



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
THURSDAY 17 OCTOBER 2019
1.00pm**

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: 17 October 2019

Time: 1.00pm

Certificate of Qualified Advice

Background

To comply with section 65 of the *Local Government Act 1993* (Tas):

1. A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
2. A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless -
 - (a) the general manager certifies, in writing -
 - (i) that such advice was obtained; and
 - (ii) the general manager took the advice into account in providing general advice to the council or council committee; and
 - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

Certification

I certify that:

- (i) the advice of a qualified person has been sought where required;
- (ii) this advice was taken into account in providing general advice to the council or council committee; and
- (iii) a copy of the advice, or a written transcript or summary of advice provided orally, is included with the agenda item.



Michael Stretton
General Manager

22 November 2018

Mr Michael Stretton
General Manager
City of Launceston
PO Box 396
LAUNCESTON TAS 7250

Dear Michael

COUNCIL MEETING

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

4. Convening council meetings

- (1) *The mayor of a council may convene -*
- (a) *an ordinary meeting of the council; and*
 - (b) *a special meeting of council.*

I request that you make the necessary arrangements for the Ordinary Meetings of Council to be convened on the following Thursdays for 2019: 24 January; 7 and 21 February; 7 and 21 March; 4 and 18 April; 2, 16 and 30 May; 13 and 27 June; 11 and 25 July; 8 and 22 August; 5 and 19 September; 3, 17 and 31 October; 14 and 28 November and 12 December commencing at 1.00pm in the City of Launceston Council Chambers, Town Hall, St John Street, Launceston.

Yours sincerely



Councillor 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 3 October 2019 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

5.1 Petition - Installation of FOGO Bins at Scotch Oakburn College

FILE NO: SF0097/SF3942

AUTHOR: Anthea Rooney (Committee Clerk)

GENERAL MANAGER: Michael Stretton (General Manager)

DECISION STATEMENT:

To receive a petition submitted by Mr Dean Power and Ms Bronte Legro regarding the installation of FOGO bins at Scotch Oakburn College.

RECOMMENDATION:

That, pursuant to section 58(2) of the *Local Government Act 1993 (Tas)*, Council receives the petition regarding the installation of FOGO bins at Scotch Oakburn College tabled by the General Manager and submitted by Mr Dean Power and Ms Bronte Legro.

REPORT:

A paper petition containing 313 signatures was received from Mr Dean Power and Ms Bronte Legro. This petition meets the general requirements of section 57(2) of the *Local Government Act 1993 (Tas)* (the Act).

The petition states:

For the Launceston City Council to make their FOGO (industrial composting services) available to Scotch Oakburn College.

This petition has been forwarded to Mr Michael Attard (Waste and Environment Officer) for action. As required under section 60(2)(b) of the Act, a report will be brought back to Council within 42 days for Council to determine any action to be taken in respect of the petition.

The Director Corporate Services will provide reasonable notice to Mr Power of when the Council is to consider this petition.

ECONOMIC IMPACT:

Not considered relevant to this report.

5.1 Petition - Installation of FOGO Bins at Scotch Oakburn College ...(Cont'd)

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

10-Year Goal: To ensure decisions are made in a transparent and accountable way, that effectively meet our statutory obligations, support quality services and underpin the long-term sustainability of our organisation.

Focus Areas:

3. To ensure decisions are made on the basis of accurate and relevant information.

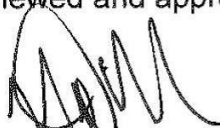
BUDGET & FINANCIAL ASPECTS:

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.



Michael Stretton: General Manager

ATTACHMENTS:

1. Installation of FOGO Bins at Scotch Oakburn College

Attachment 1 - Petition Extract - Installation of FOGO Bins at Scotch Oakburn College

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 Page 2 of 2
 35 of 35

Petition to: gain FOGO bins for Scotch Oakburn College
 (copy the name/subject matter of your petition from page 1)

To the Councillors and General Manager of the City of Launceston

We petition the Council in accordance with the *Local Government Act 1993* (Tas) to -
 (copy the statement from page 1)

For the Launceston City Council to make their FOGO (industrial composting services) available to Scotch Oakburn College.

Statement specifying the number of signatories to the petition:

313

Full name, address and signature of the person/s lodging the petition:

Name	Address	Signature
Dean Power	25 Legana Street, South Launceston	<i>Dean Power</i>
Bronte Legro	5 Newstead Cres.	<i>Bronte Legro</i>

FILE No.	563942			
EO	CD	<input checked="" type="checkbox"/>	Box	<input checked="" type="checkbox"/>
RCVD		13 SEP 2019	LCC	
Doc. No.	4772616			
Action Office:	Noted	Replied		
<i>A. Rooney</i>				

People who sign this petition should be aware that the personal information they provide above (name, address and signature) will be published in the agenda of the Council Meeting at which this petition is tabled, and so will be publicly available. Information about City of Launceston's management of personal information is available at www.launceston.tas.gov.au.

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 Councillors.)

6.1 Ms Kitty Taylor and Mr Nathan Tucker (Executive Co-Directors) - RANT Arts

Ms Taylor and Mr Tucker will provide information on RANT Arts: Creating art pathways for our community.

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 - Ms Ros Lewis - Council Meeting - 3 October 2019

FILE NO: SF6381

AUTHOR: Leanne Viney (Administration Officer)

GENERAL MANAGER: Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

The following questions, submitted to Council on 3 October 2019 by Ms Ros Lewis, have been answered by Shane Eberhardt (Director Infrastructure Services).

Questions:

In reference to the recent Declaration of Climate Emergency and the Sustainability Strategy Report which will be on the Agenda today:

1. Is there any update on the letters to the various Heads of Government and Members of Parliament and how they replied?

Response:

Council has received replies from a number of State and Federal members who have acknowledged the challenge posed by climate change and the role that the various levels of government need to play.

2. Is there any update on where we've got to with our baseline greenhouse gas emissions?

Response:

The Council has commissioned a greenhouse gas audit which will take approximately six months to complete.

7.1.2 Public Questions on Notice - Mr Robin Smith - Council Meeting - 3 October 2019**FILE NO:** SF6381**AUTHOR:** Leanne Viney (Administration Assistant)**GENERAL MANAGER:** Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

The following question submitted to Council on 3 October 2019 by Mr Robin Smith has been answered by Shane Eberhardt (Director Infrastructure Services).

Question:

1. City Heart's previous projects incorporated into the works, fittings into the ground, such as umbrellas and sockets for banners etc. Why were the fittings not installed in the Brisbane Street Mall?

Response:

The Brisbane Street Mall redevelopment project has included provision for banners and street signs. These are incorporated into the lighting poles throughout the Mall area and have been in use since the re-opening of the Mall following completion of construction work.

The inclusion of umbrellas in the Mall was not considered as part of the final design for this area. Weather protected seating areas and location to cross the Mall between shop-front awning areas is provided by the two permanent roof structures in the Mall.

7.1.3 Public Questions on Notice - Ms Rocelyn Ives - Council Meeting - 3 October 2019**FILE NO:** SF6381**AUTHOR:** Leanne Viney (Administration Officer)**GENERAL MANAGER:** Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

The following questions, submitted to Council on 3 October 2019 by Ms Rocelyn Ives have been answered by Shane Eberhardt (Director Infrastructure Services).

Questions:

1. Recently the Inclinator at the Gorge was closed over a number of days. I am aware of the expense for service work and the regular disruption to its operation over its life time. I was present at the Gorge regularly to support visitors when this occurred during recent years. I would like to ask what is Plan B?

Response:

The inclinator is unique and requires specialised repairs and servicing.

The faults experienced do vary. The recent issue with the inclinator was a fault with the bottom gate not closing correctly causing a safety concern to users. Previous to that was an issue with one of the operating buttons within the inclinator not activating.

Out of service times are managed as best as possible, however, reliance on out of town specialists for this work is required.

Options for contracted maintenance locally to help minimise response and disruption time in the case of faults is being explored. Preventative maintenance occurs on a monthly basis.

2. Recently I was responsible for numbers of school students and another time there were elders who were unable to use the steps. For me, with loads of equipment to carry from the carpark, it was exhausting. The carpark to the inclinator levelled walkway is a wonderful access path. Would CoL Council consider either committing to a once off payment for design modifications to overcome the issue of the door and operation faults of the Inclinator or provide more ramps where there are no alternatives to steps for access?
-

7.1.3 Public Questions on Notice - Ms Rocelyn Ives - Council Meeting - 3 October 2019 ... (Cont'd)

Response:

Due to the grade of the entrance to the Gorge from the First Basin Carpark, it is not possible to install a ramp and retain the natural and heritage values of the area.

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 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition

FILE NO: DA0315/2019

AUTHOR: John Ayers (GHD)

DIRECTOR: Leanne Hurst (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:	University of Tasmania
Property	2-4 Invermay Road, Invermay
Zoning:	Particular Purpose 4 - Inveresk Site
Receipt Date:	09/07/2019
Validity Date:	09/07/2019
Further Information Request:	30/07/2019
Further Information Received:	16/08/2019
Deemed Approval:	17/10/2019
Representations:	10

STANDARDS REQUIRING COUNCIL DISCRETION

Standard	Reason
35.4.1 P1 Building height	No Acceptable Solution
35.4.2 P1 Location of car parking	Car parking not provided within proposed building
35.4.3 P1 Active ground floors	Insufficient glazing
E2.6.2 P1 Excavation	No Acceptable Solution
E4.6.3 P1 New level crossings	No Acceptable Solution
E9.6.1 P1 Development in the vicinity of a watercourse or wetland	No Acceptable Solution
E13.6.1 P1 Demolition	No Acceptable Solution

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

E13.6.4 P1 Site coverage	No Acceptable Solution
E13.6.4 P1 Height and bulk of buildings	No Acceptable Solution
E13.6.6 P1 Site of buildings and structure	No Acceptable Solution
E13.6.8 P1 Roof form and materials	No Acceptable Solution
E13.6.9 P1 Wall materials	No Acceptable Solution
E13.6.12 P1 Tree and vegetation removal	No Acceptable Solution
E16.7.2 P2 Flood impact	No Acceptable Solution

RECOMMENDATION:

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, DA0315/2019, Educational and Occasional Care - Construction of a new building including demolition at 2-4 Invermay Road, Invermay, subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

The use and/or development must be carried out in accordance with the endorsed plans and documents to the satisfaction of the Council/Manager City Development unless modified by a condition of the Permit:

- a. Title Sheet - Drawing List, John Wardle Architects, Drawing No. DA.0000, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 01, 27/06/2019.
- b. 3D Views - Renders, John Wardle Architects, Drawing No. DA.0001, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 02, 27/06/2019.
- c. Site Conditions - Proposed Site Plan, John Wardle Architects, Drawing No. DA.0100, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 03, 27/06/2019.
- d. Site Conditions - Proposed Site Plan, John Wardle Architects, Drawing No. DA.0100, UTAS Inveresk Campus Library & Student Services Building, Revision C, Page No. 04, 28/06/2019.
- e. Existing Conditions - Existing Site Plan, John Wardle Architects, Drawing No. DA.0200, UTAS Inveresk Campus Library & Student Services Building, Revision C, Page No. 05, 28/06/2019.
- f. Existing Conditions - Existing Site Plan, John Wardle Architects, Drawing No. DA.0200, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 06, 27/06/2019.
- g. Demolition Plan - Level 1 (Ground Floor), John Wardle Architects, Drawing No. DA.0300, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 07, 27/06/2019.

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

- h. External Works - External Works Plan, John Wardle Architects, Drawing No. DA.0400, UTAS Inveresk Campus Library & Student Services Building, Revision E, Page No. 01, 15/07/2019.
 - i. General Series - Shadow Diagrams, John Wardle Architects, Drawing No. DA.0600, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 09, 27/06/2019.
 - j. General Series - Site Elevations, John Wardle Architects, Drawing No. DA.0700, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 10, 27/06/2019.
 - k. General Arrangement Plan - Level 01 (Ground), John Wardle Architects, Drawing No. DA.1000, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 11, 27/06/2019.
 - l. General Arrangement Plan – Level 02, John Wardle Architects, Drawing No. DA.1001, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 12, 27/06/2019.
 - m. General Arrangement Plan - Level 03, John Wardle Architects, Drawing No. DA.1002, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 13, 27/06/2019.
 - n. Roof, John Wardle Architects, Drawing No. DA.1100, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 14, 27/06/2019.
 - o. Major Building Elevations - Elevations, John Wardle Architects, Drawing No. DA.3000, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 15, 27/06/2019.
 - p. Major Building Elevations - Elevations, John Wardle Architects, Drawing No. DA.3001, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 16, 27/06/2019.
 - q. Overall Isometrics - Building Isometric Views, John Wardle Architects, Drawing No. DA.3002, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 17, 27/06/2019.
 - r. Major Building Sections - Sections, John Wardle Architects, Drawing No. DA.3500, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 18, 27/06/2019.
 - s. Finishes - External Finishes, John Wardle Architects, Drawing No. DA.9000, UTAS Inveresk Campus Library & Student Services Building, Revision B, Page No. 19, 27/06/2019.
 - t. Services Coordination Plan, John Wardle Architects, Drawing No. 18041-LA-101, Building 3 - Library & Student Services Building, Revision P1, Page No. 1, 12/08/2019.
 - u. Electrical Services, Engineering Solutions Tasmania, Drawing No. 18029-B3-E01, Building 3 Site Electrical Services Layout, Revision P1, Page No. 1, 17/05/2019.
-

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

2. AMENDED PLANS REQUIRED

Prior to the commencement of any work and use, amended plans must be submitted to show:

- a. The relocated water main clear of all building structures and existing and proposed trees
- b. The relocated sewer rising main clear of all building structures and existing and proposed trees.

Once approved by the Manager City Development, these amended plans will be endorsed and will then form part of the Permit and shall supersede the original endorsed plans.

3. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land except construction of access from the street.

4. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:

Monday to Friday - 7.00am to 6.00pm

Saturday - 8.00am to 5.00pm

No works on Sunday or Public Holidays

5. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA No. 2019/00933-LCC, 15/07/2019 and attached to the permit.

6. 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.

7. WASTE MATERIALS

All waste materials generated by the activity are to be disposed of at an approved refuse disposal facility or reclaimed/recycled if possible.

8. HERITAGE

The development must be undertaken in accordance with the conditions included on the Tasmanian Heritage Council 'Notice of Heritage Decision' for THC Application No. 5974, 12/09/2019 and attached to the permit and specifically

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

1. Concrete Annexe:
 - a. The total demolition of the concrete annexe from the north-west side of the Main Workshop/Stone Building is not approved.
 - b. The infill panels between the concrete piers to the concrete annexe may be modified for new openings.
 - c. Amended plans showing the work to the concrete annexe in accordance with the above conditions must be submitted to and endorsed by Heritage Tasmania's Works Manager prior to the commencement of any works requiring a building permit. Once endorsed by the Works Manager, the documentation will form part of this permit and must be complied with.
2. Prior to commencement and any works involving ground disturbance:
 - a. An Archaeological Method Statement (AMS) must be prepared by a qualified professional historical archaeologist; and
 - b. The AMS must include a method for sorting, assessing, discarding, curating and interpreting any identified materials; and
 - c. The AMS must be submitted and endorsed by Heritage Tasmania's Works Manager. Once endorsed, the archaeological processes that are recommended in the AMS will form part of this approval and must be implemented.
 - d. A report detailing the findings of the archaeological investigations must be submitted to the Heritage Council within six months of the completion of excavations.

9. 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, bylaws and legislation relevant to the development activity on the site.

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. PROTECTION OF PIPELINES

The existing underground Council pipes are to be located, both in alignment and depth, prior to the start of construction and all necessary steps taken to protect these pipes from damage during the construction process, including from vehicular access over the pipes,

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

or from loads transmitted to the pipes from the proposed development. This shall be achieved in the following manner:

- a. Footings must be no closer than 1.5m from the outer edge of the pipe,
- b. Footings must extend below the line of influence, being a line rising at 45 degrees from the invert of the pipe,
- c. There must be a minimum clear space between buildings or substantial structures of at least 3m in width to allow maintenance along the line of the pipe.
- d. Manholes or inspection openings are not to be covered and must remain accessible at all times.

No work over or immediately adjacent to the pipe is to commence without the written permission of the General Manager or his delegate pursuant to section 13 of the *Urban Drainage Act 2013*.

12. 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 including:
 - i. Electricity infrastructure including street lighting.
 - ii. Communications infrastructure and evidence of compliance with the 'fibre-ready' requirements of National Broadband Network.
 - iii. Evidence of assessment by TasGas Networks regarding provision of reticulated gas network.
- 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.
- 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.

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:

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

- a. Stormwater
 - i. The provision of a DN 300 connection to drain the proposed site and all necessary plumbing works to maintain existing connections for those buildings contained on the proposed Lot 1 shown on the endorsed plans for DA0217/2018 to connect the lowest point of each lot,
- b. Water Main
 - i. Provision of a relocated water main, located clear of all structural slabs for the proposed building and all existing and proposed trees shown on the endorsed plans.
- c. Sewer
 - i. Provision of a relocated sewer rising main, located clear of all structural slabs for the proposed building and all existing and proposed trees shown on the endorsed plans.
- d. Electricity, Communications and Other Utilities
 - i. A relocated underground reticulated electricity system must be provided to service the site, installed to the approval of the Responsible Authority.
 - ii. A relocated underground telecommunications system must be provided to service the site, installed to the approval of the Responsible Authority.
 - iii. A relocated reticulated gas network clear of all structural slabs for the proposed building to maintain service the existing uses on the site, installed to the approval of the Responsible Authority.

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,
- d. Practical Completion and after a 12 months defects liability period the Final Inspection and Hand-Over.

14. CONSTRUCTION DOCUMENTATION

At the time of practical completion for the public 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.
 - b. A Closed Circuit Television inspection report for all sewers or drains constructed or incorporated in the works.
 - c. Compaction and soil test results for all earthworks or pavement works.
 - d. An engineer's certificate that each component of the works comply with the approved engineering plans and Council standards.
-

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15. COMPLETION OF WORKS

All works must be carried out to Council standards and to the satisfaction of the Director Infrastructure Services and under the direct supervision of a civil engineer engaged by the owner and approved by the Council. Certification that all works have been carried out in accordance with the approved engineering design plans and to Council standards will be required prior to issue of the Certificate of Practical Completion.

16. AS CONSTRUCTED PLANS

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

17. 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.

18. WASTE MATERIALS

All waste materials generated by the activity are to be disposed of at an approved refuse disposal facility or reclaimed/recycled if possible.

19. CONTAMINATED LAND

The applicant must comply with the Environmental Site Assessment Report and Environmental Management Plan prepared by Geo-Environmental Solutions dated June 2019 and complete all Works required in the recommendations. The use and development approved must be undertaken so as to comply with all the recommendations and requirements of the Environmental Site Assessment.

Any new information which comes to light during remediation, demolition or construction works which has the potential to alter previous conclusions about site contamination and remediation must be notified to Council and (Environmental Protection Authority if relevant) immediately upon discovery.

20. FOOD PREMISES

All Food Businesses must be registered with Council in accordance with the *Food Act 2003*. Food Premises must comply with the National Construction Code TAS Part H102.

21. DEMOLITION

The Developer must:

- a. carry out all demolition work in accordance with Safe Work Australia 'Demolition Work' Code of Practice or any subsequent versions of the document;
-

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- b. protect property and services which are to either remain on or adjacent to the site from interference or damage and erect dust screens as necessary
- c. not undertake any burning of waste materials on site;
- d. remove all rubbish from the site for disposal at a licensed refuse disposal site;
- e. dispose of any asbestos found during demolition in accordance with the Safe Work Australia 'How to Safely Remove Asbestos' Code of Practice or any subsequent versions of the document.

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
Occupancy permit required for new or altered habitable buildings: - Pursuant to section 216 of the Building Act 2016, it is recommended that a licensed building surveyor be consulted to determine if an occupancy permit is required for the building before the building or a part of the building can be, or can continue to be, occupied.
 - 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 (insert application reference). 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
-

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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.

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.

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 the Right of Appeal is attached.

In accordance with the Council's Policy the assessment of this development application was outsourced to an independent consultant Town Planner as it relates to development in which Council has a pecuniary interest.

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REPORT:

1. THE PROPOSAL

The application is submitted by *Ireneinc Planning* on behalf of the University of Tasmania (UTAS). The proposed building will be constructed at 2-4 Invermay Road, Invermay, which is comprised in Certificate of Title Volume 174633 Folio 2, and contains the UTAS Inveresk Campus, UTAS Stadium, the Queen Victoria Museum and Planetarium, Invermay Bowls and Community Club, Elizabeth Gardens and the Inveresk Railway Turntable and Roundhouse.

The proposal outline is as follows:

(a) Use

The proposal is for a library providing student support facilities including workspaces, informal learning areas, meeting rooms, café and student services facilities.

(b) Demolition

Demolition of the northern Annexe of the existing stone building, existing car park, kerb and plant beds to be removed, utilities including substation and gas enclosures, and relocation of the existing kilns. Five Lombardy poplar trees are also to be removed.

(c) Development - the new building:

The proposed new building has a floor area of 3,360m² and will be three storeys in height (19.95 AHD), 17m. The building footprint will be approximately 985m². The building will function as a library and student services facility, incorporating workspaces, informal study areas, and meeting rooms. The ground floor will include a "student experience" area and separate commercial space of approximately 184m², which is intended for use as a café and will be serviced by a kitchen incorporating exhaust flue and grease trap.

The first and second levels of the building will consist primarily of library space, and each level will include toilet facilities and separate DDA compliant toilets. The first level will also include a parent's room and kitchen. Each level will be accessed via two stairwells and a lift.

The roof of the proposed building, which will incorporate a photovoltaic array, will have a "sawtooth" form intended to complement the architectural style of adjacent industrial buildings. Further to this, the majority of the building will be clad in profiled metal sheeting, with Tasmanian oak featured on the ground level, and precast concrete will be used for outdoor seating.

Surrounding the building at ground level new paving will be introduced to provide for pedestrian access, and bicycle parking facilities. Garden beds for tree plantings will

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be located around the building, interspersed throughout the new paving. Terraced gardens incorporating stairs will be constructed to the north of the building.

(d) Site Landscaping:

The removal of the five Lombardy poplars is proposed for design, function and cultural reasons. Aside from the fact that these species are native to the northern hemisphere located at the northern orientation of the new building from where solar access is provided, they provide very little canopy cover. The replacement plantings however will be of a medium height and be separated allowing a balance of solar access and shading.

The proposed landscaping will provide for greater biodiversity with the proposed native vegetation has been chosen for its resilience ensuring long term viability of the trees. Arborist's advice to the applicant raises concerns about the poplars vigorous and invasive root systems. The proximity of the development to the existing trees will potentially result in the deterioration of the poplar trees health and structural integrity whilst posing a risk to the development and infrastructure. The removal of these trees will provide a break in the avenue in order to provide visibility to the building whilst the introduction of the native landscaping will provide key wayfinding features for the hub.

Replacement Themed landscape:

UTAS propose that the campus reflects the traditional owners of the land, the current and future students both physically and culturally, a decision informed through consultation with the members of the local and UTAS indigenous community.

The approach is relevant given the relocation of the existing *Riawunna Centre* from Newnham to the Inveresk site. The *Riawunna Centre* is a culturally safe space for Aboriginal and Torres Strait Islander students and the Aboriginal community to access higher education.

Indigenous themed landscaping together with the other design elements have been incorporated as part of the master planning process for the site in support of the reconciliation process. It is important to the university that the built environment recognises the Indigenous community past, present and future and will address the University's Strategic Plan for Aboriginal Engagement 2017-2020.

(e) Environmental Site Assessment:

The proposal is lodged with an Environmental Site Assessment prepared by *GES Geo-Environmental Solutions*, which intends to meet Planning Scheme criteria for a Change of Use and Extraction Works.

Following soil tests taken at the site, the ESA makes a number of recommendations as part of the Contamination Management Plan (CMP) to mitigate risk during and post-construction. These include:

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- The preparation and implementation of a CMP at the beginning of the redevelopment phase of work;
- All construction workers and workers to be informed of the contamination at the site during their induction;
- The CMP will include, but not be limited to:
 - soil management considerations including dust, wind, and water erosion in terms of human health and the environment;
 - consideration of the duration of stockpile exposure and physical barriers to stockpiles, and standard building site security fencing;
 - classification and management advice in accordance with EPA IB105; and
 - consideration given to the impact of a release of hydrocarbon/heavy metal impact water into the stormwater system as a result of potential excavation below the water table; and
- Clean soil is to be imported to the site for the proposed Indigenous garden bed.
- The GES report concludes that provided specific remediation and protection measures are implemented - the land is suitable for the intended use; and
- the proposed excavation will not adversely impact on human health or the environment.

(f) Flood Risk and Emergency Management:

The Inveresk site is located on the former Tasmanian Railway Workshops area between the North Esk River, Invermay Road and UTAS Stadium (formerly York Park). The Inveresk site is relatively low lying and is contained within the polder formed by the flood levees of the Launceston Flood Protection System. Peak flood levels in the North Esk River apply to both sides of the river although they are marginally higher at the northern (Forster Street) end of the Inveresk area than closer to Tamar Street.

Launceston is located at the confluence of the North and South Esk Rivers where they form the Tamar River. Flooding can be exacerbated by high tide levels and storm surge in the River Tamar.

The consequences of the 1929 flood was greater due to the extent of development and affected one thousand homes and buildings which were damaged in Invermay in 1929, promoting the development of the Launceston Flood Protection Scheme (LFPS).

The Launceston City Deal determines the relocation of the UTAS campus to the Inveresk Precinct and the Greater Launceston Plan identifies the rejuvenation of the Inveresk Precinct as a priority.

Current floodplain management is achieved by strengthening the risk management measures that will need to encompass floodplain planning, risk management and

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ongoing commitments to maintain or improve the level of protection provided by the levees in perpetuity.

This must also recognise that the consequences of a changing climate include increases in flood levels through increased storm surge, sea level rise and increased rainfall intensities and possibly rainfall volume.

Typically, flood risk is categorised in terms of environmental, economic and social implications and its governance. The prime criterion being the safety of people and if people are not exposed to flood risk

As a part of its continual improvement to floodplain management, City of Launceston engaged hydrologists and hydraulic Engineers BMT in 2017 to update the North Esk, South Esk Rivers and River Tamar flood model and produce new flood mapping outputs. The subject site/s of the UTAS campus relocation is contained within flood prone land included in this flood model.

The key updates for the model and mapping updates are:

- An updated flood frequency analysis which estimates the 1% AEP flood event flow rate (s)
- A joint probability analysis in accordance with the Australian Rainfall and Runoff 2016(Ballet al) which considers the interaction between North Esk and South Esk Rivers flooding, and tidal influences, storm surge and climate change consequences
- New hazard mapping in accordance with the Australian Institute of Disaster Resilience Handbook 7 (Australia 2017a).

The flood frequency analysis was revised through the examination of the history of flood data of the South Esk River at Trevallyn and estimation of the likely magnitudes of events of a given return period, commonly expressed as Annual Exceedance Probability (AEP).

The last flood frequency analysis was undertaken in 2008 by Hydro Consulting, the key changes from this analysis to the present include:

- An additional 10 years of data, including the 2016 flood event
- The inclusion of two very large flood events from the 1800s. These events were previously excluded as they were believed to be unreliable and skewed the result. Ball et al (2016) now allows for the inclusion of historical data as 'censored' data.

The result of the updated flood frequency analysis presents a larger than previously estimated flow rate for the 1% AEP flood event.

This information has been considered as part of the present assessment by Pitt & Sherry.

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The report concludes that these risks can be managed by consideration of the risk profile in the context of land use planning and development strategies, and flood emergency response strategies and actions. These will require the development of site specific Flood Emergency Management Plans that support subsequent applications for development. As a result special provisions are recommended for the protection of people and the placement and construction of permanent buildings.

The report includes a re-assessment of the flood risks faced by Launceston under current and future climate conditions including the potential intensification of rainfall events, storm surge in the Tamar River estuary, sea level rise and their conjunctive probabilities. The recommended planning controls incorporate these re-assessments.

Existing controls provided by the Launceston Interim Planning Scheme, the Launceston Flood Protection System and the City of Launceston Municipal Emergency Management Plan are reviewed. The latter includes an assessment of the time required for evacuation and the implications of additional development or the intensification of existing uses.

The conclusions and recommendations:

Management of the flood risks would be based on the following performance criteria:

- Development is limited to tertiary education, cultural, recreation and ancillary purposes;
 - Resilience within buildings to flooding is provided up to the 1% AEP riverine flood level under climate change to 2050 together with 500mm freeboard to withstand the forces of floodwater as a result of a levee breach or levee overtopping as well as minimising water penetration into the building fabric;
 - Floor levels of habitable rooms shall not be less than the 1% AEP riverine flood level under climate change to 2050 together with 500mm freeboard;
 - Uses below the building resilience level exclude habitable buildings;
 - Floor levels should not be less than 200mm above ground level or 100mm above the 24 duration flood level, whichever is higher, to limit opportunities for stormwater inundation;
 - Permanent structures are located a minimum of 15m from the base of a levee with an additional 5m provided for permanent structures adjacent to embankment levees; and
 - Development of site specific emergency management plan (s) are developed in accordance with the Australian Standard AS3745-2010 and reflect the evacuation requirements of the City of Launceston Emergency Management Plan (MEMP). Such emergency management plans should prioritise evacuation of infants, their parents or carers, disabled and not physically mobile people.
-

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2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject site comprises relatively low lying land between Invermay Road, Forster Street, and the North Esk River, and is within the Inveresk/Invermay Flood Inundation Area. The area consists of open space interspersed with landscaped gardens and buildings serving residential, educational, recreational, and cultural uses.

The site houses the UTAS Stadium and Inveresk Campus, QVMAG buildings, Invermay Bowls and Community Club, Elizabeth Gardens, the Inveresk Railway Turntable and Roundhouse and the Launceston Big Picture School. The site also houses three Heritage Places listed with the Tasmanian Heritage Register, including the York Park Entrance Gates, the Invermay Park Northern Stand and the Launceston Railway Station Complex.

The proposed development will include land located between the UTAS Academy of Arts building, Annexe Theatre building, the paved tram line, and parking access road. The development will be approximately 20m east of the Launceston Big Picture School and 45m south of the UTAS School of Design and Architecture.

John Wardle Architects, as part of the design statement, say at the Executive Summary:

The UTAS Inveresk Library and Student Services Building located amongst the historic Launceston Railway Workshops represents the centrepiece of the new vision for the University of Tasmania Inveresk campus. The design is the product of collective engagement with the University of Tasmania, its internal user groups, the City of Launceston as well as the local and wider community. As part of the University of Tasmania Northern Transformation Project the design's ambition is to provide support and learning spaces for the delivery of diverse education programs whilst also providing benefit to the urban realm of this emerging cultural and community precinct.

Through a design approach that appreciates the existing industrial landscape the building has been located strategically to both integrate with the existing historic fabric and become part of the future heart of the campus. The design responds to the materiality, mass and volume of the existing buildings and develops the theme of sawtooth roofs and skylights to create a light filled contemporary educational building.

The site is located within a significant cultural, sporting, recreational and historic precinct which has great potential to be further leveraged through the increased presence and integration of the UTAS. The historic Railway and Tram buildings provide a rich and various industrial fabric which house a number of significant cultural and educational organisations including TasTAFE, the Launceston Tram Museum and the Queen Victoria

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Museum and Gallery. To the north is located the UTAS Stadium which caters for Launceston's largest football and cricket games throughout the year.

The architect comments that the proposal represents a contextually driven response to its site taking cues from the industrial buildings that surround it. The design seeks to respond to the adjacent Annexe Theatre and E.G. Stone building and capture northern light and views.

The sawtooth roofs of the two immediately adjacent buildings have been interpreted into a new geometry that extends the existing historic elevations and creates a distinctive corner landmark that is both contemporary and of its place. The sawtooth roof form creates south facing clerestory windows which allow even indirect light to fill the upper levels of the building creating an environment for reading and study.

The north-western and south-western elevations are critical in how the building integrates itself with surrounding fabric. The north-western façade takes a direct cue from the sawtooth roof of the Annexe Theatre. A range of pitches along the south-western façade respond to the varied silhouette along the continuous elevation of Tasmanian Government Railways buildings to the south.

A separation from the E.G.Stone Building of over 9m provides a generous pedestrian laneway along the south-eastern façade and enhances one's appreciation of the large kiln flue which is to be retained.

The selection of external; cladding materials is responsive to the existing fabric of the historic Railway buildings whilst also being considerate of UTAS maintenance regimes and whole of life considerations. A profiled metal sheet for all elevations creates a modest and elegant singularity that references the corrugated metal heritage buildings. This united façade material is subtly substituted at times with perforated metal sheet that provides both sun shading and visual transparency to the buildings various windows.

At ground level, precast concrete elements in combination with clear glazing provide visual connectivity between inside and out and create solidity in contrast to the lighter materials above.

Sections of timber cladding indicate points of entity and bring the eternal material palette to the outside further enhancing the visual connection between inside and out.

A total of 10 representations were received during the period for public exhibition. Representors attended a discussion session convened at the Council offices at which an opportunity was provided to expand upon and to discuss the areas of concern.

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3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

35.0 Particular Purpose Zone 4 - Inveresk Site

35.1.1 Zone Purpose Statements

35.1.1.1 To provide for re-use and redevelopment of the zone for a range of cultural, educational, recreational and public purpose uses.

35.1.1.2 To provide for residential uses and developments associated with and supporting educational uses within the zone.

35.1.1.3 To locate use and development appropriately within the precincts of the zone.

Consistent with 35.1.1.1

The proposed development, being for a UTAS library and student services building, is consistent with the educational purpose within the cultural and public purpose precinct of the Zone.

Local Area Objectives –

The area contains 4 local area precincts as shown on Figure 35.1.2 to this zone.

Open space precinct

To provide an open space and recreational use area linking the existing York Park and Invermay Park to the North Esk River. The area is to be retained as an area for public use and for events ranging from an Agricultural Show, outdoor exhibitions and displays, open air markets and general recreational activities.

Cultural and public purpose precinct

To ensure re-use of existing buildings for a range of cultural, educational and recreational activities. Principal users may be the University of Tasmania, the Queen Victoria Museum and Art Gallery. Buildings are to be retained and redeveloped in accordance with their heritage values and status as outlined in the Launceston Railways Workshop Conservation Plan.

Recreational and leisure precinct

To provide a range of sporting and recreational facilities including Aurora stadium and Invermay Park.

Residential and commercial Precinct

To provide opportunities for commercial developments on the southern and central portion of the site to complement the redevelopment within the other precincts.

To provide for the development of residential uses associated with and supporting the educational activities within the zone.

Consistent with the objectives of the cultural and public purpose precinct

The proposed development, by principal user UTAS, will create a new educational use within the cultural and public purpose precinct. The development proposes the existing northern Annexe to the Academy of the Arts Building be demolished, to will retain the adjacent chimney and concrete base.

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<p>The planning application report does not refer specifically to the Launceston Railways Workshop Conservation Plan. However, the accompanying Heritage Impact Statement prepared by Paul Davies Pty Ltd, concludes that there are no adverse heritage impacts arising from the proposed development.</p>
<p>The Tasmanian Heritage Council raises concerns with the total demolition as proposed and requires the inclusion of conditions to limit the extent of the demolition.</p>
<p>Desired Future Character Statements</p> <p>There are no desired future character statements</p>

35.3 Use Standards

<p>35.3.1 Hours of operation</p>
<p>Objective: To ensure that non-residential uses do not cause an unreasonable loss of amenity to nearby sensitive uses.</p>
<p>Consistent The proposed development will be accessed by commercial vehicles within and during normal business hours the direction and route of which does not impact upon residential amenity.</p>
<p>A1 Commercial vehicles must only operate between 6.00am and 10.00pm.</p>
<p>Complies with A1 Commercial vehicles will operate only between the hours of 6.00am and 10.00pm.</p>
<p>35.3.2 Noise levels</p>
<p>Objective: To ensure that noise emissions from uses do not cause an unreasonable loss of amenity to nearby sensitive uses.</p>
<p>Consistent It is considered that the proposed development will not generate significant noise, and will be separated from sensitive uses by a distance that will otherwise limit potential impact of noise from the development.</p>
<p>A1 Noise generated by a use on the site must:</p> <ul style="list-style-type: none"> (a) not exceed a time average A-weighted sound pressure level (L_{aeq}) of 5 dB(a) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site; or (b) be in accordance with any permit conditions required by the Environment Protection Authority or an environment protection notice issued by the Director of the Environment Protection Authority.
<p>Complies with A1 It is considered that the proposed development will comply with Acceptable Solution (a) as it does not include noise generating plant or equipment, and should not generate noise specified in the provision.</p>

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The development will be approximately 180m from the nearest sensitive use, which is the UTAS student living building south of the development. The nearest residential area outside of the Particular Purpose Zone is approximately 220m west of the development on Bedford and Esk Streets.

35.4 Development Standards

35.4.1 Building height

Objective:

To ensure that development on the site is compatible with the character of the local area precinct.

Consistent

The proposed building will have a height and form that is consistent with those of surrounding buildings. The purpose of the Library and Student Services building is also consistent with the educational theme of the Site.

A1 No acceptable solutions.

P1 The height of buildings must be compatible with surrounding development, having regard to:

- (a) consistency with the local area objectives;
- (b) the topography of the site;
- (c) the height of buildings on the site, adjoining lots and adjacent lots;
- (d) the bulk and form of existing and proposed buildings;
- (e) the apparent height when viewed from roads and public places; and
- (f) any overshadowing of adjoining lots or public places.

Complies with P1

The proposed building will have a total height of 17m (19.95 AHD). Being located on relatively flat terrain this height is consistent with the range of heights of surrounding buildings, including the adjacent Annexe Theatre building (11.6 AHD) and Academy of the Arts building (23.54 AHD).

The sawtooth form and profiled metal cladding of the proposed library roof and walls is intended to reduce the apparent scale of the building and provide consistency with the roofline form of adjacent buildings. Thus the building envelope can be read as consistent with the industrial form and characteristics of the site.

The design statement prepared by Architect John Wardle provides a detailed analysis and description of the design philosophy explaining the buildings response to the site and existing buildings.

This demonstrates the compatibility of the building in its context and the response to the existing structures on the site.

Shadow diagrams indicate an area of the tramway (walkway) impacted by overshadowing during both winter and summer solstice at 9.00am, but as this public space is as a pedestrian thoroughfare through the site, the impact is not considered significant in terms of the amenity of users of the space.

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The proposed use and its siting is consistent with the local area objectives given in particular the use of the building for educational purposes consistent with the precinct's purpose and the use of adjacent buildings.

35.4.2 Location of car parking

<p>Objective: To ensure that car parking is compatible with the character of the local area precinct.</p>
<p>Consistent The proposed development will remove a parking area with a capacity of 51 spaces in order to construct the Library and Student Services building. The present application does not provide replacement parking with this development. A total of 32 spaces would be required, informed by the UTAS travel demand survey, 2017 referenced by Midson Traffic. On the basis the analysis concluded that the additional demand could be met within the nearby parking areas, which currently operate at 66 percent capacity. The Council and UTAS have agreed to provide parking at the northern sector of the site within the area of the Roundhouse building and are presently developing a plan which will include adequate parking for the ultimate development of the site which may include the Glebe Farm area.</p>
<p>A1 Car parking must be located within the building structure.</p>
<p>Requires assessment against Performance Criteria The development will not include parking facilities within the building.</p>
<p>P1 Car parking must be located to minimise its visibility, having regard to: (a) the character of the local area precinct; (b) the location of the car parking; (c) vehicle and pedestrian traffic safety; (d) any measures to screen parking; and (e) any landscaping proposed.</p>
<p>Complies with P1 The application has demonstrated that the development will necessitate a requirement for 32 car parking spaces, which can be provided within existing parking areas, proximate the site. The character of the area will be unaffected.</p>

35.4.3 Active ground floors

<p>Objective: To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity.</p>
<p>A1 New buildings with non-residential uses on ground floors must: (a) have clear glazing, display windows or glass doorways for a minimum of 80% of all ground floor facades to, roads, malls, laneways or arcades; (b) not have security grilles or screens that obscure the ground floor facades to roads, malls, laneways or arcades; (c) not have mechanical plant or equipment, such as air conditioning units or heat pumps located on the facade; and (d) not have blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades.</p>

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<p>Requires assessment against Performance Criteria The ground level façade on the south elevation of the building will have approximately 46.5% glazing, and blank walls greater than 2m.</p>
<p>P1 New buildings must be designed to maximise interaction between the use of the building and pedestrians, having regard to:</p> <ul style="list-style-type: none"> (a) an adequate level of glazing, openness and transparency on the ground floor facades to roads, malls, laneways or arcades; (b) the potential for security grilles or screens to reduce the amenity of the building or reduce levels of interaction with the public; (c) screening or obscuring all mechanical plant or equipment such as air conditioning units or heat pumps so as they are not recognisable or visible from ground level public view points; and (d) minimising the area of all blank walls, signage panels or blocked out windows on ground floor facades to roads, malls, laneways or arcades.
<p>Complies with P1 The proposed building will include glazing to more than 80% of three of its four ground-level façades, and approximately 46.5% of the ground-level façade on the southern elevation of the building which will include glazing.</p> <p>No security grilles or screens have been proposed with the development, and no mechanical plant equipment is proposed for the ground level.</p> <p>The areas of blank wall on the southern façade of the building are necessary as they include storage areas within the building that do not require glazing.</p>
<p>A2 Alterations to ground floor facades of non-residential buildings must not:</p> <ul style="list-style-type: none"> (a) reduce the level of glazing on a facade to a road, mall, laneway or arcade that is present prior to alterations; (b) have security grilles or screens that obscure the ground floor facade; (c) introduce new or additional mechanical plant or equipment such as air-conditioning units or heat pumps located on the façade; and (d) increase blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades.
<p>Complies with A2 There is no glazing on the ground-level façade of the northern Annexe to the Academy of Arts Building. As such, the demolition of that Annexe will not alter the level of glazing on that building. Further, the demolition will not introduce security grilles or screens, or mechanical plant equipment that obscure the ground floor façade. Nor will it increase the amount of blank wall of the façade facing the laneway, as the current Annexe itself consists primarily of blank wall.</p>

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E2.0 Potentially Contaminated Land Code

E2.1 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 An Environmental Site Assessment (ESA) prepared for the proposed development concludes that whilst there is evidence of contaminated soils on the site, the contamination levels do not present a risk to human health or the environment. The ESA recommends the preparation and implementation of a Contamination Management Plan (CMP) prior to the commencement of works. This requirement is recommended as a condition of consent.
E2.5 Use Standards
Objective: To ensure that potentially contaminated land is suitable for the intended use.
Consistent The recommendations of an ESA and the CMP prepared for the development, will ensure the land is suitable for the intended use.
A1 The Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.
Complies with A1 The proposal is supported by an Environmental Site Assessment, which makes recommendations, including the preparation and implementation of a CMP prior to the commencement of any works at the site. If the recommendations of both reports are followed, the potential risk and impact of soil contamination detected at the site should be mitigated.

E2.6 Development Standards

E2.6.1 Subdivision
Not applicable
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.
Consistent
A1 No acceptable solution.
P1 Excavation does not adversely impact on health and the environment, having regard to: (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

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- (c) a plan to manage contamination and associated risk to human health and the environment that includes:
- (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.

Complies
 The Environmental Site Assessment has determined the level of site contamination and includes a Contamination Management Plan (CMP) which details recommendations for remediation and protection measures.

E4.0 Road and Railway Assets Code

- E4.1 The purpose of this provision is to:
- (a) protect the safety and efficiency of the road and railway networks; and
 - (b) reduce conflicts between sensitive uses and major roads and the rail network.

Consistent

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

A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.

P1 Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to:

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

Complies

A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.

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<p>P2 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.
<p>Complies</p>
<p>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.</p>
<p>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:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) the nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.
<p>Complies</p>
<p>E4.5.2 Existing level crossings</p>
<p>Objective: To ensure that the safety and the efficiency of the rail network is not reduced by access across part of the rail network.</p>
<p>Not Applicable</p>
<p>A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.</p>
<p>Not Applicable</p>

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E4.6 Development Standards

E4.6.1 Development adjacent to roads and railways
Objective: To ensure that development adjacent to category 1 or category 2 roads or the rail network: (a) ensures the safe and efficient operation of roads and the rail network; (b) allows for future road and rail widening, realignment and upgrading; and (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.
Not Applicable
A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. A1.2 Buildings must be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.
Not Applicable
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.
Not Applicable
A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.
Complies with A1 No new access or roads are proposed with the development.
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 with A2 The proposed development will not alter the existing access from Invermay Road, which provides for entry and exit to the subject site.
E4.6.3 New level crossings
Objective: To ensure that the safety and the efficiency of the rail network is not reduced by access across part of the rail network.
Not Applicable
E4.6.4 Sight distance at accesses, junctions and level crossings

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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.
Not Applicable

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.
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Consistent The application states that 50 staff are envisaged as a part of the use and that no additional teaching places are proposed as part of stage one and that there will be no increase in student numbers. The TIA submitted with the development application demonstrates that the immediate needs of the proposal can be met within the existing car parking areas proximate the Library building site, recognising that the library is an important component in the future expansion of the campus. In so doing staff and student numbers will be lower in the short-term pending final campus expansion. On that basis taking into account surplus parking numbers available to the site at this point the car parking requirement is met. It is noted that Council and UTAS are also developing a plan to ensure that future car parking requirements are met as part of relocation of the Newnham campus.
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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 The TIA notes that the Library will initially generate a need for 50 staff in the first year of operation. The Acceptable Solution generates 50 car spaces based on Table E6.1 of ten LIPS. In doing so the analysis of parking demand by the TIA suggests this to be 32 car parking spaces informed by the UTAS travel demand Survey 2017. The application therefore relies on Performance Criteria. The requirement for the 32 spaces it is suggested can be absorbed by the existing parking capacity which presently operates at a capacity of 66%, allowing availability of 99 spaces.

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<p>A1 The number of car parking spaces must:</p> <ul style="list-style-type: none"> (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.
<p>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:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 <p>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:</p> <ul style="list-style-type: none"> (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 <p>P1.3 The number of car parking spaces complies with any relevant parking precinct plan.</p>
<p>Complies with P1</p> <ul style="list-style-type: none"> (a) Car parking on the site consists of staff, voucher and time restricted car parking controlled by both the UTAS and City of Launceston. Occupancy surveys indicate that there remains capacity to absorb the initial displacement of parking spaces based upon utilisation rates within the existing and the level of demand generated by the Library use. The car parking is within reasonable walking distance of the new facility. (b) In the context of day to day use of the university and its associated facilities, the concept of shared parking is applied given in particular that the library is an ancillary use and the demand for staff parking is likely to be lower.

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<p>(c) Metro and the Tiger bus operate public transport services to the area within reasonable walking distance of the site. Tiger bus is a shuttle service travelling between the site and the city for example.</p> <p>(d) There are no site constraints that affect the provision of car parking.</p> <p>(e) Whilst the development does not rely on on-street parking, there is street parking available within the surrounding area.</p> <p>(f) The TIA demonstrates that the actual demand for parking associated with the current application (staff) will be below that of one space per staff which can be accommodated within the existing parking on the site.</p> <p>(g) There is no impact on the streetscape.</p> <p>(h) The TIA concludes that the library itself is generally ancillary to other components of the campus and will not generate additional student enrolments. Staff working at the library will be reallocated from other areas of the university and there will be a small increase in traffic numbers.</p>
<p>A2 The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.</p>
<p>P2 No performance criteria.</p>
<p>Complies</p>
<p>E6.5.2 Bicycle parking numbers</p>
<p>Objective: To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.</p>
<p>Consistent</p>
<p>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.</p>
<p>P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <p>(a) the likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle;</p> <p>(b) the location of the site and the likely distance a cyclist needs to travel to reach the site; and</p> <p>(c) the availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p>
<p>Complies with A1 A total of 10 bicycle spaces are required by Table E6.1 in relation to which 32 are to be provided.</p>
<p>E6.5.3 Taxi spaces</p>
<p>Objective: To ensure that access for taxis is provided to meet the needs of the use.</p>
<p>Not Applicable A requirement for 50 additional parking spaces is generated by the use and therefore taxi parking is not required.</p>

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E6.5.4 Motorcycle parking
Objective: To ensure that motorcycle parking is provided to meet the needs of the use.
Consistent There are no additional motor cycle parking spaces proposed for the development as this requirement (three spaces) can be met within the existing parking facilities on site.
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.
P1 Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.
Complies with P1 There are no additional motor cycle parking spaces proposed for the development as this requirement (three spaces) can be met within the existing parking facilities on site which is considered adequate.
E6.5.5 Loading bays
Objective: To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.
Not applicable Clause E6.2.3.5 provides that Loading Bays do not apply to the Educational and occasional care use.

E6.6 Development Standards

E6.6.1 Construction of parking areas
Objective: To ensure that parking areas are constructed to an appropriate standard.
Not Applicable There is no new parking facility proposed for the development.
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.
Not Applicable As above.
E6.6.3 Pedestrian access

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Objective: To ensure pedestrian access is provided in a safe and convenient manner.
Not Applicable As above
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.
P1 Safe pedestrian access must be provided within car parks, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
Not Applicable As above
E6.6.4 Loading bays
Objective: To ensure adequate access for goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.
Consistent The requirements of A1 are not met. The Performance Criteria is relied upon.
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.
P1 Loading bays must have area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; and (e) the location of the site and nature of traffic.

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<p>Complies with P1</p> <p>The TIA describes the loading activity is both infrequent and of a small scale, noting that the site does not allow for the incorporation of a specific loading bay. The arrangement for loading and unloading of materials will require a vehicle to stop at the front of the building and for the materials to be trolleyed through the relevant entry point. The use of the building is not reliant upon the transfer of significant items and is in fact relatively infrequent.</p> <p>The nature of the use of the building as a library will have minimal requirements once operating. These will consist of the delivery of books, loading food vending machine, restocking and courier services perhaps several times per week. It is anticipated that the building will be serviced generally by a car or small van.</p> <p>The TIA observes that the University campus generally provides a low speed network in which the loading and unloading operation can be performed in a safe and acceptable environment.</p>
<p>A2 It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</p>
<p>P2 Access for vehicles commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
<p>Complies with A2</p> <p>The use of the building as a library dictates minimal requirements for loading and unloading of materials which given the type and scale of the use will necessitate the use of cars or small vans for the purpose, the frequency of which whilst weekly and regular, is unlikely to impact the site negatively. The TIA concludes that the Clause E6.5.4 can be met noting:</p> <ul style="list-style-type: none"> • the loading requirements are infrequent involving small items; the loading activity will be undertaken conveying material by trolley from the delivery vehicle parked on the adjacent laneway; with no impact upon traffic activity or parking.
<p>E6.6.5 Bicycle facilities</p>
<p>Objective: To ensure that cyclists are provided with adequate facilities.</p>
<p>Consistent</p>

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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>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 with P1 The application states that end of trip facilities will be provided as a part of subsequent stages of the site's development noting that cyclists will not need to shower and change clothes at the end of each cycling trip and that usual practice given the use of the facility (as a library) will not necessitate such actions, as for example an active recreation facility would for cycling participants. It is perhaps arguable that as a place of employment, such facilities may be desirable, but they are not essential at this stage and are to be provided at later stages of the site's development.</p>
<p>E6.6.6 Bicycle parking and storage facilities</p>
<p>Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</p>
<p>Consistent</p>
<p>A1 Bicycle parking and storage facilities for uses that require 5 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>P1 Bicycle parking and storage facilities must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> (a) the accessibility to the site; (b) the characteristics of the site; (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) the location and visibility of proposed parking storage facilities for bicycles; (g) the nature of the bicycle parking and storage facilities;

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<p>(h) whether there are other parking and storage facilities on the site; and (i) the opportunity for sharing bicycle parking and storage facilities on nearby sites.</p>
<p>Complies with A1 There are a total of 32 bicycle spaces being provided in locations immediately adjacent road access to the site, providing visibility in areas which will be well lit.</p>
<p>A2 Bicycle parking spaces must:</p> <p>(a) have minimum dimensions of:</p> <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; <p>(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</p> <p>(c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.</p>
<p>P2 Bicycle parking spaces and access must be convenient, safe and efficient to use, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the space available;</p> <p>(c) the safety of cyclists;</p> <p>(d) the proposed measures to secure bicycles; and</p> <p>(e) the provisions of AS 2890.3 1993 Parking facilities - Bicycle parking facilities.</p>
<p>Complies with P1 The bicycle spaces will be designed to meet the AS2890.3 1993 Parking Facilities - Bicycle parking facilities.</p>

E6.7 Parking Precinct Plans

Not applicable

E9.0 Water Quality Code

<p>E9.1 The purpose of this provision is to:</p> <p>(a) manage adverse impacts on wetlands and watercourses.</p>
<p>Consistent</p>

E9.5 Use Standards

Not used in this code.

E9.6 Development Standards

<p>E9.6.1 Development in the vicinity of a watercourses and wetlands</p>
<p>Objective: To protect watercourses and wetlands from the effects of development and minimise the potential for water quality degradation.</p>
<p>Consistent Development within the footprint will be connected to the existing reticulation network</p>

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and conditions applied to the permit relative to soil and water management as part of the construction works, including silt fences and cut off drains.
A1 No acceptable solutions.
P1 Development must not unreasonably impact the water quality of watercourses or wetlands, having regard to: (a) the topography of the site; (b) the potential for erosion; (c) the potential for siltation and sedimentation; (d) the risk of flood; (e) the impact of the removal of vegetation on hydrology; (f) the natural values of the vegetation and the land; (g) the scale of the development; (h) the method of works, including vegetation removal, and the machinery used; (i) any measures to mitigate impacts; (j) any remediation measures proposed; (k) any soil and water management plan; and (l) the requirements of the Department of Primary Industries, Parks, Water and Environment Wetlands and Waterways Works Manual.
Complies Prior to construction a soil and water management plan must be prepared to address the issues of erosion, siltation and sedimentation, removal of vegetation (from the site). The piping of stormwater to a controlled discharge point will ensure effective management of stormwater flows generated as a result of the development.
E9.6.2 Development of watercourses and wetlands
Objective: To protect watercourses and wetlands from the effects of development and minimise water quality degradation.
Not Applicable Watercourses and wetlands are not impacted by the development
A1 A wetland must not be altered, modified, filled, drained, piped or channelled.
P1 No performance criteria.
Complies
A2 A pipe or culvert crossing of a watercourse for access purposes.
P2 Development within a watercourse must not unreasonably impact the water quality or ecological values of the watercourse, having regard to: (a) the topography of the site; (b) the potential for erosion; (c) the potential for siltation and sedimentation; (d) the potential for dust generation; (e) the impact on hydrology; (f) the risk of flood; (g) the natural values of the watercourse; (h) the scale of the development;

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<ul style="list-style-type: none"> (i) the method of development, including any vegetation removal, and the machinery used; (j) the need for the development; (k) any measures to mitigate impacts; (l) any remediation measures proposed; (m) any soil and water management plan; and (n) the requirements of the Department of Primary Industries, Parks, Water and Environment Wetlands and Waterways Works Manual.
<p>Not Applicable There is no development proposed within the watercourse.</p>
<p>E9.6.3 Discharges to watercourses and wetlands</p>
<p>Objective: To manage discharges to watercourses and wetlands so as not unreasonably impact the water quality.</p>
<p>Consistent</p>
<p>A1 All stormwater discharge must be:</p> <ul style="list-style-type: none"> (a) connected to the public stormwater system; or (b) diverted to an on-site system that contains stormwater within the site.
<p>P1 Stormwater discharges must not unreasonably impact on the water quality of watercourses or wetlands, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics, volume and flow rates of the discharge; (b) the characteristics of the receiving waters; (c) the potential for erosion; (d) the potential for siltation and sedimentation; (e) the impact on hydrology; (f) any measures to mitigate impacts; and (g) any soil and water management plan.
<p>Complies with A1 All stormwater from the development will be connected to a reticulated stormwater system, managed jointly by the City and UTAS.</p>
<p>A2.1 No new point source pollution discharging directly into a watercourse or wetland. A2.2 For existing point source pollution discharges into a watercourse or wetland, there is no more than a 10% increase in the volume or characteristics of the discharge that existed at the effective date.</p>
<p>P2 New and existing point source pollution discharges must not unreasonably impact on the water quality of watercourses or wetlands, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics, volume and flow rates of the discharge; (b) the characteristics of the receiving waters; (c) the impact on hydrology; (d) the opportunities to recycle or reuse the discharge; (e) any measures to mitigate impacts; (f) best practice environmental management; and (g) any emission limit guidelines or protected environmental values or water quality objectives issued by the Board of Environment Protection Authority in accordance

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with the State Policy for Water Quality Management 1997.

Complies with A2.1 and A2.2

There will be no new point source pollution discharging directly into a watercourse or wetland, and neither the volume nor characteristics of the discharge increase by more than a 10% increase

E13.0 Local Historic Cultural Heritage Code

E13.1 The purpose of this provision is to:

- (a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts;
- (b) encourage and facilitate the continued use of these places;
- (c) encourage the maintenance and retention of buildings and places of assessed historic cultural heritage significance; and
- (d) ensure that development is undertaken in a manner that is sympathetic to, and does not detract from, the historic cultural heritage significance of the places and their settings.

Consistent

The development will introduce a new building into the cultural precinct designed sited to ensure a contextual response in keeping with the buildings that surround it. In this regard the development will be sympathetic to the precinct and the existing level of development applying design features to reflect the architectural elements dominant within the surrounds. The purpose of the building aligns with the educational and cultural focus of the precinct.

E13.5 Use Standards

There are no use standards in this Code.

E13.6 Development Standards

E13.6.1 Demolition

Objective:

To ensure that the demolition or removal of buildings and structures does not impact on the historic cultural heritage significance of local heritage places and their setting.

Inconsistent

Whilst the demolition of the Annexe structure is proposed as part of the application, the advice of the Tasmanian Heritage Council opposes the total demolition of the north-west side of the Main Workshop/Stone Building.

A1 No acceptable solution.

P1 Buildings or parts of buildings and structures may be demolished, provided there is no unreasonable impact on the historic cultural heritage significance of the local heritage place and setting, having regard to:

- (a) the physical condition of the local heritage place;
- (b) the extent and rate of deterioration of the building or structure;
- (c) the safety of the building or structure;

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<p>(d) the streetscape or setting in which the building or structure is located;</p> <p>(e) the cultural heritage values of the local heritage place;</p> <p>(f) the need for the development;</p> <p>(g) any options to reduce or mitigate deterioration;</p> <p>(h) whether demolition is the most reasonable option to secure the long-term future of a building or structure; and</p> <p>(i) any overriding economic considerations.</p>
<p>Compliant subject to condition</p> <p>The application Heritage Impact Statement comments that the demolition will result in the recovery of the significant form of the northern wall of the workshop building. However, the opinion of the THC is that partial demolition only should be permitted and accordingly conditions are proposed on the partial demolition of the structure to ensure that the work has regard for <i>Appropriate Outcomes</i> described in the Tasmanian Heritage Council's <i>Works Guidelines</i> Section 6.2 Partial Demolition, and Policy 5.2.5 of the <i>Inveresk Precinct Conservation Management Plan</i> (Paul Davies October 2018). To this extent it is considered that the proposal does not satisfy the Performance Criteria and that as such the conditions should be applied to the permit.</p>
<p>E13.6.2 Maintenance and repair</p>
<p>Objective:</p> <p>To ensure that maintenance and repair of heritage buildings are constructed and undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places.</p>
<p>Not Applicable</p> <p>The development is for a new building structure.</p>
<p>A1 New materials and finishes match or are similar to the materials and finishes that are being replaced.</p>
<p>P1 No performance criteria.</p>
<p>Not Applicable</p>
<p>E13.6.3 Lot size and dimensions and frontage</p>
<p>Not applicable</p>
<p>E13.6.4 Site coverage</p>
<p>Objective:</p> <p>To ensure that site coverage is compatible with the historic cultural heritage significance of local heritage places.</p>
<p>Consistent</p> <p>The Heritage Impact Statement demonstrates compliance with the elements of site coverage, siting and building footprint. The separation of the buildings reinforces the arrangement of the site and is consistent with surrounding buildings.</p>
<p>A1 No acceptable solution.</p>
<p>P1 The site coverage is compatible with the historic cultural heritage significance of local heritage places or their settings, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the cultural heritage values of the local heritage place and setting;</p>

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(c) the site coverage of buildings on sites in the surrounding area; and (d) the pattern of development in the surrounding area.
Complies
E13.6.5 Height and bulk of buildings
Objective: To ensure that the height and bulk of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The Heritage Impact Statement demonstrates compatibility with the historic cultural heritage significance of the heritage place and setting.
A1 No acceptable solution.
P1 The height and bulk of buildings are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the character and appearance of the existing building or place; (c) the height and bulk of other buildings in the surrounding area; (d) the historic cultural heritage significance of adjacent places; and (e) the streetscape.
Complies with P1 The Heritage Impact Statement confirms that the proposed building adopts a similar scale and alignment to that of the existing buildings, is of a compatible height and materiality achieving consistency.
E13.6.6 Site of buildings and structure
Objective: To ensure that the siting of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent
A1 No acceptable solution.
P1 The front, side and rear setbacks must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the topography of the site; (c) the size, shape, and orientation of the lot; (d) the setbacks of other buildings in the surrounding area; (e) the historic cultural heritage significance of adjacent places; and (f) the streetscape.
Complies with P1 The building provides sufficient setbacks to the neighbouring building whilst the layout and positioning is consistent with the grid pattern of development resulting in the development of laneways consistent with the site. The Heritage Impact Statement comments that the buildings establish a clear hierarchy of form with emphasis on the earlier heritage buildings. Thus the cultural heritage values of the place and its setting are not eroded.

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E13.6.7 Fences
Objective: To ensure that fences are compatible with the historic cultural heritage significance of local heritage places and their setting.
Consistent There is no fencing proposed as part of the development.
A1 New fences must be designed and constructed to match existing original fences on the site.
P1 New fences must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the architectural style of the dominant building on the site; (c) the dominant fencing style in the setting; and (d) the original or previous fences on the site.
Complies
E13.6.8 Roof form and materials
Objective: To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The roof design and buildings materiality reflects the heritage features of the earlier heritage buildings.
A1 No acceptable solution.
P1 Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant roofing style and materials in the setting; and (d) the streetscape.
Complies with P1 The use of galvanised roof materials and application of the saw tooth design will is a clear reflection of the existing heritage fabric
E13.6.9 Wall materials
Objective: To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The materiality of wall treatments a proposed quite directly reflect the heritage elements of the site.
A1 No acceptable solution.
P1 Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting;

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<p>(b) the design, period of construction and materials of the dominant building on the site; (c) the dominant wall materials in the setting; and (d) the streetscape.</p>
<p>Complies with P1 The architectural design statement and design emphasises the use of a traditional industrial palette and materials with controlled use of glazing compatible with the heritage values of the adjoining buildings.</p>
<p>E13.6.10 Outbuildings and structures</p>
<p>Objective: Not Applicable To ensure that the siting of outbuildings and structures are compatible with the historic heritage significance of local heritage places and their settings.</p>
<p>Consistent Not Applicable</p>
<p>A1 Outbuildings and structures must: (a) not be located in the front setback; (b) not visible from any road, or public park or reserve; (c) have no side longer than 3m; (d) have a gross floor area less than 9m² and a combined total area not exceeding 20m²; (e) have a maximum height less than 2.4m above natural ground level; (f) not have a maximum change of level as a result of cut or fill of greater than 1m; and (g) not encroach on any service easement or be located within 1m of any underground service.</p>
<p>P1 Outbuildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the location of existing infrastructure services; (c) the bulk, form and size of buildings on the site; (d) the bulk, form and size of the outbuilding or structure; (e) the external materials, finishes and decoration of the outbuilding or structure; and (f) the visibility of the outbuilding or structure from any road, public park or reserve.</p>
<p>Not Applicable</p>
<p>E13.6.11 Driveways and parking</p>
<p>Objective: To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.</p>
<p>Consistent No parking areas are proposed for the site.</p>
<p>A1 Car parking areas for non-residential purposes must be located behind the primary buildings on the site.</p>
<p>P1 Driveways and car parking areas for non-residential purposes must be compatible with the historic cultural heritage significance of a local heritage place and its setting,</p>

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<p>having regard to:</p> <ul style="list-style-type: none"> (a) the cultural heritage values of the local heritage place and setting; (b) the loss of any building fabric; (c) the removal of gardens or vegetated areas; (d) parking availability in the surrounding area; (e) vehicle and pedestrian traffic safety; and (f) the streetscape.
<p>Complies The development does not include the provision car parking on the site, and does not offend the standard.</p>
<p>E13.6.12 Tree and vegetation removal</p>
<p>Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not impact on the historic heritage significance of local heritage places and their settings.</p>
<p>Consistent The vegetation removal proposed will not diminish the heritage values.</p>
<p>A1 No acceptable solution.</p>
<p>P1 The removal, destruction or lopping of trees or the removal of vegetation must not unreasonably impact on the historic cultural heritage significance of a local heritage place and its setting, having regard to:</p> <ul style="list-style-type: none"> (a) the cultural heritage values of the local heritage place and setting; (b) the age and condition of the tree or vegetation; (c) the size and form of the tree or vegetation; (d) the importance of the tree or vegetation to the historic cultural heritage significance of a local heritage place or its setting; and (e) whether the tree or vegetation is located within a garden that is a listed as a local heritage place.
<p>Complies The removal of the introduced Lombardy Poplar Trees as proposed will not impact the heritage significance. The introduction of the themed landscaping and other design elements as a part of the relocation of the <i>Riawunna</i> Centre from the Newnham Campus will recognise the indigenous community past, present and future, and in so doing adds a significant cultural element to the heritage value of the site.</p>
<p>E13.6.13 Signage</p>
<p>Objective: To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p>Not Applicable Signage is not proposed as part of the application.</p>
<p>A1 No more than one sign, not greater than 0.2m², identifying the use, heritage significance, and the name and occupation of the owners of the property.</p>

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<p>P1 New signs must be compatible with the historic cultural heritage of the local heritage place and its setting, having regard to:</p> <ul style="list-style-type: none"> (a) the cultural heritage values of the local heritage place and setting; (b) the size and location of the proposed sign; (c) the area and location of existing signage on the site; (d) the period details, windows, doors and other architectural details of the building; (e) any destruction, removal or concealment of heritage fabric through attaching signage; and (f) the streetscape.
<p>Not Applicable Signage is not proposed as part of the application.</p>

E16.0 Invermay/Inveresk Flood Inundation Area Code

<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>

E16.6 Use Standards

<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 The application proposes the establishment of an educational use within the Cultural Precinct</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>P1 No performance criteria.</p>
<p>Complies with A1 The use is for an Education related use.</p>
<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.

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P2 No performance criteria.
Not Applicable
A3 Must not be Community meeting and entertainment in the Riveredge Industrial or Inveresk Residential precincts.
P3 No performance criteria.
Complies The use is Educational.

E16.7 Development Standards

E16.7.1 Intensification of residential development
Objective: To limit the intensification of residential development in areas subject to, or isolated by, flood inundation.
Consistent The use is for Education.
A1 Except within the Invermay Residential Precinct, new residential development or extensions of existing residential buildings: (a) must not increase the gross floor area of individual dwellings or total gross floor area by 10% more than that existing or approved on 1 January 2008; (b) must not result in more than 200m ² of gross floor area on a single title; or (c) must be for residential uses associated with the educational activities within the Inveresk Cultural Precinct.
P1 No performance criteria.
Complies Residential development is not proposed as part of this development.
A2 Subdivision or division of land by strata plan: (a) must not create any additional lots capable for any future residential development; or (b) is to: (i) separate existing dwelling units; or (ii) separate existing residential and non-residential buildings; that have been approved by Council on a single title.
P2 Subdivision or division of land by strata plan must not create any additional lots capable of future residential development unless: (a) it is within the Invermay Residential Precinct and is consistent with achieving the land use objectives for that precinct; or (b) it is for residential activities associated with the educational activities within the Inveresk Cultural Precinct.
Not Applicable Subdivision is not proposed with this application
E16.7.2 Flood Impact
Objective: To ensure that new buildings and infrastructure are sited and designed to avoid or

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mitigate the risk and minimise the impact of flooding.
Consistent
A1 Floor levels of all habitable rooms within the Residential use class must be at least 3.7m AHD.
P1 No performance criteria.
Complies
A2 No acceptable solutions.
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: <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.
Not Applicable
The application is not for residential use.
A3 All buildings not in the Residential use class must have a: <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 1 January 2008.
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: <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;

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- (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.

Complies with P3

The application is accompanied by a Flood Study Report prepared by Pitt & Sherry together with an Emergency Management Plan developed in accordance with AS3745-2010. The report addresses the requirements of P3 reviewing the risk to life, the impact upon use and development and mitigation measures which are recommended to address an event overtopping the levee system or by breach during a 5%AEP, 2%AEP or 1%AEP.

The report as required considers the velocity and depth of flood waters, the location of electrical equipment and fittings, evacuation and emergency management plans and procedures and relevant flood proofing measures.

The report from its conclusions provides recommendations to mitigate risk to achieve tolerable levels.

The report also addresses the issue of residual risk and including local stormwater flooding, functional and structural risks to the building, population increase and impacts upon evacuation, anthropogenic risk, geotechnical induced failures, levee failure/overtopping, floods larger than 1% AEP and transitional risk (climate change).

4. REFERRALS

REFERRAL	COMMENTS
	INTERNAL
Infrastructure Services	Conditional consent provided with recommended conditions in relation to amended plans, detailed design, construction and provision of services
Environmental Health	Conditional consent provided with recommended conditions in relation to hours of construction, soil and water management plan, and environmental site conditions
Heritage/Urban Design	Note response from Tasmanian Heritage Council and condition applied.
Building and Plumbing	Standard notes recommended for the permit

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EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2019/00933-LCC
State Growth	N/A
TasFire	N/A
Tas Heritage Council	Application referred to Tasmanian Heritage Council and condition included relevant to partial demolition of concrete annex building as per advice 12 September 2019.
Crown Land	N/A
TasRail	No objection raised
EPA	N/A
Aurora	N/A
Launceston Flood Authority	The LFA responded 22 July 2019 noting the flood behaviour outlined in the UTAS Inveresk Development study report are consistent with the most recent modelling undertaken by BMT (2018) and that the authority is largely satisfied with the flood detail presented.

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 31 August to 18 September 2019. Ten 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.

<p>Issue 1 - Climate Change: The issue of climate change adds a significant element to the question of flood management for development at the Inveresk site. In light of the Council’s recent decision to declare a climate emergency, a decision to allow this development is contrary to the intent to recognises potential of climate change impacts.</p>
<p><i>Response:</i> <i>The issue of climate change and its impacts have been considered as part of the BMT modelling and analysis by both the Council and Pitt & Sherry in the context of continuing development at the Inveresk site more broadly. The approach is one of risk management and an analysis of the risk profile in dealing with that development.</i></p>
<p>Issue 2 - Car Parking: (a) Car parking requirements of the planning scheme must be complied with. The loss of 51 car spaces will impact use of the site and ultimately the management of pedestrian and vehicle use of the Inveresk site and the road network.</p>

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Response:

The applicant has now confirmed that a cash in lieu contribution will be provided to allow the provision of the 51 car spaces within the precinct. This will be provided within the northern sector of the site at the Roundhouse.

(b) Car parking within the precinct and wider Inveresk area are at a critical point particularly with the development of the commercial sites in Lindsay Street with the introduction of Bunnings, Officeworks, JB Hi Fi, the Silos Hotel and most recently Riverbend Park community space. The development will increase the issues associated with the availability of parking in the network.

Response:

The replacement of the car parking lost enables sufficient parking within the precinct. In terms of the new development it has been demonstrated that the initial needs of the use will be catered for within the existing parking facilities proximate the development site.

(c) The supporting Traffic Impact Statement determines that whilst 51 existing car spaces will be removed to allow the building footprint, these will be accommodated within the site more generally, eg. the Roundhouse area and ultimately the Glebe Farm site.

Response:

The proposition of replacement parking within the Glebe Farm area has been excluded from consideration at this stage, and the proposal will now see these parking spaces provided within the Inveresk site.

(d) It is understood that the Glebe Farm site will no longer form a part of the UTAS development, which in the context of total demand for parking within the precinct including the Velodrome, Show Society, horse dressage and further UTAS development at Willis street will exacerbate parking issues at the Inveresk site.

Response:

The issue relative to this current application is the provision of parking in accordance with the planning scheme requirements. It has been demonstrated based upon the analysis of the TIA, that adequate parking exists within the site to accommodate the additional demand whilst understanding the profile of parking needs associated with use of the new library facility. The subsequent addition of 51 car parking spaces, strengthens the capacity of the site.

Issue 3 - Network Traffic Management:

(a) The relocation of the UTAS Newnham campus to Inveresk will create chaos with the resultant increase in traffic to the Charles Street, Lindsay Street, Goderich Street, Dry Street, Holbrook Street, Invermay Road, Tamar Street Boland Street network.

Response:

Whilst the ultimate relocation of the Newnham campus will potentially increase the volume of traffic movements and therefore, impact the broader network, the present application will not add significantly to the traffic volumes within the network as the facility will be developed and used in the initial stages by the student population currently within the Inveresk campus. Strategic planning by the city and Department of State

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<p><i>Roads includes intersection treatment of significant intersections to assist the flow and management of traffic within the network.</i></p>
<p>(b) Network traffic management is experiencing significant difficulty particularly with the development of the commercial sites in Lindsay Street with the introduction of Bunnings, Officeworks, JB Hi Fi, the Silos Hotel and most recently Riverbend Park community space. The development will increase the issues associated with current traffic congestion in the network.</p>
<p><i>Response: The impact of the new development is considered minimal in terms of its impact upon the network.</i></p>
<p>(c) Traffic congestion has continued to increase through the last decade, and the introduction of up to 16,000 students plus staff and attendant commercial vehicles will add significantly to the present issues.</p>
<p><i>Response: The ultimate development of the Inveresk site given the relocation of the Newnham campus will bring with it impacts which must be managed and future planning, and development of site zoning treatments as part of the ongoing development of the site must be addressed. The present application however must be addressed on its merits in terms of compliance with the planning scheme.</i></p>
<p>(d) The supporting TIA makes no mention of the Launceston Traffic Review Nov 2012 Launceston Transport Futures or the Launceston Traffic Study Summary Report, GHD 2014, and is, therefore deficient as there is no discussion of the findings of these reports.</p>
<p><i>Response: The TIA reviews the recent ARUP report and UTAS Travel survey and its findings which further informs the considerations of the impacts of development on this site. As a part of this process the implications of the present development are that the parking requirements can be adequately met within, the Inveresk site without resulting in negative impacts for the network or movement or accommodation within the site.</i></p>
<p>(e) There are no ideas advanced to deal with the traffic congestion impacting the network. For example, the development of car parking at the Glebe Farm, within a flood plain.</p>
<p><i>Response: Again, the application is assessed on its merits and the level of impact in terms of parking and traffic movement. The evidence indicates that the proposed use and development will not generate adverse impacts given the nature and profile of the use, and the existing capacity within the Inveresk site.</i></p>
<p>(f) Glebe Farm was to be the answer to reducing traffic in the Inveresk area</p>
<p><i>Response: The question of ultimate traffic management of the network and demands/ requirements within the site and network associated with the relocation of the Newnham campus whilst informing the masterplan for the site do not constrain the consideration of the present application which must be assessed on its merits in the context of the requirements of the planning scheme.</i></p>

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<p>(g) The relocation of the UTAS will lead to an inevitable over saturation of traffic in the Inveresk area.</p>
<p><i>Response:</i> <i>As above, the impact of the eventual campus relocation will continue to be assessed as a part of the ongoing process or redevelopment, particularly in relation to applications related to planning scheme amendments impacting the site. This does not impact the consideration of the present application.</i></p>
<p>(h) The costs to the community of the relocation in terms of bridge modification or construction to address additional traffic management/ flow issues.</p>
<p><i>Response:</i> <i>The issue of network upgrades as part of the management of traffic within the Inveresk precinct and more broadly relative to traffic flows outside the immediate area are not triggered by the present application. These are factors which form a part of the Council's remit which more broadly turns upon the functioning of the network and its relationship to developments within the City.</i></p>
<p>Issue 4 - Flooding and Flood Risk:</p>
<p>(a) The recent BMT (2018) update of the North Esk, South Esk Rivers and River Tamar flood model produces new flood mapping outputs raising more issues and calling into question the appropriateness of continuing to develop within the flood plain.</p>
<p><i>Response:</i> <i>The BMT modelling provides the next layer of data in terms of the management of development within the Inveresk site and beyond and informs decision making as part of this process. It provides valuable information as part of the improvement of flood plan management. The flood analysis reviewed the flood risk profile for the Invermay/Inveresk floodplain including the Willis Street site proposing risk management options to manage the residual risk associated with the intended uses. The assessment concludes that these risks can be managed including the ongoing development of flood emergency response strategies and actions.</i></p>
<p>(b) The Pitt & Sherry Flood Emergency Management Plan does not make sense when the highest flood level indicated for the site is H3. The BMT Flood Modelling and Mapping Report indicates that if there is a 1:200- year flood, the Inveresk precinct together with the south eastern area of the North Esk River would suffer a Hazard Class 5 event. Flood levels limited to H3 cannot be guaranteed.</p>
<p><i>Response:</i> <i>The Pitt & Sherry report determines the hazard classification on the balance of probabilities.</i></p>
<p>(c) Under the circumstances in the knowledge of the most recent modelling, is not there a greater risk of litigation should there be a flood extending across Invermay together with an increase in insurance premiums. Does the Council have a duty of care to its community?</p>

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Response:

No comment is made with reference to the question of litigation. However, the consideration of risk and probability form the basis of reports assessing the present development the conclusions of which provides risk management options and recommendations relative to the management of likely events and the protection of human life in particular. This includes the Launceston Flood Protection Systems, and City of Launceston Municipal Emergency Management Plan, together with the design and construction of new builds to address potential events including consideration of the floor levels of habitable buildings.

(d) The risk of flooding is not treated adequately in supporting assessments.

Response:

The reports addressing flood risk, probability and likely impacts are discussed in detail and recommendations as to the actions to mitigate risk levels presented in a cogent manner.

(e) The 2016 flood experience provides the most recent example of issues associated with such an event. The overflow of sewerage and stormwater infrastructure impacting properties such as the Inveresk Hotel is a further example of the impacts of flood events. In the event that the levee is overtopped, the impacts will increase.

Response:

The impacts of flood events is considered by the analyses, however, the present development does not represent an increase in the level of this risk the management of which is addressed in terms of building design resilience and process and emergency management procedures to deal with an event.

Issue 5 - Soil Contamination:

Contamination of the site presents a risk inherent to the site which does not impact the Newnham site. The risk of flooding increases the potential for the seepage of toxins to the surface exacerbating the risk to use by students and staff.

Response:

The Environmental Site Assessment prepared by Geo Environmental Solutions concludes following soil and site investigation that subject to the recommendations for specific remediation and protection measures, the land is suitable for the intended use, and that excavation will not adversely impact human health or the environment.

Issue 6 - Heritage:

(a) The removal of the existing trees and carpark is significant. The Heritage Impact Statement notes at p.7 “the adaptation of the site and buildings for university and cultural use is of significance in its own right adding a new value to the precinct that is both interpretative and continues the incremental building works across the whole area.” In this context the trees are significant as an extension of the original avenue of poplars.

Response:

The analysis provided in the Heritage Impact Statement by Paul Davies concludes that the trees do not have any significant heritage value in the context of the site’s

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

<p><i>development.</i></p>
<p>(b) The proposed building is higher - approx. twice the height of the western half of the original heritage building, which means it dwarfs that building and obstructs and detracts from views of the heritage building.</p>
<p><i>Response:</i> <i>The Heritage Impact Statement concludes that the building is a well-considered, sited and designed structure that not only fits within the heritage precinct but is a fine building in its own right. The key characteristics of the precinct are buildings built of their time, using the latest materials, designed for specific purposes, many well designed but utilitarian in nature (reflecting their purpose). Davies concludes that the proposed building adopts all these characteristics with a new use that is both compatible with heritage values and in his opinion, enhances the precinct.</i></p>
<p>(c) The proximity of the new structure to the heritage building removes natural light that is a main feature of the original building, which is contrary to the initial concept of use of the building as an art school, the windows of which allows a flood of natural light into the heritage building.</p>
<p><i>Response:</i> <i>Shadow diagrams submitted with the application demonstrate a loss of natural light to the tram/walking corridor between the buildings for a short period at both the winter and summer solstice which is not considered significant.</i></p>
<p>Issue 7 - Health and Safety, legal liability:</p> <p>(a) The risks to health and safety issues, the potential for litigation and future remediation costs are significant, particularly in the light of the climate change issue.</p>
<p><i>Response:</i> <i>The Council will make decisions based upon the advice received relative to the risk, mitigation measures and the level, of compliance with the planning scheme.</i></p>
<p>(b) Northern Tasmanian Network Partners and Associates met with Councillors to discuss the Evaluative Review prepared by Chris Penna of the University of Tasmania, 'Inveresk Precinct Redevelopment Project - March 2019,' the conclusions of which should be considered as part of the assessment.</p>
<p><i>Response:</i> <i>The report referenced is in particular critical of the process and information (Business Case) provided to support the initial funding applications as part of the ongoing development of the Inveresk site and the relocation of the university. These are not matters which are relevant in the consideration of the present application. Flood risk and mitigation are matters which have been addressed.</i></p>
<p>Issue 8 - Seismic Factors:</p> <p>(a) Inveresk is within the zone of influence of fault lines and in the probability of further displacement although low should not be ignored.</p>
<p><i>Response:</i> <i>Pitt & Sherry note the residual risk of hydraulic slumps undermining the integrity of the levee system and recommend regular inspections of the system as part of the City of Launceston Municipal Disaster Management Plan.</i></p>

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

<p>(b) Earthquakes (5) have impacted Launceston since 1884.</p> <p><i>Response:</i> <i>Pitt & Sherry reviewed the factors which may lead to a failure in the levee system including hydraulic slumps, piping failures and seismic events. They conclude that the combined probability of an earthquake occurring during a flood event is likely 1:10,000 AEP. The report concludes with recommendations as to ongoing management practice in the mitigation of the results of similar events.</i></p>
<p>Issue 9 - Associated matters and assumptions:</p> <p>(a) The original assumptions in terms of eventual student numbers and courses offered and resultant impacts for the city and CBD in particular as part of the original funding application, has changed. This calls into question due diligence as part of the decision to support the UTAS relocation to the Inveresk site.</p> <p><i>Response:</i> <i>This is not a matter which impacts planning consideration of the present application.</i></p>
<p>(b) The assumptions about the benefits of the UTAS relocation to the Inveresk site is questionable and have not been demonstrated. For example, due to course availability in the Hobart campus only impacting both Launceston and Burnie campuses, students have relocated meaning the demand for housing in the Launceston CBD as predicted, has not eventuated.</p> <p><i>Response:</i> <i>Regardless of previous decisions with respect to the relocation of the Newnham campus, the present planning scheme provisions allow for the consideration of the current application as a matter of discretion. Those matters relevant to consideration of the application are the only basis upon which the Council can acting as a planning authority, make its decision.</i></p>
<p>(c) Community surveys indicate 80% community opposition to the proposal to relocate to the Inveresk site. There is no social licence for the proposed relocation.</p> <p><i>Response:</i> <i>The anecdotal observation concerning community support for relocation of the Newnham campus is not a matter which forms a legitimate consideration of the present planning application. The public exhibition period provided as a part of the planning process provides the opportunity for community representation relative to the specific application.</i></p>
<p>(d) Previous education developments on the site were made before the introduction of the 'Flood Deed' and before the <i>Inundation Code</i> mandated by State Treasury, and consisted in the main of redevelopment of existing buildings.</p> <p><i>Response:</i> <i>The application is assessed appropriately under the provisions of the planning scheme incorporating the Invermay/Inveresk Flood Inundation Area Code and the changes in approach to this issue which in terms of development reflects a risk management approach, rather than outright prohibition.</i></p>

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<p>(e) The Business Case for the relocation of the University to Inveresk is deficient.</p> <p><i>Response:</i> <i>This is not a relevant matter to be considered as a part of the planning process to determine the present application.</i></p>
<p>(f) The process and community consultation undertaken as part of the development of the Business Case and subsequent planning has been inadequate, lacking transparency.</p> <p><i>Response:</i> <i>This is not a relevant matter to be considered as a part of the planning process to determine the present application.</i></p>
<p>(g) The Northern Transformation Program document - the 'Education Driven Revitalisation of Northern Tasmania' (March 2016) is a marketing document</p> <p><i>Response:</i> <i>This comment has no relevance as a part of the planning process to determine the present application.</i></p>
<p>(h) The relocation of UTAS to Inveresk raises many significant issues that have been inadequately addressed and that may ultimately impact safety and human life.</p> <p><i>Response:</i> <i>The general issue of the relocation of the Newnham campus is not an issue for consideration in the context of the present planning application.</i></p>
<p>(i) An Evaluative Review of the University of Tasmania Inveresk Precinct Redevelopment Project, prepared by Chris Penna commissioned by Northern Tasmania Network Partners and Associates is cited outlining the issues identified in reference to the proposed relocation and redevelopment of the site.</p> <p><i>Response:</i> <i>Refer to previous response.</i></p>
<p>(j) The redevelopment is contrary to the objectives of <i>Land Use Planning and Approvals Act 1993 Part 1 - sustainable development</i>, and is neither prudent nor acceptable given the issues affecting the site, and the feasible alternatives available.</p> <p><i>Response:</i> <i>The objectives of LUPAA whilst relevant in the consideration of the development of the planning scheme are not directly relevant in the consideration of the planning application. The zone provisions incorporating use and development standards and Codes are those matters to be addressed and considered in the assessment of the application.</i></p>

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

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.

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 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: Director Development Services

8.1 2-4 Invermay Road, Invermay - Educational and Occasional Care - Construction of a New Building Including Demolition ...(Cont'd)

ATTACHMENTS:

1. Locality Map (*electronically distributed*)
 2. Plans to be Endorsed - Combined Architectural Plans and Drawings (*electronically distributed*)
 3. Plans to be Endorsed - Services Coordination Plan - Sheet 1 (*electronically distributed*)
 4. Plans to be Endorsed - Services Proposed Connections (*electronically distributed*)
 5. Plans to be Endorsed - Services Proposed Gas Sewer (*electronically distributed*)
 6. Landowners Consent (*electronically distributed*)
 7. Development Application (*electronically distributed*)
 8. Development Application UTAS Building 3 (*electronically distributed*)
 9. Planning Application and Demolition (*electronically distributed*)
 10. Planning Response Letter (*electronically distributed*)
 11. Flood Emergency Management Plan (*electronically distributed*)
 12. Flood Study Report (*electronically distributed*)
 13. Request Further Information - Flood Study Report (*electronically distributed*)
 14. GES - Contamination Management Plan (*electronically distributed*)
 15. GES -Environmental Site Assessment (*electronically distributed*)
 16. Arboricultural Assessment - Inveresk Poplars (*electronically distributed*)
 17. Inveresk Heritage Impact Statement (*electronically distributed*)
 18. Concept Servicing Plan (*electronically distributed*)
 19. Existing Services Plan (*electronically distributed*)
 20. Inveresk Conservation Management Plan Final June 2019 (*electronically distributed*)
 21. Folio Text, Plan and Schedule of Easements (*electronically distributed*)
 22. Traffic Impact Assessment (*electronically distributed*)
 23. Response to Request Further Information Midson Traffic (*electronically distributed*)
 24. TasWater SPAN (*electronically distributed*)
 25. Representations (*electronically distributed*)
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8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms)**FILE NO:** DA0370/2019**AUTHOR:** Iain More (Town Planner)**DIRECTOR:** Leanne Hurst (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:	Commercial Project Delivery
Property:	23 Lawrence Street, Launceston
Zoning:	Commercial
Receipt Date:	31/07/2019
Validity Date:	7/08/2019
Further Information Request:	08/08/2019
Further Information Received:	19/08/2019
Deemed Approval (extended):	17/10/2019
Representations:	24

STANDARDS REQUIRING COUNCIL DISCRETION

23.3.2 Emissions impacting sensitive uses
E13.6.11 Driveways and parking
E13.6.8 Roof form and materials
E13.6.9 Wall materials
E2.5 Use Standards

RECOMMENDATION:

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 DA0370/2019 - Sport and Recreation - Change of use to a fitness studio at 23 Lawrence Street, Launceston - Gunners Arms 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 Manager City Development unless modified by a condition of the Permit:

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

- a. Location Plan, prepared by Apogee Design, Drawing No. A01-04, dated Tuesday 30 July 2019;
- b. Site Plan, prepared by Apogee Design, Drawing No. A03-03, dated Tuesday 30 July 2019;
- c. Demolition Plan, prepared by Apogee Design, Drawing No. A05-01, dated Tuesday 30 July 2019;
- d. Floor Plan, prepared by Apogee Design, Drawing No. A06-01, dated Tuesday 30 July 2019;
- e. Furniture Floor Plan, prepared by Apogee Design, Drawing No. A07-03, dated Tuesday 30 July 2019;
- f. Elevations - North and South, prepared by Apogee Design, Drawing No. A09-02, dated Tuesday 30 July 2019;
- g. Elevations - West, prepared by Apogee Design, Drawing No. A01-01, dated Tuesday 30 July 2019;
- h. Noise Emission Assessment, prepared by Tarkarri Engineering, Ref: 5302_AC_R_R1, prepared by Tarkarri Engineering, dated 19 August 2019; and
- i. Preliminary Site Investigation, Project No. 6775, prepared by Environmental Service & Design, dated July 2019.

2. ASSOCIATED USES

The use is only able to operate whilst all titles comprised within the application remain in single ownership so all car parking remains available for all uses on site.

3. NOISE

The use must not cause unreasonable nuisance or loss of amenity to adjoining sensitive uses. Prior to the use commencing:

- a. A noise management system must be installed and demonstrated to be functioning effectively to the satisfaction of the Manager City Development. In order to demonstrate this, noise measuring equipment must be installed and the sound system operational;
- b. Certification must be provided from Tarkarri Engineering that all recommendations within the endorsed noise emission assessment have been complied with;
- c. Double glazing must be installed on all glass windows and doors; and
- d. All windows and doors must be closed for the duration of each class, with the exception of persons exiting and entering the premises.

4. CLASS SIZE LIMITATIONS

Classes are restricted to a maximum of 30 participants at any one time.

5. CAR PARKING

Prior to the commencement of the use, a car parking layout plan is to be provided and endorsed by the Manager of City Development. The plan must:

- a. Dedicate 11 car parking spaces located in the southern car park for the fitness studio use during its operating hours;
-

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

- b. Demonstrate appropriate signage for the gym and hotel use on site, including hours each car park is permitted to be utilised; and
- c. Location of a permanent, or semi-permanent loading bay.

6. BICYCLE PARKING

Five bicycle spaces must be provided for the use outside of the building, and constructed in accordance with the relevant Australian Standard.

7. SIGNAGE

No signage is approved as part of this application. Any future signage will require approval via a new discretionary development application.

8. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land.

9. EXTERIOR AND SECURITY LIGHTING

Exterior and security lighting must be designed, baffled and located so that no direct light is emitted outside the property boundaries.

10. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:

Monday to Friday - 7.00am to 6.00pm

Saturday - 8.00am to 5.00pm

No works on Sunday or Public Holidays

11. BUSINESS HOURS

The operation of the fitness studio for classes must be confined to:

Monday to Friday:

- 5.15am - 10.15am; and
- 4.00pm - 8.00pm

Saturday:

- 5.15am - 10.15am

Sunday:

- 8.00am - 10.00am

12. 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 be maintained:

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

- a. To such levels that they can be used in accordance with the plans;
- b. With an impervious all weather seal;
- c. With drainage to prevent stormwater being discharged to neighbouring property;
- d. With line-marking 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.

13. DAMAGE TO COUNCIL INFRASTRUCTURE

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

14. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

The explicit permission of Technical Services is required prior to undertaking works where the works:

- a. require a road or lane closure;
- b. require occupation of the road reserve for more than one week at a particular location;
- c. are in nominated high traffic locations; or
- d. involve opening or breaking trafficable surfaces.

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

15. 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.

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

16. AMENITY

The construction of the development permitted by this permit must not adversely affect the amenity of the site and the locality by reason of the processes carried on; the transportation of materials, goods or commodities to or from the subject land; the appearance of any buildings, works or materials; the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; the presence of vermin or otherwise.

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
Occupancy permit required for new or altered habitable buildings - Pursuant to section 216 of the Building Act 2016, it is recommended that a licensed building surveyor be consulted to determine if an occupancy permit is required for the building before the building or a part of the building can be, or can continue to be, occupied.
- 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 DA0370/2019. 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:*
- The 14 day appeal period expires; or*
 - Any appeal to the Resource Management and Planning Appeal Tribunal is withdrawn or determined; or*
 - Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
-

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

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.

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.

H. *Noise Nuisance*

*Noise Nuisance is regulated under the Environmental Management and Pollution Control Act 1994. Please note that if complaints are received and verified, you will be required to implement measures to eliminate the nuisance. **Noise Nuisance (1)***

Use of the north-facing car park adjacent to 17 Lawrence Street is prohibited between the following hours:

Prior to 7.00am Monday - Saturday

Prior to 10.00am Sunday

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

*As per recommendations specified in acoustic report dated 19 August by Tarkarri Engineering. **Noise Nuisance (2)***

*All operable panels must remain closed during the following hours of use:
Prior to 7.00am Monday - Saturday
Prior to 10.00am Sunday*

*As per recommendations specified in acoustic report dated 19 August by Tarkarri Engineering. **Noise Nuisance (3)***

Reverberant noise levels in the F45 Training area must not exceed 85dBA and 90dBC on a 1minute Leq basis, as per recommendations specified in acoustic report dated 19 August by Tarkarri Engineering.

REPORT:**1. THE PROPOSAL**

It is proposed to change the use of an existing bottle-shop to a class focused fitness centre run by F45. The fitness centre will have a floor area, including studio, showers and storage area, of 270m². Only 233m² of this area will be available to the public. This also includes a 19.59m² extension to include an entry and waiting area.

The F45 fitness studios typically hold classes in the early morning and early evening and are closed during the day. The proposed hours of operation are:

- 5.00am -10.00am - Monday - Saturday - five to six classes
- 4.00pm - 8.00pm - Monday - Friday - four to five classes
- 8.00am -10.00am - Sunday - three classes

The only way customers can attend an F45 gym is to attend a class which run from 45 minutes - 1 hour. Depending on class sizes there are typically two-three staff members in attendance at each class and class sizes are around 27.

The proposal will also include the redevelopment of the car parking area with a total of 30 car parks proposed, including three disability parking bays.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located at 23 Lawrence Street, Launceston, is a flat corner lot consisting of five titles, the sites size is 2,254.2m² and is zoned Commercial. There are three existing accesses to the site - two via Lawrence Street and one via Cimitiere Street. The site

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

contains a single building containing a hotel, bottle-shop, and car park. The site contains expected commercial vegetation and is connected to all reticulated services. It is located on the local and state heritage registers.

Adjoining the site to the north, and an area that stretches for five titles, are single and multiple dwelling developments. The next title north beyond that is the car park for the hardware store, and a public 'Care' park. Beyond that title is Boland Street and the river.

Adjoining the site to the east is Becks Mitre 10, a large hardware store. This also includes customer and public car parking. Directly south opposite the site over Cimitiere Street are terraced houses, single, and multiple dwellings. Diagonally south west opposite the intersection is City Park.

West of the subject site is a vacant commercial building with a large car park, and further west along Cimitiere Street is a car wash and museum. Beyond them on the same city block is a large commercial public car park. On the western side of Lawrence Street are two dwellings and a food premises.

The character of the area cannot be defined as residential. It is a commercially mixed use area, with open space, and residential uses.

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>Consistency with the zone purpose has been achieved. The proposal is for a permissible use within the zone that supports the activity centre hierarchy.</p>

23.3 Use Standards

23.3.1 External storage of goods

<p>Objective:</p> <p>To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.</p>
<p>Consistent</p> <p>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.</p>

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<p>Complies No external storage of goods and materials, or waste will be visible from a public road.</p>

23.3.2 Emissions impacting sensitive uses

<p>Objective: To ensure that emissions to air, land and water are not detrimental to the amenity of sensitive uses.</p>
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<p>Consistent Consistency with the objective has been achieved as the proposal ensures that emissions to air, land and water are not detrimental to the amenity of sensitive uses.</p>

<p>A1 Uses must be set back from the site of a sensitive use a distance of no less than 100m.</p>

<p>Relies on Performance Criteria As the proposed use is located within 100m of a sensitive use, reliance on the performance criteria is required.</p>

<p>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.</p>
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<p>Complies To help address the provision, the applicant provided a Noise Emission Assessment, prepared by Tarkarri Engineering, Ref: 5302_AC_R_R1, dated 19 August 2019. An assessment of the criteria is discussed below.</p>
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<p>The use must not adversely impact on the amenity of nearby sensitive uses, having regard to: (a) the nature of the proposed use. The F45 fitness studios typically hold classes in the early morning and early evening and are closed during the day. The proposed hours of operation are:</p> <ul style="list-style-type: none"> • 5.00am -10.00am - Monday - Saturday - six classes • 4.00pm - 8.00pm - Monday - Friday - five classes • 8.00am -10.00am - Sunday - three classes

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The gym does not operate as a standalone gym where patrons can work out by themselves or with personal trainers. Customers to the F45 style gym, can only utilise the facility if attending a class, which runs from 45 minutes to 1 hour in duration. Depending on class sizes there are typically two-three staff members in attendance at each class, with class sizes are around 27.

Assessment of the proposal acknowledges the general nature of the class sizes, and has recommended a condition that a maximum class size of 30 patrons be accepted at any one class.

As such, the nature of the fitness centre is typical for such class type gyms, which run classes back to back in quick succession, instead of an unaccompanied gym where there is no control on the number of patrons attending. Considering this, the gym is able to be monitored and its impacts understood more clearly than an unaccompanied gym.

Whilst a 5.00am start time may seem early, it is not unusual for gyms to commence operation at such a time. It allows for patrons to arrive and utilise the facility prior to work. The same reasoning applies to being open until 8.00pm, where patrons are able to utilise the gym past normal working hours. Notwithstanding, a condition has been recommended that morning classes operate between 5.15am and 10.15am to help alleviate concerns.

It has already been acknowledged that there are sensitive uses within a close proximity to the premises, however, a gym is not an incompatible use with sensitive uses, and due to its operational characteristics, will not adversely impact on the amenity of nearby sensitive uses.

(b) the characteristics of the emissions.

The main emissions from the use will be noise and light and are discussed below.

Noise:

Noise will be generated from classes, including amplified music and patrons, as well as noise from vehicles, including arriving, departing, and associated noises such as engines starting, and doors opening and closing.

With regard to vehicles entering the property outside of normal business hours, the provided noise report has stated:

Tarkarri Engineering recommends that prior to 0700 hrs on Monday to Saturday and prior to 1000 hrs on Sundays, the carpark off Lawrence St on the northern side Gunners Arms Tavern isn't utilised and rather the carpark on the corner of Lawrence St and Cimitiere St. This would minimise the potential for noise generated by patron arrivals to impact surrounding residential uses with a maximum distance to receivers achieved and an already existing relatively high

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transient noise environment resulting from traffic on Cimitiere St.

The northern side car park contains a total of 13 car parking spaces, including two spaces for persons with a disability. The southern side car park contains 17 car parking spaces.

An assessment of car parking spaces and requirements has been undertaken in clause E6.5.1. In order to ensure vehicles entering the site have minimal impact on sensitive uses, a condition has been recommended that dedicated parking spaces be provided for each use on site. This will include the 11 car parking spaces required for the gym use be located within the southern car park during operating hours, whilst the remaining 29 car parking spaces be dedicated to the existing hotel use, including the northern side car park. This will be through a car parking layout plan that will also require appropriate signage for the car parks and operating times, to be endorsed prior to the operation of the use.

It is acknowledged that whilst there are still sensitive uses opposite the site on Cimitiere Street, being further away from the site and being on a highly trafficked signalled intersection, it is considered that this is an acceptable outcome that will reduce any impact to sensitive uses.

With regard to the amplified music, the noise report has stated that predicted noise levels at the sensitive use sites will be well below the measured background levels.

Considering the above, the proposal has demonstrated that due to the characteristics of the use and its emissions, the use will not adversely impact on the amenity of nearby sensitive uses.

Light:

There is potential that any new lighting may have an impact on nearby sensitive uses, especially in the early mornings and in winter when it is still dark in the early evenings. No new lighting was proposed as part of this development, however, a condition has been recommended that security lighting be permitted so long as it does not cause nuisance to surrounding properties.

There is also concern that lights from vehicles entering and exiting the property will cause nuisance. The dedication of the southern car park for the gym use during the early hours will alleviate this concern for the residences located in Lawrence Street. With regard to the Cimitiere Street residences, it is considered that there is sufficient distance and screening to alleviate lighting concerns.

(c) the proximity and number of sensitive uses in the area.

There are approximately 40 dwellings or units within a 100m radius of the site. Of greatest concern are the eight residences along Lawrence Street, and the residences

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immediately opposite the site along Cimitiere Street. The residences to the east are buffered by the Becks Mitre 10 hardware store.

Whilst acknowledging the proximity and number of nearby residences, consideration is brought back to the character of emissions and area. The area is of a mixed use nature, and the site is located in a Commercial zone. As will be discussed further in this clause, there are mitigation measures that are recommended to be developed to ensure that the amenity of nearby sensitive uses are retained. Furthermore, and as previously discussed, the re-arrangement of dedicated parking for the gym use will ensure that the closest sensitive uses are not adversely impacted.

(d) the topography of the site.

The site is flat and as such it is not considered the topography will play a role in impacting on the amenity of nearby sensitive uses.

(e) the background levels.

The noise report provided details on the background levels of noise and the impact the use will have on sensitive uses.

The report stated that ambient noise conditions were obtained, and then compared against predicted environmental noise from the propose use. Predicted noise levels are proposed to be below the measured background levels.

The report was prepared and signed off by a suitably qualified acoustic engineer.

(f) any mitigation measures proposed.

The noise report provided recommendations to ensure there is no adverse impact on sensitive uses. These included:

- *Operable panels in the upper windows in the northern and southern facades of the proposed premises should be remain closed during early operations (i.e. prior to 7000 hrs Monday to Saturday and prior to 1000 hrs on Sundays). After these times it is expected that background noise levels would increase as traffic flows increase in the area and noise breakout through open windows wouldn't have significant impact.*
- *Reverberant noise levels in the F45 Training area of the proposed development should not exceed 85dBA and 90dBC on a 1-minute Leq.*

Conditions have been recommended that prior to the use commencing the recommendations of the report be implemented. A further condition is recommended that prior to the commencement of use, noise measuring equipment must be installed and utilised on site to the satisfaction of Manager City Development, to ensure there is no unreasonable impact to surrounding uses.

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As these recommendations have been suggested by a qualified acoustic engineer, it is considered that they will ensure there is no adverse impact on adjoining sensitive uses.

(g) the character of the surrounding area.
 The character of the area is that of a mixed use nature.

Adjoining the site to the north, and an area that stretches for five titles, are single and multiple dwelling developments. The next title north beyond that is the car park for the hardware store, and a public care park. Beyond that title is Boland Street and the river.

Adjoining the site to the east is Becks Mitre 10, a large hardware store. This also includes customer and public car parking.

Directly south opposite the site over Cimitiere Street are terraced houses, single, and multiple dwellings.

Diagonally south west opposite the intersection is City Park.

West of the subject site is a vacant commercial building with a large car park, and further west along Cimitiere Street is a car wash and museum. Beyond them on the same city block is a large commercial public car park. On the western side of Lawrence Street are two dwellings and a food premises.

The character of the area cannot be defined as residential. It is a commercially mixed use area, with open space, and dwellings.

Conclusion:
 The application documents and an assessment against the performance criteria has resulted in a use that is able to operate without detrimental impact to the amenity of nearby sensitive uses.

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

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.

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<p>Complies The redevelopment will have a maximum building height of 5.32m.</p>
<p>A2 Setback from a frontage must be: (a) no less than 5.5m; or (b) no less than the setback of an adjoining building.</p>
<p>Complies The development will be setback approximately 18.5m to Lawrence Street and 25.8m to Cimitiere Street.</p>
<p>A3 Buildings can be built up to the side and rear boundaries.</p>
<p>Complies The development will be built to the north eastern side boundary.</p>
<p>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.</p>
<p>Complies The site shares a boundary with the Inner Residential Zone to the north west. The development is setback 15.87m from this boundary.</p>
<p>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.</p>
<p>Complies The facade and new entrance will be clearly visible and accessible from a road and for pedestrians and persons with a disability.</p>

23.4.2 Streetscape

<p>Objective: To ensure that development has an acceptable impact on the streetscape.</p>
<p>Consistent</p>
<p>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.</p>
<p>Complies The external walls will be constructed in a mix of brick and cement sheeting.</p>
<p>A2 Car parking must not be located within 3m of the frontage.</p>

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Complies

There are nine parking spaces within 3m of a frontage. However, these car parks are existing. New car parking spaces are located further than 3m from any frontage.

E2.0 Potentially Contaminated Land Code

E2.1 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

Consistency with the code purpose has been achieved as the proposal ensures any potential contamination does not adversely impact on human health or the environment.

E2.5 Use Standards

Objective:

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

Consistent

Consistency with the objective has been achieved as the proposal ensures the land is suitable for the intended use.

A1 The Director, or a person approved by the Director for the purpose of this Code:

- (a) certifies that the land is suitable for the intended use; or
- (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.

Relies on Performance Criteria

As the director, not an approved person, has certified the land is suitable for the intended use, the proposal is reliant on the performance criteria.

P1 Land is suitable for the intended use, having regard to:

- (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 or the environment that includes:
 - (i) an environmental site assessment;
 - (ii) any specific remediation and protection measures required to be implemented before any use commences; and
 - (iii) a statement that the land is suitable for the intended use.

Complies

The applicant provided a Preliminary Site Investigation, Project No. 6775, prepared by Environmental Service and Design, dated July 2019 to help in the assessment of the code. The report looked at surrounding potential contamination and it concluded that there is low risk and no increased risk to potential receptors, complying with the performance criteria.

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E2.6 Development Standards

E4.0 Road and Railway Assets Code

E4.1 The purpose of this provision is to:

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

Consistent

Consistency with the code purpose has been achieved as the proposal protects the safety and efficiency of the road network and reduces conflicts between the use and sensitive uses.

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

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.

Complies

The application documents provided traffic generation information. It is noted the below figures have been taken as an average, noting that like any use, there is potential for fluctuations in actual usage.

The applicant utilised *Guide to Traffic Generating Developments (2002)* to determine traffic movements, with a gym generating 45 vehicle trips per 100m² gross floor area. As the gym has a total of 270m² gross floor area, expected generated trips are approximately 122 movements per day.

This is compared to a bottle-shop use, which has the potential to generate approximately 300 vehicle movements per day.

The existing hotel use also needs to be taken into consideration, generating approximately 60 trips per day based on the gross floor area. As the floor area of the hotel is 410m², there are approximately 246 vehicle movements per day.

Therefore, the existing movements per day for the existing use is approximately 546 vehicle movements. The proposed use, along with the existing hotel use, will generate approximately 367 vehicle trips per day.

As per the acceptable solution, 20% of the existing vehicle movements per day is 109 vehicles movements. As the proposed use will result in an approximate reduction in vehicle movements by 179, based on the application documents, the proposal complies with the acceptable solution.

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E4.6 Development Standards

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

Consistency with the code purpose has been achieved as the proposal ensures there is appropriate parking and access for the uses on site.

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

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.

Complies

There are currently 27 car parking spaces on site that serve two existing uses, being a hotel and bottle-shop. The proposal will result in 30 car parking spaces on site, serving two uses, being a hotel and fitness centre.

To ensure there is adequate parking for both uses on site, an assessment of the required parking for the gym use as well as parking for the hotel use has been undertaken.

It is noted that the hotel use has been operating since the late 1800s. The latest approval over the site was for an extension to the hotel use for an outdoor deck area. The hotel currently leases all parking spaces on site for its use, however, there is no formal approval in place dedicating those car parking spaces to the hotel use.

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Bottle Shop

Required: Six queuing spaces for drive-through.

Six spaces are existing for the use.

Hotel

Required: One space per 20m² of floor area available to the public.

A review of the hotel refurbishment plans was undertaken to understand the total floor area of the hotel. The available floor space was based on plans submitted to Council upon the redevelopment of the hotel due to fire damage. The floor area is calculated on the area available to the public, not the building envelope which contains areas for staff.

The ground level has a total of 190.5m² available to the public, and the upstairs component has 205.52m². This results in a total floor area available to the public of 396.02m². Noting that 90% of the requirement meets the acceptable solution, a total of 18 spaces are required.

Fitness Centre

Required: One space per 20m² of floor area available to the public.

The gym has 253.91m² of floor area available to the public, noting that this excludes the 17m² storage area as shown on the plans. As 90% of the requirement meets the acceptable solution, a total of 11 spaces are required.

Total:

As such, a total of 29 car parking spaces are required to be provided on site to meet the needs of the use, in accordance with the requirements of the scheme. The development has complied with this by providing 30 spaces.

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

Three accessible parking spaces are available, in accordance with Part D of the NCC.

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

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.

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Complies

Table E6.1 requires that 1 space per 50m² of gross floor area. The fitness centre has 270m² of gross floor area. Therefore, five spaces are required to be provided. The applicant has stated that these spaces will be located on the eastern wall. Whilst not reflected in the plans, a condition has been recommended that prior to the use commencing, the bicycle parking be constructed.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective:

To ensure that parking areas are constructed to an appropriate standard.

Consistent

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.

Complies

All parking, access ways, manoeuvring and circulation spaces have a gradient of less than 10%, formed and paved, and able to drain to a public stormwater system.

E6.6.2 Design and layout of parking areas

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.

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Complies
 All car parks, access ways and circulation spaces will be compliant with the applicable Australian Standard, be paved and formed and have a gradient of less than 10%.

E6.6.3 Pedestrian access

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

Consistent
 Consistency with the objective has been achieved as the proposal ensures pedestrian access is provided in a safe and convenient manner.

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
 As no dedicated footpath is proposed, reliance on the performance criteria is required.

P1 Safe pedestrian access must be provided within car parks, having regard to:
 (a) the characteristics of the site;
 (b) the nature of the use;
 (c) the number of parking spaces;
 (d) the frequency of vehicle movements;
 (e) the needs of persons with a disability;
 (f) the location and number of footpath crossings;
 (g) vehicle and pedestrian traffic safety;
 (h) the location of any access ways or parking aisles; and
 (i) any protective devices proposed for pedestrian safety.

Complies
 The site is established, with shared pedestrian access through the existing crossovers. New parking bays will have pedestrian access to the fitness centre, and accessible parking bays are directly adjacent to the entrance to the building. At a minimum there is a 10m distance between car parking spaces within the southern car park to facilitate pedestrian access. The car park will operate in its existing manner, ensuring pedestrians are able to access car parks and walk safely to the use. The proposal, therefore complies with the performance criteria.

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E6.6.5 Bicycle facilities

Objective: To ensure that cyclists are provided with adequate facilities.
Consistent
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.
Complies Shower and change room facilities are provided for the bicycle spaces.

E6.6.6 Bicycle parking and storage facilities

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.
Consistent
A1 Bicycle parking and storage facilities for uses that require five or more bicycle spaces by Table E6.1 must: (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.
Complies The bicycle facilities are located within the gym building, will be easily accessible and adequately lit.
A2 Bicycle parking spaces must: (a) have minimum dimensions of: (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.
Complies The bicycle spaces will comply with the relevant Australian Standard.

E13.0 Local Historic Cultural Heritage Code

E13.1 The purpose of this provision is to: (a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; (b) encourage and facilitate the continued use of these places; (c) encourage the maintenance and retention of buildings and places of assessed
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<p>historic cultural heritage significance; and (d) ensure that development is undertaken in a manner that is sympathetic to, and does not detract from, the historic cultural heritage significance of the places and their settings.</p>
<p>Consistent Consistency with the code purpose has been achieved as the proposal protects and enhances the historic significance of the site and area.</p>

E13.6 Development Standards
 E13.6.8 Roof form and materials

<p>Objective: To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p>Consistent Consistency with the objective has been achieved as the proposal ensures that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p>A1 No acceptable solution.</p>
<p>Relies on Performance Criteria</p>
<p>P1 Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant roofing style and materials in the setting; and (d) the streetscape.</p>
<p>Complies There will be no changes to the existing roof of the building. The roof of the small extension will have a minimal impact on the streetscape, as it is designed to be sympathetic to the existing building. The roof is to be finished in Longline roof sheeting in night sky colour, and will therefore not dominate the area and maintain the heritage significance, complying with the performance criteria.</p>

E13.6.9 Wall materials

<p>Objective: To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p>Consistent Consistency with the objective has been achieved as the proposal ensures that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p>A1 No acceptable solution.</p>
<p>Relies on Performance Criteria</p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

<p>P1 Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to:</p> <ul style="list-style-type: none"> (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant wall materials in the setting; and (d) the streetscape.
<p>Complies</p> <p>The walls of the extension will be finished in Easylap cladding and finished in Colourbond Basalt, and also include existing brick and cement. The proposal was referred to Council's heritage planner for consideration who provided the following response:</p> <p><i>The works lie largely within the existing building envelope, and even the elements which will be visible from public areas should not have any detrimental impact to the more significant structure on the site, or the surrounding streetscapes.</i></p> <p><i>The additional building form is well set back from the street frontages, is of a relatively small scale, and the colours appear to have been selected to recede from the existing hotel building and larger streetscape views.</i></p> <p>The Tasmanian Heritage Council provided a certificate of exemption, stating: <i>The works have no impact on heritage fabric and conform to the exempt criteria described in the Works Guidelines Section 9.3 Works to non-significant structures.</i></p> <p>As such, the works are compatible with the historical significance of the place and complies with the performance criteria.</p>

E13.6.11 Driveways and parking

<p>Objective:</p> <p>To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.</p>
<p>Consistent</p> <p>Consistency with the objective has been achieved as the proposal ensures that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.</p>
<p>A1 Car parking areas for non-residential purposes must be located behind the primary buildings on the site.</p>
<p>Relies on Performance Criteria</p> <p>Whilst the majority of the car parking is existing, there are three new parking spaces in front of the building to the north east. Therefore, reliance on the performance criteria is required.</p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

<p>P1 Driveways and car parking areas for non-residential purposes must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to:</p> <ul style="list-style-type: none"> (a) the cultural heritage values of the local heritage place and setting; (b) the loss of any building fabric; (c) the removal of gardens or vegetated areas; (d) parking availability in the surrounding area; (e) vehicle and pedestrian traffic safety; and (f) the streetscape.
<p>Complies The proposed new car parking spaces will have no impact on the heritage significance of the site. Their location is within an area that was previously utilised at a queuing space for the bottle-shop use, and as such will maintain the existing fabric of the site, complying with the performance criteria.</p>

4. REFERRALS

REFERRAL	COMMENTS
	INTERNAL
Infrastructure Services	Conditional consent provided.
Environmental Health	Conditional consent provided.
Heritage/Urban Design	<p>The Tasmanian Heritage Council has issued a Certificate of Exemption as <i>'The works have no impact on heritage fabric and conform to the exempt criteria described in the Works Guidelines Section 9.3 Works to non-significant structures'</i>.</p> <p>The works lie largely within the existing building envelope, and even the elements which will be visible from public areas should not have any detrimental impact to the more significant structure on the site, or the surrounding streetscapes.</p> <p>The additional building form is well set back from the street frontages, is of a relatively small scale, and the colours appear to have been selected to recede from the existing hotel building and larger streetscape views. Therefore, it is considered that the proposal complies with all the relevant clauses of the Local Historic Cultural Heritage Code.</p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

	<p>There is no signage currently proposed as part of the documents submitted and it is envisioned that if the use and development is approved, that signage will follow.</p> <p>Therefore, it is recommended that a note be included with any Planning Permit issued which outlines that any signage approved for the approved business will require approval via a new discretionary development application.</p>
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	N/A
State Growth	N/A
TasFire	N/A
Tas Heritage Council	The Tasmanian Heritage Council provided a Certificate of Exemption on 1 August 2019. The certificate stated that the works have no impact on the heritage fabric and conform to the exempt criteria for no-significant structures.
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 24 August to 8 September 2019. Twenty-four representations were received.

A representor meeting was held on Friday, 27 September 2019.

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.

<p>Issue 1: F45 gyms are characterised by loud music. The amplified music will cause a nuisance to surrounding residents, and the area in general.</p>
<p><i>Response:</i> <i>Whilst understood, the proposal will produce amplified music, a noise report has been provided that concludes the noise generated from the use will not adversely impact on</i></p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

<p><i>the nearby sensitive uses. Conditions have been imposed that require a demonstration of the performance of noise management method prior to the operation of the use.</i></p>
<p>Issue 2: It has been stated that the door and windows on the extension will remain shut until 7.00am when the use commences. However, there is no guarantee of this, and if running like the gym does now, the doors or windows may remain open the whole time.</p>
<p><i>Response:</i> <i>A condition has been recommended that all windows must be shut for the duration of all classes. If windows are left open the use will be in violation of the permit and enforcement procedures may occur.</i></p>
<p>Issue 3: The hours of operation will cause further nuisance to the nearby residents.</p>
<p><i>Response:</i> <i>The hours of operation are typical for gyms by capturing patrons before and after work. It has been demonstrated in the assessment of the application that the operating hours will not adversely impact on the amenity of nearby residents.</i></p>
<p>Issue 4: People arriving by car early in the morning, lights from vehicles, doors opening and closing, and general chatter has not been taken into account.</p>
<p><i>Response:</i> <i>The arrival of early morning vehicles and associated noise has been taken into account in the assessment of the application. As the northern car park will not be utilised, it has been considered that the impact will be greatly reduced to sensitive uses on Cimitiere Street.</i></p>
<p>Issue 5: If approved, archaeology tests should be carried out as the hotel has been there since 1880.</p>
<p><i>Response:</i> <i>Archaeology tests do not form part of the assessment requirements under the planning scheme.</i></p>
<p>Issue 6: There is not enough car parking on site to accommodate the use. This is especially true when a class finishes and another class commences.</p>
<p><i>Response:</i> <i>An assessment of the car parking requirements has been undertaken. It has been determined that there is sufficient on-site car parking to meet the acceptable solution under Clause E6.5.2 of the planning scheme.</i></p>
<p>Issue 7: The increase in vehicle access to the site will impact on safety of the road and pedestrians.</p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

<p><i>Response:</i> An assessment against the road and railway assets code has determined that the increase of vehicles to and from the site will maintain the safety of the existing accesses.</p>
<p>Issue 8: How will parking work for both uses on site? The hotel currently utilises the entire car park on busy afternoons. If a new high intensity use such as gym begins to operate, there will not be enough parking on site for both uses.</p>
<p><i>Response:</i> The planning scheme does not require parking to meet the maximum number of vehicles that can possibly use the site, instead it sets a reasonable limit. It is acknowledged this may not be sufficient in times of extremely high demand. Furthermore, there is no formal approval in place dedicating the existing car parking spaces to the hotel use. It has been determined that the proposal meets the car parking requirements for both uses under the scheme. Furthermore, there is an existing public car park located 63m to the north of the site that can be utilised.</p>
<p>Issue 9: The figures relating to bottle-shop traffic are vastly overestimated in comparison to the current bottle-shop on site which has low traffic.</p>
<p><i>Response:</i> Assessment on traffic movements was taken as a count for bottle-shops in general.</p>
<p>Issue 10: Is there any signage or lighting proposed as part of this development?</p>
<p><i>Response:</i> No signage is proposed as part of this development, however a condition has been recommended for security lighting to be permitted so long as it does not cause nuisance to adjoining properties.</p>
<p>Issue 11: F45 is already advertising the Gunners Arms Tavern as their business place.</p>
<p><i>Officer Response:</i> The planning scheme does not intervene with online advertisement.</p>
<p>Issue 12: If approved the gym will destroy the ambiance of the surrounding heritage area.</p>
<p><i>Officer Response:</i> The proposal is for a permissible business use in a commercial zone. It has been demonstrated that the use has the ability to work with surrounding residential uses.</p>
<p>Issue 13: It is unclear if the windows on the proposed extension will be glazed, or double glazed, left open, or closed.</p>
<p><i>Response:</i> A condition has been recommended that the windows are to remain shut during classes, and double glazing is proposed on all glass panels as an imposed condition.</p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

<p>Issue 14: There is an inaccuracy regarding the bottle shop parking requirements as well as the fitness centre actual attendance.</p>
<p><i>Response:</i> The bottle shop parking requirements were assessed and calculated under the parking code. The application can only be assessed on the information provided, including the number of patrons per class. This has been reflected in a recommended condition limiting class sized.</p>
<p>Issue 15: The floor area of the hotel is incorrect, which has a flow on effect against the number of car parking spaces required.</p>
<p><i>Response:</i> The available floor space was based on plans submitted to Council upon the redevelopment of the hotel due to fire damage. The floor area is calculated on the area available to the public, not the building envelope which contains areas for staff.</p>
<p>Issue 16: The acoustic report does not consider the full range of activities available under the sport and recreation use class, and it only simulates the F45 fitness class.</p>
<p><i>Response:</i> The acoustic report was undertaken by a qualified professional and has been accepted in the assessment of the application.</p>
<p>Issue 17: The proposal does not meet Clause 23.3.2 of the scheme which states discretionary uses are not detrimental to the amenity of sensitive uses.</p>
<p><i>Response:</i> An assessment of Clause 23.3.2 was undertaken where it was considered that the use does not adversely impact on the amenity of nearby sensitive uses.</p>
<p>Issue 18: Incorrect advertising dates were placed in the paper (18/09/2019), whilst online and adjoining notices stated the 16/09/2019. Therefore, advertising has not been undertaken in accordance with the act and required re-advertising.</p>
<p><i>Response:</i> The advertising period was extended until 25/09/2019 to ensure sufficient time was made for persons wanting to make a representation.</p>
<p>Issue 19: The extension is not compatible or in harmony with the existing streetscape.</p>
<p><i>Response:</i> An assessment by Council's Heritage Planner has stated the works lie largely within the existing building envelope, and even the elements which will be visible from public areas should not have any detrimental impact to the more significant structure on the site, or the surrounding streetscapes. Furthermore, the Tasmanian Heritage Council has stated the works have no impact on heritage fabric and conform to the exempt criteria described in the Works Guidelines Section 9.3 Works to non-significant structures.</p>

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

<p>Issue 20: The hours of operation will cause a nuisance, especially classes commencing at 5.00am which means patrons arriving earlier than that.</p>
<p><i>Response:</i> <i>An assessment of Clause 23.3.2 has determined that the use is able to operate without causing unreasonable amenity loss to surrounding sensitive uses.</i></p>
<p>Issue 21: Access for loading and unloading for the existing hotel use will now be impeded.</p>
<p><i>Response:</i> <i>It is acknowledged that the existing loading bay is to be removed. A recommended condition has required a new loading area be provided prior to the commencement of use.</i></p>
<p>Issue 22: Where are the bicycle parking spaces going to be located?</p>
<p><i>Response:</i> <i>Bicycle spaces will be located outside of the building, close to the entry.</i></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.

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.

8.2 23 Lawrence Street, Launceston - Sport and Recreation - Change of Use to a Fitness Studio (Gunners Arms) ...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015.

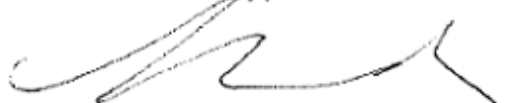
BUDGET & FINANCIAL ASPECTS:

Not 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: Director Development Services

ATTACHMENTS:

1. Locality Map (*electronically distributed*)
 2. Plans to be Endorsed (*electronically distributed*)
 3. Representations (*electronically distributed*)
 4. Applicant Response to Representations (*electronically distributed*)
-

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

Friday 4 October 2019

- Hosted a Civic function to mark 70th Anniversary of Soroptimist International (Launceston)

Saturday 5 October 2019

- Attended the Northern Tasmanian Football Associations Premier Division Best and Fairest dinner

Wednesday 9 October 2019

- Officiated at the opening of the Integrated Wellness Centre at Invermay

Friday 11 October 2019

- Attended the Rocherlea Football Club's Annual Dinner and Presentation

Saturday 12 October 2019

- Officiated at the opening of the Launceston Tramway Museum Track at Inveresk

Sunday 13 October 2019

- Officiated at the Probus Annual District Church Parade at Salvation Army Citadel

Monday 14 October 2019

- Officiated at *Live Music on the Move* at the Launceston General Hospital

Tuesday 15 October 2019

- Attended an Anti-Poverty Week function at Tramsheds
 - Chaired the Launceston Competition's Annual General Meeting
-

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

Wednesday 16 October 2019

- Officiated at a Seniors Morning Tea hosted by City of Launceston
 - Officiated at the opening of the new premises of the National Automobile of Tasmania's Museum
 - Attended *The Sapphires* at the Princess Theatre
-

10 COUNCILLOR'S REPORTS

(This item provides an opportunity for Councillors 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 COUNCILLORS**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.)

11.1.1 Councillors' Questions on Notice - Councillor A G Harris - Staff Parking for the Mowbray Marketplace Shopping Centre - Council Meeting - 3 October 2019**FILE NO:** SF2375**AUTHOR:** Leanne Viney (Administration Officer)**GENERAL MANAGER:** Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

The following question asked at Council on 3 October 2019 by Councillor A G Harris, has been answered by Leanne Hurst (Director Development Services).

Question:

1. How many staff parking spots were to be provided under the Development Application to build the Mowbray Marketplace shopping centre and the Target store?

Response:

Officers have reviewed approvals for the relevant properties and identified the following with regard to parking controls:

21 Vermont Road, Mowbray - Targets parking requirements are as follows: "All staff vehicles including vehicles associated with the operation on the use must be parked within the site and not on the street."

262 Invermay Road, Mowbray - Mowbray market place does not have planning conditions related to staff parking. It is worth noting that this shopping centre does not currently have a time limit advertised nor is it apparent that there is monitoring of the carpark.

It would appear both properties are operating within their permit conditions.

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.)

No Councillor's Questions Without Notice have been identified as part of this Agenda

12 COMMITTEE REPORTS**12.1 Launceston Access Advisory Committee Report - 26 September 2019****FILE NO:** SF0025**AUTHOR:** Tracey Mallett (Manager Community and Economic Development)**DIRECTOR:** Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To receive and consider a report from the Launceston Access Advisory Committee.

RECOMMENDATION:

That Council receives the report from the Launceston Advisory Committee Meeting held on 25 September 2019.

REPORT:

The Launceston Access Advisory Committee held its regular meeting on 26 September 2019.

The Committee was updated on the following:

- The Access Committee hopes that, with more frequent meetings, it can provide more strategic input in works as per the terms of reference. An instance of where this was not undertaken was the removal of some exercise equipment at Royal Park. Unfortunately the new equipment is not suitable for senior users (whereas the old equipment was appropriate for the older population keen on maintaining physical exercise in our public spaces). However, the whole Committee was most impressed with the new wheelchair accessible play equipment.
 - QVMAG is continuing the planning stage for making exhibitions more accessible and is seeking feedback. The next Access Advisory Group Meeting will be held at the Art Gallery to enable committee members to provide this feedback. This will include a walk around tour of the gallery.
 - An update on consultation for the Access Plan was provided, with the aim of having a draft ready for discussion at the December meeting. The Committee reinforced their desire for a commitment by City of Launceston to ensure information and communications provided on wayfinding, street signs, websites/technologies and advice on information critical for council planning is accessible in all forms.
-

**12.1 Launceston Access Advisory Committee Report - 26 September 2019
...(Cont'd)**

- The Committee provided advice on the proposed upgrade to traffic lights at the intersection of Invermay Road and Lindsay Street. Good discussion ensued and the Committee was appreciative of the opportunity, as it this is the true purpose of the Committee.
- Several updates were provided on forums and events that various Committee members had attended. As these are useful for a wide range of people to attend, it was agreed notifications would be sent via email in between Committee Meetings.

All attendees and agencies on behalf of their clients are encouraged to log requests with City of Launceston Customer Service for any issue that is a barrier to accessibility. The Committee was also reminded of the *Snap.Send.Solve* app which is accessible and is a simple way for logging issues with any Council or utility company.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

6.4% of the population of Launceston identify as needing help in their day-to-day lives due to disability. Council's commitment to this Committee, the revised Access Plan and support to agencies that provide this assistance is critical in ensuring that our community is inclusive to all.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 1: We connect with our community and our region through meaningful engagement, cooperation and representation.

10-Year Goal: To seek out and champion positive engagement and collaboration to capitalise on the major opportunities and address the future challenges facing our community and region.

Focus Area:

1. To develop and consistently utilise contemporary and effective community engagement processes.
-

**12.1 Launceston Access Advisory Committee Report - 26 September 2019
...(Cont'd)**

Strategic Priority 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.

Strategic Priority 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 Direction -

5. To offer equitable access to services and facilities, including the design of public spaces that are accessible and suited to all abilities.

Greater Launceston Plan Direction

To develop a socially inclusive Launceston where people feel valued, their differences are respected and their basic needs are met so they can live with dignity.

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: Director Development Services

13 COUNCIL WORKSHOPS**13.1 Council Workshop Report****FILE NO:** SF4401**AUTHOR:** Anthea Rooney (Committee Clerk)**DIRECTOR:** Louise Foster (Director Corporate Services)

DECISION STATEMENT:

To consider Council Workshops conducted since the last Council Meeting.

RECOMMENDATION:

That, pursuant to Regulation 2(c) of the *Local Government (Meeting Procedures) Regulations 2015*, Council notes the Council Workshops conducted since the last Council Meeting, for the purposes described:

Workshops conducted on 17 October 2019:

Regional Economic Development Plan

Councillors were provided with information regarding the Regional Economic Development Plan.

Mona Foma 2020 Final Program

Councillors were provided with a preview of the final 2020 Mona Foma program.

REPORT:

Regulation 2(c) of the *Local Government (Meeting Procedures) Regulations 2015* says that the Agenda of an Ordinary Council Meeting is to include the date and purpose of any Council Workshop held since the last Meeting.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

13.1 Council Workshop Report ...(Cont'd)

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

10-Year Goal: To ensure decisions are made in a transparent and accountable way, that effectively meet our statutory obligations, support quality services and underpin the long-term sustainability of our organisation.

Focus Areas:

2. To fairly and equitably discharge our statutory and governance obligations.


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.



Louise Foster: Director Corporate Services

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 Community Grants (Round 1) 2019/2020

FILE NO: SF6822

AUTHOR: Stephanie Berns (Grants and Sponsorship Officer)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider applications for Community Grants received in Round 1, 2019/2020.

RECOMMENDATION:

1. That the following organisations receive the recommended grant amounts:

Organisation	Project/Activity	Score	Requested \$	Recommended \$
Conservation Volunteers Australia (CVA)	Punchbowl Community Bushland Conservation	82%	\$5,000	\$5,000
Baptcare	Mental Health Support Groups	82%	\$1,000	\$1,000
Edmund Rice Services Limited (operating as Edmund Rice Camps Tasmania)	Edmund Rice Camps Northern Tasmania	77%	\$5,000	\$3,750
Young Leaders of Tasmania Ltd	Future Leaders All Abilities Program - Launceston	76%	\$5,000	\$3,750
Tamar Bicycle Users Group Inc.	Bike Week Launceston 2020	76%	\$2,000	\$1,500
Northern Suburbs Community Centre Inc	Permaculture Design Course for Community Resilience	74%	\$5,000	\$3,750
*RANT Arts	Level Up!	72%	\$5,000	\$3,750
Cancer Council	Cancer Wellness Program	68%	\$2,750	\$2,063
LGH Historical Committee	Artist in Residence, Health Streetscapes - Launceston General Hospital	68%	\$5,000	\$3,750

15.1 Community Grants (Round 1) 2019/2020 ...(Cont'd)

Organisation	Project/Activity	Score	Requested \$	Recommended \$
Envision Employment Services	Recycling for a Cause	57%	\$5,000	\$2,500
TOTAL			\$40,750	\$30,813
TOTAL AVAILABLE				\$35,000
TOTAL REMAINING FOR ROUND 2 2019/2020				\$4,187

* Lou Clark (External Assessment Panel Member) abstained from assessment of: RANT Arts - Level Up!

- That the following grant applications not be funded by Council as they received a score less than the recommended level for funding (ie. <50%)

Organisation	Project/Activity	Score	Requested \$	Recommended \$
Rotaract of Tamar Valley	Silent Disco	46%	\$1,000	\$0
The Shepherd Centre - for deaf children	Listen for Launceston – supporting children with hearing loss and their family from Launceston	45%	\$5,000	\$0
Integratedliving Australia Limited	Launceston Wellness Centre Programs	44%	\$4,500	\$0
Cancer Council Tasmania	Improve Your Long Game	39%	\$3,292	\$0

REPORT:

Organisation Applications

The Community Grants Assessment Panel assessed each application against the assessment criteria (detailed below).

Assessment Points

- Identifies a clear community need for the project;
- Outcomes directly benefit the Launceston Community;
- Outlines clear engagement and collaboration with the community and community participation;

15.1 Community Grants (Round 1) 2019/2020 ...(Cont'd)

- Project plan demonstrates good organisational planning for the project/activity; and
- Budget for project/activity is realistic and outlines how the City of Launceston funding will be utilised.

The normal distribution of funds (according to score) is as follows:

81 - 100%	=	100% of requested funds
61 - 80%	=	75% of requested funds
50 - 60%	=	50% of requested funds
<50%	=	No funding provided

The total value of eligible requests received for Community Grants Round 1 2019/2020 is \$54,542. Based on the assessment results, the recommended allocation of funds for Round 1 2019/2020 is \$30,813.

Individual/Team/Group Applications

In accordance with the policy for Community Grants (Individuals/Teams/Groups) (05-PI-017), the following Community Grant (Individual/Team/Group) applications have been approved.

Community Grants (Individuals/Teams/Groups) applications approved from 1 July 2019

Individual/Team/Group	Activity	\$ Approved
Northern Tasmanian Junior Soccer Association U16 Girls	AFS Shepparton Cup, in VIC from 25 - 28 October 2019.	\$450
Tasmanian Touch Football Under 15 Girls	School Sport Australia Touch Football Under 15 Girls Tournament in Canberra, ACT from 27 October - 1 November 2019.	\$450
National Science and Engineering Challenge	The Science and Engineering Challenge (SEC) is a nationwide STEM* outreach program presented by the University of Newcastle in partnership with communities, Rotary clubs, universities and sponsors.	\$450
SSA Under 15 Boys Tasmanian AFL Team	School Sport Australia U15 AFL Football national competition.	\$300
Under 14 Northern Tigers	Australian U14 National Club Championships held in Ballarat, VIC. Held from Monday, 30 September - Saturday, 5 October 2019 at the Ballarat Sports and Events Centre, VIC.	\$375

15.1 Community Grants (Round 1) 2019/2020 ...(Cont'd)

Individual/Team/Group	Activity	\$ Approved
Tasmanian Touch Football Under 18 Girls	2019 National Youth Touch Football Championships (Under 18s) from 18 - 21 September 2019. The Tournament is held at the Sunshine Coast Stadium Bokarina, QLD on a yearly basis.	\$450
Nthn Tas Junior Soccer Association U12 Girls	Oceania Cup. This all girl's and women's soccer tournament will be held in Alstonville, NSW on 5 - 6 October 2019.	\$300
NTJSA U13 Black Representative Team	Karl Posselt Cup in Merimbula, NSW held from 3 -7 October 2019.	\$450
Individual 1	World BMX Championships in Belgium at the end of July.	\$300
Individual 1	2019 National Junior Road Cycling Championships on the Gold Coast, QLD, on 20 September 2019.	\$100
Individual 1	2019 Oceania Track Championships in Invercargill, NZ. This event will be held between 16 - 19 October 2019.	\$300
Individual 1	2019 School Sport Australia 12 and Under Track and Field Competitions being held in Darwin from 18 - 25 September 2019, at the Arafura Stadium, NT.	\$100
TOTAL APPROVED		\$4,025
TOTAL REMAINING		\$975

ECONOMIC IMPACT:

Approval of the recommended grants will result in a positive economic impact for those individuals/teams/groups and organisations by enabling projects and activities to be undertaken.

ENVIRONMENTAL IMPACT:

Approval of the recommended grants will have minimal impact on the environment

SOCIAL IMPACT:

Approval of the recommended grants will provide a number of valuable educational, social, health and lifestyle benefits to the Launceston community.

15.1 Community Grants (Round 1) 2019/2020 ...(Cont'd)

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 Directions -

5. To promote the wide variety of learning opportunities within Launceston

6. To contribute towards artistic, cultural and heritage outcomes

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 -

3. To contribute to enhanced public health and amenity to promote a safe and secure environment

6. To promote active and healthy lifestyles

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

3. To define and communicate our role in promoting social inclusion and equity

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:

Community Grants - Organisations	\$
Available Funds for Round 1	\$35,000
Amount Recommended for Round 1	\$30,813
BALANCE	\$4,187*

**To be allocated to Community Grants (Organisations) Round 2 2019/2020*

Community Grants - Individual/Team/Group	\$
Available Funds	\$5,000
Amount Allocated	\$4,025
BALANCE	\$975*

**Allocated to Community Grants (Individual/Team/Group) for remainder of 2019.*

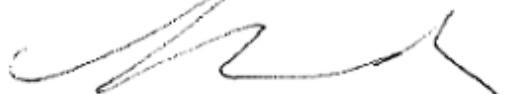
15.1 Community Grants (Round 1) 2019/2020 ...(Cont'd)

The total budget for Community Grants for 2019/2020 is \$80,000. There are two funding rounds per year. As per the Community Grants (Organisations) Policy (05-PI-018), normally no more than one half of the budget will be recommended for approval in each funding round. Any funds left from one funding round will be allocated in the remaining funding rounds for that financial year.

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: Director Development Services

15.2 Australian Transplant Games - Special Event Sponsorship**FILE NO:** SF6977**AUTHOR:** Tracey Mallett (Manager Community Economic Development)**DIRECTOR:** Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider an application for sponsorship of the 2020 Australian Transplant Games.

RECOMMENDATION:

That Council agrees to pre-commit special event sponsorship of \$50,000 from the 2020-2021 Budget for the 2020 Australian Transplant Games, to be held in Launceston from 27 September to 3 October 2020.

REPORT:

The Australian Transplant Games is held every two years to promote organ and tissue donation, encourage transplant recipients to stay active and healthy and give thanks to all the people who made it possible - donors, both living and deceased, their families, doctors and nurses and transplant coordinators. It is a week-long event consisting of about 20 sports and attracts recipients, donors and their families and supports from across Australia and internationally. It is Australia's most inspiring sporting event with every competitor owing their lives to the generosity of someone else. It is an uplifting week of celebration and commemoration. Competitors are aged between 5 and 80 years of age and are cheered on by their loved ones and friends, all thankful for the second chance at life afforded to these inspirational Australians.

The Australian Transplant Games now enter their 32nd year, having been held in every state of Australia except Tasmania and also having been held in the ACT. The Games are held every two years towards the end of September for a week, Sunday to Saturday. In recent years these have been held in the following locations - 2018 (Gold Coast), 2016 (Western Sydney), 2014 (Melbourne), 2012 (Newcastle), 2010 (Canberra), 2008 (Perth) and the World Transplant Games on the Gold Coast in 2009.

The event is part of a world-wide movement led by the World Transplant Games Federation which has members in more than 70 countries. The World Transplant Games Federation is recognised by the International Olympic Committee as a Multi-Sports Organisation. The current President of the World Federation is the CEO of Transplant Australia, Chris Thomas.

15.2 Australian Transplant Games - Special Event Sponsorship ...(Cont'd)

Launceston put forward a bid to host the 2020 Australian Transplant Games under the Cool Season Strategy. During the site visit by Transplant Australia, many local operators together with State Government and the binding organisations to the Cool Season Strategy showcased the venues and capabilities of Launceston. Together with the collaborative approach taken by Launceston, this resulted in the decision by Transplant Australia to hold the 2020 Games in Launceston, the first time it will be held in Tasmania.

The Games will be centred on Launceston with the Opening Celebrations at City Park and the Games Office located at the Grand Chancellor Hotel. Sporting venues include Council facilities such as Northern Athletics Centre, Launceston Leisure and Aquatic Centre, and Kings Meadows Bowls Club with other venues such as Silverdome, Symmons Plains Raceway, Launceston Regional Tennis Centre, Launceston Golf Club, Elphin Sports Centre and Launceston Lanes Ten Pin Bowling Centre.

Transplant Australia is a charitable organisation which focuses on supporting all people touched by organ donation. By bringing the Australian Transplant Games to Launceston for the first time in Tasmania, it highlights the need to increase registered organ donation from the current 48% to a much higher rate. Apart from the social and economic benefits, such an event again highlights the collaborative nature across Launceston to work together to host a world class event in our city.

ECONOMIC IMPACT:

An event such as the 2020 Australian Transplant Games involving an estimated 1,000 participants will have significant economic benefits for Launceston, especially in the cool season. Some of the specific economic impacts identified include:

Bed Nights: Based on figures from previous events, the event will generate around 7,160 bed nights with an average length of stay of seven nights.

Visitor Spend: It is estimated the visitor spend in Launceston over this time will be in the order of \$1,653,960.00.

Regional area tourism and expenditure: As not all competitors will be active in all events, spare days are designated to drive expenditure in the local area. As part of the Cool Season Strategy, there will be a strategic push to encourage attendees to visit other parts of Tasmania and extend their stay beyond the week of the Games.

Local businesses will also be involved in the supply of products and services for the event, in the order of \$55,000.

15.2 Australian Transplant Games - Special Event Sponsorship ...(Cont'd)

It should be noted that the youth element of the Special Olympics will be held in Launceston three weeks before the Transplant Games. The month of September will be particularly bountiful for the hospitality sector in Launceston.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

The 1,000 attendees will comprise transplant recipients, living donors, donor families, the families and friends of those groups, health care professionals and supporters.

There will also be a percentage of the community who will be inspired by the event. The main purpose is for them to register as organ donors at www.donatelife.gov.au. They consist of Tasmanians as the primary audience and all Australians. Tasmania has a high rate of registration but can still improve and these Games will provide impetus for the *DonateLife* network to register more donors.

Another key outcome is to improve the health and fitness of the transplant population and inspire everyday Australians to think about their health and fitness, recognising that if a heart transplant recipient can undertake sport and activity then 'what's stopping me?'

The Australian Transplant Games bring out the best in people and provide an ideal forum to say thank you to those who made the gift of life possible. Through participation, volunteering (approximately 120 volunteers will be used for the event) and spectating at the various events, the Australian Transplant Games help bring the community closer through the positive nature of the benefits and values behind the event.

STRATEGIC DOCUMENT REFERENCE:

Cool Season Strategy 2017-2020

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 5: We serve and care for our community by providing equitable and efficient services that reflects needs and expectations of our community.

10-Year Goal: To offer access to services and spaces for all community members and to work in partnership with stakeholders to address the needs of vulnerable communities.

Focus Areas:

5. To promote and support active and healthy lifestyles of our community.

15.2 Australian Transplant Games - Special Event Sponsorship ...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

This event will cost \$526,007 to deliver in Launceston.

Transplant Australia have secured \$136,062 in funding for the event from the Organ and Tissue Authority. They have also confirmed \$200,000 from Events Tasmania; \$25,000 from Astellas and another \$25,000 from Novartis.

Should Council resolve to support this Special Event Sponsorship, the recommended approach for funding it is to pre-commit \$50,000 from the Special Event Sponsorship Budget in the 2020-2021 financial year.

Together with anticipated donations and event registrations of approximately \$80,850, Transplant Australia will have the funds necessary to hold the event. This does also include some in-kind support as supported by the Cool Season Strategy.

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

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: 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 kanamaluka/Tamar River Estuary Sediment Management****FILE NO:** SF0696**AUTHOR:** Kathryn Pugh (Environmental Scientist)**DIRECTOR:** Shane Eberhardt (Director Infrastructure Services)

DECISION STATEMENT:

To receive a report on the impact of sediment raking and ongoing sediment management of kanamaluka/Tamar River Estuary.

PREVIOUS COUNCIL CONSIDERATION:

Workshop - 6 June 2019 - River Health Action Plan - An update to Councillors regarding the River Health Action Plan, including governance and sediment management. The presentation included preliminary outcomes of the sediment raking review: an assessment against objectives, bathymetry changes, sediment transport and water quality.

RECOMMENDATION:

That Council:

1. receives the kanamaluka/Tamar River Estuary Sediment Raking Program Review: Report to the Tasmanian Parks and Wildlife Service (ECM Reference No 4148842).
 2. notes that the Launceston Flood Authority has ceased sediment raking and prop washing.
 3. approves the investigation of alternative sediment management options for channel maintenance for navigation access and flow.
-

REPORT:

In 2012, the Launceston Flood Authority (LFA) undertook a project focusing on providing flood protection, functional waterway, amenity and aesthetic benefits through sediment raking. This project led to the application for a Grant of Authority to undertake sediment raking trials.

18.1 kanamaluka/Tamar River Estuary Sediment Management ...(Cont'd)

The sediment raking zone in the upper estuary is located within the kanamaluka/Tamar River Conservation Area, thus requiring a Reserve Activity Assessment (RAA). An RAA is an environmental impact assessment system used by the Tasmanian Parks and Wildlife Service (PWS) to assess whether activities proposed on PWS-managed land are environmentally, socially and economically acceptable.

A Grant of Authority to undertake sediment raking trials was granted by the PWS, in consultation with the EPA in September 2012. Sediment raking commenced on 19 September 2012 and continued for the duration of the spring tides that month, concluding on 2 October 2012. Subsequently, a five-year Grant of Authority for sediment raking was issued to the LFA. Upon expiry of the five-year permit, a 12-month extension was granted to allow for sediment raking to continue while simultaneously conducting a review of the program. Due to changes in the LFA Board this work was facilitated by Council officers on behalf of the LFA.

The kanamaluka/Tamar River Estuary Sediment Raking Program Review report was lodged with the Tasmanian Parks and Wildlife on 26 September 2019, in compliance with the Grant of Authority to undertake sediment raking. Detailed bathymetry and water quality data analysis was undertaken by Dr Rebecca Kelly guided by a working group formed under NRM North's Tamar Estuary and Esk River Program's Scientific and Technical Committee. The Program Review report is attached to this Agenda Item to be received by the Council.

The LFA has ceased sediment raking and prop washing in the kanamaluka/Tamar River estuary. This decision follows a review of the bathymetry data that found raking is less effective than predicted and that most of the sediment mobilised through raking has not been removed but resettled in the estuary's deeper channels. The program resulted in loss of navigational access, with flow-on impacts to commercial and recreational activities within the waterway. Further, the data demonstrate that the mobilisation of sediments in the water column had a long-lasting negative impact on water quality along the length of the estuary. Whilst data does not exist to quantify the flow-on impact of degraded water quality on the Tamar River Conservation Area and the environmental values within it, it can be reasonably inferred that the ecosystem has been detrimentally affected by the raking and prop washing program.

Sediment raking had three key performance indicators:

- Net loss of sediment measured by before and after bathymetric surveys;
 - Improved visual amenity measured by net reduction of the tidal shoals at low tide; and
 - Improved usability of the river, as reported by regular river users such as the rowing clubs and yacht club.
-

18.1 kanamaluka/Tamar River Estuary Sediment Management ...(Cont'd)

The review indicates that the program has not achieved the primary goal of net loss of sediment from the upper estuary for the purposes of flood defence. It has resulted in reduced usability of the waterway due to infilling of navigation channels. This has had flow-on impacts to commercial and recreational activities. Raking and prop-washing has achieved short-term gains in visual amenity (loss of mudflats at low tide) at the West Tamar Shoal and Seaport Marina.

Sediment raking mobilises benthic sediments, suspending them in the water column, but the review demonstrated that it does not result in net loss from the upper estuary. Prior to the June 2016 flood, despite 223 days of raking, sediment volume in the Yacht Basin was marginally lower than the maximum sediment volume prior to the commencement of raking. For all areas of the estuary examined during this review, the lowest sediment volumes are observed in the months after the June 2016 flood. Data from the program's final bathymetry survey (September 2019) show that sediment volume continues to be on the increase.

Sediment raking and prop-washing have achieved short-term reduction in the visual extent of mudflats on the West Tamar Shoal and Seaport Marina. For Seaport Marina in particular, this is an obvious outcome of the prop-washing, with a clear and observable change at low tide. Water depth over the West Tamar shoal, targeted during sediment raking, has increased substantially at times due to the combined action of raking and significant riverine inflow, with water depths of up to 3m Australian Heights Datum achieved.

Sediment raking has not achieved improved usability of the upper estuary. The raking program resulted in substantial infilling of the navigation channels in the upper estuary. The entrance to the North Esk River, and channels at Kings Wharf and the Yacht Basin are now all shallower than in February 2009 (when sediment volume was at its highest). The navigation channel is now too shallow at low tide for boats to travel from the North Esk River to the Kings Bridge in the South Esk River. Redistribution of the sediment has resulted in changes to the location of the channels and shoals. There is now a large deposit of sediment at Town Point, on the inside bend of the North Esk-kanamaluka/Tamar confluence. Prop-washing in Seaport Marina provides short-term improvements in navigational access to the marina. This requires regular maintenance and is a trade-off with navigation access at the North Esk River confluence.

The estuary has significant natural values, including numerous threatened flora and fauna, migratory bird habitat, and a shark and ray nursery. The data demonstrate that the mobilisation of sediments in the water column has had a long-lasting negative impact on water quality along the length of the estuary. Whilst data does not exist to quantify the flow-on impact of degraded water quality on the Tamar River Conservation Area and the natural values within it, it can be reasonably inferred that the ecosystem has been detrimentally affected by the raking and prop washing program.

18.1 kanamaluka/Tamar River Estuary Sediment Management ...(Cont'd)

The program has come at considerable social, financial and environmental cost, with long-term impacts on water quality and ecological health identified.

Consultants from GHD, with considerable experience in estuary dredging and sediment management strategies, have been engaged to investigate alternative options for channel maintenance for navigation access and flow. In the short-term, it is likely that sediment management actions to restore navigation channels will include a targeted dredging program. Council officers will work with the consultants to identify longer-term actions that may include a maintenance dredging program and foreshore restoration.

ECONOMIC IMPACT:

It is anticipated that the dredging program necessary to restore navigation channels will come at a higher economic cost than raking. However, a dredging program will remove sediment from the system and improve access for commercial and recreational activities on Launceston's major waterways.

ENVIRONMENTAL IMPACT:

Environmental impacts are a key component of the review document and future sediment management options. All care will be taken to avoid, minimise or mitigate environmental impacts for future sediment management actions.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

10-Year Goal: To ensure decisions are made in a transparent and accountable way, that effectively meet our statutory obligations, support quality services and underpin the long-term sustainability of our organisation.

Focus Areas:

1. To provide for the health, safety and welfare of the community.
 2. To fairly and equitably discharge our statutory and governance obligations.
 3. To ensure decisions are made on the basis of accurate and relevant information.
 4. To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains and adopting technological and other process innovations.
 5. To maintain a financially sustainable organisation.
-

18.1 kanamaluka/Tamar River Estuary Sediment Management ...(Cont'd)

Strategic Priority 6: We protect our environment by caring for our unique natural assets and amenity and sensitively managing future development opportunities.

10-Year Goal: To enhance the unique natural character, values and amenity of our City by minimising the impacts of our organisations and our community's activities in the environment.

Focus Areas:

1. To reduce our and the community's impact on the natural environment.
2. To contribute to air and river quality improvements in Launceston.
3. To manage the risks of climate-related events, particularly in the area of stormwater management and riverine flooding.

BUDGET & FINANCIAL ASPECTS:

The ongoing expenditure will be considered in the long-term financial plan as part of investigations into alternative sediment management options.

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. kanamaluka/Tamar River Estuary Sediment Raking Program Review: Report to the Tasmanian Parks and Wildlife Service (*electronically distributed*)
-

19 CORPORATE SERVICES DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

20 GENERAL MANAGER'S DIRECTORATE ITEMS**20.1 Representation Asia-Pacific Creative Cities Conference - Councillor Janie Finlay****FILE NO:** SF0121**GENERAL MANAGER:** Michael Stretton (General Manager)

DECISION STATEMENT:

To consider a request from Councillor Janie Finlay to attend the Asia Pacific Creative Cities Conference in Adelaide, 23-26 October 2019.

RECOMMENDATION:

That Council agrees to Councillor Janie Finlay's request to attend the Asia Pacific Creative Cities Conference in Adelaide, 23-26 October 2019.

REPORT:

Councillor Finlay has indicated an interest in attending the Asia Pacific Creative Cities Conference in Adelaide, 23-26 October 2019. Councillor Finlay has not attended a Conference in the current financial year.

Background

An industry-led Steering Committee was formed in 2018 to explore the opportunity to develop a submission to the UNESCO Creative Cities Initiative for Greater Launceston to become recognised as a Creative City of Gastronomy. A gastronomy city is a place with a vibrant food ecosystem that delivers economic, cultural and social benefits. The project aim is to provide a framework for ideas and projects that will help Launceston to flourish into an internationally renowned creative city with food at its heart, celebrating not just where we are now but also our history and our path into the future.

Whilst a business case for the Creative Cities bid is currently in the development stage, it is expected that the submission will focus on a broad *Food Systems* emphasis which encompasses social enterprise and a focus on sustainability goals including the alleviation of poverty. In support of the application, projects will be developed with the aim of strengthening and leveraging existing enterprises and providing an opportunity for all stakeholders to contribute to Launceston's success as a gastronomy city.

Creative Cities submissions are made under the auspices of a lead local government authority. The next round of Creative Cities bids closes in June 2021. A formal request will be made to the City of Launceston to auspice the bid following the completion of a detailed business case.

20.1 Representation Asia-Pacific Creative Cities Conference - Councillor Janie Finlay ...(Cont'd)

Asia-Pacific Creative Cities (APCC) Conference

One of the benefits of UNESCO Creative Cities status is the international networking and partnering opportunities presented. The Asia-Pacific Creative Cities (APCC) Conference, organised by Adelaide Festival Centre, operator of the UNESCO City of Music Office in Adelaide, will be the first ever meeting of the UNESCO Creative Cities of the Asia-Pacific region. It aims to draw significant attention to the region's leadership position in the CCI sector and the global economy. This conference will bring together top-level delegates and world-class speakers representing Australia, the Asia-Pacific region and specifically the UNESCO Creative Cities Network (UCCN) to discuss the ways forward, strengthen exchange of best practices, deepen collaboration and highlight the cultural leadership of the region across the creative cities.

The conference will present a unique opportunity to engage with the Asia-Pacific Creative Cities on strategic conversations around the development of the Creative and Cultural Industries (CCI) market, trade and investment in the region; amplification of bilateral partnership and opportunities; support for entrepreneurship and the movement of ideas, creators and innovation; promotion of the CCI as a source of sustainable solutions and resiliency in cities; and long-term tourism policies and marketing strategies for creative cities. Moreover, in honour of the International Year of Indigenous Language, a United Nations observance in 2019, the conference will address the ways in which indigenous arts, language and entrepreneurship in the Asia-Pacific region may be promoted and supported.

Launceston has an opportunity to send up to three delegates to the APCC Conference, to gain insights into the opportunities that could arise from a successful Creative Cities bid. Most of the already designated Creative Cities from around the region will be attending, and also a few that have applied and are awaiting news from bids submitted in 2019 (Bendigo and Ballarat).

The dates of the conference are Wednesday, 23 to Saturday, 26 October 2019, with 24 and 25 October being the core event, including a session for prospective Creative Cities on the Friday. Further details are available online at:
<https://www.adelaidefestivalcentre.com.au/about-us/asia-pacific-creative-cities-conference/>

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

20.1 Representation Asia-Pacific Creative Cities Conference - Councillor Janie Finlay ...(Cont'd)

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 2: We facilitate prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.

10-Year Goal: To have realised opportunities that grow and sustain our economy and foster creative and innovative people and industries.

Focus Areas:

1. To actively market the City and region and pursue investment.
2. To facilitate direct investment in the local economy to support its growth.
3. To provide an environment that is supportive to business and development within the municipality.
4. To promote tourism and the development of a quality tourism offering for Launceston.
5. To understand and support the establishment and growth of new and creative industries and businesses in Launceston.

BUDGET & FINANCIAL ASPECTS:

The costs associated with attendance at this conference are estimated at:

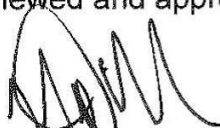
\$380.00	Registration
\$820.00	Airfares
\$850.00	Accommodation

which can be accommodated within existing budgets.

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.



Michael Stretton: General Manager

20.1 Representation Asia-Pacific Creative Cities Conference - Councillor Janie Finlay ...(Cont'd)

ATTACHMENTS:

1. Conference Program (*electronically distributed*)
-

20.2 Regional Economic Development Plan**FILE NO:** SF0793**AUTHOR:** Bruce Williams (Senior Economic Advisor)**GENERAL MANAGER:** Michael Stretton (General Manager)

DECISION STATEMENT:

To consider the Northern Tasmania Region RED Strategy: 2019 Draft 5. and provide feedback to the Northern Tasmanian Development Corporation community consultation process.

PREVIOUS COUNCIL CONSIDERATION:

Workshop - 17 October 2019 - Regional Economic Development Plan

RECOMMENDATION:

That Council requests:

1. the 13 specific items identified for consideration in feedback provided by the General Manager in a letter to Northern Tasmania Development Corporation on 19 March 2019 (as addressed in this report) be addressed and included in the final RED Strategy Draft; and
 2. the final draft of the RED Strategy be constructed to combine both strategic and implementation targets and timelines (three-year and annual targets and timelines), so that the implementation process can proceed immediately that the RED Strategy is adopted.
-

REPORT:

On 30 September 2019, the Northern Tasmanian Development Corporation (NTDC) released a copy of *Northern Tasmania Region - The RED Strategy: 2019, Draft 5* for public consultation. The deadline for consultation submissions is 22 October 2019.

Prior to the release of this draft there have been four drafts of this Strategy, with the City of Launceston participating in providing feedback to all invitations as requested.

The most recent feedback was provided on 19 March 2019. On that date, the General Manager provided a letter to NTDC with extensive feedback which included 13 specific items identified for consideration.

20.2 Regional Economic Development Plan ...(Cont'd)

At best, only two of these items have been incorporated into the Draft 5 released for public consultation. (Refer Table 1). The Draft released has also had much of the original detail contained in Draft 3 removed.

Table 1. Summary of Feedback from the City of Launceston to Northern Tasmanian Development Corporation on 19 March 2019 and the status of this feedback in Northern Tasmania Region - The RED Strategy: 2019, Draft 5.

<i>Issue Raised</i>	<i>Current Status</i>
<p><u><i>Clarification of statistics</i></u> Some clarification is required to identify over what period population will increase 2031 vs 2040. These could be named up and dated (see page 11).</p>	Completed.
<p><u><i>Existing policy and strategy frameworks</i></u> It is not clear where the plan fits within the existing policy and strategy framework for the City of Launceston and Northern Tasmania. It is important that the plan identifies the links to important documents such as the Regional Land Use Strategy, Greater Launceston Plan and the City Deal and Horizon 2021.</p>	<p>The plan identifies the existing policy and strategy frameworks.</p> <p>However, it does not clarify how it links or works with the existing policy and strategy frameworks to achieve outcomes.</p>
<p><u><i>The Plan requires a governance and implementation framework</i></u> At this stage of development, the plan articulates high-level actions but does not identify the resources or budget required for implementation (other than population actions).</p> <p>There is a need to illustrate how regional versus local actions will be integrated and what the framework for implementation will look like and what effective governance arrangements need to be put in place. For example, how is investment attraction coordinated and what are the roles of the City and other municipalities in this?</p>	<p>Not addressed.</p> <p>A governance framework and a description of an operational process is missing.</p>
<p><u><i>Guiding principles</i></u> Maybe need to flip the guiding principle <i>Take a Best for the Region</i> approach in our decision making and willingly support all regional stakeholders"</p> <p>It should read "<i>willingly support all regional stakeholders in taking a best for the region approach to decision making</i>".</p>	Not addressed.

20.2 Regional Economic Development Plan ...(Cont'd)

<i>Issue Raised</i>	<i>Current Status</i>
<p><u><i>A genuine regional agreement and commitment to implementation is critical</i></u> Regional Planning is vital and there is not good collaboration at the LGA and regional levels - its <i>fair weather collaboration at best</i>.</p> <p>Infrastructure requirements across the region must be understood, and priorities agreed, so investment can be targeted</p>	<p>Not addressed.</p> <p>There is no evidence of how to progress an agreed framework, process, or commitment to implementation.</p> <p>Agreed principles of collaboration are lacking.</p>
<p><u><i>The impact of population growth targets</i></u> The REDP aims to grow the regional population by 40%. It is important that there is some dialogue and discussion of the likely impacts of population growth on infrastructure or amenity. This may be where a link to GLP and RLUS is important</p>	<p>Not addressed.</p> <p>The potential impact of the proposed population targets on infrastructure and amenity is not identified.</p>
<p><u><i>An export focus is important</i></u> We need to make significant effort to grow exports, however, most of the Plan is focussed on supply initiatives.</p> <p>There could be greater focus on:</p> <ul style="list-style-type: none"> • market development and • where market demand will grow and • mainland and international opportunities <p>There could be a much stronger alignment to feasible actions that have a pathway to wealth creation and economic development.</p> <p>It is also intuitive that investment will be the driver to support an export focus.</p>	<p>Not addressed.</p> <p>The response appears focussed on adopting the Tasmanian Trade Strategy 2019-2025.</p> <p>Only the components of this strategy that align with Northern Tasmanian opportunity should be adopted.</p> <p>There could be a stronger focus on identifying tangible market opportunities.</p>
<p><u><i>Open for business</i></u> The Region could work with the Office of the Coordinator General to support investment attraction and the development of bids. Rates, holiday and incentives could be developed to encourage investment across the Region. This would telegraph to the market that we are open for business.</p>	<p>Not addressed.</p>

20.2 Regional Economic Development Plan ...(Cont'd)

<i>Issue Raised</i>	<i>Current Status</i>
<p><u><i>Supporting Business</i></u> The Plan misses the opportunities to develop the professional service sector. Targeted professional services could be added as a focus in the Plan.</p> <p>The Plan also seems to have little focus on how to support existing businesses.</p>	<p>Not addressed.</p>
<p><u><i>Are there may be too many priority actions [73] ?</i></u> <u><i>Focus on wealth creation</i></u> While the initiatives in the plan are supported we propose that there be consideration given to narrow the priority actions to 15-20 key actions. This prioritisation could be on the basis of identifying those actions which specifically influence wealth creation and growing the economy; ie. identify which will be the primary levers to drive economic development.</p> <p>There could be greater focus on economic development of larger enterprises and a major industry approach. The focus appears to be on small/medium enterprises. The attraction of a large enterprise (eg. 300-400 employees) immediately underpins a lot of potential growth in small enterprises. These ideas could include a northern prison, an abattoir, etc. The point is, to be successful we could get more focussed around three or four key strategic activities. Make these the focus of economic development.</p>	<p>Not addressed.</p> <p>Of more concern, is that all of the priority actions have been deleted.</p>
<p><u><i>Social Licence</i></u> Whilst attracting investment, increasing productivity and population are critical, there is a sector within the community that is very resistant to change and it is important to bring ratepayers along the journey. Community licence is a risk and a specific focus on managing this could be articulated in the plan.</p>	<p>Not addressed.</p>

20.2 Regional Economic Development Plan ...(Cont'd)

<i>Issue Raised</i>	<i>Current Status</i>
<p><u><i>The contribution by the City of Launceston will be significant</i></u> The City is approximately 60% of the region.</p> <p>To progress the REDP a significant contribution from the City will be required. The contribution will include staff and financial resources and the extent of the resource requirement is not yet identified or budgeted for.</p>	<p>Not addressed.</p> <p>The roles and resourcing required from the partner Councils are not identified.</p>
<p><u><i>What don't we support</i></u> There are a number of actions that are not the primary role for local government.</p> <p>Whilst the City of Launceston played a lead role in coordinating activity of the Population Taskforce and the development of a population strategy. The City of Launceston does not envisage that it will lead the implementation of the strategy.</p> <p>Likewise the City of Launceston does not envisage that Councils will not be lead preventative health programs.</p>	<p>Not addressed.</p> <p>The roles of the various stakeholders and any limitations to participation are not articulated.</p>

It appears that the significant modification of the Drafts 4 and 5 has been influenced by external stakeholders outside Local Government.

The resulting Draft 5 released for consultation, appears generic and may lack the specific clarity of purpose and action that will be required to address the opportunities and challenges that we are facing in the Region.

It has taken over two years to prepare The RED Strategy: 2019, Draft 5 for community consultation. It is envisaged that that after final RED Strategy 2019 has been adopted, a further and new process of consultation will be undertaken to develop a *REDS Implementation Management Plan [3 year outlook]* and a *REDS Twelve Month Action Plan*.

Council has been asked to provide feedback on Draft 5. It is probably equally important to consider the proposed process of ongoing consultation and its impact on the Regions ability to take urgent, meaningful and timely action.

20.2 Regional Economic Development Plan ...(Cont'd)

ECONOMIC IMPACT:

There are significant impacts of delaying the implementation of a coordinated regional response to the economic and demographic challenges facing the City of Launceston and the Northern Tasmania Region. The implications of this are well articulated in the National Institute of Economic and Industry Research Key Directions Report, 2018. See link below: <https://ntdc.org.au/2018/11/13/key-directions-report-for-northern-tasmania-nieir/>

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

Economic Development Strategy - *Vision 2021*
Greater Launceston Plan
National Institute of Industry and Economic Research - *Key Directions Report*

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.



Michael Stretton: General Manager

ATTACHMENTS:

1. Northern Tasmania Region - *The RED Strategy: 2019, Draft 5 (electronically distributed)*
 2. Letter from General Manager to Northern Tasmania Development Corporation - 19 March 2019
 3. REDS Implementation Program - Workshop Plan
-

**Attachment 2 - Letter from General Manager to NTDC -
19 March 2019**

File No: SF0793
MS:BW:eg

Your Ref:

19 March 2019

Ms Maree Tetlow
Chief Executive Officer
Northern Tasmania Development Corporation LTD
Level 1/93 York Street
LAUNCESTON TAS 7250

Dear Maree

FEEDBACK: REGIONAL ECONOMIC DEVELOPMENT PLAN

The seven initiatives in the plan are supported by the City of Launceston.
These are:

1. Strengthening regional collaboration
2. Growing exports
3. Increasing our population (implement the population task force strategy)
4. Encouraging innovation
5. Investment attraction
6. Boosting productivity
7. Investing in place making infrastructure

Feedback on the plan for consideration

Whilst the plan is supported for implementation the following feedback was collated during a workshop with Councillors and a separate meeting of the City of Launceston Economic Development Working Group.

Clarification of statistics

Some clarification is required to identify over what period population will increase 2031 vs 2040. These could be named up and dated [see page 11].

Existing policy and strategy frameworks

It is not clear where the plan fits within the existing policy and strategy framework for the City of Launceston and Northern Tasmania. It is important that the plan identifies the links to important documents such as the Regional Land Use Strategy, Greater Launceston Plan, the City Deal and Horizon 2021.

The Plan requires a governance and implementation framework

At this stage of development, the plan articulates high-level actions but does not identify the resources or budget required for implementation (other than population actions).

There is a need to illustrate how regional vs local actions will be integrated and what the framework for implementation will look like and what effective governance arrangements need to be put in place. For example, how is investment attraction coordinated and what are the roles of the City and other municipalities in this?

Guiding principles

Maybe need to flip the guiding principle "Take a Best for the Region approach in our decision making and willingly support all regional stakeholders"

It should read "*willingly support all regional stakeholders in taking a best for the region approach to decision making*".

A genuine regional agreement and commitment to implementation is critical

Regional Planning is vital and there is not good collaboration at the LGA and regional levels - its "fair weather collaboration at best".

Infrastructure requirements across the region must be understood, and priorities agreed, so investment can be targeted

The impact of population growth targets

The REDP aims to grow the regional population by 40%. It is important that there is some dialogue and discussion of the likely impacts of population growth on infrastructure or amenity. This may be where a link to GLP and RLUS is important

An export focus is important

We need to make significant effort to grow exports, however most of the Plan is focussed on supply initiatives.

There could be greater focus on:-

- market development and
- where market demand will grow and
- mainland and international opportunities

There could be a much stronger alignment to feasible actions that have a pathway to wealth creation and economic development.

It is also intuitive that investment will be the driver to support an export focus.

Open for business

The Region could work with the Office of the Coordinator General to support investment attraction and the development of bids. Rates holiday and incentives could be developed to encourage investment across the Region. This would telegraph to the market that we are open for business.

Supporting Business

The Plan misses the opportunities to develop the professional service sector. Targeted professional services could be added as a focus in the Plan.

The Plan also seems to have little focus on how to support existing businesses.

Are there may be too many priority actions [73] ? Focus on wealth creation

While the initiatives in the plan are supported we propose that there be consideration given to narrow the priority actions to 15-20 key actions. This prioritisation could be on the basis of identifying those actions which specifically influence wealth creation and growing the economy; i.e. identify which will be the primary levers to drive economic development.

There could be greater focus on economic development of larger enterprises and a major industry approach. The focus appears to be on small / medium enterprises. The attraction of a large enterprise [e.g. 300-400 employees] immediately underpins a lot of potential growth in small enterprises. These ideas could include a northern prison, an abattoir. The point is, to be successful we could get more focussed around 3 or 4 key strategic activities. Make these the focus of economic development.

Social Licence

Whilst attracting investment, increasing productivity and population are critical, there is a sector within the community that is very resistant to change and it is important to bring ratepayers along the journey. Community licence is a risk and a specific focus on managing this could be articulated in the plan.

The contribution by the City of Launceston will be significant

The City is approximately 60% of the region.

To progress the REDP a significant contribution from the City will be required. The contribution will include staff and financial resources and the extent of the resource requirement is not yet identified or budgeted for.

What don't we support

There are a number of actions that are not the primary role for local government.

Whilst the City of Launceston played a lead role in coordinating activity of the Population Taskforce and the development of a population strategy. The City of Launceston does not envisage that it will lead the implementation of the strategy.

Likewise the City of Launceston does not envisage that Councils will not be lead preventative health programs.

Yours sincerely
Michael Stretton

GENERAL MANAGER

Attachment 3 - REDS Implementation Program - Workshop Plan**Northern Tasmania Region's Regional Economic Development Strategy (Draft 5)
REDS Implementation Program - Workshop Plan**

The Northern Tasmania Regional Economic Development Strategy (REDS) sets out six **Strategic Priorities** for economic development activity in the region:

- **Exports** - Grow total exports from \$5.3B in 2018 to \$7.7B in 2031
- **Population**- Increase the number of skilled workers by 10,000 by 2031
- **Innovation** - Increase productivity per hour worked from \$65 in 2018 to \$89 in 2031
- **Investment** - Increase private and public investment from 1.47B per year in 2018 to \$2.25B per year in 2031
- **Infrastructure** - Develop a sustainable pipeline of public and private infrastructure projects that supports our community
- **Participation and Productivity** - Monitor the health and wellbeing and education rates of our community and advocate for continuous improvement

For each strategic priority, the REDS has identified **Priority Areas** that will become the focus for developing actions in the REDS Implementation Program.

The **REDS Implementation Program** will be coordinated and facilitated by NTDC but relies on working collaboratively and efficiently across all levels of government, community stakeholders and the private sector. It aims to optimise the use of available resources to deliver benefits to the region, by agreeing a set of actions to be delivered by various stakeholders, to achieve the REDS's strategic priorities.

During October and November 2019 NTDC will host workshops with key stakeholders to commence development of the **2019 REDS Implementation Plan** (3yr outlook). Individual workshops will be held with each of the following stakeholder groups;

- Local Government members
- State Government
- City Deal and Federal Government
- Other participating organisations – RDA, LCC, UTAS, TNT, NRMA, MRC, ...

The **Workshop Agenda** will be to **develop proposed initiatives** for the 2019 REDS Implementation Plan;

- Overview of REDS, including Priority Strategies and Priority Areas for action
- Discussion of REDS Implementation Management Plan
- Identify current and proposed programs that deliver outcomes for the REDS (including responsibility, timeframe, measures and targets)
- Propose new initiatives that will deliver outcomes for the REDS (including responsibility, timeframe, measures and targets)

Following the first round of workshops, the **proposed initiatives will be prioritised**;

- Collate the information from the 4 workshops
- Determine prioritised proposed initiatives (using the Prioritisation Criteria)

Once prioritised proposed initiatives have been established, NTDC will then work collaboratively with key stakeholders to **advocate and secure commitments** (funding and resources) for delivery of priority initiatives.

The 2019 REDS Implementation Plan will be confirmed and reported.

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

No Closed Items have been identified as part of this Agenda

23 MEETING CLOSURE
