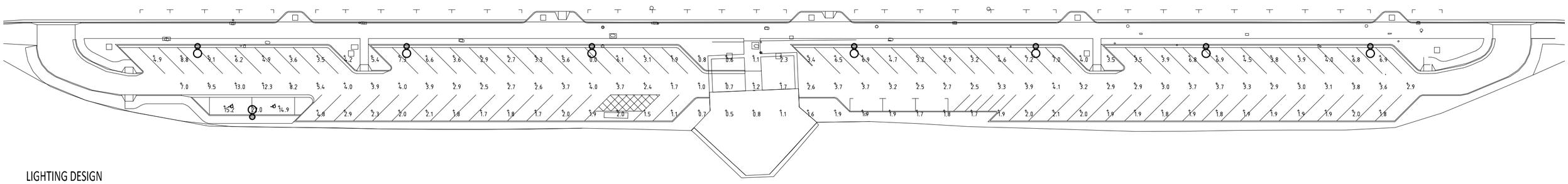
The planting design provides an avenue effect of planting to ameliorate the visual impact of the car parking and provide a transition to the river edge. The planting design seeks to seperate the shared way from the vehicles and minimise the maintenace conflicts of inter carpark plantings. Clump plantings of native species have been strategically incorporated to integrate the canopy with the existing and proposed North Bank plantings. Gateway plantings are also proposed to define and reinforce these very important entrances to central Launceston. Phoenix palms to Goderich St. and London Planes to Invermay Rd.

City of LAUNCESTON

Lindsay St East.
Street Tree Strategy.

LEGEND

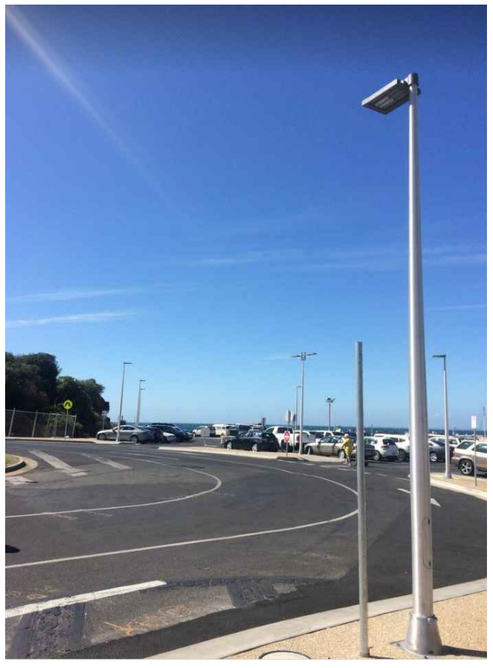
POLE MOUNTED LUMINAIRE ON 6m ROUND POLE.
LAMP: LED.
TYPE: WE-EF VFL540 LED WITH GM 6m ROUND POLE & FOOTING CAGE.



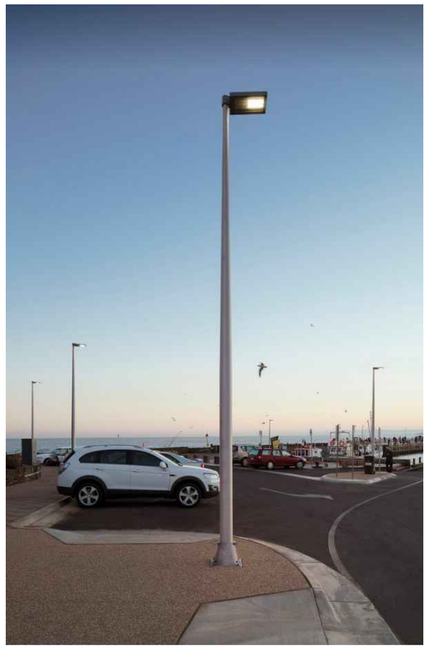
LIGHTING DESIGN

SCALE 1:500

0mm 5000 10000 15000 20000 25000



LIGHTING EXAMPLE
NOT TO SCALE



LIGHTING EXAMPLE
NOT TO SCALE

FOR BUILDING APPROVAL

DO NOT SCALE DIRECTLY OFF DRAWING. ALL MEASUREMENTS AND LOCATIONS OF EQUIPMENT ARE TO BE CONFIRMED ON SITE WITH THE SITE SUPERVISOR.

THIS DRAWING IS TO BE VIEWED IN CONJUNCTION WITH SPECIFICATION, ARCHITECTURAL, STRUCTURAL AND ALL OTHER SERVICES DRAWINGS. ALL LIABILITY DUE TO FAILURE TO OBSERVE THIS CLAUSE SHALL BE BORNE BY THE CONTRACTOR

By	Date	Description	Issue
A.I.B	30/08/16	BUILDING APPROVAL	B1

REVISIONS

est TASMANIA
ENGINEERING SOLUTIONS
100 CAMERON ST, LAUNCESTON TASMANIA 7250 P:03 6323 6500
199 MACQUARIE ST, HOBART TASMANIA 7000 P:03 6220 6300

Client
LAUNCESTON CITY COUNCIL

Project
LINDSAY STREET CARPARK

Sheet Title
LIGHTING DESIGN

ELECTRICAL SERVICES

Plotted	Designed	Drawn
Tuesday, August 30, 2016	M.v.B	S.N.C
	Checked: -	Issue: B1
A2	Drawing No.	16120-S1-E01

Appendix B. Title Information

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
26022	4
EDITION	DATE OF ISSUE
3	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.34 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 4 on Plan 26022
Derivation : Part of Lots 1 to 5 inclusive (Section N.3) (1098m2, 126m2, 1061m2, 1212m2 and 6.6m2) Vested in The Australian National Railways Commission
Prior CT 4197/94

SCHEDULE 1

C863262 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

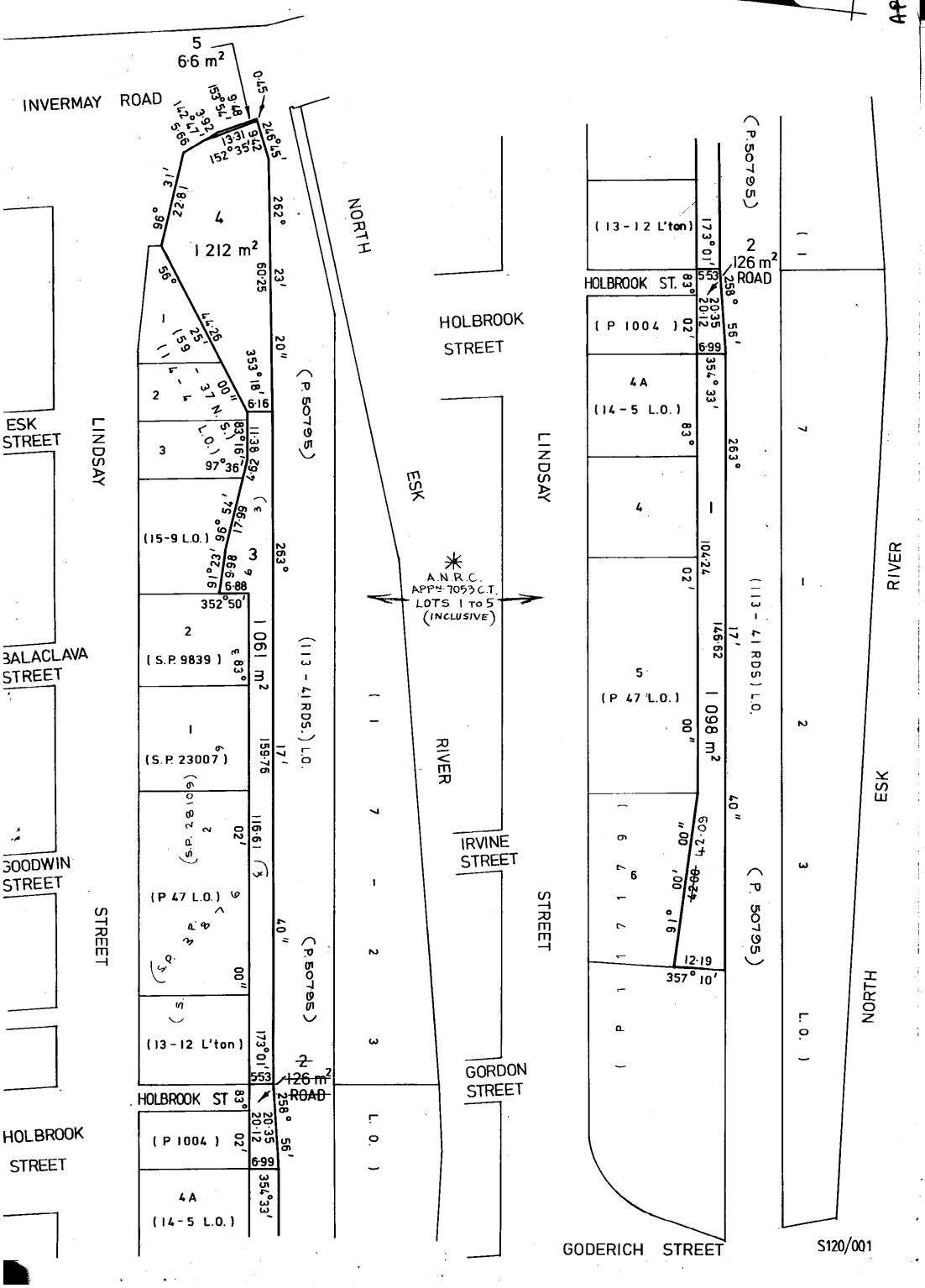
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

GS K 1110

#107 P 26022 V 55-51

Owner: Australian National Railways Commission	PLAN OF SURVEY by Surveyor R.V. Tait of land situated in the CITY OF LAUNCESTON SECTION N3 SCALE 1: 750 MEASUREMENTS IN METRES	Registered Number: P26022 Approved 11 SEP 1985 ~~Effective from:~~ Recorder of Titles
Title Reference: APPN. 7053 C.T.		
Grantee: ~~Part of 2a. 0r. 13 p. & 3a. 0r. 0 p., reserved for Public Wharf purposes~~ WHOLE OF LOTS 1, 2, 3, 4 & 5 CONTAINING 1098 m², 126 m², 1061 m², 1212 m² & 6·6 m² RESPECTIVELY VESTED IN THE AUSTRALIAN NATIONAL RAILWAYS COMMISSION.		



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
29363	9
EDITION	DATE OF ISSUE
3	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.32 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 9 on Sealed Plan 29363
(Formerly Lots 7 & 8 on SP 29363)
Derivation : Part of Lot 3 Vested in the Aust. National Railways Commission. Whole of Lot 1 Gtd to Tas. Produce & Cool Storage Co. Ltd. Sec N.3.
Prior CT 4323/96

SCHEDULE 1

C863262 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 29363 FENCING PROVISION in Schedule of Easements
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

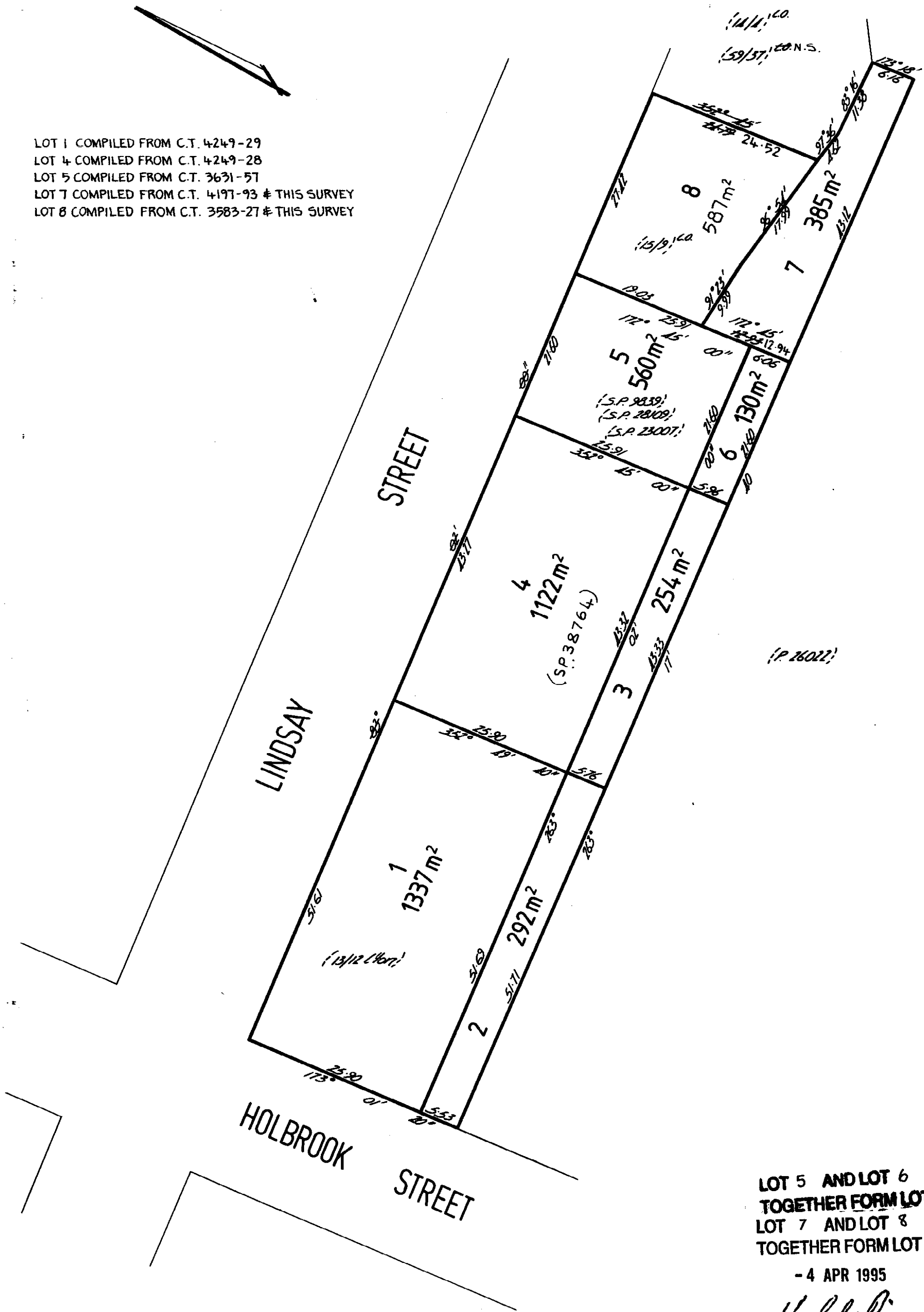
OS-K 1110

$157 SP 29363

Owner: Stacpoole Enterprises Pty. Ltd. MACLEAY PTY. LTD.	PLAN OF SURVEY by Surveyor G.J. Walkem of land situated in the	Registered Number: S.P.29363
Title Reference: C.T. 4249-28 C.T. 4249-29 C.T. 3583-27 C.T. 4197-93 C.T. 3631-57	CITY OF LAUNCESTON SECTION N3	~~Approved~~ Effective from: 4 - DEC 1986
Grantee: ~~Part of~~ Whole of 0a-2r-39 3/10 p & LOT 1 (0.0.23 3/10) gtd. to Tasmanian Produce & Cool Storage Co. Ltd., ~~Part of Lots 1 to 5 incl.~~ Whole of Lot 3 (Section N3), (~~1898m², 126m²~~, 1061m², ~~1212m² & 66m²~~) vested in The Australian National Railways Commission.	SCALE 1:500 MEASUREMENTS IN METRES	Acting Recorder of Titles

U/R SNs 30/6/86 Memo 13/7/86

LOT 1 COMPILED FROM C.T. 4249-29
LOT 4 COMPILED FROM C.T. 4249-28
LOT 5 COMPILED FROM C.T. 3631-57
LOT 7 COMPILED FROM C.T. 4197-93 & THIS SURVEY
LOT 8 COMPILED FROM C.T. 3583-27 & THIS SURVEY



LOT 5 AND LOT 6
TOGETHER FORM LOT 10
LOT 7 AND LOT 8
TOGETHER FORM LOT 9
-4 APR 1995

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
29363	10
EDITION	DATE OF ISSUE
4	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.32 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 10 on Sealed Plan 29363
(formerly Lots 5 & 6 on Sealed Plan No. 29363)
Derivation : Part of Lot 3 Vested in the Aust. National Railways Commission and Part of 0A-2R-39.3/10Ps Gtd to Tas. Produce & Cool Storage Company Ltd.
Prior CT 4323/95

SCHEDULE 1

C863252 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 9839 & SP 29363 FENCING PROVISION in Schedule of Easements
A583766 FENCING PROVISION in Transfer
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the List

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

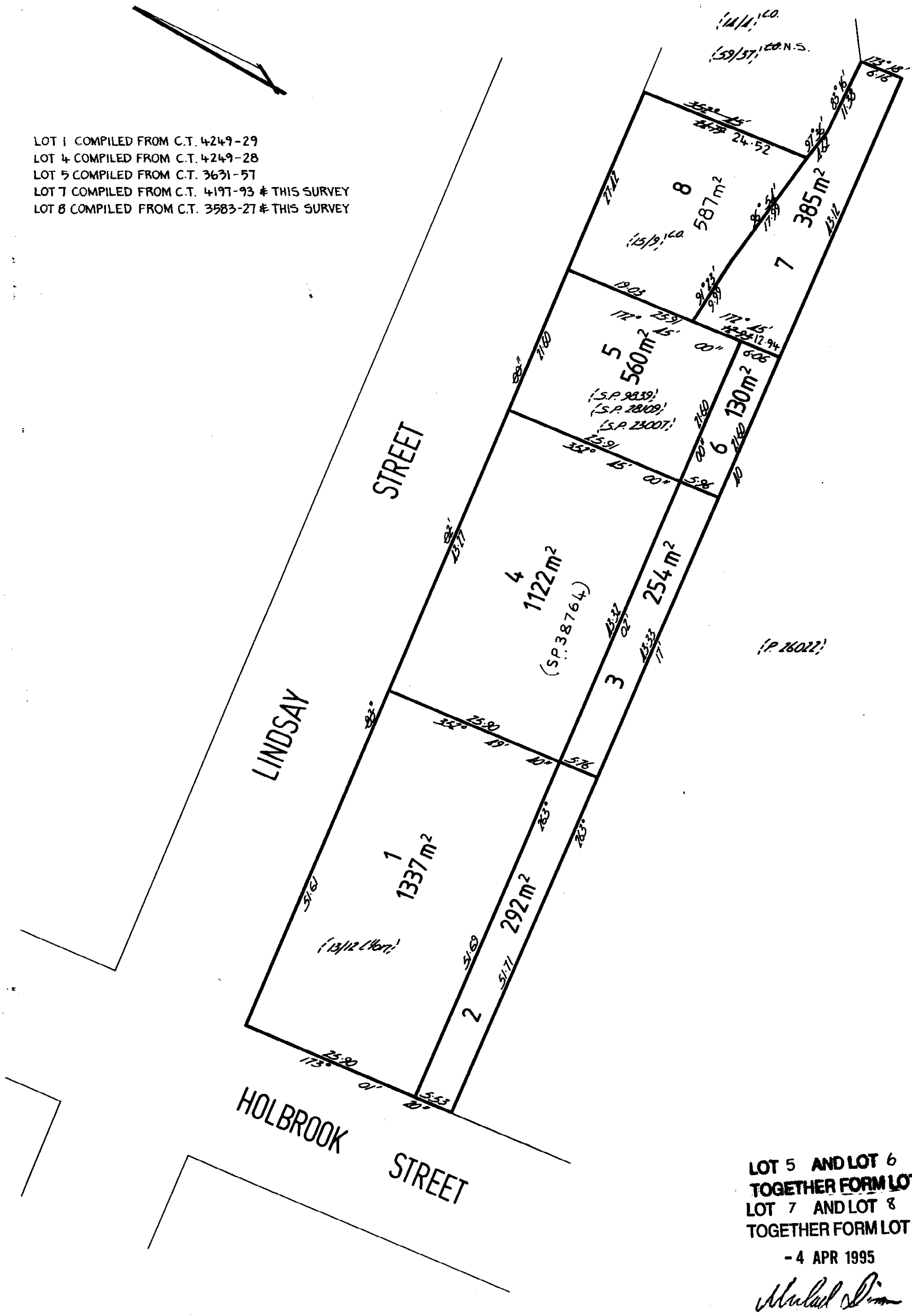
Tasmanian Government

OS-K 1110

$157 SP 29363

Owner: Stacpoole Enterprises Pty. Ltd. MACLEAY PTY. LTD.	PLAN OF SURVEY by Surveyor G.J. Wolfarm of land situated in the	Registered Number: S.P29363
Title Reference: C.T. 4249-28 C.T. 4249-29 C.T. 3583-27 C.T. 4197-93 C.T. 3631-57	CITY OF LAUNCESTON SECTION N3	Approved Effective from: 4 - DEC 1986
Grantee: Whole Part of 0r 2p 39 6/10 gts. LOT (0.0.23 8/10) to Tasmanian Produce & Cool Storage Co. Ltd. Part of Lots 1 to 5 Whole of Lot 3 incl. (Section N3) (1693m² 126m², 106lm², 132m² 66m²) vested in The Australian National Railways Commission.	SCALE 1:500 MEASUREMENTS IN METRES	Acting Recorder of Titles

U/R SN^s 30/6/86 Memo 13/7/86



LOT 5 AND LOT 6 TOGETHER FORM LOT 10
LOT 7 AND LOT 8 TOGETHER FORM LOT 9
-4 APR 1995

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
38764	1
EDITION	DATE OF ISSUE
5	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.31 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Sealed Plan 38764
Derivation : Part of Lot 3 Vested in the Aust. National Railways Commission and Part of 0A-2R-39.3/10Ps. Gtd. to Tas Produce & Cool Storage Company Ltd.
Prior CT 4540/38

SCHEDULE 1

C863253 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at 12.01 PM

SCHEDULE 2

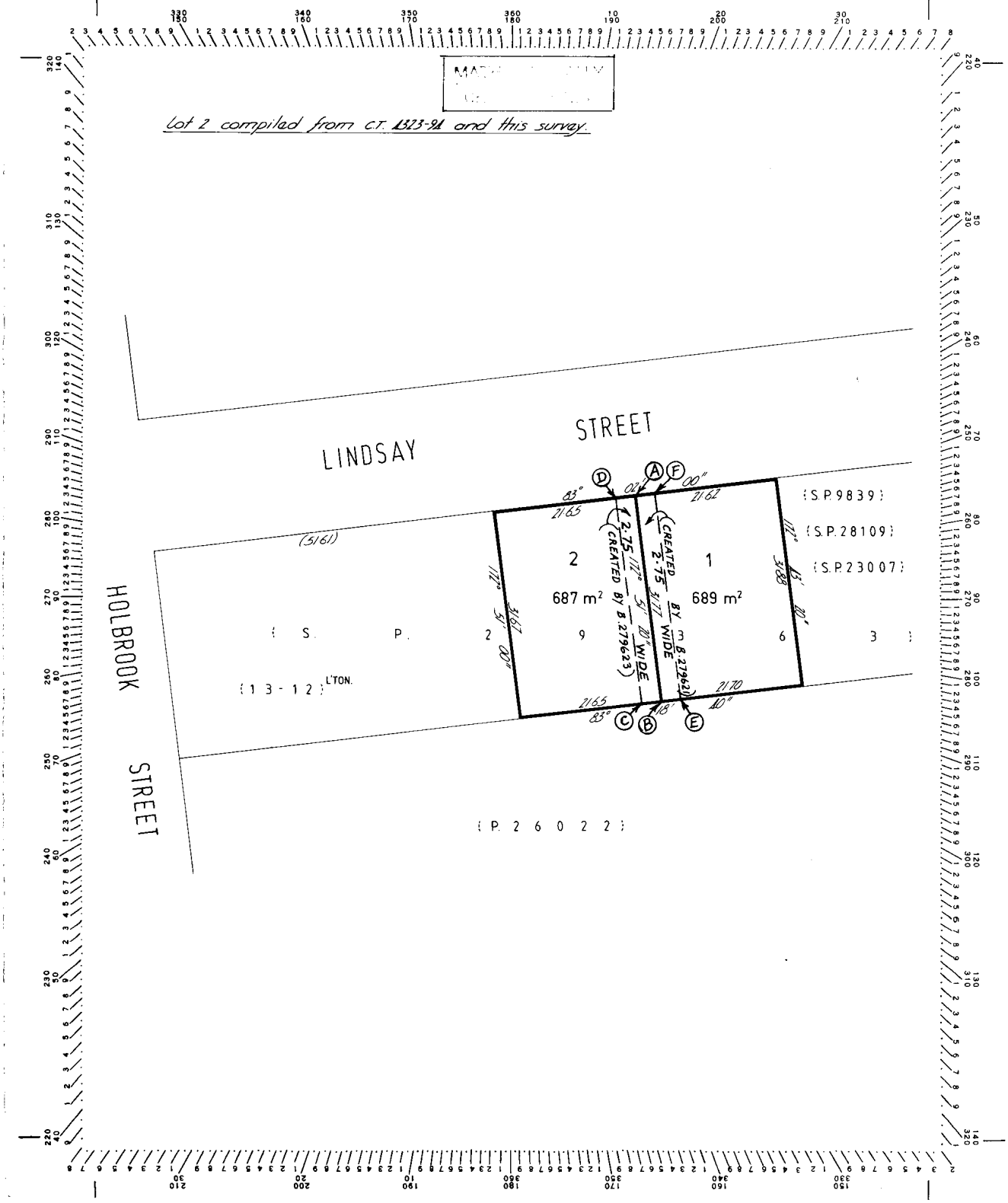
Reservations and conditions in the Crown Grant if any
SP 28109 & SP 29363 FENCING PROVISION in Schedule of Easements
B279621 SUBJECT TO a Right of Carriageway (appurtenant to Lot 2 on Sealed Plan No. 38764) over the land marked ABEF on Sealed Plan No. 38764
B279623 TOGETHER WITH a Right of Carriageway over the land marked ABCD on Sealed Plan No. 38764 Registered 02-Jun-1993 at noon
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: D & C Martin Pty. Ltd. and Sparco Pty. Ltd.	**PLAN OF SURVEY** by Surveyor G. J. WALKEM of land situated in the CITY OF LAUNCESTON. (SEC. N.3) SCALE 1: 600. MEASUREMENTS IN METRES	Registered Number: SP38764
Title Reference: C.T. 1323-91		Approved Effective from: 23 FEB 1989 Recorder of Titles
Grantee: Part of 0a 2r 39¾p Gtd to Tasmanian Produce and Cool Storage Co. Ltd. and Part of Lot 3 Vested in the Australian National Railways Commission		

Lot 2 compiled from C.T. 1323-91 and this survey.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
38764	2
EDITION	DATE OF ISSUE
4	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.31 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 2 on Sealed Plan 38764
Derivation : Part of Lot 3 Vested in the Aust. National Railways Commission Part of 0A-2R-39.3/10Ps Gtd. to Tas Produce & Cool Storage Company Ltd.
Prior CT 4540/39

SCHEDULE 1

C863254 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at noon

SCHEDULE 2

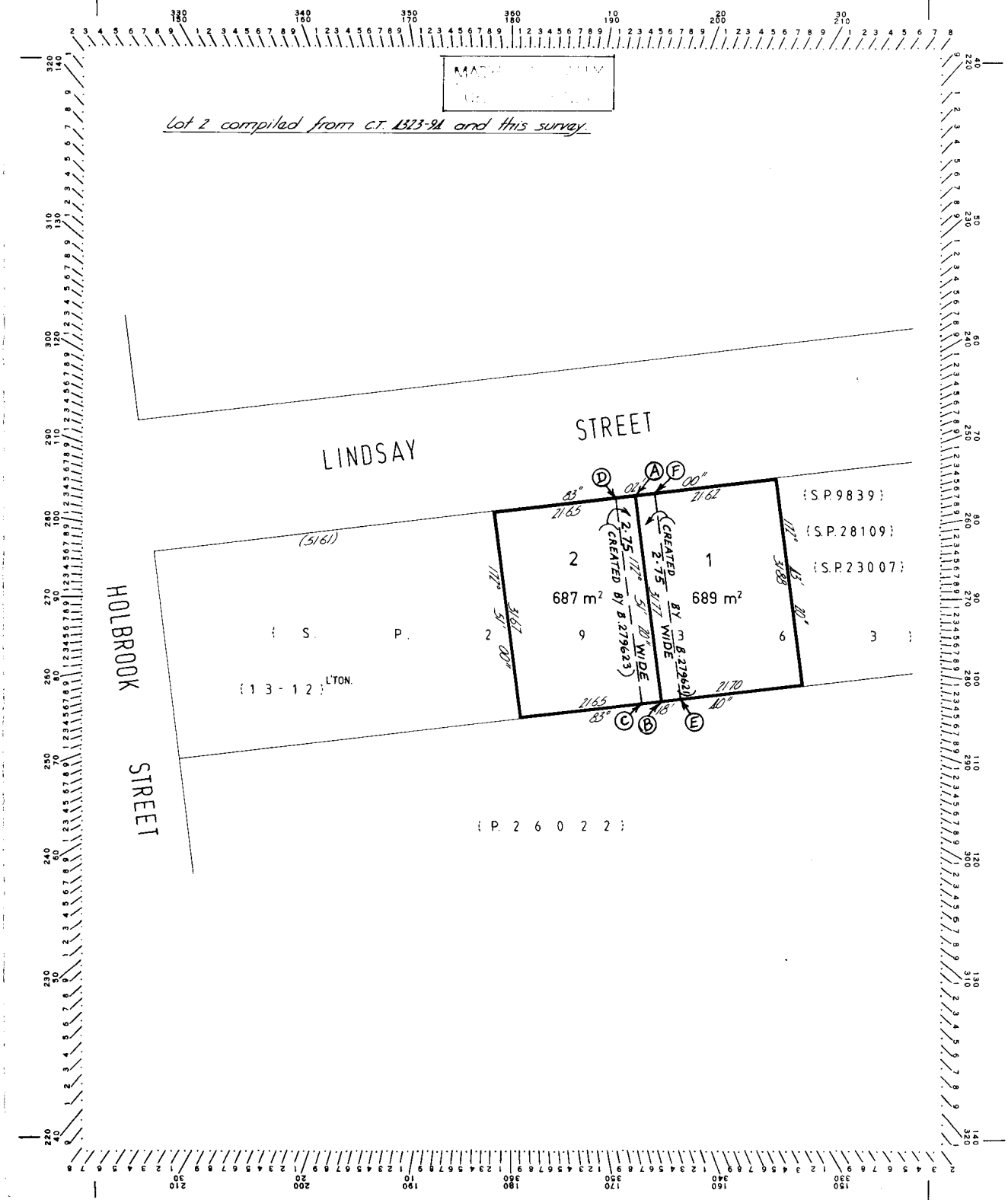
Reservations and conditions in the Crown Grant if any
SP 28109 & SP 29363 FENCING PROVISION in Schedule of Easements
B279621 TOGETHER WITH a right of carriageway over the land marked ABEF on Sealed Plan No. 38764
B279623 BURDENING EASEMENT: Right of Carriageway [appurtenant to Lot 1 on Sealed Plan No. 38764) over the land marked ABCD on Sealed Plan No. 38764
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: D & C Martin Pty. Ltd. and Sparco Pty. Ltd.	**PLAN OF SURVEY** by Surveyor G. J. WALKEM of land situated in the CITY OF LAUNCESTON. (SEC. N.3) SCALE 1: 600. MEASUREMENTS IN METRES	Registered Number: SP38764
Title Reference: C.T. 1323-91		Approved Effective from: 23 FEB 1989 Recorder of Titles
Grantee: Part of 0a 2r 39¾p Gtd to Tasmanian Produce and Cool Storage Co. Ltd. and Part of Lot 3 Vested in the Australian National Railways Commission		

Lot 2 compiled from C.T. 1323-91 and this survey.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
117179	1
EDITION	DATE OF ISSUE
7	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.29 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 117179 (Section 27A of the Land Titles Act.)
Derivation : Whole of Lot 1 on Plan 117179 Gtd. to The Crown

SCHEDULE 1

C863256 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at 12.01 PM

SCHEDULE 2

B859574 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown
B911124 FENCING PROVISION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER
THE CROWN

FOLIO REFERENCE
SEC 27A (B859574)

GRANTEE
WHOLE OF LOT 1 5689m² THE CROWN

PLAN OF SURVEY

BY SURVEYOR COMPILED PLAN
OFFICE OF THE SURVEYOR-GENERAL

LOCATION

CITY OF LAUNCESTON

SCALE 1:1250 LENGTHS IN METRES

Registered Number

P117179

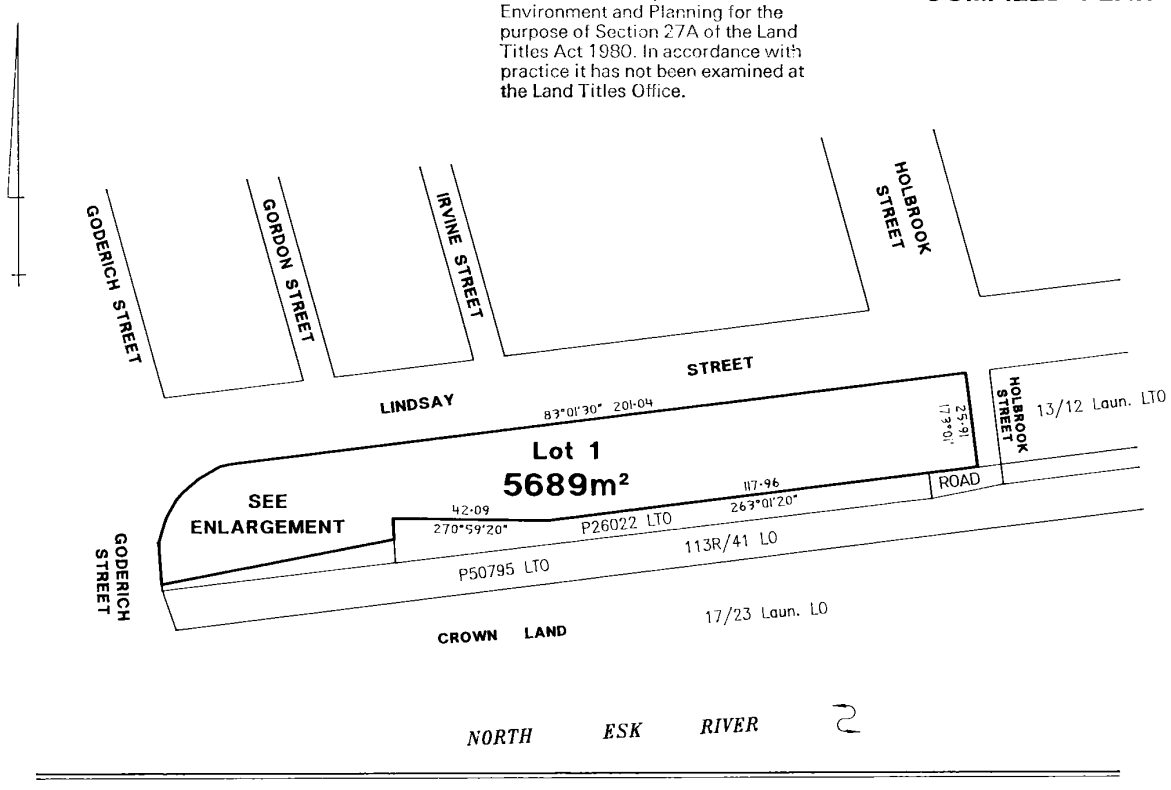
APPROVED
~~EFFECTIVE FROM~~ 4 MAY 1995

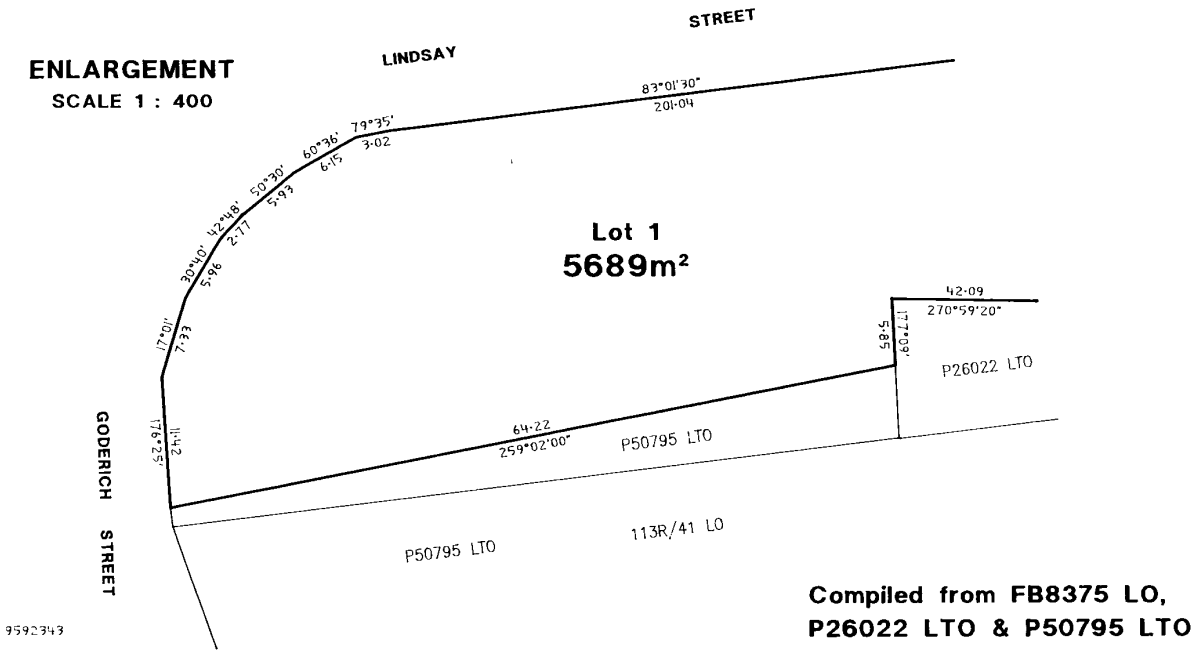
Recorder of Titles

MAPSHEET MUNICIPAL CODE No 54	LAST UPI No 33896	LAST PLAN No P7019 LO	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

This plan was prepared by the Survey Division of the Department of Environment and Planning for the purpose of Section 27A of the Land Titles Act 1980. In accordance with practice it has not been examined at the Land Titles Office.

COMPILED PLAN





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
252339	1
EDITION	DATE OF ISSUE
4	03-Oct-2008

SEARCH DATE : 19-Aug-2016
SEARCH TIME : 08.30 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 252339
Derivation : Part of Lot 3 vested in the Aust. National Railways Commission; Part of 0A-2R-39.10/10P Gtd to Tas. Produce & Cool Storage Company Ltd.
Prior CT 4323/93

SCHEDULE 1

C863255 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 29363 FENCING PROVISION in Schedule of Easements
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OS D 435

ANNEXURE TO CERTIFICATE OF TITLE FOLIO OF REGISTER

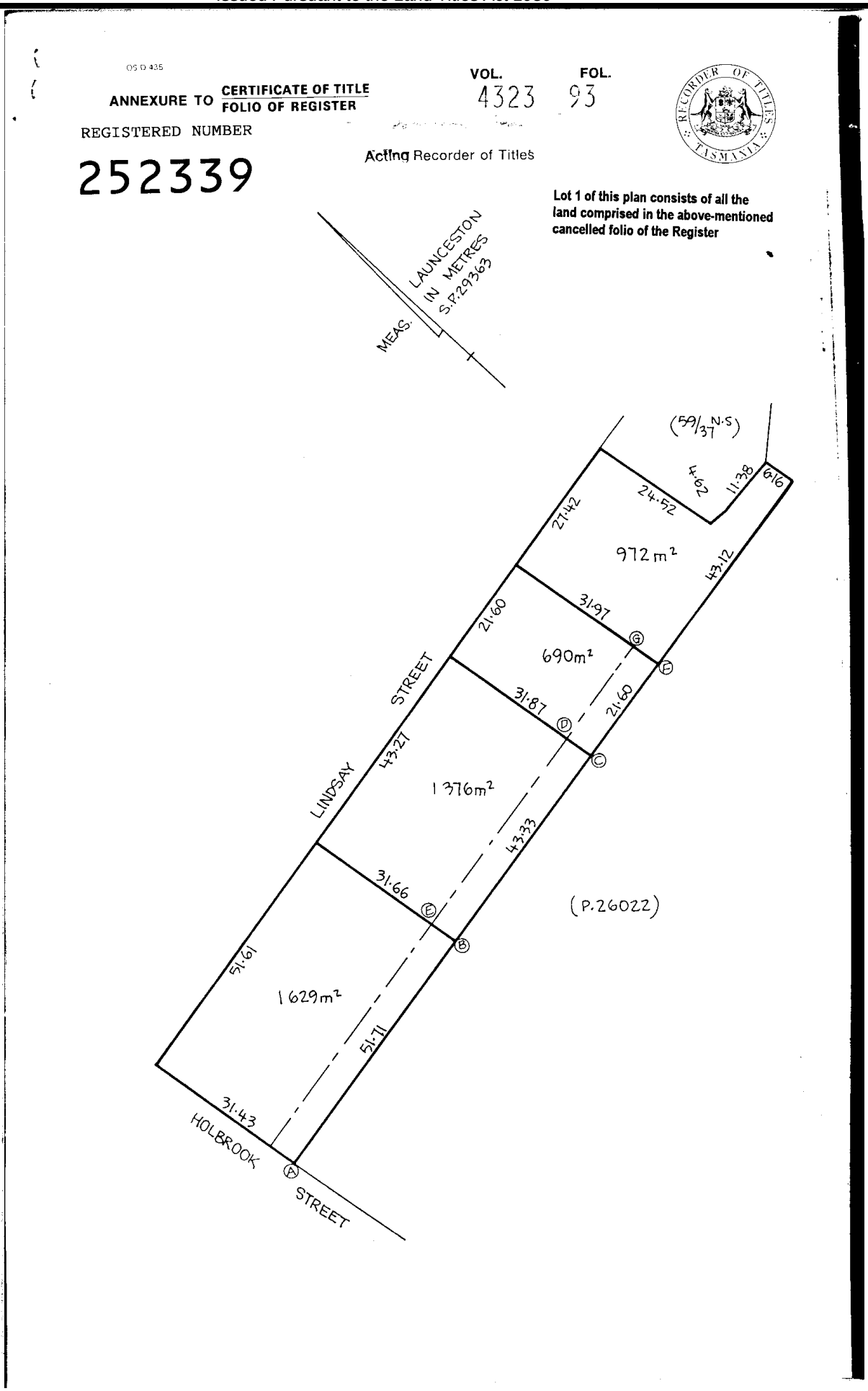
VOL. 4323 FOL. 93

REGISTERED NUMBER

252339

Acting Recorder of Titles

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
69159	3
EDITION	DATE OF ISSUE
3	03-Oct-2008

SEARCH DATE : 19-Oct-2016
SEARCH TIME : 12.36 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 3 on Diagram 69159 (formerly being 59-37NS)
Derivation : Part of Lot 7 Section N 3 Gtd to J B Waldron
Prior CT 3551/67

SCHEDULE 1

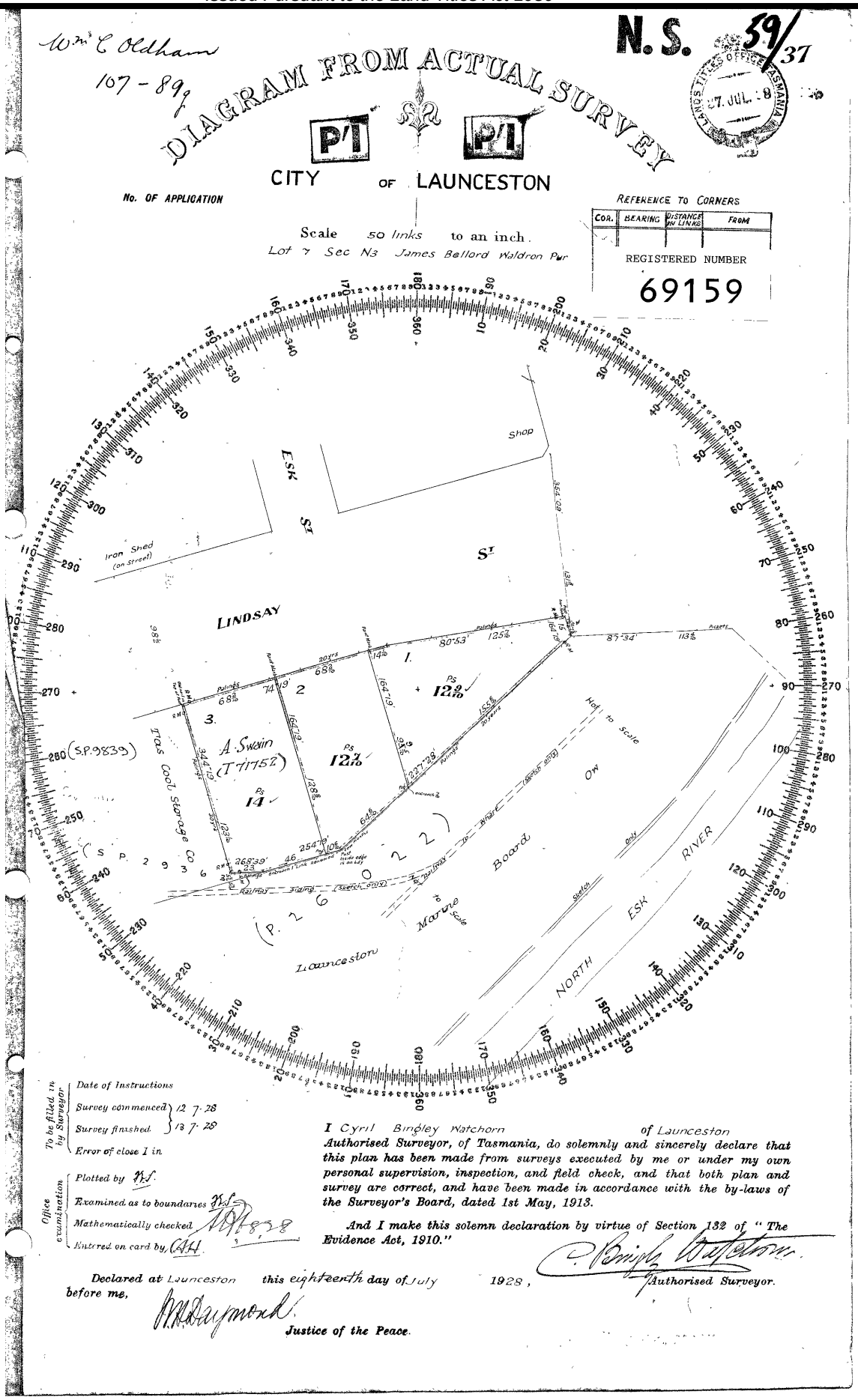
C863262 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
217953	1
EDITION	DATE OF ISSUE
3	03-Oct-2008

SEARCH DATE : 19-Oct-2016
SEARCH TIME : 12.38 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 217953
Derivation : Part of Lot 1 Section N.3. Gtd. to J.B. Waldron.
Prior CT 2639/31

SCHEDULE 1

C863262 APPLICATION: LAUNCESTON CITY COUNCIL Registered 03-Oct-2008 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
D33416 Site Management Notice under the Environmental Management and Pollution Control Act 1994 Registered 12-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469

TASMANIA

REAL PROPERTY ACT, 1862, as amended

CERTIFICATE OF TITLE

Register Book
Vol. Fol.
2655 31

Cert.of Title Vol.561 Fol.28.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

RECORDER OF TITLES ARE NO LONGER SUBSISTING.

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER 217953

DESCRIPTION OF LAND

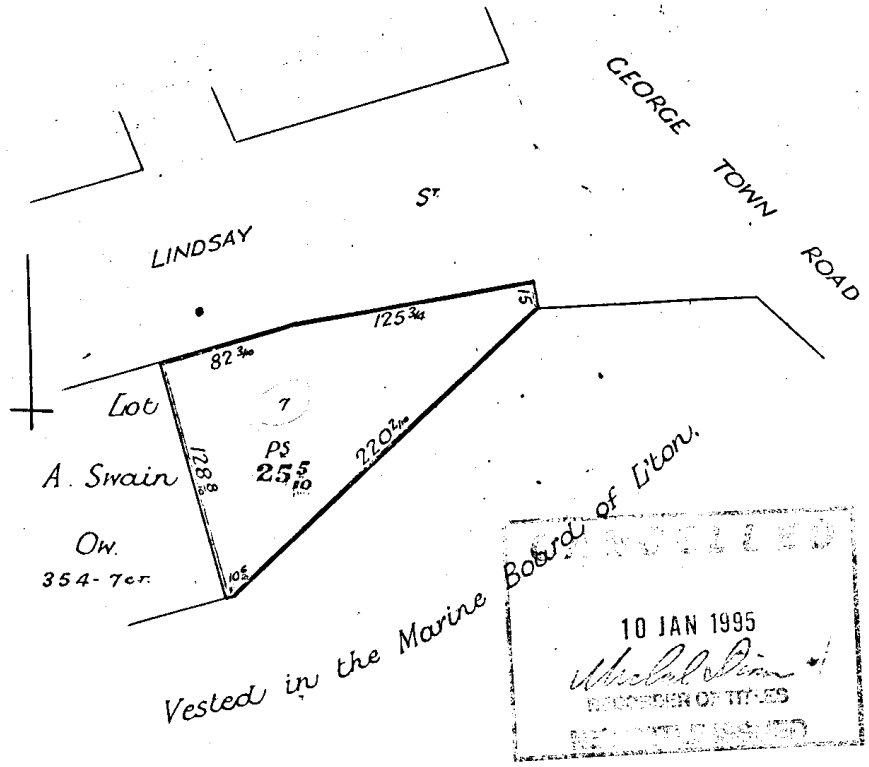
CITY OF LAUNCESTON
TWENTY FIVE PERCHES AND FIVE TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

TOPPA PRODUCTS (TASMANIA) PROPRIETARY LIMITED.

SECOND SCHEDULE (continued overleaf)

NIL.



Part of Lot 1.- Section N.3. - Gtd. to J.B.Waldron. Meas. in Links. 59/37 N.S.

FIRST Edition. Registered 1970

Derived from C.T.Vol.561 Fol.28. Transfer A134859 Tas. Milk Co. Pty.Ltd.

Appendix C. Owners Consent

File No: DA0517/2016; SF6533; 4195; 4196; 25434; 24175; 4197; 4198
SS

Your Ref:

31October 2016

Planning Department
Launceston City Council
planningadmin@launceston.tas.gov.au

To whom it may concern

Owners consent for lodgement of Request for a Planning Scheme Amendment and a Development Application for an off street car park in Lindsay Street.

This letter, issued pursuant to Section 37 of the *Land Use Planning and Approvals Act 1993* is to confirm that the applicant has consent to lodge a request to amend the Planning Scheme and a development application with the Launceston City Council (the Council) that involves Council owned/managed land:

Addresses	
1-11 Lindsay Street, Invermay	19-21 Lindsay Street, Invermay
13 Lindsay Street, Invermay	23-45 Lindsay Street, Invermay
15 Lindsay Street, Invermay	Lindsay Street road reserve
17 Lindsay Street, Invermay	Holbrook Street road reserve

The amendment is for a site specific amendment to include Vehicle Parking as a discretionary use in the Open Space Zone for the following titles:

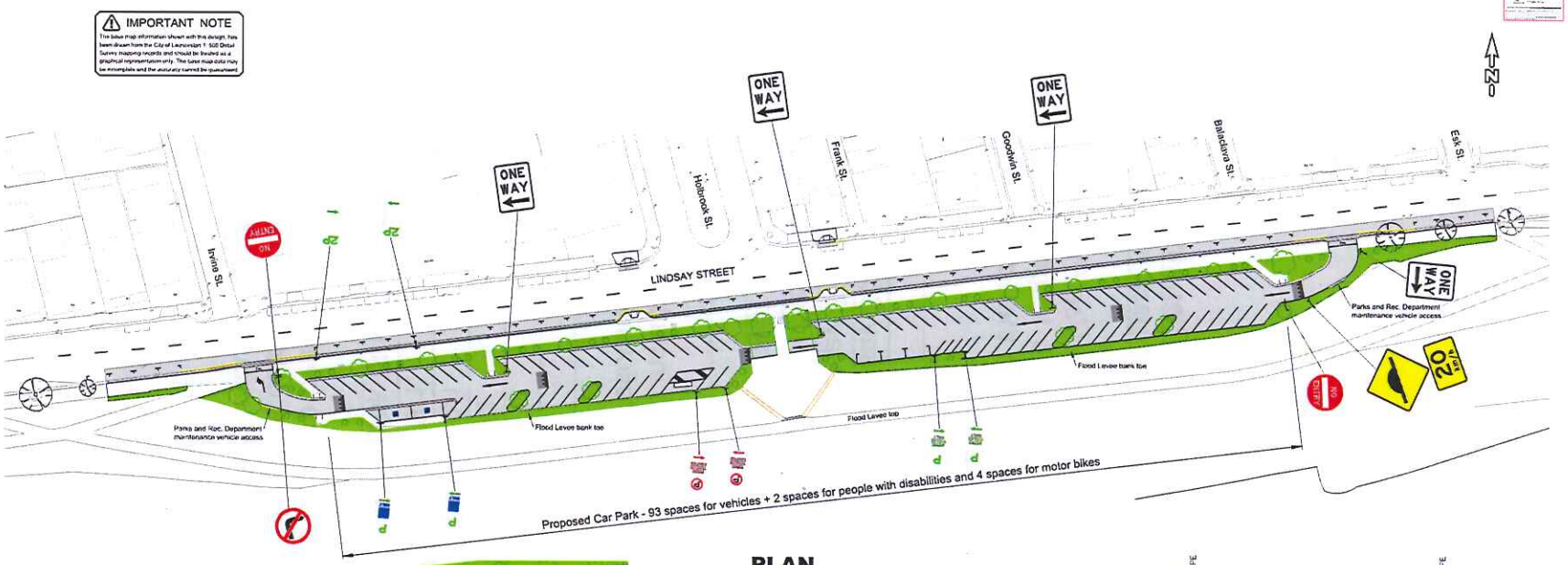
Titles	
29363/9	38764/1
69159/3	38764/2
217953/1	252339/1
26022/4	117179/1;
29363/10	Holbrook Street road reserve

The signing of this letter is not, in any way, an approval of the application or any works associated with the application, which must yet be determined under the provisions of the Launceston Interim Planning 2015 and will be required to comply with Council-adopted standards.

Robert Dobrzynski
General Manager

CC:
1. Chloe Lyne; Commercial Project Delivery

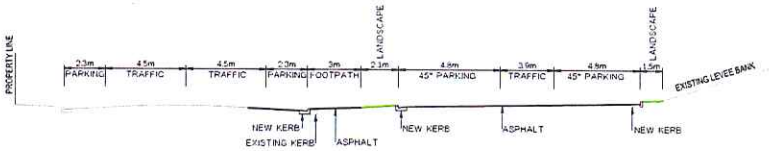
Plan showing the proposed car park layout:



PLAN
N.T.S.

DISABILITIES PARKING DETAILS
N.T.S.

PARKING BAY DETAILS
N.T.S.



TYPICAL CROSS SECTION
N.T.S.

DESIGN OBJECTIVES

- Improve on-street and new off-street parking for all day free parking which includes traffic safety, pedestrian safety and amenity.

DESIGN FEATURES

- Construct new 93 space off-street car park.
- Easy pedestrian access.
- Provide 2 disabled spaces.
- Provide 4 motor bike spaces.
- Install road humps to reduce vehicle through speeds for safety.
- Install and update traffic signs.
- Remove existing time limited parking signs along street edge
- Remove all disused driveways Southern side.
- Provide new landscape features.
- Provide adequate drainage.

CONCEPT FOR PUBLIC CONSULTATION

City of LAUNCESTON

LINDSAY STREET
ESK STREET TO IRVINE STREET
PROPOSED CAR PARK
CONSULTATION PLAN

August 2016

Appendix D. Traffic Impact Assessment

Lindsay Street Northbank Car Park Development

Traffic Impact Assessment Report

25 October 2016

Prepared by: **Uriel Walters**
Engineer - Asset Planning

Reviewed by: **Nigel Coates**
Engineering Officer - Traffic

City of LAUNCESTON

Contents

1.0 Introduction

1.1 Project Overview

This report has been undertaken to assess the traffic impact of the development of part of the North Bank site on the southern side of Lindsay Street, Invermay. The development involves replacing the existing underutilised grassed area with a 99-space car park. The purpose of the proposed parking area is to provide centralised multi-purpose parking for users of the North Bank and Inveresk Precincts (primarily on weekends), as well as commuter parking during the week.

1.2 Location of Development

Figure 1 shows the location of the proposed North Bank car park development on Lindsay Street.

Figure 1 - Development Location

2.0 Existing Situation

2.1 Site Details

The site is located on the southern side of Lindsay Street, Invermay, between Invermay Road and Goderich Street. Prior to 2010, there were a number of commercial developments on the site, but they have since been relocated elsewhere, to facilitate the reconstruction of the flood levee. The site is currently zoned Open Space, and is an open grassed area which sees minimal usage.

This section of Lindsay Street is classed as a Collector Road, based on the traffic volume. It connects Invermay Road, which is an Arterial Road, and Goderich Street, which is a State Highway. The speed limit on Lindsay Street is the urban default 50 km/h.

There are a number of local roads which connect onto the northern side of Lindsay Street. The land on the northern side is zoned as a mix of Commercial and Inner Residential.

2.2 Traffic Volumes

A traffic counter was placed on Lindsay Street, approximately 100 metres east of Goderich Street, for one week in September 2015.

The counter recorded an Average Daily Traffic (ADT) of 6897 vehicles per day, with peak hourly flows of up to 723 vehicles per hour. Approximately 4% of the recorded traffic was heavy vehicles. Traffic volumes on Goderich Street can be in the order of 30,000 vehicles per day, with up to 3,000 vehicles in peak hour. Invermay Road has 15,000 to 20,000 vehicles per day, with up to 2,000 in peak hour.

2.3 Accident History

In the last five years there have been eight crashes recorded on Lindsay Street between Goderich Street and Invermay Road. Half of these crashes involved vehicles pulling out of side streets, the other half involved vehicles manoeuvring in or out of on-street parking spaces. None of these crashes resulted in injury.

In the same time period, there have been 30 reported crashes at the roundabout at the intersection of Invermay Road and Lindsay Street, with four resulting in injury. The majority of crashes at the roundabout result from one party not giving way.

Similarly, in the last five years there have been 35 reported crashes at the signalised intersection of Goderich Street and Lindsay Street, with eight resulting in injury. The majority of crashes at this intersection involved rear-ends or vehicles running into signal poles.

2.4 Known Traffic Issues

The major intersections at either end of Lindsay Street have well known traffic issues. The intersection of Goderich Street and Lindsay Street is on the major north-south route through Launceston, and is generally considered to be at full capacity during peak hours. A major capacity-limiting factor at the intersection is the right-turn from the Charles Street Bridge onto Lindsay Street. The turn lane is only 15 metres long and frequently backs up and blocks the through-lane, thereby reducing the capacity of the intersection.

At the roundabout at the intersection of Invermay Road and Lindsay Street, the main concern is that the high traffic volume on the major road (Invermay Road) makes it difficult for vehicles on the minor approaches to enter the roundabout. This creates significant delays for vehicles exiting the Inveresk Precinct via Barnards Way, as well as for vehicles on the Lindsay Street approach.

3.0 Proposed Situation

3.1 Site Details

The proposal for the Lindsay Street Car Park, as shown in Figure 2, is for 99 off-street parking spaces either side of an access lane. The majority of the parking spaces will be for regular passenger vehicles, at an angle of 45 degrees to the access lane. There will also be two DDA compliant accessible spaces and four designated motorcycle spaces. The entry will be at the eastern end of Lindsay Street, with the access lane running one-way westwards, with a left-turn-only exit onto Lindsay Street just before Goderich Street. The dimensions and layout of the car park have been designed in accordance with the requirements of Australian Standard *AS2890 - Parking Facilities.*

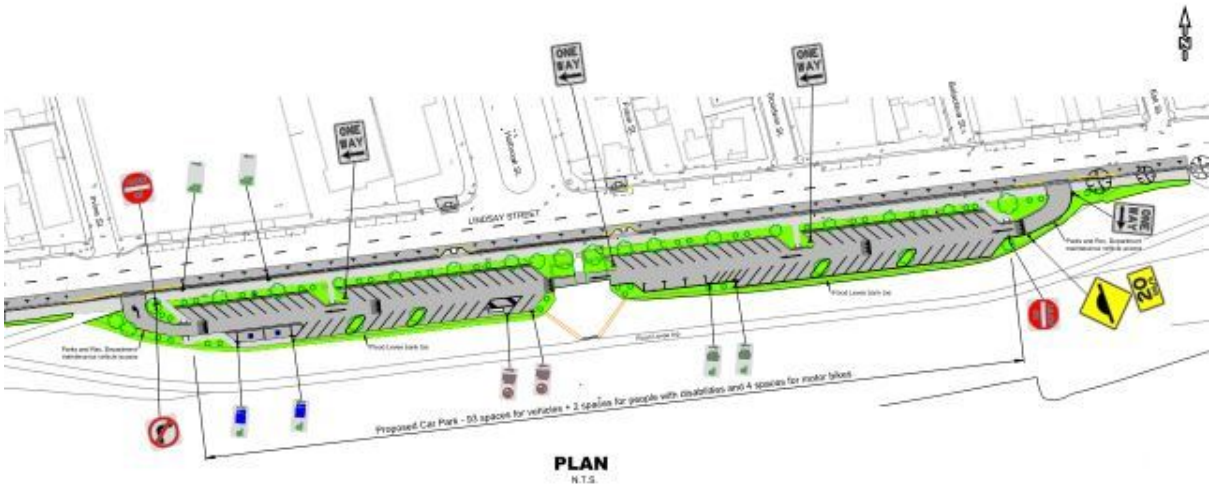


Figure 2 - Proposed layout of Car Park

3.2 Traffic Generation

The new off-street parking is intended to be used primarily as long-term parking, which means that the parking turnover during the day is likely to be minimal. Assuming a mix of parking between 2-hour and 8-hour (all-day), it is estimated that on average each space will turnover once per day, resulting in 198 vehicles using the car park on an average day. This generates a total of 396 daily vehicle movements (198 to the site, and 198 from the site). For the analysis below, the worst-case scenario is considered, wherein the car park completely fills (99 vehicles) during morning weekday peak-hour and completely empties during the evening peak-hour. It is noted that the car park will generate some additional traffic when it is full, as people will still drive through looking for a parking space. This additional traffic is impossible to quantify, but it is only a concern during peak times, when most users will be commuters. Commuters quickly establish routine behaviours, so it is highly likely that this "drive-through" traffic in the car park will drop to insignificant levels within the first month of operation. An electronic display at the entrance to the car park showing the number of empty spaces would also help to negate this additional traffic generation.

3.3 Sight Distances

Sight distances have been calculated for the entry and exit to the proposed car park, in accordance with Austroads *Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections*. Safe Intersection Sight Distance (SISD) and Minimum Gap Sight Distance (MGSD) are shown in the table

below. Approach Sight Distance (ASD) is not required, as adequate perception of the intersection will be provided within the car park. Initially, the sight distance requirements could not be met for the exit from the car park, so alterations were made to find a compliant solution. The SISD requirement was recalculated under the Extended Design Domain (EDD), which is permitted for property accesses. This new requirement could then be met by removing two on-street parking spaces to the east of the proposed exit, which extends the sight distance significantly.

Table 1 - Sight Distances

Location		Approach Speed (V)	Reaction Time (R_T)	Critical Gap Time (t_a)	Sight Dist. Required (D)	Sight Dist. Provided (X)	Revised Sight Dist. Required (D_1)	Revised Sight Dist. Provided (X_1)
Car Park Entry	SISD	40km/h	2.0s	-	73m	75m	-	-
	MGSD	40km/h	-	4s	44m	75m	-	-
Car Park Exit (left-turn only)	SISD	50km/h	1.5s	-	90m	35m	63m	65m
	MGSD	50km/h	-	5s	69m	40m	69m	70m

4.0 Impact on Road Network

The construction of the proposed car park on Lindsay Street is expected to increase the traffic on Lindsay Street by 396 vehicles per day. Half of this traffic is expected to be split across the morning and evening peak hours, with the remainder spread throughout the day. The impact of this additional traffic is assessed against a number of criteria. Due to the reduced traffic on the road network during weekends and other off-peak times, the impact of the proposed car park is only assessed for weekday peak-hours.

4.1 Traffic Capacity & Efficiency

The traffic efficiency of a road is based on how close it is to capacity (saturation). In this situation there are three types of traffic capacity that need to be considered. There is the mid-block capacity on Lindsay Street, the capacity for vehicles to enter and exit the car park, and the capacity of the intersections at either end of Lindsay Street.

The theoretical mid-block capacity of Lindsay Street is 900 vehicles per hour, per direction, or 1800 vehicles in total per hour. The existing traffic volumes reach a total peak of 723 vehicles per hour. The additional 99 vehicles increase the peak to 822 vehicles per hour, which is still less than half the mid-block capacity of the road.

The theoretical capacities of the car park entry and exit are determined by the gap-acceptance capacity formula. This equation gives an entry/exit capacity of over 600 vehicles per hour, which is well in excess of the maximum 99 vehicles that will be making these manoeuvres in any given hour. The only minor concern with this is if vehicles start queueing up on Lindsay Street to make the right turn into the car park. This would block the eastbound traffic on Lindsay Street, so it may be necessary in future to install a dedicated right-turn lane into the car park.

There should only be a minimal impact on the Invermay Road roundabout as a result of the extra traffic from the car park. Traffic exiting the proposed car park can only turn left, and therefore will not use the roundabout. Traffic travelling to the car park from the southeast and turning left from Tamar Street bridge have little additional impact on the volume of traffic using this approach and will not impact on the capacity of the roundabout. This means that the only additional traffic going through the roundabout will be people travelling to the car park from the northern suburbs along Invermay Road. This extra traffic on the roundabout is estimated to be no more than 25 vehicles per hour. According to the 2015 GHD report *Inveresk Precinct Intersection Assessment Intersection Modelling Report*, 96 vehicles already make this manoeuvre during the morning peak. This small amount of extra turning traffic may actually reduce the overall delays at the roundabout, as it will create more gaps for Lindsay Street traffic to enter the roundabout.

The biggest capacity constraint that needs to be considered is the signalised intersection at Goderich Street and Lindsay Street. The first issue is during the morning peak, with the additional vehicles turning right to go to car park after coming off the Charles Street bridge. Turning movement counts (as summarised in the 2012 GHD report *Goderich Street/Lindsay Street, Invermay Roundabout Investigation*) recorded 196 vehicles turning right at this location during the morning peak hour of 8:15 to 9:15. It is estimated that up to half of the additional car park traffic (approximately 50 vehicles) will utilise this right-turn during the morning peak. This right-turn movement is currently operating at Level of Service (LOS) E during the morning peak, and increasing the demand by 25% will make the situation even worse. It is likely that the queue for the right-turn will extend further into the adjacent lane and block the through-traffic more frequently. However, traffic (especially commuters) is usually self-regulating, and people should gravitate towards other (i.e. quicker) routes if the delays on the right-turn become excessive. It may be necessary to encourage people travelling to the North Bank or Inveresk Precincts to turn right before the bridge, at Cimitiere Street, William Street, or The Esplanade.

The other issue at the Goderich Street intersection is during the evening peak hour (4:15 to 5:15). All the traffic from the car park has to turn left, which means it has to go through this intersection. The majority of this traffic is likely to use the left-turn slip lane onto the bridge, increasing this movement to around 500 vehicles per hour. The remaining traffic (heading north) will need to turn right at the intersection. This turning movement is currently at LOS D, but the additional traffic could make this LOS E, with increased queue lengths and delays. There is plenty of available space for the queue in the right-turn lane, although it could potentially extend up to the car park exit and block the exit. There may also be an increase in vehicles cutting along Gordon Street or Irvine Street to avoid the traffic lights or to get back to Invermay Road.

4.2 Amenity

While access amenity is usually only considered on purely residential streets, it can still be used in this case to assess the impact on access to driveways and side streets along the northern side of Lindsay Street. The morning peak hour is the critical case in this regard, where it is estimated that the development will increase the eastbound traffic along Lindsay Street by 50 vehicles (the additional morning westbound traffic will go through the car park, and all additional evening traffic will go to the Goderich Street intersection and not impact Lindsay Street itself). However, even with the additional traffic going to the car park, the morning peak on Lindsay Street is still a lower total volume than the current evening peak. Combining this with the gap-acceptance capacity mentioned

in Section 4.1 indicates that there will be minimal impact on the amenity of residents accessing their property as a result of this development.

4.3 Safety

The traffic increase on Lindsay Street as a result of this development is relatively minor, so it is unlikely that there will be a noticeable impact on the safety of the road as a result of the extra traffic. The new car park does introduce potential conflict points at the entrance and exit, but the likelihood of crashes occurring at these locations is minimised by the provision of adequate sight distances. The new car park will be a low-speed environment, so the likelihood of injury crashes occurring within the car park itself will be very low.

The only real safety concern with the development is with the unusually high frequency of right-turn crashes at the Goderich Street intersection where vehicles crash into the traffic signal poles in the median islands. The additional right-turning traffic from the development may increase the likelihood that this type of crash occurs. However, the increase in crash risk will be proportional to the increase in traffic volumes, which is less than a ten percent increase on the existing daily volumes.

4.4 Road Pavement

The vast majority of damage to road pavement is caused by heavy vehicles, as a 10-tonne truck causes the equivalent damage to 10,000 1-tonne cars. All of the vehicles that are expected to use the car park will be passenger vehicles, so the impact on the road pavement from the additional traffic will be negligible compared to the existing heavy vehicle traffic.

4.5 Public Transport and Pedestrians

This development should not impact on the public transport in the area, as it is expected that all users of the car park will walk from the car park to the CBD or the North Bank or Inveresk Precincts.

There is no separated footpath within the proposed car park, but this is considered acceptable in terms of pedestrian safety and amenity, as it will be a low speed environment and there are multiple connections to the adjacent public footpath. The development will also benefit pedestrians with the provision of two new crossing points on Lindsay Street.

The main pedestrian safety concern with this development is if there is a resultant increase in the number of pedestrians crossing Invermay Road at the roundabout, such as when there are events at York Park. Roundabouts are known to be a greater risk for pedestrians than signalised intersections, and more difficult to for pedestrians to cross safely, so the extra pedestrian movements from this development may add to the case to replace the roundabout with traffic signals.

4.6 Other Developments

There are a number of other developments in the vicinity that may further exacerbate the traffic issues on Lindsay Street or the intersections at either end.

It should be noted that the traffic count data at the Goderich Street intersection was taken before the construction of the Bunnings complex to the northwest. The extent and impact of the additional traffic from that development is unknown, but it is likely to have worsened the overall Level of Service at the intersection. The Silos Hotel, currently under construction at the western end of

Lindsay Street, will also significantly increase the traffic on the western approach to the Goderich Street intersection.

The other major development is the relocation of the Newnham UTas campus to Inveresk. While this is a number of years away from becoming reality, it is expected to significantly increase the traffic on Invermay Road and the surrounding network. The intersections at either end of Lindsay Street are likely to reach capacity as a result of the extra traffic from the relocation. The traffic impact of the proposed Lindsay Street car park will be insignificant compared to the impact of the UTas relocation.

The City of Launceston has also engaged a consultant to assess the combined traffic impacts of the UTas relocation and the Launceston City Heart development. A traffic master plan for the Invermay/Inveresk area will be developed, and any traffic issues exacerbated by the Lindsay Street car park development will be addressed as part of the master plan.

5.0 Conclusion & Recommendations

The proposed Lindsay Street Northbank car park development has been assessed against a number of criteria and it has been determined that it will have a minor impact on the road network. The impact on Lindsay Street will be minimal, but there is potential for a greater impact on the adjacent road network, particularly the intersection of Goderich Street and Lindsay Street.

The following recommendations should help to resolve various safety concerns and ameliorate the impact on the traffic network:

- Remove two on-street parking spaces to the east of the exit from the proposed car park, to improve sight-distance (total parking setback from driveway approximately 20 metres). These spaces could be recovered by installing an additional space to the west of the exit, and an additional space to the west of the entrance.
- Through development of the Invermay/Inveresk traffic master plan, investigate and implement solutions for improving the level of service at the intersection of Goderich Street and Lindsay Street, primarily in regards to the right-turn from Charles Street bridge.
- Promote routes for accessing the new car park that don't involve the right-turn from Charles Street bridge.
- Consider improving the safety of pedestrians crossing the road at the Invermay Road roundabout.
- Once the car park has been constructed, monitor the queueing at the entrance and consider installing a dedicated right-turn lane if the turning traffic obstructs the eastbound Lindsay Street traffic.

Prepared by: Rev. 3.0	Uriel Walters Engineer - Asset Planning	Signature:	Date: 25 October 2016
Reviewed by:	Nigel Coates Engineering Officer - Traffic	Signature:	Date: 25 October 2016

Appendix E. Potentially Contaminated Land Code

CITY OF LAUNCESTON

MEMORANDUM

FILE NO: DA0409/2016/SF1681
HG:sm
DATE: 24 October 2016

TO: Harry Galea Director Infrastructure Services

FROM: Scott Miller Road Services Supervisor

SUBJECT: **Exemption from Potentially Contaminated Land Code - Lindsay Street East Carpark**

To support the application for an amendment to the Planning Scheme in relation to the potential development of a carpark at Lindsay Street East there is a need to demonstrate compliance with the Potentially Contaminated Land Code.

The Scheme provides that an exemption from the Code can be supported as follows:

> *Any use or development that the Director, or a person approved by the Director for the purpose of this Code, having regard to the objective stated in all applicable standards in this Code, has issued a certificate stating that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures.*

On 20 September 2016 David Finnigan of Pitt and Sherry confirmed via email the following:

- *Pitt & Sherry does not consider the installation of the proposed car park in Lindsay Street as encouraging public gatherings per Section 4.9.2 of the Burial of PAH Contaminated Soil Report.*
- *Pitt & Sherry considers the proposed separation distance of the car park from the contaminated soil burial site to be sufficient for construction of the car park.*

For clarity, the above comments do not alter the recommendations or Inspection Rules contained within the Burial of PAH Contaminated Soil Report and these must be considered and incorporated into the design and construction of the proposed car park.

As such, I confirm that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures.

Scott Miller
Road Services Supervisor

From: David Finnigan
To: Scott Miller
Subject: FW: Lindsay Street East - Car Park
Date: Monday, 24 October 2016 1:08:16 PM

Hi Scott,
Further to our conversation, please find following the email advice that I sent through to Raj in relation to the proposed Lindsay Street Car Park and the buried PAH contaminated soil (pitt&sherry report "LN10285L002 Reg 12 Burial Summary 31P Rev 00").

Regards,
David

David Finnigan | Principal Engineer – Civil/Structural | pitt&sherry
T: 03 6323 1924 | M: 0419 003 850 | E: dfinnigan@pittsh.com.au

---

From: David Finnigan
Sent: Tuesday, 20 September 2016 12:03 PM
To: Raj Pakiarajah
Subject: RE: Lindsay Street East - Car Park

Hi Raj,
Further to our discussions, and following my discussion internally with David Lenel (Team Leader of our Environment Section) , I can confirm the following:

- pitt&sherry does not consider the installation of the proposed car park in Lindsay Street as encouraging public gatherings per Section 4.9.2 of the Burial of PAH Contaminated Soil Report.
- pitt&sherry considers the proposed separation distance of the car park from the contaminated soil burial site to be sufficient for construction of the car park.

For clarity, the above comments do not alter the recommendations or Inspection Rules contained within the Burial of PAH Contaminated Soil Report and these must be considered and incorporated into the design and construction of the proposed car park.

Regards,
David

David Finnigan | Principal Engineer – Civil/Structural | pitt&sherry
T: 03 6323 1924 | M: 0419 003 850 | E: dfinnigan@pittsh.com.au

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From: Raj Pakiarajah [mailto:Raj.Pakiarajah@launceston.tas.gov.au]
Sent: Tuesday, 20 September 2016 11:19 AM
To: David Finnigan
Subject: Lindsay Street East - Car Park

Hello David,

Hope you are OK. I have an issue need clarification.

We are currently designing a car park on the Lindsay Street East between Invermay Road and Goodrich Street.

During the construction of a flood levee in this section the Flood Authority had an agreement with

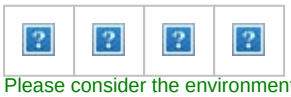
EPA to bury level 3 contaminated soil under the levee. P & S conducted the study and their repot is attached. Section 4.9.2 of this report states that any public facilities that encourages public gathering is not allowed. The attached drawing shows the plot of the buried level 3 soils. This shows that there is only 5.329 m available between the buried area and the car park kerb.

Questions are:

Is Car park considered public gathering?
Is 5.329 m is adequate for car park construction?

Please call me to discuss. Thanks

Regards
Raj Pakiarajah | Built Environment Manager | City of Launceston
M 0417 508 879 | **T** 03 6323 3330 I **F** 03 6323 3001 I www.launceston.tas.gov.au



Summary Report

Burial of PAH Contaminated Soil Scottsdale Levee

Prepared for:	Launceston Flood Authority – Andrew Fullard
Prepared by:	Douglas Tangney Date

transport infrastructure | community infrastructure | industrial infrastructure | climate change

pitt&sherry

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Table of Contents

Authorised by: _____ **Date: 10 June 2011**

Name

1. Introduction

Launceston City Council (LCC) with assistance from Gradco Pty Ltd and on behalf of Launceston Flood Authority (LFA) are constructing the Lindsay Street Levee Bank, ch 10040 to 10460, Charles Street Bridge to Victoria Street Bridge, commonly referred to as the 'Scottsdale Levee'.

LFA received approval on 17 February 2011, under Regulation 12 of *Environmental Management and Pollution Control Waste Management Regulations (2000),* to dispose of the level 3 contaminated soil under the levee, instead of disposing of the soil at the licensed Port Latta landfill.

The burial of the soil was completed by Gradco Contracting in March 2011, in accordance with the Regulation 12 approval.

This report summarises the works undertaken to bury the material and provides a record of the burial location and future levee maintenance program.

2. Purpose of Summary

The purpose of this summary report is as follows:

- To comply with Requirement # 3 of the EPA approval (dated 17 February 2011 and variation dated <date>.
- Summarise the works and provide a document for later reference and referral.
- Provide a photographic record of the works.

3. Communication with the EPA

LCC sought clarification from the EPA on 16 May 2011 regarding the correct procedure when registering the presence of the material on the land title where the material is buried. Registration on the land title was a condition of the EPA approval.

Following discussions between both parties and the Land Titles office, no party could confirm how the LCC or LFA would give effect to this condition. Accordingly, the EPA removed this condition and replaced this requirement with a Site Management Notice (SMN).

The SMN was issued under Section 74C of the *Environmental Management and Pollution Control Act 1994* on <date>. The SMN will be attached to the land title to confirm the presence of the contaminated soil and advise of the legal requirements that all persons must comply with, if disturbance of the site is proposed.

The SWN is attached in Appendix A.

4. Disposal Summary

Below is a summary of the works undertaken to place the material in the levee embankment.

4.1 Approval

The regulation 12 approval (approval) was granted to the Launceston Flood Authority on 17 February 2011 (dataworks document number 2316204) by Alex Schaap, Director, Environmental Protection Authority (EPA). The approval is provided in Appendix B.

The approval pertained to 250 m^3 (nominal volume provided in application) of PAH contaminated soils. The approval was valid from 17 February 2011 to 1 June 2011.

The approval was varied on 17 May 2011 (as described in Section 3).

4.2 Timing of Works

In accordance with Requirement # 2 of the approval, the Director, EPA, was formally notified of a start work date on:

- Thursday 17 March 2011 - for a start date on 21 March 2011.

Work were delayed on 21 March 2011 by anticipated flood conditions in the North and South Esk rivers delayed works.

The Director, EPA was subsequently notified on Tuesday 22 March 2011 for a start date on 24 March 2011. Works were completed on 30 March 2011.

4.3 Responsibilities

The Launceston Flood Authority (LFA), Launceston City Council (LCC) and Gradco Contracting were responsible for the burial of the material.

Gradco contracting has delegated authority from LFA and LCC to undertake the construction of the Scottsdale Levee, part of which included the burial of this material.

Gradco contracting was responsible for transporting and disposing of the material in the levee and the placement of the warning layer.

LFA and LCC are responsible for ongoing levee maintenance, including integrity checks on the disposal area.

4.4 Volume of Soil

The total volume of soil placed in the levee was approximately 303 m^3.

This volume is slightly larger than the volume indicated in the approval (250 m^3) as the buried volume reflects excavated and transported soil with a higher bulk density.

4.5 Disposal Location

The disposal location was from Ch 10,285 to Ch 10,425 along Lindsay Street, Launceston.

The exact location is provided in the attached site map (provided in Appendix C).

The burial location is approximately 40 m from the North Esk River and the embankment width of the levee, between the buried material and the North Esk River, is 11 m.

4.6 Clay and Liner Properties

The permeability of the geosynthetic clay liner used to wrap the material was 2x10^ (11) m/s.

4.7 Placement Methodology

The burial methodology (as developed by Gradco Contracting) was as follows:

- A trench 3 m wide and 1 m deep and 100m long was excavated in the Levee. The base of the trench was 100 mm above the natural ground level.
- The trench base was rolled and compacted.
- A geosynthetic liner (GL) (width 4.5 m) was laid into the bottom trench, up the walls and the ends 'pinned' to the embankment using star pickets (to prevent the GL caving in). The width of the GL was sufficient to fold over and completely wrap the material.
- Material was loaded into truck and placed into the trench. Transport vehicles did not traffic the material or disturb the integrity of the GL.
- Material was spread into 200 mm layers by an excavator and rolled by a 2 tonne flat drum roller.
- Placement, spreading and rolling commenced in the western end of the trench and continued towards the east.
- Once the trench was filled to 2.8 m deep, the GL was unpinned, wrapped over the material and pinned again to seal the GL.
- 300 mm of clay was placed over the top of the GL. The clay was compacted and rolled.
- Orange bunting was placed on top of the 300 mm clay layer, intertwined with lengths of 'WARNING' layer tape coloured red and white.
- 300 mm of clay will be placed over the layer tape to complete the construction of the Levee to design standards.

Immediately following the completion of the burial, all excavators, trucks, rollers and other miscellaneous equipment, was fully decontaminated by Gradco contracting to prevent contaminating other material or equipment on site.

4.8 Photographic Record

Annotated photographs of the burial are provided below in Figures 1 - 6. The photographs summarise the major milestones in the burial and demonstrate the methodology described in Section 3.6.

Figure 1: Excavation of the trench

Figure 2: Placement of Geotextile Fabric in Trench

Figure 3: Placement and rolling of material in trench.

Figure 4: End of Trench, note geotextile fabric overlapping the end of the trench.

Figure 5: Material wrapped and pinned in geofabric.

Figure 6: Placement of Clay and warning layer of wrapped material.

4.9 Inspection Schedule

4.9.1 Inspection Objectives

- Ensure the placement of the material and controls used to prevent any future environmental nuisance and harm to the surrounding environment, are maintained to performance expectations.
- Monitor the establishment of grass in and around disposal location.
- Monitor for the presence of rill or gully erosion on the finished batter.
- Monitor the batter toe condition to avoid slumping.
- General condition monitoring.

4.9.2 Inspection Rules

The following items are not allowed on or near the disposal area:

- Trees, shrubs or any other plants with a root ball within the disposal area and 10 m from the boundary of disposal area.
- Picnic tables, barbeques or any other public facilities which encourages public gathering.
- Underground cables or pipes within, or around, the disposal area.
- Any other features which have the potential to disturb the disposal area or might expose the general public to nuisance or harm.

If any of the items are identified, the rating would be 'unacceptable' and addressed accordingly

4.9.3 Inspection Ratings

Any issues identified for the disposal area during maintenance visits, will be given the following rating. The ratings will indicate the appropriate response time to address the identified issue.

Rating	Explanation
Acceptable	No issues identified.
Deficient	A minor issue exists, which may develop into a significant issue if not addressed within 2 weeks.
Unacceptable	A significant issue exists that needs to be addressed within 3 days.

4.9.4 Inspection Dates

The following maintenance schedule has been proposed by LFA and LCC. The schedule was primarily developed to identify any changes in the condition or performance of the levee.

Monitoring the burial location has been included in the maintenance schedule to ensure the no inspection objectives or inspection rules have been breached..

A summary of the maintenance schedule, including proposed site inspection dates, is provided below.

Date	Maintenance Schedule
Present - 15 September 2011	Ongoing daily monitoring (Monday - Friday) while construction of the levee continues
10 December 2011	Grass cutting
15 January 2012	Levee settlement monitoring
15 February 2012	General levee inspection/monitoring
10 March 2012	Grass cutting
10 June 2012	Grass cutting
15 June 2012	Levee settlement monitoring
15 August 2012	General levee inspection/walkover
10 September 2012	Grass cutting
10 December 2012	Grass cutting
15 December 2012	Settlement monitoring
15 February 2013	General levee inspection
15 June 2013	Settlement monitoring

4.9.5 Inspection Schedule Distribution

The maintenance schedule will be distributed to the following parties (as a minimum):

- Launceston City Council Parks and Recreation Division (and associated sub contractors).
- Launceston City Council Flood Levee Engineers.

- Launceston City Council Environmental Health Officers.
- Launceston Flood Authority.
- Any other relevant party deemed appropriate (e.g. subcontractors).

This schedule will be included in regular team/division meetings of the Parks and Recreation division, Engineers and Environmental Health Officers to notify them of the presence of the material and the ongoing maintenance required.

This maintenance schedule will be included in employee inductions by the relevant parties where applicable.

4.9.6 Inspection Reporting

The inspection reports will be included in the existing *Flood Levee Walkover Reports* which are distributed to LCC (flood engineers, operations/maintenance and parks) and LFA.

Any issues identified during inspections will be raised with managers in the LFA and delegated officers will address and remediate the identified issue as required.

5. Future Works

Following successful completion of the levee, Gradco will place 100 mm (nominal) of topsoil over the clay and seed the topsoil with grass. The grass will be sown in accordance with manufactures specifications and monitored to ensure the seeds germinate and the grass establishes a suitable cover. This work is expected to be completed in June.

No trees, bushes or other species with a 'root ball' will be planted on the burial area or across the Levee. This is primarily to maintain the integrity of the Levee and prevents a pathway for water to infiltrate the buried material.

6. Conclusion

LFA, LCC and Gradco have successfully buried the material on site in accordance with the Regulation 12 authorisation. There is little risk of the material leaching out of the liner or water infiltrating the liner or causing environmental nuisance or harm to the surrounding environment.

The burial location will be monitoring and maintained by LFA to ensure the risks of future environmental risk are identified, monitored and addressed as appropriate.

Appendix A

Site Plan

transport infrastructure | community infrastructure | industrial infrastructure | climate change

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Document Status

Author:	Chloe Lyne
Version:	1

Agenda Report
Council Meeting date - Monday, 14 November 2016

Item No. 8.1

To view Agenda Report - double click on hyperlink.

TITLE: Amendment 32 - a site specific amendment at 1-11, 13, 15, 17, 19-21 and 23-45 Lindsay Street Invermay to allow car parking as a discretionary use within the Open Space Zone and Development Application: Vehicle Parking - construction and use of carpark

FILE NO: DA0517/2016, SF6533

AUTHOR: Ashley Brook (Consultant Planner, GHD Pty Ltd)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

1. To decide whether to reject or exhibit Amendment 32 for a site specific amendment to allow the Vehicle Parking use class to be considered as a discretionary use within the Open Space Zone of the Launceston Interim Planning Scheme 2015.
2. To make a decision on Development Application DA0517/2016 for Vehicle Parking - construction and use of 99 space off-street car park.

In accordance with the Council's Policy the assessment of this development application was outsourced to an independent consultant planner as it relates to development on land which Council has a pecuniary interest and Council is the applicant.

PREVIOUS COUNCIL CONSIDERATION:

DA0409/2016 - Car Park construction and use of 99 space off-street car park associated with the North Bank recreation precinct.

RECOMMENDATION:

That Council:

1. pursuant to the former Section 33(3) and Section 34 of the *Land Use Planning and Approvals Act 1993,* initiates Amendment 32 for a site specific amendment to allow the Vehicle Parking use class to be considered as a discretionary use within the Open Space Zone at 1-11 Lindsay Street, Invermay, 13 Lindsay Street, Invermay, 15 Lindsay Street, Invermay, 17 Lindsay Street, Invermay, 19-21 Lindsay Street, Invermay and 23-45 Lindsay Street, Invermay (CT 26022/4, CT29363/9, CT29363/10, CT38764/1, CT38764/2, CT117179/1, CT252339/1, CT69159/3, CT217953/1 and the Holbrook Street Road Reserve).

2. insert an additional zone purpose statement in the Open Space Zone after purpose statement 19.1.1.1 as follows: '19.1.1.2 To provide for use and development compatible with the use of land for open space purposes.'

3. pursuant to the former Section 35(1)(b) of the *Land Use Planning and Approvals Act 1993*, certify the modified draft amendment.

4. pursuant to Section 43A of the *Land Use Planning and Approvals Act 1993,* approves DA00517/2016 for Vehicle parking - construction and use of 99 space off-street car park at 1-11 Lindsay Street, Invermay, 13 Lindsay Street, Invermay, 15 Lindsay Street, Invermay, 17 Lindsay Street, Invermay, 19-21 Lindsay Street, Invermay and 23-45 Lindsay Street, Invermay subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

The development must be carried out in accordance with the following endorsed plans and documents to the satisfaction of the Planning Authority except where modified by the Permit conditions below:

a. Lindsay Street Car Park Development Application, prepared by Commercial Project Delivery, dated October 2016.
b. Lindsay Street - Esk Street to Irvine Street – Proposed Car Park – Consultation Plan, prepared by City of Launceston, dated August 2016.
c. Lindsay Street Proposed Car Park with Title Boundaries – (approximate location only).
d. Lindsay Street East – Street Tree Strategy, prepared by City of Launceston.
e. Lindsay Street Carpark – Lighting Design (Drawing No 16120-S1-E01), dated 30 August 2016 prepared by EST Engineering Solutions
f. Lindsay Street Northbank Car Park Development – Traffic Impact Assessment Report, prepared by City of Launceston, dated 25 October 2016.
g. 'Burial of PAH Contaminated Soil Scottsdale Levee Report' by Pitt & Sherry dated 2011 and associated email from David Finnigan of Pitt & Sherry dated 20 September 2016.

2. POTENTIALLY CONTAMINATED LAND CODE

Prior to the commencement of any excavation works on site, the applicant must obtain one of the following:

a. A certificate from the Director (as defined in the *Environmental Management and Pollution Control Act 1994*), or a person approved by the Director for the purpose of the Potentially Contaminated Land Code, having regard to the objective stated in all applicable standards in the Potentially Contaminated Land Code, stating that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures;
b. An environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or
c. A plan to manage contamination and associated risk to human health and the environment (including an environmental site assessment, any required remediation and protection measures and a statement that the land is suitable for the intended development).

3. DRIVEWAY CONSTRUCTION

Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must:

a. Be properly constructed to such levels that they can be used in accordance with the plans,
b. Be surfaced with an impervious all weather seal,
c. Be adequately drained to prevent stormwater being discharged to neighbouring property,
d. Be line-marked or otherwise delineated to indicate each car space and access lanes.

Parking areas and access lanes must be kept available for these purposes at all times.

4. ON-SITE DETENTION

On-site detention storage must be provided to limit the peak rate of piped stormwater discharge and overland flows, from the site to that generated by the site to the current level of development (ie grassed surface) for the 1 in 5 year ARI, unless otherwise approved by the Drainage Authority. The on-site detention storage system is to be designed by a civil engineer eligible for membership of IE Aust or equivalent.

Prior to the commencement of works, the plans and calculations must be submitted to the Director Infrastructure Services for approval. On completion, an "as constructed" plan complete with levels, must be submitted, complete with a certification that the storage and adjacent floor levels have been constructed in accordance with the approved design.

5. DAMAGE TO COUNCIL INFRASTRUCTURE

The developer is liable for all costs associated with damage to Council infrastructure resulting from non-compliance with the conditions of the Planning Permit and any bylaw or legislation relevant to the development activity on the site. The developer will also be liable for all reasonable costs associated with the enforcement of compliance with the conditions, bylaws and legislation relevant to the development activity on the site.

6. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

All works in (or requiring the occupation of) the road reserve must be carried out in accordance with a detailed Traffic Management Plan prepared by a qualified person in accordance with the requirements of Australian Standard AS1742. A copy of such plan is to be maintained on site and available for inspection upon request by an Authorised Officer.

The explicit permission of Technical Services is required prior to undertaking works where the works:
a. require a road or lane closure;
b. require occupation of the road reserve for more than one week at a particular location;
c. are in nominated high traffic locations; or
d. involve opening or breaking trafficable surfaces.

Where the work is associated with the installation, removal or modification of a driveway or a stormwater connection, the approval of a permit for such works shall form the explicit approval.

7. VEHICULAR CROSSINGS

No new vehicular crossing shall be installed, or any existing crossing removed or altered (including but not limited to the alteration of the kerb and channel or the placement of

additional concrete segments against the existing apron) without the prior approval of Technical Services.

An application for such work must be lodged electronically via the Councils eServices web portal or on the approved hard copy form unless shown on an approved engineering drawing signed by the Director Infrastructure Services.

All redundant crossovers and driveways must be removed as part of the development.

All new works must be constructed to Council standards by a contractor authorised to perform such work. The work must include all necessary alterations to other services including lowering/raising pit levels, upgrading trenches non trafficable trenches to trafficable standard and and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (eg TasWater, Telstra, and TasNetworks etc). The construction of the new crossover and driveway and removal of the unused crossover and driveway will be at the applicant's expense.

8. SOIL AND WATER MANAGEMENT PLAN

Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required on complex sites. No material or debris is to be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve as a result of the development activity is to be removed by the applicant. The silt fencing, cut off drains and other works to minimise erosion are to be maintained on the site until such time as the site has revegetated sufficiently to mitigate erosion and sediment transport.

9. AMENITY - COMMERCIAL/INDUSTRIAL USE

The construction phase and on-going use on this site must not adversely affect the amenity of the neighbouring properties and the general locality by reason of the processes carried on; the transportation of materials, goods or commodities to or from the subject land; the works or materials; the emission of noise, artificial light, vibration, odour, smoke, dust, waste water, waste products, oil or any other source of nuisance.

10. CONTAMINATED SOIL

Comply with the Pitt & Sherry Report dated 2011 'Burial of PAH Contaminated Soil Report'.

11. NO BURNING OF WASTE

No burning of any waste materials generated by the construction process, to be undertaken on-site. Any such waste materials to be removed to a licensed refuse disposal facility (e.g. Launceston Waste Centre).

12. CONTROL OF STORMWATER POLLUTION

Prior to the commencement of development works, a Stormwater Management Plan must be provided to the approval of Council to minimise stormwater pollution from the carpark/s.

13. SITE LANDSCAPING

The landscaping must be:

a. Installed in accordance with the endorsed plan; and
b. Completed within three months of the use commencing; and

c. The landscaping shown on the endorsed plans must be maintained to the satisfaction of Council.

14. EXTERNAL LIGHTING

Detailed external lighting specifications must be provided to the approval of Council's Environmental Health Officer to demonstrate that the proposed external lighting will not cause unreasonable impact on the residential properties opposite the site through light spill.

Notes

A. General

This permit was issued based on the proposal documents submitted for DA0462/2016.

This permit takes effect after:

a. The 14 day appeal period expires; or

b. Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined.

This permit is valid for two years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by a request to Council.

B. Other Approvals

This permit does not imply that any other approval required under any other by-law or legislation has been granted.

C Appeal Provisions

A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Resource Management and Planning Appeal Tribunal.

A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant.

For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au <http://www.rmpat.tas.gov.au>

Mrs L Hurst (Director Development Services) and Mr A Brook (Consultant Planner, GHD Pty Ltd) were in attendance to answer questions of Council in respect of this Agenda Item.

Mr B Fitch spoke against the item.

DECISION: 14 November 2016

MOTION

Moved Alderman D H McKenzie, seconded Alderman R I Soward.

That the Motion, as per the Recommendation to Council, be adopted.

CARRIED 11:0

FOR VOTE: Mayor Alderman A M van Zetten, Deputy Mayor Alderman R I Soward, Alderman R L McKendrick, Alderman R J Sands, Alderman D H McKenzie, Alderman J G Cox, Alderman D C Gibson, Alderman J Finlay, Alderman D W Alexander, Alderman E K Williams and Alderman K P Stojansek

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

PROPERTY ADDRESS: Levee Bank 1-11 Lindsay Street Invermay, 13 Lindsay Street Invermay, Levee Bank 15 Lindsay Street, Invermay, Levee Bank 17 Lindsay Street, Invermay, Levee Bank 19-21 Lindsay Street, Invermay and Levee

DEVELOPMENT/USE: SF6533 - Amendment 32 Site specific amendment to include Vehicle Parking as a discretionary use in the Open Space Zone for 9 subject titles on the Levee Bank in Lindsay Street, Invermay and Holbrook Street Road Reserve. Vehicle Parking - public carpark; construction and use of a carpark

ZONE: Open Space **USE CLASS:** Vehicle Parking

DECISION:

That the Council, at its meeting held on 14 November 2016 (Minute No: 8.1), made a decision to approve the development application, subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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Date: 14 November 2016

Leanne Hurst

DIRECTOR DEVELOPMENT SERVICES

Permit No: DA0517/2016

the Potentially Contaminated Land Code, having regard to the objective stated in all applicable standards in the Potentially Contaminated Land Code, stating that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures;

b. An environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

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Date: 14 November 2016

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DIRECTOR DEVELOPMENT SERVICES

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