



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 8 OCTOBER 2018
1.00pm**

City of Launceston

COUNCIL AGENDA

Monday 8 October 2018

Notice is hereby given that the Ordinary Meeting of the City of Launceston Council will be held at the Council Chambers, Town Hall, St John Street, Launceston:

Date: 8 October 2018

Time: 1.00pm

Section 65 Certificate of Qualified Advice

Background

Section 65 of the *Local Government Act 1993* requires the General Manager to certify that any advice, information or recommendation given to Council is provided by a person with appropriate qualifications or experience.

Declaration

I certify that persons with appropriate qualifications and experience have provided the advice, information and recommendations given to Council in the Agenda Items for this Meeting.



Leanne Hurst
Acting General Manager

28 September 2018

Mrs Leanne Hurst
General Manager
City of Launceston
PO Box 396
LAUNCESTON TAS 7250

Dear Leanne

COUNCIL MEETING

In accordance with regulation 4 of the *Local Government (Meeting Regulations) 2015* which states:

4. *Convening meeting of council*
 - (1) *The mayor of a council may convene council meeting.*

I request that you make the necessary arrangements for the next Ordinary Meeting of Council to be convened on Monday, 8 October 2018 commencing at 1.00pm in the City of Launceston Council Chambers, Town Hall, St John Street, Launceston.

Yours sincerely



Alderman A M van Zetten
MAYOR

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1 OPENING OF MEETING - ATTENDANCE AND APOLOGIES**2 DECLARATIONS OF INTEREST**

Local Government Act 1993 - section 48

(A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.)

3 CONFIRMATION OF MINUTES

Local Government (Meeting Procedures) Regulations 2015 - Regulation 35(1)(b)

RECOMMENDATION:

That the Minutes of the Ordinary Meeting of the City of Launceston Council held on 24 September 2018 be confirmed as a true and correct record.

4 DEPUTATIONS

No Deputations have been identified as part of this Agenda

5 PETITIONS

Local Government Act 1993 - sections 57 and 58

No Petitions have been identified as part of this Agenda

6 COMMUNITY REPORTS

(Community Reports allow an opportunity for Community Groups to provide Council with a three minute verbal presentation detailing activities of the group. This report is not intended to be used as the time to speak on Agenda Items; that opportunity exists when that Agenda Item is about to be considered. Speakers are not to request funding or ask questions of Council. Printed documentation may be left for Aldermen.)

No Community Reports have been registered with Council as part of this Agenda

7 PUBLIC QUESTION TIME

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31

7.1 Public Questions on Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(1)

(Questions on Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting. Questions on Notice will be researched by Council Officers and both the Question on Notice (as received) and the response will be provided at the Council Meeting and a reply in writing will also be provided.)

7.1.1 Public Questions on Notice - Mr Ron Baines - Council Meeting - 24 September 2018

FILE NO: SF6381

AUTHOR: Anthea Rooney (Committee Clerk)

GENERAL MANAGER: Leanne Hurst (Acting General Manager)

QUESTION and RESPONSE:

Mr Ron Baines, at the Council Meeting of 24 September 2018, asked the following question with respect to the repayment date of the interest free State Government loan of \$9 million. The question has been answered by Mr Paul Gimpl (Chief Financial Officer).

Question:

When is the final repayment of the loan due?

Response:

The final repayment date of the interest free State Government loan of \$9 million is 28 February 2022.

7.2 Public Questions without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(2)(b)

(Members of the public who ask Questions without Notice at a meeting will have both the question and any answer provided recorded in the Minutes. Council Officers will endeavour to answer the question asked at the meeting, however, that is not always possible and more research may be required. If an answer cannot be provided at the Meeting, the question will be treated as a Question on Notice. A response will be provided at the next Council Meeting.)

Under the provisions of the *Land Use Planning and Approvals Act 1993*, Council acts as a Planning Authority in regard to items included in Agenda Item 8 - Planning Authority.

8 PLANNING AUTHORITY

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum

FILE NO: DA0446/2018

AUTHOR: Ashley Brook (Consultant Planner)

DIRECTOR: Tracey Mallett (Acting Director Development Services)

DECISION STATEMENT:

To consider and determine a development application pursuant to the *Land Use Planning and Approvals Act 1993*.

PLANNING APPLICATION INFORMATION:

Applicant:	Kings Wharf Developments Pty Ltd
Property:	65-81 Gleadow Street Invermay
Zoning:	Commercial
Receipt Date:	6/08/2018
Validity Date:	7/08/2018
Further Information Request:	15/08/2018
Further Information Received:	19/09/2018
Deemed Approval:	22/10/2018
Representations:	Four

PREVIOUS COUNCIL CONSIDERATION:

Amendment 43 to the Launceston Interim Planning Scheme 2015 was approved by the Tasmanian Planning Commission on 12 July 2018 and allows for a museum in the Riveredge Industrial Precinct of the Invermay/Inveresk Flood Inundation Area, where located in a Light Industrial Zone or Commercial Zone.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

RECOMMENDATION:

That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2015, a permit be granted, for DA0446/2018 Community Meeting and Entertainment – Construction of Automobile Museum at 65-81 Gleadow Street, Invermay subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

The use and development must be carried out in accordance with the endorsed plans and documents to the satisfaction of the Council unless modified by a condition of the permit:

- a. Site Plan, Prepared by Artas Architects, Lot 4 – Lindsay Street Automobile Museum, Project No. 171051, Drawing A0001-DA01, Dated 6/08/2018;
- b. Ground Floor Plan, Prepared by Artas Architects, Lot 4 – Lindsay Street Automobile Museum, Project No. 171051, Drawing A1400-DA04, Dated 6/08/2018;
- c. External Elevations, Prepared by Artas Architects, Lot 4 – Lindsay Street Automobile Museum, Project No. 171051, Drawing A2100-DA05, Dated 16/08/2018;
- d. Hydrological Management Plan – National Motor Museum of Tasmania Relocation Inveresk, Prepared by Pitt & Sherry, Revision 0, Dated 31/07/2018;
- e. Flood Response Plan – National Motor Museum of Tasmania, Prepared by Pitt & Sherry, Revision 0, Dated 31/07/2018;
- f. Goderich–Lindsay Street Site Development – Transport Impact Assessment, Prepared by GHD, Project No. 171051, Revision 3, Dated 6/07/2018;
- g. Civil Works Plan, Prepared by Rare, Automobile Museum, Project No. 18012, Drawing C401, Revision C, Dated 7/08/2018;
- h. Overall Drainage Plan, Prepared by Rare, Automobile Museum, Project No. 18012, Drawing C501, Revision C, Dated 7/08/2018; and
- i. Local Drainage Plan, Prepared by Rare, Automobile Museum, Project No. 18012, Drawing C502, Revision C, Dated 7/08/2018.

2. TASWATER

The development must comply with the requirements of TasWater as detailed in the Submission to Planning Authority Notice, Reference No. TWDA No. 2018/01296-LCC, dated 19/09/2018 and attached to the Permit.

3. SITE LANDSCAPE PLAN REQUIRED

Prior to the commencement of any works, a landscape plan must be submitted for approval by the Manager City Development. The plan must be prepared by a suitably qualified person and must show:

- a. Proposed garden areas and plantings (including a schedule of all trees, shrubs and groundcover including common name, botanical name and size at maturity).
 - b. The landscaping must be capable of enhancing the appearance of the site having regard to the character of existing plantings within the street.
-

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

Once approved by the Manager City Development, the plan will be endorsed and will form part of the permit. The landscaping must be:

- a. Installed in accordance with the endorsed plan.
- b. Completed within three months of the use commencing.
- c. Maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Manager City Development.

4. ENVIRONMENTAL MANAGEMENT PLAN

An Environmental Management Plan (EMP), prepared by a suitably qualified person, is to be submitted to the satisfaction of the Manager Health and Compliance prior to commencement of works on site. Site works must be conducted in accordance with the EMP following approval. The plan is to include protection measures to manage contamination and associated risk to human health and the environment during the construction phase.

5. UPDATED FLOOD RESPONSE PLAN

Prior to the commencement of any works, an updated revision of the endorsed Flood Response Plan - National Motor Museum of Tasmania incorporating Appendix A - Location of Switchboards and Power Points shall be submitted to the Manager City Development.

6. EXTERIOR AND SECURITY LIGHTING PLANNING

Exterior lighting and security lighting to comply with the Australian Standard AS4282-1997 "Control of the obtrusive effects of outdoor lighting".

7. PARKING AREAS

Areas set aside for vehicle parking and driveway access on site as shown on the endorsed plans shall be designed to comply with the following:

- a. AS2890.1 – Off-street car parking.
- b. AS 2890.3 – Bicycle parking facilities.
- c. AS2890.6 – Off-street parking for people with disabilities.
- d. Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

8. LEGAL TITLE

The approved use and development must be confined to the legal title of the site except the construction of infrastructure connections, road access and associated works.

9. SUBMISSION AND APPROVAL OF PLANS

Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to the Director Infrastructure Services for approval. Such plans and specifications must:

- a. Include all infrastructure works required by the permit or shown in the endorsed plans and specifications;
-

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

- b. Be prepared strictly in accordance with the Tasmanian Subdivision Guidelines and the LGAT-IPWEA Tasmanian Standard Drawings applicable at the date of submission of the plans;
- c. Be prepared by a suitably qualified and experienced engineer or Engineering Consultancy; and
- d. Be accompanied by:
 - i. An estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
 - ii. A fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion and Final inspections.

10. 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.

11. 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.

12. 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 (eg. Launceston Waste Centre).

13. CONSTRUCTION OF WORKS

Private and public infrastructure works must be constructed in accordance with plans and specification approved by the Director Infrastructure Services. The required infrastructure works must be as shown in the application documents and endorsed plans and modified by the approval of the detailed engineering drawings and specifications. Works must include:

- a. Stormwater
 - i. Provision of a gravity connection to the pumped stormwater drainage system that is proposed in conjunction with subdivision development application DA0261/2018; unless a piped gravity connection to another public stormwater system exists.
-

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

- b. Access from Lindsay Street
 - i. Provision of a two way sealed access from Lindsay Street to the southern-most access point of a suitably constructed pavement from a concrete kerb layback on Lindsay Street; and
 - ii. Provision of a two way access from the sealed access described in i. above to the northern-most access point on a suitably constructed pavement.

All construction works must be undertaken in accordance with the Tasmanian Subdivision Guidelines and LGAT-IPWEA Standard Drawings. These documents specify:

- a. Construction requirements;
- b. Appointment of a suitably qualified Supervising Engineer to supervise and certify construction works, arrange Council Audit inspections and other responsibilities;
- c. Construction Audit inspections; and
- d. Practical Completion and after a 12 months defects liability period the Final Inspection and Hand-Over.

14. DRIVEWAY AND PARKING AREA 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; and
- 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.

15. 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.
-

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

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.

16. 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 Council eServices web portal or on the approved hard copy form.

All redundant crossovers and driveways must be removed prior to the occupation of the development.

All new works must be constructed to Council standards and include all necessary alterations to other services including lowering/raising pit levels, upgrading trenches non trafficable trenches to trafficable standard 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.

17. CONSTRUCTION OF RETAINING WALLS

All retaining walls, above 0.3m, located within 1.5m of the property boundaries, are to be designed and certified by a suitably qualified person. The design must have regard to the installation of fencing atop the retaining wall and other imposed loading in addition to site conditions on adjoining properties.

18. 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 by-law 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, by-laws and legislation relevant to the development activity on the site.

19. CONSTRUCTION DOCUMENTATION

At the time of practical completion for the works, the developer must provide Council with construction documentation sufficient to show that the works are completed in accordance with Council standards and are locatable for maintenance or connection purposes. The construction documentation is to consist of:

- a. An "as constructed" plan in accordance with Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from Infrastructure Services Directorate.
-

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

- b. An engineer's certificate that each component of the works comply with the approved engineering plans and Council standards.

Notes

- A. All building and demolition work is to comply with the Building Act 2016 and the National Construction Code
Prior to acting on this permit, the risk category of any building or demolition work must be determined using the Building Control's Determination for Categories of Building and Demolition Work. It is recommended that a licensed building practitioner such as a building surveyor or a building designer or a registered architect be consulted to determine the requirements for any such work under the Building Act 2016.
- B. Occupancy Permit Required
Prior to the occupation of the premises the applicant is required to attain an Occupancy Permit pursuant to the Building Act 2016. Section 225. A copy of this planning permit should be given to your Building Surveyor.
- C. All plumbing work is to comply with the Building Act 2016 and the National Construction Code
Prior to acting on this permit, the risk category of any plumbing work must be determined using the Director of Building Control's Determination for Categories of Plumbing Work. It is recommended that a licensed building practitioner such as a plumbing surveyor or a plumber be consulted to determine the requirements for any such work under the Building Act 2016.
- D. General
This permit was issued based on the proposal documents submitted for DA0446/2018. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 6323 3000.

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 withdrawn or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

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.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

E. Restrictive Covenants

The granting of this permit takes no account of any covenants applicable to the land. The permit holder and any other interested party, should make their own enquires as to whether the proposed development is affected, restricted or prohibited by any such covenant.

If the proposal is non-compliant with any restrictive covenants, those restrictive covenants should be removed from the title prior to construction commencing or the owner will carry the liability of potential legal action in the future.

F. 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>>

G. Permit Commencement

If an applicant is the only person with a right of appeal pursuant to section 61 of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing. A copy of Council's Notice to Waive Right of Appeal is attached.

In accordance with Council Policy the assessment of this application has been outsourced to an independent consultant planner as it relates to development of land in which the City of Launceston has a pecuniary interest.

REPORT:**1. THE PROPOSAL****Automobile Museum**

The development application seeks approval to construct a building to be used as an automobile museum on a portion of the site located at 65-81 Gleadow Street, Invermay.

The proposed building will have a floor area of 1,963m². The main building form will comprise a warehouse constructed of precast concrete panel walls and a metal clad roof.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

Its walls will have a natural colour with a smooth finish, and will have a height of 6m on either side of the building. Its roof apex will have a height of 7.035m.

The front part of the building will include an entry, display space, shop, 12m² office and amenities. The central entry/display area that will protrude from the front of the building will include aluminium framed glazing, including windows on three sides, sliding entry doors at the front and pivot doors on the eastern side. This portion of the building will have a height of 4m and will also include an awning extending over the glazed entry doors. The angular building portions to either side at the front will each have a height increasing to 5.2m. Their external walls in the façade will be clad with expressed-joint fibre cement and will have a paint finish. A recess in the western part of the façade will accommodate air conditioning units and will be screened by powder coated aluminium framed louvre doors. The external side walls, and the upper part of the front wall of the warehouse, will be comprised of metal cladding with a rib profile.

The proposed building will be setback 22m from the Lindsay Street frontage of the site. Its façade will be orientated to face the frontage. The building will be setback 28m to the west of the side boundary shared with the Bunnings laneway (located behind the Officeworks warehouse).

Associated Works

The vehicle parking that will service the proposed use and development includes:

- 52 car spaces,
- four motorcycle spaces, and
- eight bicycle spaces.

The proposed car parking will be split across two areas to the front and rear of the building. The parking area to the front will be setback a minimum of between 2.3m and 3.8m from the Lindsay Street frontage. It will accommodate 33 spaces in two rows, including two accessible spaces for persons with a disability located directly adjacent to the main building entry. The parking area to the rear will accommodate 19 spaces in a single row.

A driveway access will extend along both sides of the building. Each driveway will have a width varying between 4.5m (front section) and 8m (rear section). They will provide connectivity between the two parking areas, and to the motorcycle parking area to the south-west of the building. The wider sections will provide access into two roller doors (each 4m wide x 3.5m high) which will be provided on each side of the building.

A vehicular access point will be provided directly to the east of each parking area. This will necessitate the construction of a vehicular access further to the east of the proposed building (within the site) that will provide connectivity with Lindsay Street.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

The car parking and driveway areas surrounding the proposed building will be constructed with an asphalt surface and will be drained and line marked. The motorcycle spaces will be located within this sealed area to the south-west of the building. The bicycle spaces will comprise four double-sided hoops that will also be located to the south-west of the building. These spaces will be located within a larger concrete forecourt area that will extend around the front of the building adjacent to its entry.

Landscaping is proposed within the area extending between the front parking area and the frontage of the site. It will also be provided at either end of each of the car parking rows in this area.

The land within the site is predominantly located around the 2.5m and 2.75m contours. It will be levelled to achieve a finished floor level of 3m within the proposed building. The proposed development will therefore have a maximum building height of 7.535m (measured from existing ground level).

2. LOCATION AND NEIGHBOURHOOD CHARACTER

Subject Site and Adjoining Properties

The subject site is contained within a single lot (CT 169539/15) which has an area of 6.913ha. It has an irregular shape and encompasses land within the south-west and north-east portions of the street block bounded by Lindsay Street to the south, Gleadow Street to the north, Goderich Street to the east and Kings Wharf Levee/Kings Wharf Road to the west.

The land adjoining the site to the south-east includes the Bunnings warehouse and Officeworks/Petstock/JB Hi-Fi warehouse on two separate titles. The land adjoining immediately to the north-west of the site includes the relocated Boral site. These areas, together with the subject site, were formerly occupied by Gunns Limited for administration, timber processing and storage. These facilities were mostly demolished following the approval of the Bunnings warehouse in 2013. Four warehouse buildings have been retained in the north-east portion of the site and are currently used for storage.

The site is otherwise predominantly undeveloped at present. It includes a laneway to the west of the Bunnings warehouse that extends through northern portion of the site to Gleadow Street (within a right of way). The site is also predominantly flat.

Surrounding Area

The land adjacent to the site on the southern side of the Lindsay Street mostly in the process of being developed by Council as a public park (Riverbend Park). A recreation trail extends along the old levee to the south of the park, and continues along the Kings Wharf Levee to the west of the site. The recently opened Silo Hotel is located to the south-west of the site, adjoining these areas. Seaport is located further to the south on the

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

other side of the North Esk River and includes a hotel, restaurants and residential dwellings.

The land to the north-west of the site, on the southern side of Gleadow Street, includes another concrete batching plant and a fuel distribution facility. The land to the north-east is occupied by Fairbrother Pty Ltd. The land on the northern side of Gleadow Street is predominantly commercial and industrial in nature, although includes several dwellings within a Light Industrial Zone in the eastern portion adjacent to Goderich Street.

Subdivision Application DA0261/2018

The proposed use and development relates to a portion of the site that is located adjacent to the Lindsay Street frontage, to the west of the Officeworks/Petstock/JB Hi-Fi warehouse. It is intended that it will ultimately be located within an individual lot. Development Application DA0261/2018 seeks approval to subdivide the site into six lots and to construct a new public road extending between Lindsay Street and Gleadow Street.

The proposed use and development relates to Lot 4 within the proposed subdivision. The proposed lot will have frontage to Lindsay Street to the south and the new public road to the east, from which vehicular access is intended to be obtained. It is also intended to be connected to a pumped stormwater drainage system, which will service the land in the south-west portion of the subdivision (including the proposed use and development) and discharge over the Kings Wharf levee.

The subdivision application has not yet been determined. The timing of the construction of infrastructure, and the issuing of titles, associated with the subdivision is unknown. Therefore, it is preferable to ensure that conditions imposed on any permit for the proposed use and development will enable it to be constructed and used irrespective of the subdivision.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

23.0 Commercial Zone

<p>23.1.1 Zone Purpose Statements</p> <p>23.1.1.1 To provide for large floor area retailing and service industries.</p> <p>23.1.1.2 To provide for other large area uses, such as car yards, bulky goods sales, warehouse and showrooms in the areas of high traffic volume and high passing visibility.</p> <p>23.1.1.3 To ensure uses support and do not threaten the established activity centre hierarchy.</p>
<p>Consistent</p> <p>The proposed automobile museum involves a large floor area use and development that will be located in a mixed use area with relatively high traffic volumes and high passing visibility. The site is located within the Launceston Principal Activity Centre as defined in the Northern Tasmania Regional Land Use Strategy. The proposal, which is being</p>

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

relocated from another site within the activity centre, contributes to the range of cultural, recreational and tourism facilities that are available. It, therefore, supports the established activity centre hierarchy.

23.3 Use Standards

23.3.1 External storage of goods

Objective: To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.
Consistent The application complies with the acceptable solutions.
A1 Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.
Complies The proposed use and development does not incorporate any external areas for the storage of goods, materials or waste.

23.3.2 Emissions impacting sensitive uses

Objective: To ensure that emissions to air, land and water are not detrimental to the amenity of sensitive uses.
Consistent The proposed use involves an automobile museum within an active area of the city that includes a range of commercial, industrial and recreational uses. It is unlikely to generate emissions that would be detrimental to the amenity of sensitive uses within this area.
A1 Uses must be set back from the site of a sensitive use a distance of no less than 100m.
Relies on Performance Criteria The proposed use will be partly located within 100m of the Silo Hotel to the south-west, which is a sensitive use in accordance with the definition in the planning scheme.
P1 The use must not adversely impact on the amenity of nearby sensitive uses, having regard to: (a) the nature of the proposed use; (b) the characteristics of the emissions; (c) the proximity and number of sensitive uses in the area; (d) the topography of the site; (e) background levels; (f) any mitigation measures proposed; and (g) the character of the surrounding area.
Complies Whilst the proposed use has the potential to generate noise as a result of additional traffic volumes and light spill as a result of external lighting, these emissions are unlikely to adversely impact the amenity of the hotel. It will not significantly increase the traffic

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volumes along Lindsay Street, which are already high during certain periods. External lighting is capable of being controlled to control the potential obtrusive effects of light spill. A relevant permit condition in this regard has been recommended.

23.4 Development Standards

23.4.1 Building height, setback and siting

Objective: To ensure that building bulk and form, and siting: (a) is compatible with the streetscape and character of the surrounding area; and (b) protects the amenity of adjoining lots.
Consistent The application complies with the acceptable solutions that are applicable.
A1 Building height must be no greater than: (a) 10m; or (b) 1m greater than the average of the building heights on the site or adjoining lots; whichever is higher.
Complies The proposed development will have a maximum building height of 7.535m. It is noted that the adjoining Officeworks and Bunnings warehouses have building heights of 8m and 9.5m respectively (excluding entry features).
A2 Setback from a frontage must be: (a) no less than 5.5m; or (b) no less than the setback of an adjoining building.
Complies The setback of the proposed building from the Lindsay Street frontage will be 22m, and will be no less than the adjoining Officeworks warehouse.
A3 Buildings can be built up to the side and rear boundaries.
Complies The acceptable solution allows for, although does not require, buildings to be built up to the side and rear boundaries. The proposed building will be setback from these boundaries, noting that the site has an area of 6.913ha. The 28m setback to the side boundary to the east (adjacent to the Officeworks warehouse) is intended to enable the construction of a public road between Lindsay Street and Gleadow Street in conjunction with subdivision application DA0261/2018.
A4 Where the site is located on the boundary of the General Residential, Inner Residential and Low Density Residential zones, new buildings or alterations to existing buildings, must: (a) be set back a horizontal distance of no less than 3m from the zone boundary; and (b) have a solid fence no less than 1.8m high on the zone boundary.
Not applicable The site does not share a boundary with the General Residential, Inner Residential or Low Density Residential zones.
A5 The façade and entrance of the primary building, must be clearly visible and accessible from a road, for pedestrians and persons with a disability.

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Complies

The façade and main entry associated with the proposed building will be orientated to face, and therefore, will be clearly visible from, Lindsay Street. The development will be directly accessible from an existing footpath that extends perpendicular to Lindsay Street and abuts the frontage of the site.

23.4.2 Streetscape

Objective:

To ensure that development has an acceptable impact on the streetscape.

Consistent

The appearance of a proposed development, including the front parking area, when viewed from the road will be compatible with existing development in Lindsay Street.

A1 Excepting walls built to the lot boundary, new buildings or extensions to existing buildings must:

- (a) have external walls constructed with no less than 50% brick, concrete, masonry or glass;
- (b) have external walls, unless brick or glass, painted or finished with a texture coat; and
- (c) have no less than 50% glazing to the external walls of the office components of the buildings.

Complies

The warehouse component of the proposed building will have external walls constructed of precast concrete on three sides, which represents more than 50% of the external wall area around the building. The proposed building will also have external walls, associated with its façade that will be clad with expressed-joint fibre cement and will have a paint finish. The 12m² office component within the proposed building will not have any external walls. However, the central entry/display area that will protrude from the front of the building will include aluminium framed glazing on three sides. The glazing will represent more than 50% of the external wall area around this portion of the building.

A2 Car parking must not be located within 3m of the frontage.

Relies on Performance Criteria

The proposed parking area to the front of the site will be setback a minimum of between 2.3m and 3.8m from the Lindsay Street frontage.

P2 Car parking must be located to minimise visual impact on the streetscape, having regard to:

- (a) the topography of the site;
- (b) the nature of the proposed use;
- (c) the number of car spaces;
- (d) the visibility of the car parking from the road;
- (e) the use of measures to mitigate impacts including screening and landscaping;
- (f) the location of car parking on adjoining sites; and
- (g) the character of the streetscape.

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Complies
 The parking areas associated with existing development along Lindsay Street (to the east of Goderich Street) are located within close proximity of the frontage boundary. The nature strip on the northern side of the road is relatively wide (13m) which, together with the landscaping that exists along the frontage, assists in minimising visual impact of these areas. The proposed development includes landscaping along the frontage that will provide for a similar appearance. A permit condition has been recommended to require the provision of a landscape plan detailing the proposed plantings.

23.4.3 Fences

Objective:
 To provide for fences that are appropriate to the site and character of the area.

A1.1 Fences must be no higher than:
 (a) 1.8m on a frontage; or
 (b) 2.1m on a side or rear boundary that abuts a public reserve; or
 (c) 3m on a side or rear boundary otherwise.

A1.2 Front fences must be 50% transparent above a height of 1.2m.
 A1.3 Front fences higher than 1.2m must be located no less than 1m from the frontage, and the setback landscaped between the frontage and the fence.

Not applicable
 The proposed development does not include any fences.

23.4.4 Site landscaping

Objective:
 To ensure that new development improves the amenity of the site and the streetscape.

Consistent
 The proposed landscaping areas will be compatible with other garden areas associated with commercial development in the street.

A1 New buildings or extensions with a gross floor area greater than 100m² or 50% of the existing gross floor area, whichever is less, must:
 (a) landscape an area within the front setback of not less than the 50% of that area; and
 (b) provide a minimum of one tree capable of growing to a height of no less than 10m planted for every 1,000m² of site area. Trees must be located within a minimum 3m diameter landscaped area.

Relies on Performance Criteria
 The proposed landscaping will occupy less than 50% of the area between the building and the frontage, and does not include any trees that will be capable of growing to a height of less than 10m.

P1 Landscaping must improve the amenity and appearance of the site and the streetscape, having regard to:
 (a) the topography of the site;
 (b) the existing vegetation on the site;
 (c) shade for users of the site and car parking areas;
 (d) the location, type and growth of the proposed vegetation;

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- (e) the area set aside for landscaping and its suitability;
- (f) any proposed screening; and
- (g) the character of the streetscape and surrounding area.

Complies

The landscaping associated with existing developments along Lindsay Street (to the east of Goderich Street) largely comprises low plantings along the frontage boundary and within parking areas. Plantings exist within the nature strip on both sides of the road which also contribute to the appearance of the area. A permit condition has been recommended to require the provision of a landscape plan identifying plantings that are capable of enhancing the appearance of the site.

E2.0 Potentially Contaminated Land Code

E2.1.1

The purpose of this provision is to:

- (a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.

Consistent

Previous investigations have identified that the site is suitable for commercial use. Protection measures are capable of being implemented during the construction phase to manage the potential contamination risk to human health and the environment from excavation activities. Following completion, the development site will predominantly be covered in concrete or asphalt which will provide an impermeable barrier to existing soils.

E2.5 Use Standards

E2.5.1 Suitability for intended use.

Objective:

To ensure that potentially contaminated land is suitable for the intended use.

Not Applicable

The use standards apply to sensitive use. The proposed use is not a sensitive use.

E2.6 Development Standards

E2.6.1 Subdivision

Objective:

To ensure that subdivision of potentially contaminated land does not adversely impact on human health or the environment and is suitable for its intended use.

Not Applicable

The application does not include a subdivision.

E2.6.2 Excavation

Objective:

To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

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<p>Consistent The construction of the proposed development will be undertaken in accordance with an Environmental Management Plan (EMP) to manage the to ensure these works do not adversely impact human health or the environment.</p>
<p>A1 No acceptable solution.</p>
<p>Relies on Performance Criteria.</p>
<p>P1 Excavation does not adversely impact on health and the environment, having regard to:</p> <ul style="list-style-type: none"> (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (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 that includes: <ul style="list-style-type: none"> (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before excavation commences; and (iii) a statement that the excavation does not adversely impact on human health or the environment.
<p>Complies The site is identified as comprising potentially contaminated land due to the previous operations undertaken by Gunns Limited. An assessment prepared by Jemrok Pty Ltd and Brad May of Epic Environmental (registered Site Contamination Practitioner certification ID 15029) identifies that prior investigations have found the site to be suitable for commercial use. These previous investigations were undertaken for Gunns Limited in 2011 in relation to the site, and for Boral in 2014 in relation to the construction of its new facility in Gleadow Street (which adjoins the site).</p> <p>The current assessment has not identified any new potential sources of contamination. It recommends the preparation of an Environmental Management Plan (EMP) to manage potential impacts from excavation and works on site. A permit condition has therefore been recommended to require the preparation of an EMP, which includes protection measures to manage contamination and associated risk to human health and the environment during construction.</p>

E4.0 Road and Railway Assets Code

<p>E4.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
<p>Consistent The traffic generation and new access associated with the proposed use and development will not compromise the safety and efficiency of the road network.</p>

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E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

Objective:

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

Consistent

The traffic generation associated with the proposed use is relatively small and will not unreasonably impact the safety and efficiency of the road network.

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

Relies on Performance Criteria

Whilst the proposed use and development will involve the provision of a new road access to Lindsay Street, vehicles entering and exiting the site will utilise existing junctions in the surrounding road network (including the Lindsay Street/Goderich Street intersection) and the standard therefore applies. The Traffic Impact Assessment (TIA) included with the application identifies that the proposed use is expected to generate 45 vehicle trips per day on average.

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

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

Complies

The TIA identifies that current average traffic volumes in Lindsay Street equate to 7,270 vehicles per day. The expected traffic generation associated with the proposed use represents a 0.62% increase on this figure. The peak period for the museum is anticipated to be on a Saturday, where 23 vehicle trips per hour are expected. Traffic volumes in Lindsay Street during the Saturday midday peak equates to 1,200 vehicles per hour. The expected traffic generation associated with the proposed use represents a 1.9% increase on this figure.

The TIA provided assesses the impact of the traffic generation associated with the future development of the lots proposed by subdivision application DA0261/2018. It is expected that this will generate of 1,342 vehicle trips per day on average. It identifies that the performance of the Lindsay Street/Goderich Street intersection will continue to

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deteriorate over the next 10 years due to background traffic growth and developments currently under construction or recently completed (ie. Riverbend Park and Silo Hotel). However, the level of service for the junction (and the others that are considered in the TIA) will remain within acceptable limits. There is sufficient capacity to accommodate additional traffic even if some movements at the intersection operate with high delays and congestion.

The traffic generation associated with the proposed use is relatively small within the context of the larger future development that is considered in the TIA. On that basis, it will not unreasonably impact the safety and efficiency of the road network.

E4.6 Development Standards

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.
Consistent The application complies with the acceptable solution.
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.
Complies The proposed development includes two vehicular access points to the east of the museum. It is intended that these will ultimately provide access from the public road that is intended to be provided in conjunction with subdivision application DA0261/2018. As this does not form part of the current application, a private vehicular access will need to be constructed to Lindsay Street. This will comprise a single access from the public road that will provide both entry and exit. A permit condition is recommended to ensure that the access is constructed and sealed in accordance with Council engineering requirements.

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 between vehicles and trains to enable safe movement of traffic.
Consistent The application complies with the acceptable solution.
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.
Complies Table E4.6.4 requires an 80m minimum Safe Intersection Sight Distance (SISD) in a 50km/h speed environment. Lindsay Street is a straight road with no major obstructions

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to sight distance. The access to be constructed onto the road will therefore comply with the minimum SISD requirement.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to:

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

Consistent

The proposed use and development will be provided with an appropriate level of parking which, subject to relevant conditions, will be appropriately designed.

E6.5 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.

Consistent

It has been demonstrated that the proposed car parking supply will exceed the parking demand associated with the proposed use, even during peak periods.

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 two spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or
- (d) be in accordance with an acceptable solution contained within a parking precinct plan.

Relies on Performance Criteria

Table E6.1 requires the proposed use to provide one car parking space per 20m² of floor area available to the public, which equates to 99 spaces. The proposed use and development will involve the provision of 55 spaces.

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:

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- (i) variations in car parking demand over time; or
 - (ii) efficiencies gained by consolidation of car parking spaces;
 - (c) the availability and frequency of public transport within reasonable walking distance of the site;
 - (d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;
 - (e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;
 - (f) an assessment of the actual car parking demand determined in light of the nature of the use and development;
 - (g) the effect on streetscape; and
 - (h) the recommendations of any traffic impact assessment prepared for the proposal; or
- P1.2 The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:
- (a) the intensity of the use and car parking required;
 - (b) the size of the dwelling and the number of bedrooms; and
 - (c) the pattern of parking in the locality; or
- P1.3 The number of car parking spaces complies with any relevant parking precinct plan.

Complies
 The requirement in Table E6.5.1 applies to the Community Meeting and Entertainment use class generally, which encompasses a wide range of uses with varying parking demands including churches, function centres, museums and other public facilities. The TIA indicates that the proposed use will attract up to 50 visitors per day on a typical weekday and 250 per day on a peak Saturday. Furthermore:

“Assuming an average car occupancy of 2.2 persons per vehicle, and an average stay duration of 2 hours over a 7-hour period (10am to 5pm), the typical peak car park occupancy would be around 35-40 vehicles”.

The proposed parking supply on site will, therefore, meet the reasonable needs of the use. The application complies with P1.1.

P1.2 does not apply because that application does not involve a residential use, and P1.3 does not apply because the site is not subject to a parking precinct plan.

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

Complies
 That National Construction Code requires the proposed use to provide two accessible spaces for persons with a disability. The proposed use and development will involve the provision of two spaces.

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E6.5.2 Bicycle parking numbers

Objective: To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Consistent The proposed development will provide an appropriate level of bicycle parking that will meet the reasonable needs of the use.
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.
Relies on Performance Criteria Table E6.1 requires the proposed use to provide one bicycle parking space per 50m ² of gross floor area, which equates to 40 spaces. The proposed use and development will involve the provision of eight spaces.
P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle; (b) the location of the site and the likely distance a cyclist needs to travel to reach the site; and (c) the availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
Complies The requirement in Table E6.5.1 applies to a wide range of uses with varying parking demands including churches, function centres, museums and other public facilities. The site is located in proximity of recreation (cycling) trails associated with the flood levee. It is therefore expected that a relatively small number of visitors will cycle to the site, whilst the remainder will arrive by car.

E6.5.3 Taxi spaces

Objective: To ensure that access for taxis is provided to meet the needs of the use.
Consistent The proposed car parking supply will be capable of being utilised by for short-term parking by taxis.
A1 Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.
Relies on Performance Criteria Table E6.1 requires the use to provide 99 car parking spaces, which in turn generates a requirement for two taxi spaces. Dedicated taxi parking is not proposed.
P1 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;

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<p>(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.</p>
<p>Complies The assessment of Clause E6.5.1 identifies that the proposed car parking supply will exceed the parking demand associated with the proposed use, even during peak periods. Therefore, there is likely to be sufficient excess supply that can be utilised for short-term parking by taxis which will meet the reasonable needs of the use.</p>

E6.5.4 Motorcycle parking

<p>Objective: To ensure that motorcycle parking is provided to meet the needs of the use.</p>
<p>Consistent The application complies with the acceptable solution.</p>
<p>A1 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.</p>
<p>Complies Table E6.1 requires the use to provide 99 car parking spaces, which in turn generates a requirement for four motorcycle spaces. The proposed use and development will involve the provision of four spaces.</p>

E6.6 Development Standards

E6.6.1 Construction of parking areas

<p>Objective: To ensure that parking areas are constructed to an appropriate standard.</p>
<p>Consistent The application complies with the acceptable solution.</p>
<p>A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) 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 (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.</p>
<p>Complies The proposed parking and driveway areas will have a gradient of less than 10%, and will be formed, constructed with an asphalt surface, drained and line marked.</p>

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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.

Consistent

The layout of the parking and driveway areas will be convenient, safe and efficient.

A1.1 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 four 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 three or more car parking spaces; and
- (e) have a vertical clearance of not less than 2.1m 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 six spaces 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.

Relies on Performance Criteria

The layout of the proposed parking, driveway, manoeuvring and circulation areas will enable vehicles to enter and exit the site in a forward direction. The parking spaces and associated access and manoeuvring areas comply with the requirements in Table E6.3. The parking and driveway areas will have sufficient vertical clearance. The proposed accessible parking spaces for persons with a disability will be located closest to the main entry to the building, and their layout complies with AS/NZS2890.6 – 2009.

However, the driveway accesses that will extend along both sides of the building do not comply with the requirements in Table E6.3. The 4.5m wide sections adjacent to the front of the building are less than the 5.5m required by the table. The 8m wide sections exceed the requirement in the table by more than 10%. An assessment against the performance criteria is therefore required.

P1 Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:

- (a) the characteristics of the site;
- (b) the proposed slope, dimensions and layout;
- (c) vehicle and pedestrian traffic safety;
- (d) the nature and use of the development;
- (e) the expected number and type of vehicles;
- (f) the nature of traffic in the surrounding area; and

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(g) 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.

Complies

The car parking spaces will primarily be accessed from the circulation areas within each parking area. The driveway accesses that will extend along both sides of the building will provide connectivity between the two parking areas, noting the two access points that will also be provided to the east of the proposed building. The driveway area to the south-west of the building will also provide access to the motorcycle parking in this area. The 8m wide sections will provide access to the roller doors on each side of the warehouse component of the building. The width of the proposed driveway accesses will therefore be convenient, safe and efficient to the use of the site.

E6.6.3 Pedestrian access

Objective:

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

Consistent

The application complies with the acceptable solution.

A1.1 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

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

The concrete forecourt will provide for pedestrian access into the building, and is directly adjacent to the accessible parking spaces that will be dedicated for use by persons with disability. The dimensions of this area satisfy the requirements in the acceptable solution.

E6.6.5 Bicycle facilities

Objective:

To ensure that cyclists are provided with adequate facilities.

Consistent

A shower and change room will be provided which is considered adequate for the proposed use and development.

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<p>A1 Uses that require five or more bicycle spaces by Table E6.1 must provide one shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.</p>
<p>Relies on Performance Criteria Table E6.1 requires the use to provide 40 bicycle parking spaces, which in turn generates a requirement for four showers and change room facilities. The proposed development involves the provision of one shower and change room within the amenities area.</p>
<p>P1 Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the proposed use; (b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) whether there are facilities on the site for other reasons that could be used by cyclists; and (g) the opportunity for sharing bicycle facilities on nearby sites.
<p>Complies The proposed use and development involves the provision of eight bicycle parking spaces. The proposed shower and change room is therefore adequate for the amount of bicycle parking that will be provided.</p>

E6.6.6 Bicycle parking and storage facilities

<p>Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</p>
<p>Consistent The application complies with the acceptable solution.</p>
<p>A1 Bicycle parking and storage facilities for uses that require five or more bicycle spaces by Table E6.1 must:</p> <ul style="list-style-type: none"> (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from the main entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.
<p>Complies The bicycle parking area will be suitably accessible and located on site relevant to the use. A permit condition is included in the recommendation to ensure that bicycle parking spaces are provided in accordance with the Australian Standard referred to above.</p>

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

<p>A2 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) have minimum dimensions of: <ul style="list-style-type: none"> (i) 1.7m in length; and (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.
<p>Complies</p> <p>A permit condition is included in the recommendation to ensure that bicycle parking spaces are provided in accordance with the Australian Standard referred to above.</p>

<p>E16.0 Invermay/Inveresk Flood Inundation Area Code</p> <p>E16.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (a) reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area; (b) ensure that new development is sited and designed to minimise the impact of flooding; and (c) ensure that consideration is given in the siting, design and emergency response capability of new development on land subject to flood inundation.
<p>Consistent</p> <p>The hydrological assessment included with the application demonstrates that the proposed use and development will be subject to an acceptable level of risk. It includes recommendations that seek to ensure that it minimise its exposure to the potential impact of flooding. An emergency management plan is also included with the application. Its objective is to prevent loss of life and minimise damage to and loss of property are a result of flooding.</p>

<p>E16.6 Use Standards</p> <p>E16.6.1 Unacceptable uses</p> <p>Objective: To prevent unacceptable uses from establishing in areas subject to, or isolated by, flood inundation.</p>
<p>Consistent</p> <p>The application complies with the acceptable solutions.</p>
<p>A1 Must not be:</p> <ul style="list-style-type: none"> (a) Education and occasional care, except in the Inveresk Cultural precinct; (b) Emergency services; or (c) Hospital services.
<p>Complies</p> <p>The proposed use is not categorised within any of the above use classes.</p>

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

<p>A2 Must not be Residential, unless:</p> <ul style="list-style-type: none"> (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 and supporting the educational activities within the Inveresk Cultural precinct.
<p>Complies The proposed use is not categorised within any of the above use classes.</p>
<p>A3 Must not be Community meeting and entertainment in the Riveredge Industrial or Inveresk Residential precincts, unless:</p> <ul style="list-style-type: none"> (a) a museum in the Riveredge Industrial precinct and located in the Light Industrial Zone or Commercial Zone.
<p>Complies The proposed use is categorised within the Community Meeting and Entertainment use class, however, involves a museum that will be located within the Riveredge Industrial Precinct and the Commercial Zone.</p>

E16.7 Development Standards

E16.7.1 Intensification of residential development

<p>Objective: To limit the intensification of residential development in areas subject to, or isolated by, flood inundation.</p>
<p>Not Applicable The proposal does not involve a residential development.</p>

E16.7.2 Flood Impact

<p>Objective: To ensure that new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.</p>
<p>Consistent The proposed development has been sited and designed in accordance with a hydrological report and an emergency management plan in order to mitigate the risk and minimise the impact of flooding.</p>
<p>A1 Floor levels of all habitable rooms within the Residential use class must be at least 3.7m AHD.</p>
<p>Not applicable The proposal does not involve a residential development.</p>
<p>A2 No acceptable solutions.</p>
<p>P2 Buildings within the Residential use class in 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:</p> <ul style="list-style-type: none"> (a) detail: <ul style="list-style-type: none"> (i) the risks to life; (ii) the likely impact on the use or development; and

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

<p>(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</p> <p>(b) consider the following:</p> <ul style="list-style-type: none"> (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.
<p>Not applicable The proposal does not involve a residential development.</p>
<p>A3 All buildings not in the Residential use class must have a:</p> <ul style="list-style-type: none"> (a) floor level of at least 3.4m AHD; and (b) gross floor area of not more than: <ul style="list-style-type: none"> (i) 400 m² ; or (ii) 10% more than that existing or approved on the 1 January 2008.
<p>Relies on Performance Criteria The proposed building will have a finished floor level of 3m and a floor area of 1,963m².</p>
<p>P3 Buildings not in the Residential use class 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:</p> <ul style="list-style-type: none"> (a) detail: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)**Complies**

The application includes a hydrological assessment and emergency management plan (Flood Response Plan).

The hydrological assessment identifies that the 2010-2014 reconstruction of the levees in the Invermay/Inveresk Area, which were designed to withstand a 1:200 year ARI (or 0.5% AEP) flood event, has significantly reduced the risk of flooding in the area. The Tasmanian Planning Commission approved Amendment 43 to the planning scheme, which is reflected in Clause E16.6.1 Acceptable Solution A3, on the basis that the levees were found to mitigate the risk to a museum to an acceptable level. The hydrological assessment addresses the particular impacts associated with the proposed automobile museum.

It identifies that the proposed building has been designed to withstand loading from 1:100 year ARI flood waters. However, it recommends design changes that would significantly reduce the risk and impact of flooding on the building. This includes the provision of stop logs to a depth of 400mm at each personnel door, stop logs and centre strengthening points at each roller door to a depth of 400mm, and solid, sealed panels to 400mm within all glazing panels. Amended drawings showing the recommended changes to the glazing have been provided at the request of the Launceston Flood Authority, and it is recommended that these be endorsed as part of any permit. A permit condition is also recommended to require the use and development to be undertaken in accordance with recommendations in the hydrological assessment.

The applicant has identified, in response to a request for additional information issued by the Launceston Flood Authority, that electrical equipment will be located above the 1:100 year ARI flood waters. The emergency management plan identifies that it will be updated to include a copy of the electrical layout plan for the building once it is finalised. In the event of an evacuation, the plan identifies that all power will be switched off at the switchboards. It also includes provisions relating to the relocation of display vehicles from the building.

The emergency management plan has been prepared in consultation with the SES. It has also been prepared around the Invermay Evacuation Plan 2.0, which outlines five key stages for evacuation of Invermay, including Standby, Withdrawal/Evacuation, Shelter, Exclusion and Return. A permit condition is also recommended to require the use and development to be undertaken in accordance with recommendations in the plan.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Assets	Conditional consent provided with recommended conditions in relation to: driveway and parking area construction, damage to Council infrastructure, works within/ occupation of the road reserve, vehicular crossings, soil and water management plan, construction of retaining walls, submission and approval of plans, construction of works, and construction documentation.
Environmental Health	Conditional consent provided with recommended conditions in relation to: amenity – commercial/industrial use, environmental management plan, exterior and security lighting planning and no burning of waste.
Parks and Recreation	N/A
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes are recommended.
EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2018/01296-LCC.
DIER	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

5. REPRESENTATIONS

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 8 August to 22 August 2018. Four representations were received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the representations received which are attached to this report.

All representors were invited to a meeting which was held on Friday 14 September 2018, with two representors, providing an opportunity to elaborate on the issues raised.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

Issue	Comments
<p>1. The proposal will increase existing (potentially unsolvable) traffic congestion issues particularly at the Lindsay Street and Goderich Street junction. The issues are not adequately addressed in the Traffic Impact Assessment (TIA).</p>	<p>The TIA acknowledges that traffic volumes will increase and the performance of the Lindsay Street/Goderich Street intersection will continue to deteriorate. However, the level of service for the relevant junctions will remain within acceptable limits. There is sufficient capacity to accommodate additional traffic even if some movements at the intersection operate with high delays and congestion.</p>
<p>2. The automobile museum is unlikely to generate the 1,342 daily vehicle movements identified in the TIA.</p>	<p>The 1,342 figure relates to the future development of the lots proposed by subdivision application DA0261/2018. The TIA anticipates that the automobile museum will generate 45 daily vehicle movements. This is a minor increase in the context of the current traffic volumes and the future development of the site and surrounding area.</p>
<p>3. Council's traffic study is incomplete. Council should wait to assess the impact of the traffic associated with the nearby CH Smith site.</p>	<p>The permit application has been lodged with Council's Planning Authority and it is required to be assessed on its merits on the basis of the available information that has been provided.</p>
<p>4. Traffic volumes identified in the GHD (2012) study are likely to have increased. It is estimated that there are currently 40,000 daily vehicle movements over the Charles Street bridge.</p>	<p>The TIA includes traffic data that was obtained from Department of State Growth and Council in 2017. It indicates that there are currently 32,100 daily vehicle movement over the Charles Street bridge.</p>
<p>5. Further development in the floodplain will exacerbate the impact of the next flood inundation, alter water flow patterns, place extra mass on unstable land that is vulnerable to seismic risk and will increase the burden and risk to emergency services. There is also doubt around the ability to relocate display vehicles from the automobile museum.</p>	<p>The planning scheme provisions for the Invermay/Inveresk Flood Inundation Area are based on a risk management approach. Future use and development is required to address its exposure to the risk of and potential impacts associated with flooding, in accordance with the relevant considerations in the planning scheme standards. This is addressed in the hydrological assessment included in the application. It is also required to demonstrate that emergency management arrangements will be put in place. This is addressed in the Flood Response Plan included with the application.</p>

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

Issue	Comments
<p>6. Council is overly confident in the reconstructed levees and misinterprets the 1:200 year ARI flood risk to mean there will not be another flood in the next 200 years.</p>	<p>The levees were designed to withstand a 1:200 year ARI (or 0.5% Annual Exceedance Probability) flood event. This provides a level of protection that exceeds the relevant planning scheme requirements. The risk of levee failure associated with the flood events that are required to be addressed by the planning scheme standards (ie. 1:20 year, 1:50 year and 1: 100 year ARI events) have not been eliminated. This would not be technically feasible or economically viable. However, its likelihood has been reduced from high to low.</p>
<p>7. Reference to the 2016 flood event.</p>	<p>The hydrological assessment notes that the reconstructed levees and emergency management arrangements in Invermay/Inveresk were tested by this flood event.</p>
<p>8. The Lindsay Street area is becoming over-developed and poorly planned, with particular reference to increasing traffic volumes and the flood risk.</p>	<p>The commercial and recreational development opportunities within the area were identified and planned for in the North Bank Land Use Study prepared for Council. These developments have been undertaken in accordance with various assessments in relation to traffic generation and flooding, in accordance with the relevant planning scheme standards.</p>
<p>9. The current location of the automobile museum is better. It has less of an impact on traffic volumes and is close to other attractions. There is a risk that it will not be as successful in its new location.</p>	<p>A permit application has been lodged for the automobile museum at this new site, and it is required to be assessed on its merits against the relevant provisions in the planning scheme.</p>
<p>10. The proposal will place added undue burden on the sewerage system.</p>	<p>TasWater has not identified any issues with connecting the proposed use and development to its sewerage system.</p>

6. CONCLUSION

Subject to the recommended conditions, it is considered that the proposal complies with the Scheme and it is appropriate to recommend for approval.

8.1 65-81 Gleadow Street, Invermay - Community Meeting and Entertainment - Construction of Automobile Museum ...(Cont'd)

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such economic impacts have been considered.

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015.

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



Tracey Mallett: Acting Director Development Services

ATTACHMENTS:

1. Locality Plan (distributed electronically)
 2. Plans to be Endorsed (distributed electronically)
 3. TasWater SPAN (distributed electronically)
 4. Representations (distributed electronically)
-

8.2 117-119 Elphin Road, Launceston - The Launceston Preparatory School - Request to Remove Section 71 Agreement**FILE NO:** 49130**AUTHOR:** Duncan Payton (Town Planner)**DIRECTOR:** Tracey Mallett (Acting Director Development Services)

DECISION STATEMENT:

To consider, pursuant to section 74(3) of the *Land Use Planning and Approvals Act 1993*, agreeing to the removal from the title of 117-119 Elphin Road, Launceston, of the section 71 agreement that limits the number of staff and students at The Launceston Preparatory School.

APPLICATION INFORMATION:

Applicant: Metier Planning & Development
Property: 117-119 Elphin Road, Launceston
Zoning: General Residential, Community Purpose
Receipt Date: 01/08/2018
Representations: Three

PREVIOUS COUNCIL CONSIDERATION:

DA0418/2001 - Introduced the requirement for an agreement under section 71 of the *Land Use Planning and Approvals Act 1993* to restrict the staff and student numbers at The Launceston Preparatory School (TLPS) to 110 students and 17 staff. This requirement was amended in 2002 to allow 130 students and 17 staff.

DA0559/2007 - again required the entering into of an agreement pursuant to section 71 of the *Land Use Planning and Approvals Act 1993* to restrict numbers to 130 students and 17 staff. This agreement was registered against the property title on 1 December 2008.

RECOMMENDATION:

That Council agrees, pursuant to section 74(3) of the *Land Use Planning and Approvals Act 1993*, to the ending of agreement C889243 registered against the title of 117-119 Elphin Road, Launceston (CT139193/1).

8.2 117-119 Elphin Road, Launceston - The Launceston Preparatory School - Request to Remove Section 71 Agreement ...(Cont'd)

REPORT:**Background:**

TLPS opened at 82A Elphin Road, Launceston in 1982 and relocated to 119 Elphin Road, Launceston following a rezoning in 1985. In the ensuing years, TLPS has undertaken a number of developments and expansions, including land acquisition (34 Olive Street 1995, 31-41 Olive Street [sports field] 1999 and 117 Elphin Road 2001), a new multi-purpose hall (2009) and an Early Learning Centre (2013).

Plans for the approximately one million dollar redevelopment of the Kindergarten and Early Learning Centre were approved earlier this year.

Discussion:

TLPS advises that, as part of their educational philosophy, class sizes are limited to a maximum of eighteen students. If all their classes were at capacity, student enrolment would sit at 162 (ie. 32 above the current limit of 130). Staff numbers, currently 15, would increase by only one to 16 (ie. still below the current limit of 17).

It is asserted by TLPS that the limitation on student numbers, imposed by the section 71 agreement, is applied only to TLPS and no other school in the Launceston region is so constrained. This continued restraint restricts the viability of the proposed Kindergarten and Early Learning Centre redevelopment.

The rationale for the imposition of this limitation was to address potential traffic and parking concerns and the impact on the surrounding community, particularly during drop off and pick up times.

Notwithstanding this, it is clear that schools locate within residential catchment areas. In most cases their growth is a reflection of the residential status of the surrounding area and of course, the reputation of the individual school. Whilst all schools can be expected to put some traffic pressure on the surrounding streets at drop off and pick up times during school term, most have appropriately controlled road crossings and like TLPS, have designated 40kph zones to ensure the safety of the students and all other road users.

The eastern side of Olive Street is designated as 'no standing' during drop off and pick up times and is appropriately sign posted for 40kph school zone. TLPS assert that they actively manage drop off and pick up times and self-regulate the behaviour of parents during this period to ensure minimal impact on the broader community. Students enter and exit the grounds in the company of parents or school staff.

8.2 117-119 Elphin Road, Launceston - The Launceston Preparatory School - Request to Remove Section 71 Agreement ...(Cont'd)

Whilst it is inevitable that, as with all schools, some parents will use private driveways for turning manoeuvres, and will from time to time park or stand in a manner that obstructs private driveways, the school actively encourages parents to travel Olive Street in a northerly direction and avoid turning to travel in the opposite direction and to be respectful of surrounding residents and other road users.

Future growth of the school, beyond its projected capacity of 162, if all classes run at capacity, will continue to be regulated by the planning scheme and be assessed through a public process. Based on this and the ongoing practice of the school to minimise inconvenience, it is asserted that the inequitable burden of the section 71 agreement is no longer necessary. Specifically, further proposals for development would be assessed on their merits rather than be prevented by an imposed limit or put through a second approval process to raise that limit. Approval or refusal should follow an open and transparent assessment, consistent with that applied to all other schools.

Referral:

The request was referred internally to the Infrastructure Services Department and Council's Traffic Engineering officer advised:

I do not have concerns about increasing the student numbers at Launceston Preparatory School. The comments below are about compliances with the Road Rules and extra vehicles might increase pressure marginally. I am in this area at school start and finish times and don't think that there are significant issues uncommon to most school environments.

Exhibition:

The *Land Use Planning and Approvals Act 1993*, at section 74(3), provides that:

An agreement may be ended by the planning authority with the approval of the Commission or by agreement between the authority and all persons who are bound by any covenant in the agreement.

In other words, Council, acting as the planning authority, may agree with TLPS, as the only other party, to the ending of the agreement.

Whilst there is no requirement in the *Land Use Planning and Approvals Act 1993* to exhibit the request to end the agreement, it was considered appropriate to do so. The request was exhibited between 15 August and 29 August 2018 and three submissions were received from nearby residents. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each raised issue, it should be read in conjunction with the representations received.

8.2 117-119 Elphin Road, Launceston - The Launceston Preparatory School - Request to Remove Section 71 Agreement ...(Cont'd)

Issue	Comments
<p>Many vehicles are concentrated into a narrow street, the school pick up and drop off traffic creates a danger to students, parents and other users of the road.</p>	<p>TLPS have provided a Traffic Impact Assessment, prepared by GHD, reviewing the possible increase in student numbers to 162. Relevantly, the report concludes: <i>The proposed expansion is unlikely to result in significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety ... the proposed expansion is supported on traffic and parking grounds.</i></p>
<p>Buses use Olive Street to collect elderly residents for visits to day centres and the like.</p>	<p>The existing use of Olive Street by buses servicing the school or neighbouring residents will not be adversely affected by the projected minor traffic increases.</p>
<p>A recent accident resulted in a car crashing into the fence of the sports field. There have been many other near misses.</p>	<p>The accident referred to, occurred during a school holiday period and had no bearing on the operation of the school. The accident statistics discussed in the GHD report show that the majority of accidents occur on Elphin Road and that, in the four year statistical period, there were only four minor accidents, all related to parking and manoeuvring, in Olive Street.</p>
<p>The traffic is dangerous. Many drivers of European cars are using their mobile phones. Have not seen a police patrol in six years.</p>	<p>Use of mobile phones whilst driving is a police matter and TLPS advise that they have previously requested Tasmania Police to conduct some patrols and they have done so.</p>
<p>Parents are using the driveway to the adjoining units as a turning bay and some parents are blocking the entrance whilst collecting their children.</p>	<p>TLPS actively seeks the cooperation of parents to minimise any traffic impacts and inconvenience to nearby residents. However, turning into an existing driveway is a common practice.</p>
<p>Some parents and students use the adjoining unit property as a thoroughfare.</p>	<p>TLPS actively seeks the cooperation of parents and students to minimise impacts and believes the school grounds offer a convenient thoroughfare.</p>
<p>Right turn onto Elphin Road is difficult during peak periods and it is easier to travel to Cypress Street via Olive Street and Elphinwood and access Elphin Road there. Additional traffic will make this harder.</p>	<p>Drop off and collection times are relatively short and in most cases, trips can be planned around them and thus not contribute to any perceived congestion.</p>

8.2 117-119 Elphin Road, Launceston - The Launceston Preparatory School - Request to Remove Section 71 Agreement ...(Cont'd)

The author of this report has contacted all three representors to discuss their concerns and has visited the site twice to observe drop off and collection behaviour. On both occasions, all users of the road appeared respectful and no particular congestion or difficulty was observed over the short time spans involved.

In addition to the above representations, three residents of Elphin Road contacted the author to discuss the proposal. All were concerned about the impact on parking on Elphin Road and were reassured that this was unlikely to be noticeably impacted. One raised a concern about the location of a crossing warning sign and this is being reviewed by the appropriate Traffic Engineer. The other two complimented the school on efforts to minimise adverse impact to date and sought assurance that those practices would continue. It is understood that they met with appropriate school staff and received such assurances.

On balance, the rationale for the continued application of the section 71 agreement is questionable and its application to TLPS is clearly inequitable. The report from GHD attests that, if the school were to operate at capacity today, there would not be a significant impact upon road safety. Any future expansion of the TLPS to enable increased student numbers, beyond 162, will require further planning approval and road safety and traffic impacts will again be considered.

CONCLUSION:

It is considered appropriate for the planning authority, pursuant to section 74(3) of the *Land Use Planning and Approvals Act 1993*, to agree to the removal from the title of 117-119 Elphin Road, Launceston, of the section 71 agreement that limits the number of staff and students at The Launceston Preparatory School on the grounds that:

- (a) The school actively implements practices to minimise inconvenience to surrounding residents and users of the roads;
 - (b) Further development of the school will require planning approval;
 - (c) Amenity, traffic and parking issues would be fully reconsidered at that time;
 - (d) Student limits are not imposed on other schools, including the Newstead Christian School (established 1996), Newstead College (established 1997) and those who have undertaken substantial development since 2001, in the area and throughout Launceston; and
 - (e) The Traffic Impact Assessment submitted by the proponents supports the further expansion of TLPS.
-

8.2 117-119 Elphin Road, Launceston - The Launceston Preparatory School - Request to Remove Section 71 Agreement ...(Cont'd)

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. Any future proposal to further develop or expand the school will be assessed using these provisions and as such economic impacts have been considered.

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2015 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015

BUDGET & FINANCIAL ASPECTS:

Not applicable to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



Tracey Mallett: Acting Director Development Services

ATTACHMENTS:

1. Location Plan (distributed electronically)
 2. Request and TIA (distributed electronically)
 3. Representations (distributed electronically)
-

9 ANNOUNCEMENTS BY THE MAYOR**9.1 Mayor's Announcements****FILE NO:** SF2375

Tuesday 25 September 2018

- Attended the Launceston Church Grammar School Future Cities Inquiry Unit
- Attended the Rotary Employment Day at the Hotel Grand Chancellor
- Officiated at the Official Opening of the Launceston General Hospital Pedestrian Safety Improvement Project on Charles Street
- Attended the Tourism Northern Tasmania Annual General Meeting at the Boags Brewery Wizards Room

Wednesday 26 September 2018

- Attended the Launceston Chamber of Commerce Retailers Forum at Jim Hughes and Sons Jewellers in the Quadrant Mall

Thursday 27 September 2018

- Presented to the Tasmanian Community Fund Board at the Door of Hope
- Officiated at Singfest 2018 at the Albert Hall

Friday 28 September 2018

- Attended the Brisbane Street Mall activation event

Sunday 30 September 2018

- Attended the Kings Meadows Bowls Club Opening Day

Monday 1 October 2018

- Officiated at the Traditional Welcome for Tracy Puklowski (new Director of Creative Arts and Cultural Services) at the Queen Victoria Museum and Art Gallery on Wellington Street

Wednesday 3 October 2018

- Attended the Great Chef Series Cocktail Party at Josef Chromy's residence
-

9.1 Mayor's Announcements ...(Cont'd)

Friday 5 October 2018

- Officiated at the Reception to mark the Bicentenary of the Grand Lodge of Tasmania at Town Hall

Saturday 6 October 2018

- Officiated at the Opening Ceremony of the Conference to welcome Delegates of Grand Lodge of Australasia Sessions at the Country Club Tasmania
- Officiated at the Launceston Festival of Dance last evening and trophy presentation at the Princess Theatre

Sunday 7 October 2018

- Officiated at the Run and Walk for Your Heart event at UTAS Stadium
 - Attended the Launceston Male Choir Annual Concert at the Salvation Army
-

10 ALDERMEN'S REPORTS

(This item provides an opportunity for Aldermen to briefly report on the activities that have been undertaken in their capacity as a representative of the Council. It is not necessary to list social functions that have been attended.)

11 QUESTIONS BY ALDERMEN**11.1 Questions on Notice**

Local Government (Meeting Procedures) Regulations 2015 - Regulation 30

(A councillor, at least seven days before an ordinary Council Meeting or a Council Committee Meeting, may give written notice to the General Manager of a question in respect of which the councillor seeks an answer at that Meeting. An answer to a Question on Notice will be in writing.)

No Aldermen's Questions on Notice have been identified as part of this Agenda

11.2 Questions Without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 29

(Questions Without Notice, and any answers to those questions, are not required to be recorded in the Minutes of the Meeting.)

12 COMMITTEE REPORTS**12.1 Pedestrian and Bike Committee Meeting - 11 September 2018****FILE NO:** SF0618**AUTHOR:** Cathy Williams (Built Environment Officer)**DIRECTOR:** Shane Eberhardt (Director Infrastructure Services)

DECISION STATEMENT:

To receive and consider a report from the Pedestrian and Bike Committee Meeting held on 11 September 2018.

RECOMMENDATION:

That Council receives a report from the Pedestrian and Bike Committee Meeting held on 11 September 2018.

REPORT:

The Pedestrian and Bike Committee, at its Meeting, on 11 September 2018:

- discussed Ride to Work Day - Wednesday, 17 October 2018;
- discussed the possibility of a bike parking parklet outside Sweetbrew in George Street; and
- visited Civic Square and Brisbane Street Mall.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

12.1 Pedestrian and Bike Committee Meeting - 11 September 2018 ...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 2 - A city where people choose to live

Ten-year goal - To promote Launceston as a unique place to live, work, study and play

Key Direction -

6. To promote active and healthy lifestyles

Priority Area 3 - A city in touch with its region

Ten-year goal - To ensure Launceston is accessible and connected through efficient transport and digital networks

Key Direction -

2. To improve and maintain accessibility within the City of Launceston area, including its rural areas

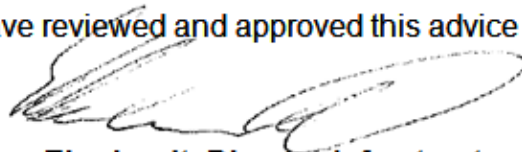
BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



Shane Eberhardt: Director Infrastructure Services

13 COUNCIL WORKSHOPS

Council Workshops conducted on 1 October 2018 were:

- City Deal Update
- Launceston Residential Growth and St Leonards Masterplan Update
- BALT8 Presentation
- Launceston CBD Building Height and Massing Study Consultation Update

14 NOTICES OF MOTION

Local Government (Meeting Procedures) Regulations 2015 - Regulation 16(5)

No Notices of Motion have been identified as part of this Agenda

15 DEVELOPMENT SERVICES DIRECTORATE ITEMS**15.1 Hosting the Special Olympics in 2020 and 2022****FILE NO:** SF6860**AUTHOR:** Tracey Mallett (Acting Director Development Services)**GENERAL MANAGER:** Leanne Hurst (Acting General Manager)

DECISION STATEMENT:

To consider Council's contributions to the hosting of the Special Olympics Junior National Games in 2020 and the Special Olympics Trans Tasman Games in 2022.

RECOMMENDATION:

That Council approves a financial contribution of \$30,000 in financial year 2018/2019 towards the hosting of the 2020 and 2022 components of the Special Olympics, and agrees to commit to fund the balance of \$100,000 over the following four financial years.

REPORT:

As part of the Cool Season Strategy - developed in 2016 with support from Tourism Northern Tasmania, City of Launceston, Events Tasmania and Business Events Tasmania - extensive work has gone into bids for sporting events to be hosted in Launceston between May and October. The AFL Inclusion Carnival was the first successful bid and the Carnival was a huge success when held here in June 2018.

The bid to host the Special Olympics Junior National Games in 2020 and the Special Olympics Trans Tasman Games 2022 was submitted as a result of great collaboration between Tourism Northern Tasmania, Department of State Growth, Events Tasmania, St Giles and City of Launceston as well as many local businesses.

As one of the first cities to support the Special Olympics movement in Australia and the host of the first official games in 1986, the event is very close to all Tasmanians. The bid recognised the significant benefits an event such as the Special Olympics can bring to Tasmania and outlined its importance to people living with an intellectual disability. The City of Launceston and the northern region of Tasmania consider the opportunity to host such a professional and significant event as an honour and privilege.

15.1 Hosting the Special Olympics in 2020 and 2022 ...(Cont'd)

It was very pleasing to have the official announcement on 5 September 2018 that Launceston had won the right to host the Junior National Games in 2020 and the Trans Tasman Games in 2022. The Junior Games in September/October 2020 will attract 883 athletes, together with support team and spectators for at least the five nights of the competition. The Trans Tasman Games in April 2022 will attract 6,500 athletes, together with support team and spectators, for at least the seven nights of the competition.

The most recent games were held in Adelaide this year and a final report has not yet been done on the economic benefit of hosting the Games. However, when Melbourne hosted the Games in 2014, the economic return was \$9.4 million in direct and indirect methods (including accommodation and food service, transport and retail/catering).

The sports at the games are athletics, basketball, bocce, bowling, equestrian, soccer, golf, gymnastics, sailing, swimming, table tennis and tennis. It has also been suggested that new sports such as AFL, hockey, dancesport and cricket be held in 2022 to increase numbers or use amenities.

The Launceston bid was not perfect as some venues did not meet the strict criteria but the adaptability of all venues and suppliers was viewed positively. In-kind support was also considered favourably. City of Launceston committed to a significant portion of this and recognises that financial support is also required to successfully host an event of this size. The full commitment is \$100,000, and the payment schedule within the hosting agreements outlines this as follows:

Financial contribution	Financial year
\$30,000	2018/19
\$20,000	2019/20
\$10,000	2020/21
\$30,000	2021/22
\$10,000	2022/23

Budget allocations will be factored into budget preparation for each of the upcoming financial years and resources allocated but in order to sign the hosting agreement with Special Olympics Australia, a \$30,000 commitment is required this financial year. This can be met within existing budgets from surplus funds in the events sponsorship budget, which is appropriate.

Special Olympics Australia were complimentary of the Launceston venues as they were accessible for both athletes and spectators. If opportunities present themselves over the next four years to improve or enhance any of Council's facilities nominated for these Games, these will be considered within relevant budgets and works programs.

15.1 Hosting the Special Olympics in 2020 and 2022 ...(Cont'd)

A key to the success of this bid was the partnership with organisations such as St Giles and New Horizons. Organisations that provide disability services and support in Tasmania, demonstrates Tasmania's commitment to accessibility, inclusion and equality. A need and a want from all sporting organisations involved is for the Games to leave a legacy behind. This could include an increase in the numbers of people with an intellectual disability participating in sport to improve health, confidence and independence. A large effort will be put into volunteer training and boosting numbers which is upskilling the community and educating around the needs of disability. The volunteer base will also be able to be drawn on for other large scale events. Through an extensive media campaign an effort will be put on building greater tolerance and social awareness and provide opportunities to celebrate diversity.

Another key success to Launceston's success in hosting such an event is the collaboration between all stakeholders, and community. In a city the size of Launceston, all parties need to come together to be welcoming, inclusive and to share resources. This will require extensive planning over the next four years, together with Special Olympics Australia staff who will be located in Launceston between 2020 and 2022.

The Launceston Special Olympics will provide a memorable experience for athletes, officials, volunteers and spectators alike. City of Launceston, together with all partner agencies, needs to present Launceston as the best place to conduct a world-class Special Olympics in 2020-2022 with outstanding competition in a relaxed and friendly environment.

ECONOMIC IMPACT:

Consideration contained within report.

ENVIRONMENTAL IMPACT:

Consideration contained within report.

SOCIAL IMPACT:

Consideration contained within report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 1 - A creative and innovative city
Ten-year goal - To foster creative and innovative people and industries
Key Direction -
1. To optimise the use and usability of our assets for different types of activities

15.1 Hosting the Special Olympics in 2020 and 2022 ...(Cont'd)

Priority Area 4 - A diverse and welcoming City of Launceston

Ten-year goal - To offer access to services and spaces for all community members and to work in partnership with others to address the needs of vulnerable and diverse communities

Key Directions -

1. To understand the needs and requirements of key community service providers and stakeholders
2. To plan services and facilities that recognise the changing demographics of our community
3. To define and communicate our role in promoting social inclusion and equity
4. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community
5. To offer equitable access to services and facilities, including the design of public spaces that are accessible and suited to all abilities
6. To support the delivery of programs and events for people to connect with each other through participation in community activities and civic life

BUDGET & FINANCIAL ASPECTS:

This contribution was not budgeted for within the 2018/2019 budget. A review of the 2018/2019 operational budgets has identified the following funding sources:

Budget area	Available funds	Required funds
Surplus funds from Special Event category of Events sponsorship	\$20,588	\$20,000
Surplus funds from Major Events category of Events sponsorship	\$12,150	\$10,000
		\$30,000

The balance of the funding commitment will be proposed in the draft budgets for subsequent years, through to 2022/23.

The budget adjustment consideration of this item has been approved by the Director Corporate Services.

15.1 Hosting the Special Olympics in 2020 and 2022 ...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



Tracey Mallett: Acting Director Development Services

16 FACILITIES MANAGEMENT DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

17 CREATIVE ARTS AND CULTURAL SERVICES DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

18 INFRASTRUCTURE SERVICES DIRECTORATE ITEMS**18.1 Ravenswood Outdoor Community Space Renaming****FILE NO:** SF1890**AUTHOR:** Lisa Granger (Recreation Liaison Officer)**DIRECTOR:** Shane Eberhardt (Director Infrastructure Services)

DECISION STATEMENT:

To consider recommending a name for the newly redeveloped Ravenswood Outdoor Community Space on Prossers Forest Road.

RECOMMENDATION:

That Council approves the name Ravenswood Adventure Park as nominated by the Ravenswood community.

REPORT:

The Ravenswood Action Group (RAG) initiated the idea to involve and engage the Ravenswood community in the naming of the redeveloped park. The group felt that involving the community in a naming competition would provide a fresh start, as well as encourage positive community involvement and ownership of the redeveloped space. RAG's hope was that a new name would not focus on the skate park alone, but rather be a name that encompasses all elements of the new space.

In April 2018, Ravenswood residents were invited to suggest a name for the Ravenswood Outdoor Community Space. Over 120 naming contributions were received from the Ravenswood community via naming 'post cards' and online submissions.

The Community Connector position working in Ravenswood as part of the Asset Based Community Driven Efforts (ABCDE) in the Ravenswood Learning Site contributed significantly to the consultation. The redeveloped community space is strongly identified as a community asset and the Learning Site project team were passionately involved in the renaming consultation, as they are in the planning for the activation event.

18.1 Ravenswood Outdoor Community Space Renaming ...(Cont'd)

A working group of council officers from across two Directorates (Infrastructure and Development Services) considered the Nomenclature Board's 'Rules for Place Names in Tasmania' to assist with the following recommended priority list:

1. Ravens Nest Park
2. McGown Park (David McGown owned land which eventually became the suburb of Ravenswood)
3. Ravens Park
4. Ravenswood Adventure Park
5. The Nest Park

The Nomenclature Board approved the five shortlisted names with only one minor change to 'The Nest Park' as '*...place names with a leading "The" should not be used unless there is a clear historical reason to do so and will only be considered in exceptional circumstances, and then only where necessary to give emphasis to a unique or outstanding feature*'. Due to this 'The' has been dropped to become 'Nest Park'.

In August 2018, Ravenswood residents were invited to vote on their favourite name from the shortlist of five. The name that received the most votes (86) from the community is Ravenswood Adventure Park.

The park name will not be 'officially' recognised by the Nomenclature Board, which aligns with 95 per cent of our park names. The Council's Senior Property Advisor has advised that, if Council were to go through the 'official' naming process with the Nomenclature Board, then to repeat this exercise for every park name would be a massive exercise for very little benefit.

The 'local park names' are searchable online through the City of Launceston Public Land Application.

Consultation:

External:

- Ravenswood Action Group
 - Ravenswood Community
 - Ravenswood Heights Primary School
 - Ravenswood Child and Family Centre
 - Ravenswood Community and Health Centre
 - Starting Point Neighbourhood House - Ravenswood
 - Library Tasmania - Ravenswood
 - Ravenswood IGA
 - Ravenswood Chemist and Newsagency
 - Ravenswood Milk-bar
-

18.1 Ravenswood Outdoor Community Space Renaming ...(Cont'd)

Internal:

- Development Services Community and Economic Development
- Senior Property Advisor
- Natural Environment's Recreation Planner
- Communications

Implementation:

The Development Services Community and Economic Development Department is holding an activation event on Saturday, 17 November 2018, which will include the official unveiling of the park name.

The park name, Ravenswood Adventure Park, will feature on the new basketball back ring and be painted on the designated 'graffiti wall' on the skate ramp.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

The Ravenswood Action Group felt that involving the community in a naming competition would provide a fresh start, as well as encourage positive community involvement and ownership of the redeveloped space.

Through the Learning Site project, the community are passionate about highlighting their assets. This was an excellent example of working collaboratively to achieve a positive outcome for this community asset.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 2 - A city where people choose to live

Ten-year goal - To promote Launceston as a unique place to live, work, study and play

Key Directions -

1. To continue to offer and attractive network of parks, open spaces and facilities throughout Launceston
 4. To promote Launceston's rich heritage and natural environment
 6. To promote active and healthy lifestyles
-

18.1 Ravenswood Outdoor Community Space Renaming ...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



Shane Eberhardt: Director Infrastructure Services

ATTACHMENTS:

1. Site Map of the Park
 2. List of Names Submitted
-

Attachment 1 - Site Map of the Park



Attachment 2 - List of Names Submitted

<i>Proposed Name</i>	<i>Reason (if provided)</i>
Action Park	Because there are so many different activities for children and families to do.
Central Park	
Chillax to the Max	
Community Park	
Consider collaboration with the aboriginal community for possibility of word for Raven and Forrest (Wood)	
Conspiracy Park	Group of Ravens is called a conspiracy
Cooinda	(A happy place)
Coonie Island	
Corvidae	Family to which ravens and crows belong to.
Curb'N'Coping Stunt'wood	A community feels that everyone can relate. Brings the people of the community together.
Dream World	
Eastside park	Because across the road is the Eastside Village
Elliot Park Neighbourhood	
Evergreen Park	
Everyone belongs	Because everyone should be able to go there not just older kids or younger kids it is for everyone!!
Family and Friends Community Park	
Family and Friends Fun Park	
Family Zone	
FFP (Family Fun Park)	
Get Air Kickflips Park	Sound like you come to try your skills
Get Out Get Active Centre	
Gnarly Skate Park	In skating terminology, Gnarly translates as "Awesome" or "Excellent".
Good Vibes	
Gripnrip Ledge Sledgerz	Using skaters lingo that says all ages are welcomed
Happy Vibes	
Harmony Skate Park	
Hell Boy	
High Point Park	
Hoodwinked park	
Hope Park	
Kids Play & Skate Park	

Kindness park	Based on our community as we are Ravenswood I focused on the raven part of the name and since we are such a strong community I tried to base my thinking around that but a group of ravens is called unkindness hence Kindness Park.
Launceston City Community Space	
Lexington Park	
Lip slide park or Ravens Lip slide Park	To relate to the "raven" in Ravenswood..Lip slide means a skateboarding trick, like a board slide, except you get on by putting your back truck over the rail first. I think it would be a great name as it is appropriate, cool to the young ones and it has is catchy.
Luxury park	Because kids have been given a gift getting a new park
McGown Park	Ravenswood took its name from the property owned by David McGown who called his property at Distillery Creek - 'Ravenswood'.
McMillen Park Community Centre	
Motivating, populating, debating ska8ting	I think this phrase would be good it captures that it's a sport and its popular and the debating is like well why wouldn't you want to come here?
New Hope	
Park Family Fun	
Park Place	
R.O.C.S	The name is short for Ravenswood Outdoor Community Space.
Race and Place Space	
Raven Community	Based around my hopes that the new play space will bring our community together even more.
Raven Heart Family Park	Because it will be in the heart of Ravenswood and a beautiful space for families and friends to meet with their children for play times.
Raven Park	
Raven Park	Based on our community as we are Ravenswood I focused on the raven part of the name and since we are such a strong community I tried to base my thinking around that
Raven star	

Ravens cove park	
Ravens Nest	
Ravens park	
Ravens Skate Zone	
Ravenswood	
Ravenswood Activity Park	
Ravenswood Adventure Park	Something fun for everyone
Ravenswood Community Activity Park	
Ravenswood Community Fun Park	
Ravenswood Family Park	
Ravenswood Fun Park	
Ravenswood fun skate park	Let people know it's a fun place for kids
Ravenswood Skaity Daity	
Ravo	
Ravo Community united recreation ground.	
Ravo park	
Ravo Ramps	
Ravo Rocks	
Ravo Skate Park	
Ravo Skateranch	
Ravoland	
Ridin'wood Sk8parx	Keeping the park in Ravenswood with its own distinction.
Rocky Point	
Rolling on High,	Because Ravenswood is up on a hill and doing stunts gives you a high. Keeping kids happy and active.
Rosewood Park	
Royal Park	
Ruskin Park	
Serenity view park	
Sharing all the family	Because families goes there to spend time together
Shillito Park	
Sk8r Island	Keeping the dream alive on the Island.
Skate and Chill Park	
Skate and play, skater kids	As what it's used for The chill zone - kids spend a lot of time chilling around the park
Skate Park	
Skate park Legend	
Skate World	
Skate, park & play in the hood	
Skatepark	
Skater island	Because it's an island in the grass

Skater world	Because you can use many things at the skate park and spend time with family and friends
Skaters Paradise	
Sunny Hill	
Tafitey Skate Park	
Taztiger Skate Park	
The Bully House	
The cave	Sounds cool I like it - cruizy park
The Family Fun Park	
The Funky Space	
The Great Skate	
The Harmony Skate Park	
The Hollow Park	
The Hood	
The Hub	
The John Cena Cool Skate Park Superstar	
The Litter Box	
The nest	Ravenswood has a raven so ravens nest or the nest sounds relaxing and inviting.
THE NEST	Because hopefully it will be a nice comfortable spot for anyone in our community to enjoy.
The Raven Heart Family Park	Because it is in the Centre of Ravenswood and will be a great space to have a BBQ with family and friends.
The Raven Park	
The Ravo Hangout	
The Rock Skate Park	
The rocken chill out skate park	
The RYP 'Ravenswood Youth Park'	
The skate hub	
The Wonderland	
Trick Park	
Wild Weave Park	
Wirrina (somewhere to go)	
Yours,mine,ours friendship park	

19 CORPORATE SERVICES DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

20 GENERAL MANAGER'S DIRECTORATE ITEMS**20.1 Red Cross Drought Appeal Fund****FILE NO:** SF2277**GENERAL MANAGER:** Leanne Hurst (Acting General Manager)

DECISION STATEMENT:

To consider a request from the Local Government Association of Tasmania on behalf of the Circular Head Council to assist the effort to support drought-affected farmers interstate.

RECOMMENDATION:

That Council supports and endorses a community donation of \$4,000 to the Red Cross Drought appeal in support of ongoing drought assistance in New South Wales and Queensland.

REPORT:

The Local Government Association of Tasmania has written to all Councils, on behalf of a request from the Circular Head Council, seeking matching contributions towards the Red Cross Drought Appeal established to support affected farmers in New South Wales and Queensland. The request is for a donation of \$4,000 to be made per municipal area.

The Agenda Report from the August Meeting of the Circular Head Council, at which the decision was made to support the appeal and to seek similar support from other councils, made the following comment in relation to the recommendation: *"It would be inspirational leadership if at a regional and state level Council could challenge and inspire other local government authorities to take similar actions and value add the contributions of other communities state wide to this worthy cause in supporting affected communities."* The report further makes the point that the impacts of drought are often not considered in a full and wide context as the consequences of a reduction in agricultural output and decline in community wellbeing is frequently wide spread and non-discriminatory. The impacts on individual and community mental health, local businesses and service providers can be significant.

The Australian Red Cross has set up a national appeal for donations to help drought-affected communities. The online donation page indicates that Red Cross will commit 100 per cent of all money donated to the families and communities who are fighting the devastating impact of another severe drought. Funds may be used to help with household expenses, or go towards social, health and educational activities.

20.1 Red Cross Drought Appeal Fund ...(Cont'd)

The Tasmanian community and economy is heavily reliant on agriculture and the impacts of a downturn in productivity is well understood. It is, therefore, considered appropriate that the request from the Circular Head Council to support communities in other States that are currently experiencing hardship as a result of the extended drought should be supported by this Council.

ECONOMIC IMPACT:

Consideration contained in report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Consideration contained in report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 8 - A secure, accountable and responsive Organisation

BUDGET & FINANCIAL ASPECTS:

The recommendation for a \$4,000 donation to be made to the Red Cross Drought Appeal can be accommodated within the existing recurrent budget.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



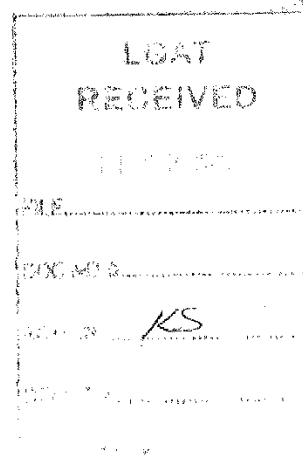
Leanne Hurst: Acting General Manager

ATTACHMENTS:

1. Local Government Association of Tasmania Correspondence
-

Attachment 1 - Local Government Association of Tasmania Correspondence

Please quote our ref: GOVERNANCE – Council Meetings – Agendas & Minutes
Your ref:
Enquiries to: Mayor Daryl Quilliam
Ph 0408 543 927



7 September 2018

Ms Katrena Stephenson
Chief Executive Officer
Local Government Association of Tasmania
G P O Box 1521
HOBART TAS 7001

Dear Katrena

DROUGHT RELIEF SUPPORT

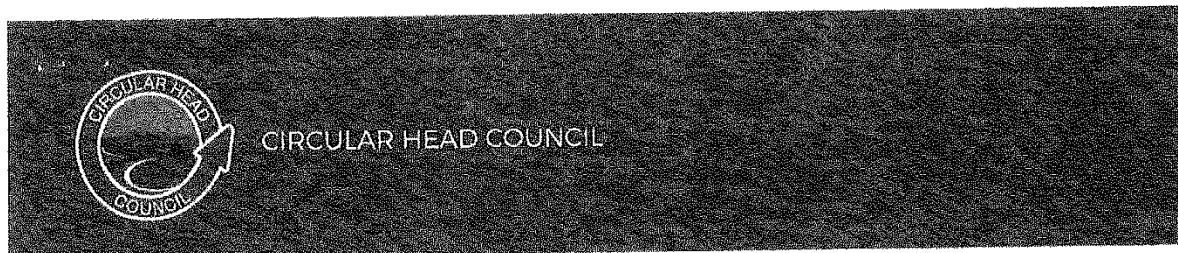
The Council at its Ordinary Meeting dated 16 August 2018 considered a report and made a resolution in relation to supporting interstate drought affected farmers.

The resolution said:

"That the Council support and endorse:

- 1. A community donation of \$4000.00 to the Red Cross Drought appeal in support of ongoing drought assistance in New South Wales and Queensland;*
- 2. A challenge to all Circular Head Business and Community groups to match the community donation through community fund raising endeavours and donate proceeds to the Red Cross Drought Appeal;*
- 3. A written request to be forwarded to all other local Government Councils in the state of Tasmania to challenge them to make a contribution to the Red Cross Drought appeal fund in a combined gesture of goodwill to the respective drought affected communities in NSW and QLD."*

Council last week presented a cheque for \$4,000 to the Regional Manager-North West, Mr Ian Waller, in support of drought assistance.



Also the Circular Head community have been involved in providing and transporting feed to New South Wales and Queensland, also planning is underway to do further fundraising to support the cause.

As you can see, the third point of the resolution is the main point of this letter. Council were keen to challenge other Tasmanian Councils to make a contribution to the same appeal Council dealt with, Red Cross, due to the 100% of donations being provided directly to the farmers and not being eaten up by administration costs.

Council hereby requests that LGAT circulate a letter of challenge seeking support from all other Tasmanian Councils to assist the drought effort and provide much needed funds to farmers in need interstate.

Please do not hesitate to contact me if you have any queries.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Daryl Quilliam'.

Cr Daryl Quilliam
MAYOR

20.2 Launceston Flood Authority - Appointment of Director**FILE NO:** SF4493**AUTHOR:** Shane Eberhardt (Director Infrastructure Services)**GENERAL MANAGER:** Leanne Hurst (Acting General Manager)

DECISION STATEMENT:

Consideration of the appointment of a Director of the Launceston Flood Authority.

RECOMMENDATION:

That Council, pursuant to the provision of Clause 12.1 of the Launceston Flood Authority Rule, appoints Mr Alan Birchmore to the vacant position on the Board of Directors until 30 June 2019.

REPORT:

Part 3 of the Launceston Flood Authority Rules deals with the Directors of the Authority. More particularly, Clause 12 deals specifically with the appointment of Directors. Clause 12.1 indicates:

The Directors (individually or en bloc) shall be appointment and removed from office by or at the direction of Council.

Mr Birchmore's term as Chairman ended on 4 April 2018. The Mayor has been appointed Chairman until a review of the governance of the Launceston Flood Authority is complete.

At the Launceston Flood Authority Meeting on 19 September 2018 it was agreed to recommend to Council that Mr Birchmore remain on the Board as a Director until the review of the future governance of the Launceston Flood Authority is completed and adopted by Council.

The current Directors believe that the skills and experience of Mr Birchmore will be an asset to the Launceston Flood Authority Board as it undertakes the review.

ECONOMIC IMPACT:

Not considered relevant to this report.

20.2 Launceston Flood Authority - Appointment of Director ...(Cont'd)

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 8 - A secure, accountable and responsive Organisation
Ten-year goals - To continue to meet our statutory obligations and deliver quality services
To continue to ensure the long-term sustainability of our Organisation
Key Direction -
5. To strategically manage our assets, facilities and services

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

I certify that I have reviewed and approved this advice and recommendation.



Leanne Hurst: Acting General Manager

21 URGENT BUSINESS

Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2015, states that a council, by absolute majority at an ordinary council meeting, may decide to deal with a matter that is not on the Agenda.

22 CLOSED COUNCIL

Local Government (Meeting Procedures) Regulations 2015 - Regulation 15(2)

No Closed Items have been identified as part of this Agenda

23 MEETING CLOSURE
