



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
THURSDAY 4 APRIL 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: 4 April 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

City of Launceston

COUNCIL AGENDA

Thursday 4 April 2019

22 November 2019

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

City of Launceston

COUNCIL AGENDA

Thursday 4 April 2019

Present: **Councillor** **A M van Zetten (Mayor)**
 D C Gibson (Deputy Mayor)
 J Finlay
 A E Dawkins
 N D Daking
 D H McKenzie
 K P Stojansek
 R I Soward
 J G Cox
 A G Harris
 T G Walker

In Attendance: **Mr M Stretton (General Manager)**
 Mr S G Eberhardt (Director Infrastructure Services)
 Mrs L M Hurst (Director Development Services)
 Mr B Maclsaac (Director Facilities Management)
 Ms T Puklowski (Director Creative Arts and Cultural Services)
 Ms L Foster (Director Corporate Services)
 Mrs A Rooney (Committee Clerk)

Apologies: **Councillor** **Nil**

ORDER OF BUSINESS

Item No	Item	Page No
1	OPENING OF MEETING - ATTENDANCE AND APOLOGIES	1
2	DECLARATIONS OF INTEREST	1
3	CONFIRMATION OF MINUTES	1
4	DEPUTATIONS	1
	No Deputations have been identified as part of this Agenda	1
5	PETITIONS	1
	No Petitions have been identified as part of this Agenda	1
6	COMMUNITY REPORTS	2
	No Community Reports have been registered with Council as part of this Agenda	2
7	PUBLIC QUESTION TIME	2
7.1	Public Questions on Notice	2
7.1.1	Public Questions on Notice - Mr Robin Smith - Flags in the Brisbane Street Mall - Council Meeting - 21 March 2019	3
7.2	Public Questions Without Notice	4
8	PLANNING AUTHORITY	5
8.1	233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio	5

City of Launceston

COUNCIL AGENDA

Thursday 4 April 2019

Item No	Item	Page No
8.2	27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage	31
8.3	8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles	66
8.4	88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial)	98
9	ANNOUNCEMENTS BY THE MAYOR	110
9.1	Mayor's Announcements	110
10	COUNCILLOR'S REPORTS	112
11	QUESTIONS BY COUNCILLORS	112
11.1	Questions on Notice	112
11.1.1	Councillors' Questions on Notice - Councillor R I Soward - Council Owned Carparks - Council Meeting - 21 March 2019	113
11.1.2	Councillors' Questions on Notice - Councillor P S Spencer - Payment of Rates on Sports and Recreation Grounds - Council Meeting - 21 March 2019	115
11.2	Questions Without Notice	116
12	COMMITTEE REPORTS	116
	No Committee Reports have been identified as part of this Agenda	116
13	COUNCIL WORKSHOPS	117
13.1	Council Workshop Report	117

City of Launceston

COUNCIL AGENDA

Thursday 4 April 2019

Item No	Item	Page No
14	NOTICES OF MOTION	120
	No Notices of Motion have been identified as part of this Agenda	120
15	DEVELOPMENT SERVICES DIRECTORATE ITEMS	120
	No Items have been identified as part of this Agenda	120
16	FACILITIES MANAGEMENT DIRECTORATE ITEMS	120
	No Items have been identified as part of this Agenda	120
17	CREATIVE ARTS AND CULTURAL SERVICES DIRECTORATE ITEMS	120
	No Items have been identified as part of this Agenda	120
18	INFRASTRUCTURE SERVICES DIRECTORATE ITEMS	120
	No Items have been identified as part of this Agenda	120
19	CORPORATE SERVICES DIRECTORATE ITEMS	120
	No Items have been identified as part of this Agenda	120
20	GENERAL MANAGER'S DIRECTORATE ITEMS	121
20.1	Great Regional City Challenge Project Proposal	121
21	URGENT BUSINESS	143
22	CLOSED COUNCIL	143
22.1	Confirmation of the Minutes	143
22.2	Disposal of Right of Way - 29 - 31 Seaport Boulevard, Seaport	143
22.3	End of Closed Session	143
23	MEETING CLOSURE	143

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 21 March 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

No Petitions have been identified as part of this Agenda

6 COMMUNITY REPORTS

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

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

7 PUBLIC QUESTION TIME

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31

7.1 Public Questions on Notice

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

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

7.1.1 Public Questions on Notice - Mr Robin Smith - Flags in the Brisbane Street Mall - Council Meeting - 21 March 2019

FILE NO: SF6381

AUTHOR: Anthea Rooney (Committee Clerk)

GENERAL MANAGER: Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

The following question was asked at the Council Meeting of 21 March 2019 by Mr Robin Smith and has been answered by Mr Shane Eberhardt (Director Infrastructure Services).

Question:

1. Following on from a question I asked at the last meeting regarding flags in the Brisbane Street Mall, what is the current situation with the flags in the Brisbane Street Mall?

Response:

At this stage there is no intent to install flag poles in the Brisbane Street Mall. The outcomes of the Launceston City Heart projects are in the process of being reviewed against the Masterplan Place Principles by officers and Councillors.

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 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio

FILE NO: DA0748/2018

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:	Samantha Kate Edwards Angela Yvonne Edwards
Property:	233A Charles Street, Launceston
Zoning:	Urban Mixed Use
Receipt Date:	24/12/2018
Validity Date:	3/01/2019
Further Information Request:	15/01/2019
Further Information Received:	13/02/2019
Deemed Approval:	4/04/2019
Representations:	10

PREVIOUS COUNCIL CONSIDERATION:

DA0654/2017 - Business and Professional Services - consulting rooms; change of use, internal renovation, minor extension and signage - Approved 22 January 2018.

DA0288/2017 - Business and Professional Services - office; construction of a free standing signage structure including signs for multiple tenancies (re-advertised) - Approved 04 August 2018.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

DA0116/2018 - Business and Professional Services - medical centre; consolidation of lots; change of use of 23 Canning Street to medical centre; demolish part of 23 Canning Street; construction of internal and external alterations; use right of ways over 233A Charles Street, 154 and 156 St John Street (re-advertised) - Approved 15 June 2018.

DA0341/2018 - Sports and Recreation - Change of use to fitness studio at 233A Charles Street, Launceston - withdrawn.

The current application is a follow up on DA0341/2018 which was withdrawn. The original application's class sizes were smaller, as were the operating hours, and number of car parking spaces on site.

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 DA0748/2018 - Sports and Recreation - Change of use to fitness studio at 233A Charles Street, Launceston.

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:

- a. Site Plan, prepared by Cumulus Studio, Drawing No. T18378-sk02 issue A, dated 27/04/2018.
 - b. Ground Floor Plan, prepared by Cumulus Studio, Drawing No. T18378-sk03 issue A, dated 27/04/2018.
 - c. North + East Elevations, prepared by Cumulus Studio, Drawing No. T18378-sk04 issue A, dated 27/04/2018;
 - d. South + west Elevations, prepared by Cumulus Studio, Drawing No. T18378-sk05 issue A, dated 27/04/2018.
 - e. Planning Application Report, Prepared by Richard Edwards, dated 24/12/2018 and follow up response to further information letter dated 13/02/2019.
 - f. Potters House Environmental Noise Emission Assessment, prepared by Tarkarri Engineering, Reference: 5152_AC_R, dated 02/08/2018 and addendum to the report dated 06/02/2019.
 - g. Traffic Impact Assessment, prepared by Pitt & Sherry, Reference No. Rev00, dated 13/12/2018, and Pitt & Sherry Response to Further Information dated 31/01/2019.
-

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

2. AMENDED PLANS REQUIRED

Prior to the commencement of any work and/or use, amended plans must be submitted to the satisfaction of the Manager City Development. Once approved, these amended plans will be endorsed by the Council and will then form part of the Permit. The amended plans must show:

- a. reduce the size of the awning fascia sign to match the northern entry panel; and
- b. remove the north facing wall sign.

3. NOISE

The use must not cause unreasonable noise or interference to adjoining sensitive uses. The development must comply with all recommendations specified in Potters House Environmental Noise Emission Assessment, prepared by Tarkarri Engineering, Reference: 5152_AC_R, dated 02/08/2018 and addendum to the noise report dated 06/02/2019.

4. CLASS SIZE LIMITATIONS

Classes are restricted to a maximum of 42 participants at any one time from Monday to Friday and 27 people on Saturday and Sunday.

5. CAR PARKING

Prior to the commencement of use, nine on-site car parking spaces must be made available to the patrons of the fitness studio between the hours of 5.00am and 8.00am Monday to Friday.

6. 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.

7. HOURS OF CONSTRUCTION

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

Monday to Friday - 7am to 6pm

Saturday - 8.00am to 5.00pm

No works on Sunday or Public Holidays

8. BUSINESS HOURS

The operation of the fitness studio must be confined to the hours of:

Monday to Friday

- 5:15am to 7:30am;
 - 9:30am to 12:30pm; and
 - 4:45pm to 8:30pm.
-

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Saturday and Sunday

- 6:00am to 12:00pm

Monday to Friday for Personal Training

- 8:00am to 5:00pm

9. SIGNAGE CONTENT

Content of the sign may be updated or changed without separate approval of Council, subject to:

- a. the structure, location and size of the signage not changing.
- b. the content of the signage relating to the site.
- c. compliance with the requirements of the planning scheme.

10. NO SIGN ILLUMINATION

The signs must not be floodlit or otherwise internally illuminated.

11. DRIVEWAY AND PARKING AREA CONSTRUCTION

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

- a. be properly constructed to such levels that they can be used in accordance with the plans;
- b. be surfaced with an impervious all weather seal;
- c. be adequately drained to prevent stormwater being discharged to neighbouring property;
- d. be line-marked and denoted as available for use by the development.

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

12. 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.

Notes**A. General**

This permit was issued based on the proposal documents submitted for DA0748/2018. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 6323 3000.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

This permit takes effect after:

- a. *The 14 day appeal period expires; or*
- b. *Any appeal to the Resource Management and Planning Appeal Tribunal is withdrawn or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

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

B. 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.

C. Appeal Provisions

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

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

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

D. 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.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

REPORT:**1. THE PROPOSAL**

It is proposed to change the use of a vacant hall which is currently approved as a place of assembly, to a Sport and Recreation use. It is proposed to use the hall as a fitness studio, which will operate during the following hours:

Monday to Friday

5:15am to 7:30am

9:30am to 12:30pm

4:45pm to 8:30pm

Saturday and Sunday

6:00am to 12:00pm

Classes are restricted to a maximum of 42 participants at any one time from Monday to Friday and 27 people on Saturday and Sunday.

Personal Training

Personal training will be for one person plus a personal trainer between the hours of 8.00am to 5.00pm.

It is also proposed to construct a total of four signs. One existing sign on site that measures 1.9m wide x 1.7m high faces the Charles Street frontage. The sign currently indicates the current use of the building, being 'The Potters House - Christian Fellowship Ministries'.

The second sign will be a wall banner sign measuring 1.0m wide x 1.5m high. The third sign will be an awning fascia sign measuring 2.82m wide x 0.40m high. The fourth sign will be facing east but visible from Canning Street and will be another wall banner sign measuring 1.0m wide x 1.5m high. All signs will include the 'F45' logo, which includes the letters on a blue, white, and red, background.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

2. LOCATION AND NEIGHBOURHOOD CHARACTER

Address	233A Charles Street, Launceston.
Zone	Urban Mixed Use.
Size	3,916m ² .
Access	Two existing vehicular accesses - one via Canning Street and one via Charles Street. Multiple pedestrian entries off both streets.
Shape	Rectangular.
Slope	Generally flat.
Existing structures	The site contains the heritage listed 'Charles Street School' as well as the old gymnasium which is the subject building for this application. The site also contains a shared car park at the rear.
Vegetation	Limited existing planted vegetation.
Connection to services	Connected to all services.
Surrounding land	The site is surrounded by a mixture of uses. To the north, east, and south are residentially zoned lots, containing single dwellings, multiple dwellings, visitor accommodation, and businesses. To the north is more Urban Mixed Use land, with Coles Supermarket located to the north west along Charles Street. Commercial and Local Business zoned land is predominately located to the west and contains a mixture of businesses.
Overlays	E13.0 Local Historic Heritage Code listed on the Tasmanian Heritage Register.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

15.0 Urban Mixed Use Zone

<p>15.1.1 Zone Purpose Statements</p> <p>15.1.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.</p> <p>15.1.1.2 To provide for a diverse range of urban uses and increased intensity of development including residential densities that supports the role of activity centres.</p> <p>15.1.1.3 To encourage residential, visitor accommodation and tourist operation uses as a means of increasing activity outside normal business hours.</p> <p>15.1.1.4 To create:</p>
--

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

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

Consistent

The proposal is for a gym, defined within the Sport and Recreation use class and a discretionary use within the zone. Relating to the proposed use, the zone purpose provides for the integration of residential, retail, community services and commercial activities in urban locations. The zone also aims to create the appropriate provision for car parking, pedestrian access, and traffic circulation.

It can be considered that a gym on the fringe of the City centre helps integrate residential and commercial activities in its urban location by providing for a use that can attract a high number of people that is conveniently located within a zone where the use is permissible, within a walking distance from sensitive uses. Whilst car parking is limited on site, pedestrian access is available and the proposal is reliant on on-street car parking. A Traffic Impact Assessment has been provided that has reviewed the proposal against the site location to ensure that the use has appropriate parking and access. The report also investigates the sites potential impact on traffic circulation on surrounding streets, concluding there will be no unreasonable impact to the street from a traffic safety and operational point of view.

It is, therefore, considered that the proposal meets the purposes of the zone.

15.3 Use Standards

15.3.1 Hours of operation

Objective:

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

Consistent

A1 Commercial vehicles must only operate between 6.00am and 10.00pm.

Complies

There are no commercial vehicles associated with the proposal.

15.3.2 Mechanical plant and equipment

Objective:

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

Consistent

A1 Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Complies

There is no new plant or equipment proposed as the use will be operating from an existing building.

15.3.3 Light spill and illumination

Objective:

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

Consistent

A1 The use must:

- (a) not include permanent, fixed floodlighting where the zone adjoins the boundary of the General Residential, Inner Residential, and Low Density Residential zones; and
- (b) contain direct light from external light sources within the boundaries of the site.

Complies

No new lighting is proposed, with the use maintaining the existing level of lighting on site.

15.3.4 Noise level

Objective:

To ensure that noise levels from uses do not unreasonably impact on the amenity of nearby sensitive uses.

Consistent

As a response to a request for further information, the applicant provided a Noise report to address the noise concerns the use may have on the amenity of nearby sensitive uses. The noise report 'Potters House environmental noise assessment', prepared by Tarkarri Engineering, Reference: 5152_AC_R, and dated 02/08/2018', as well as the addendum to the assessment dated 06/02/2019, form part of this application. The report has concluded that any noise generated from the proposed use will not have an unreasonable impact on the amenity of nearby sensitive uses.

A1 Noise generated by a use on the site must:

- (a) not exceed a time average A-weighted sound pressure level (L_{aeq}) of 5dB(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 environmental protection notice issued by the Director of the Environment Protection Authority.

Complies

The acceptable solution states that noise generated by a use must:

Not exceed a time average A-weighted sound pressure level of 5dB(a) above background during operating hours where measured at the boundary of an existing sensitive use adjoining or immediately opposite the site.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

The noise report concluded:

The predicted noise emission level at the nearest sensitive use from F45 Training operational noise breakout at the Potter House premises is 11dBA below the measured 'background' (LA90,10min) noise levels and at this level would meet the relevant 'acceptable solution' criteria under the Launceston Interim Planning Scheme 2015.

The report further stated:

Based on the assumptions made in developing sound transmission loss spectra for the critical facade elements of the Potters House premises and measurement of internal operational noise at 67 George St (the existing premises), Tarkarri Engineering provides the following recommendations:

- a. Operable panels in the upper windows in the northern and southern facades of Potters House premises should be sealed with a flexible sealant to prevent acoustic leakage;*
- b. Degraded insulation in the roof/ceiling cavity should be replaced with a minimum R4 fibreglass or rockwool insulation; and*
- c. A vent at the western end of the roof/ceiling cavity should be sealed off with minimum 6mm thick compressed fibre cement (CFC).*

An addendum to the report was also provided as a response to a request for further information seeking clarification on:

- How the noise was simulated;
- How the increased number of participants may change noise levels;
- The closest sensitive use; and
- Outside noise controls (vehicles).

How the Noise was simulated

The simulated noise was generated at the F45 Training premises at 67 George Street by the production of amplified music noise through the premises amplification system at a level typical of an F45 training class.

How the increased number of participants may change noise levels

The report concluded that an increase in the number of patrons per staff member is not expected to raise internal noise levels, with amplified music (as generated at the 67 George Street premises) remaining the dominant source.

The closest sensitive use

The nearest sensitive use is located at 6 St John Square. It was concluded that due to additional building barriers the noise level would still be below the requirements of the acceptable solution.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Outside noise controls (vehicles)
 The report stated:
To address the potential for noise generated by the arrival of patron's, maximum noise level sources for cars driving along Canning St, a car door shutting, a car starting, and laughing and shouting by patrons on the street outside Potters House were modelled.

It was concluded that patrons arriving are unlikely to generate maximum noise level events greater than what already exists within the noise environment surrounding the development.

As the applicant has provided a professional report by qualified acoustic engineers that have stated the proposed use is able to meet the acceptable solution, this needs to be accepted. Therefore, the proposal meets the provisions of the acceptable solution.

15.4 Development Standards

15.4.2 Location of car parking

Objective:
 To ensure that car parking:

- (a) does not detract from the streetscape; and
- (b) provides for vehicle and pedestrian safety.

Consistent

A1 Car parking must be located:

- (a) within the building structure; or
- (b) behind the building.

Complies

Two existing car parking spaces will be located within the corner section of the site along Charles and Canning Street. As these are existing, it is considered their location is acceptable. The remaining 11 spaces will be located within the rear car park, behind the main buildings on site.

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

The purpose of this code is to:

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

As the site is not located within a 50m proximity to a major road or rail network (b) is not applicable.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

In response to (a), the applicant has provided a Traffic Impact Assessment, prepared by Pitt & Sherry and dated 13/12/2018. The assessment has reviewed the impact the proposal will have on the safety and efficiency of the surrounding road by looking at demand and expected traffic generation. The report concluded that there will be sufficient car parking at all times and as such will not impact on the efficiency of the road network.

Therefore, the proposal meets the purpose of the code.

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
Consistency with the objective has been achieved as the proposal has provided sufficient information to ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

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

Relies on Performance Criteria
A condition has been recommended that a total of 11 car parking spaces (two for owners and nine for participants) be made available for the use of the gym between 5.00am and 8.00am Monday to Friday. As such, this will increase the daily traffic movements by more than 40 vehicle movements. Therefore, reliance on the performance criteria is sought.

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.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Consistent

The following outlines the purposes of the code, with a response considering the change of use.

(a) *ensure that an appropriate level of parking facilities are provided to service use and development*

The provided Traffic Impact Assessment has concluded that there is a sufficient level of car parking to provide for the proposed use.

(b) *ensure that cycling, walking and public transport are supported as a means of transport in urban areas.*

The site is within 100m walking distance of a bus stop and has provided shower and change room facilities, as well as bicycle spaces to allow other means of transport to and from the site.

(c) *ensure access for cars and cyclists and delivery of people and goods is safe and adequate.*

Bicycle facilities will be kept within the premises, ensuring safety.

(d) *ensure that parking does not adversely impact on the amenity of the locality.*

A thorough assessment of the proposed demand of the use against the availability of car parking spaces has been provided. The traffic report concluded that the road network has sufficient capability to take on the increased demand. Being a mixed use locality, the increase in traffic and parking is suitable for the proposed use, and maintains the amenity of the locality.

(e) *ensure that parking spaces and accesses meet appropriate standards.*

All parking is able to meet the relevant standards.

(f) *provide for the implementation of parking precinct plans.*

Not applicable.

The proposal meets the purpose of the code.

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

Consistency with the objective has been achieved as the proposal has demonstrated there is an appropriate level of car parking to meet the needs of the use.

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

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

<p>(b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or</p> <p>(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</p> <p>(d) be in accordance with an acceptable solution contained within a parking precinct plan.</p>
<p>Relies on Performance Criteria</p> <p>The proposal is for a sport and recreation use that will utilise an existing building. The gross floor area proposed to be utilised for the use is 450.38². A sport and recreation use requires one space per 20m² floor area.</p> <p>As such, 23 car spaces are required to be provided. Notwithstanding, in order to meet A1(a), not less than 90% of the required number of spaces are required to be provided, resulting in 20 spaces required. The site is able to accommodate a total of 11 car parking spaces and therefore reliance on the performance criteria is sought.</p>
<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> <p>(a) the availability of off-road public car parking spaces within reasonable walking distance;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(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;</p> <p>(f) an assessment of the actual car parking demand determined in light of the nature of the use and development;</p> <p>(g) the effect on streetscape; and</p> <p>(h) the recommendations of any traffic impact assessment prepared for the proposal; or</p> <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> <p>(a) the intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the locality; or</p> <p>P1.3 The number of car parking spaces complies with any relevant parking precinct plan.</p>

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Complies

The site is a multi-use site and contains in excess of 30 car parking spaces. Currently some spaces are utilised for other uses on site, with others leased out to surrounding businesses. The original application indicated that only two spaces were available to be used by the F45 fitness use which would result in greater activity on the surrounding road network. The applicant has stated that there is potential for 11 car parking spaces to be utilised overall. However, dedicating 11 spaces would result in lease agreements with other businesses to be removed to allow the spaces to be provided. As per a response and suggestion from the traffic report there is potential for a shared lease agreement to be put into place. This is further discussed under P1(a).

The proposal will operate set classes between:

Monday to Friday

5:15am to 7:30am
 9:30am to 12:30pm
 4:45pm to 8:30pm

Saturday and Sunday

6:00am to 12:00pm

Each class from Monday to Friday will have the capability to run up to 42 participants, and 27 participants on the weekend. Outside of these hours the gym will be limited to personal training.

It is noted that the applicant has stated that daytime classes will not operate initially and only implemented if there is demand and that these classes would generally have lower capacity. The 6:15pm classes would only be special evening classes, such as sporting teams. With this in mind, a response to the performance criteria is below, also noting that a response from the provided traffic impact assessment is also included:

(a) The availability of off-road public car parking spaces within reasonable walking distance

The use will have two dedicated car parking spaces. It is noted that there are more car parking spaces on site, however, these are currently utilised for surrounding businesses. The closest public car park is located approximately 360m away north east on Elizabeth Street opposite the Colonial Hotel.

The traffic report has stated:

Off-street car parking at the site could potentially be shared outside the opening times of other businesses. Other off-street parking in the vicinity, including that at the Jimmy's complex is for private use. There may be potential to negotiate sharing the use of the parking spaces if required.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Taking into consideration this suggestion, and after contacting the applicant, a condition has been recommended to utilise a shared lease agreement for the use of the existing car parking spaces on site. The proposed condition reads as follows:

Nine on-site car parking spaces must be made available to the patrons of the fitness studio between the hours of 5.00am and 8.00am Monday to Friday.

With this condition in place it is considered that the provision of onsite parking will limit any potential conflicts with surrounding uses.

(b) The ability of multiple users to share spaces because of

- i. Variations in car parking demand over time; or
- ii. Efficiencies gained by consolidation of car parking spaces.

The property provides car parking support to neighbouring and nearby businesses including the Eye Hospital and the adjoining Urologist both of which have limited on site car parking, through a formal lease arrangement. There is potential that the gym users and businesses that utilise the car park will be able to share parking spaces based on different operating hours.

The traffic report has stated:

The proposed operating times of the fitness centre are generally outside the times when demand for parking of other uses is high. There is considered to be sufficient available on-street parking in the vicinity.

As discussed under P1(a), the inclusion of a condition that would permit shared use car parking will maintain surrounding businesses car parking arrangements whilst allowing for on-site parking for the proposed use during the morning classes.

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

The traffic report has stated:

A Metro Tasmania bus stop is located approximately 100m from the site with services operating every 5-10 minutes throughout the day. Due to the close proximity of the bus stop and frequent bus services, fitness centre users could conveniently catch the bus.

As stated, the closest bus stop to the site is located approximately 100m from the site. This is considered to be a reasonable walking distance to allow users to access the site via public transport.

(d) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping

The use will be operating from an existing building on site. In this way the site is constrained as the parking associated with this use is existing and limited. Without the

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

termination/rearrangement of lease agreements with other tenancies for the parking spaces on site, there is no availability for additional onsite car parking spaces. However, and as previously stated, with the exception of a shared lease agreement.

(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

The site is located on the corner of Charles and Canning Streets. As the site is on the fringe of the central city, the on-street parking within this area is utilised for persons working in the city, residential uses, persons visiting the retail and food premises along Charles Street, and people visiting the hospital. It is considered there is no one type of parking for the area. Like any business that is reliant on on-street parking in an area such as this, users of the site will be constrained by availability. Notwithstanding, the proposed primary operating hours, being early morning and early evening will take advantage of the available spaces at this time, that within such an area will be more open to be used prior to the influx of other vehicles utilising spaces for other uses. It is also important to understand that the parking surrounding the site, and within walking distance is a mixture of unrestricted, signed and metered parking.

The traffic report has stated:

There is considered to be sufficient available on street parking in the vicinity as discussed in Section 3.4 of this TIA.

Section 3.4 of the traffic report offers greater detail into how it was concluded that sufficient on street parking is available for the proposed use. The report looked at car parking demand produced by the use against the available on-street car parking supply. Of particular importance within this section:

- Car parking surveys were not collected before 8:00am, considering there are 37 spaces available at 8:00am and parking restrictions are lifted before 8:00am;
- Car parking surveys were not collected at 6:15pm, considering there are 32 spaces available at 5:30pm and parking restrictions are lifted after 6:00pm there is expected to be sufficient parking availability at this time; and
- Car parking surveys were not collected on Saturdays. It is understood that car on-street car parking demands are lower on weekends than on weekdays. It is also noted that parking restrictions are lifted on weekends. Based on this there is expected to be sufficient parking availability at this time.

As a traffic report has been provided by a qualified traffic engineer, who has looked at the proposed use in detail and concluded that there is sufficient on-road parking availability, it has to be considered that the proposal meets the requirements of P1(e).

(f) An assessment of the actual parking determined in light of the nature of the use and development

The traffic report provided an assessment of actual parking on street against the nature of the proposed use. It was concluded that there is sufficient parking to accommodate

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

<p>the need of the use.</p> <p>(g) The effect on streetscape Parking will be restricted to available off-street, and on-street car parks, which will maintain the existing effect on the streetscape.</p> <p>(h) The recommendations of any traffic impact assessment prepared for the proposal The Traffic Impact Assessment concluded that on-street car parking availability is considered to be adequate.</p> <p>Conclusion: The traffic report has stated: <i>Available car parking is expected to be able to meet the reasonable needs of fitness centre users taking into account the available on-street car parking and other modes of transport.</i></p> <p>Therefore, it can be considered that an appropriate level of car parking is able to be provided to meet the needs of the use, and the proposal is compliant with the performance criteria.</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>Complies Part D3 of the National Construction Code 2014 requires one disabled space per 100 car parking spaces or part thereof. It is noted that there are no changes to the onsite car parking.</p>

E6.5.2 Bicycle parking numbers

<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>Complies The use requires one space per 50m² of gross floor area. The proposed gross floor area is approximately 450.38m² and as such nine spaces are required, which are able to be accommodated for inside of the existing building.</p>

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

E6.6 Development Standards

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 At least two showers have been provided within a female and male change room facility.

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 building is within 50m of the street and the internal bicycle storage is visible from the entry 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 storage areas are able to meet the requirements of the relevant Australian Standard.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

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 application proposed no development, but does propose several signs. These signs are consistent with the historic nature of the site and maintain the purpose of the Code.

E13.6 Development Standards

E13.6.13 Signage

Objective:

To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.

Consistent

The proposed signage is compatible with the cultural significance of the site.

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.

Relies on Performance Criteria

Four signs are proposed that will exceed 0.2m² and as such reliance on the performance criteria is sought.

P1 New signs must be compatible with the historic cultural heritage of the local heritage place and its setting, having regard to:

- (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.

Complies

There is one existing sign on site that measures 1.9m wide x 1.7m high facing the Charles Street frontage. The sign currently indicates the current use of the building, being 'The Potters House - Christian Fellowship Ministries'. It is also proposed to construct three more signs facing the Canning Street frontage.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

Sign 2:

Wall banner sign measuring 1.0m wide x 1.5m high.

Sign 3:

The third sign will be an awning fascia sign measuring 2.82m wide x 0.40m high.

Sign 4:

The fourth sign will be facing east but visible from Canning Street and will be another wall banner sign measuring 1.0m wide x 1.5m high.

All signs will include the F45 logo, which includes the letters on a blue, white, and red, background.

The proposal was referred to the Tasmanian Heritage Council for comment who issued a certificate of exemption. The exemption certificate includes advice which states:

The new signage is fixed to the detached hall building, and has no appreciable impact on the integrity or historic cultural heritage values of the former Charles Street School building, which the Tasmanian Heritage Register described as "A brick school building with horizontal rendered banding". The windows are hinged casements. There are vent lanterns on the roof.

It further states:

In relation to Sign 1:

The new signage to the western side of the building (Charles Street), is identified to replace an existing sign panel, of matching size and location to the western façade. The western wall sign is considered to be acceptable.

Comment:

No changes to the sign 1.

In relation to Sign 2:

The wall-mounted panel sign that is proposed to the northern facade (Canning Street) is a new sign in that location, though replaces a secondary sign that was previously fixed to the western façade. The northern wall sign will be fixed to a painted rendered substrate, and considered to be acceptable.

Comment:

No changes to the sign 2.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

In relation to Sign 3:
The awning fascia sign being proposed to the northern entry canopy (Canning Street), is dimensioned at 0.4m high x 2.825m wide, noting the existing fascia is 3.2m wide. The overall height/depth of the existing entry awning can be scaled at approximately 180mm (ie. + 2 x brick courses). It is recommended that the new awning fascia sign be reduced in height, to reduce the extent of additional signage, and match the height of the northern entry canopy, and characteristics of the existing architectural detail.

Comment:
 It is recommended that amended plans be provided showing a reduced sign to match the northern entry panel.

In relation to Sign 4:
The sign being proposed to the eastern façade is a new wall sign fixed to the face brickwork. The new sign is dimensioned at 1.0m wide x 1.5m high, to contain the F45 logo and graphics. The sign appears to serve no functional purpose and could be reduced in size/content or deleted from the work. The signs to both Canning and Charles Street facades will be visible and identify the nature of the tenancy.

Comment:
 It is recommended that Sign 4 be removed from the proposal. This will be achieved through an amended plan condition.

It is considered that through the implementation of the above changes, the proposal is able to comply with the clause by ensuring the proposed signage is compatible with the historic cultural heritage of the area and as such, is compliant with the performance criteria.

4. REFERRALS

REFERRAL	COMMENTS
	INTERNAL
Infrastructure Services	Conditional consent provided.
Environmental Health	Conditional consent provided.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

REFERRAL	COMMENTS
	EXTERNAL
TasWater	N/A
State Growth	N/A
TasFire	N/A
Tas Heritage Council	As the site is located on the State Heritage Register the application was referred to the Tasmanian Heritage Council, who issued a Notice of No Interest on 08/01/2019.
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 23 February to 12 March 2019. Ten representations were received.

A representor meeting was held on 19 March 2019 on site to allow further discussion and insight into the issues and concerns held by the representors.

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: There are concerns about noise and the effect they will have on nearby houses. In particular noise from the music played as well as vehicles coming to the site so early, resulting in increased noise levels at early hours of the morning. Can the council ensure all the residents of the area that the noise levels from the studio will not disturb the amenity of the residents in the area. If the residents are disturbed what action will the council take to put a stop to the noise from the fitness studio. The residents of the area will be impacted by increased noise levels emanating from the fitness studio and of the participants coming and going from the site.</p>
<p>Response: <i>Noise requirements have been discussed under Clause 15.3.4 of the scheme. The applicant provided a noise report from a qualified engineer that has stated the proposal is able to meet the requirements of Acceptable Solution A1. Notwithstanding, a condition has been recommended requiring a further noise report and mitigation techniques should the noise exceed this acceptable solution. A request for further information letter was issued to the applicant regarding the provided noise report. The letter required further information on the closest sensitive use, how the noise was</i></p>

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

simulated, and potential external noises such as cars starting, doors opening and shutting, and voices. A response was received from the acoustic engineer that addressed all of these concerns. It is also important to understand that a noise report by a qualified acoustic engineer has been provided that demonstrates compliance against the Acceptable Solution. When an assessment of an application occurs against professional advice or reports submitted as part of the application, a review of those reports are undertaken against the provisions of the scheme provisions. How a report came to the conclusion through their professional tests and knowledge is not something Council can generally question. In this instance a request for further information was issued and an adequate response was received.

Issue 2:

Parking on the street cannot be guaranteed and the site is unable to deal with the amount of cars required for the use. Parking may take away from other businesses within the area. Can the council ensure that the residents in the area will not be impacted by the 40 or more cars parking in the immediate vicinity of the studio which will increase to 80 cars at change of fitness classes.

Response:

The shortfall in car parking has been discussed under Performance Criteria P1 under Clause E6.5.1 of the scheme. Due to the unusual nature of the fitness studio, operating outside of normal working hours, its proximity to the city, and surrounding on-street car parking, it is considered that the surrounding streets will be able to accommodate the proposed use. This view is a supporting view of the provided Traffic Impact Assessment that looked at the potential traffic generation from the use against the parking availability on and off the site. A condition has been recommended that will result in lease sharing some car parks early morning to help offset on-street parking and on-street noise issues.

Issue 3:

Monday to Friday - 5:15am to 7:30am; 9:30am to 12:30pm; and 4:45pm to 8:30pm

Saturday and Sunday - 6:00am to 12:00pm

Classes are restricted to a maximum of 42 participants at any one time from Monday to Friday and 27 people on Saturday and Sunday. These hours will impact all adjoining premises and the surrounds.

Response:

The Urban Mixed Use Zone does not provide for operating hours. Notwithstanding, a condition has been recommended restricting operating hours to those that are proposed to ensure compliance with the zone purpose statements which refer to providing integration of residential, retail, commercial services and commercial activities in urban locations.

6. CONCLUSION

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

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

ECONOMIC IMPACT:

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

ENVIRONMENTAL IMPACT:

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

SOCIAL IMPACT:

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

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

8.1 233A Charles Street, Launceston - Sports and Recreation - Change of Use to Fitness Studio ...(Cont'd)

ATTACHMENTS:

1. Locality Map (distributed electronically)
 2. Plans to be Endorsed (distributed electronically)
 3. Tasmanian Heritage Council - Notice of (No) Interest - Change of Use (distributed electronically)
 4. Representations (distributed electronically)
-

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage

FILE NO: DA0592/2018

AUTHOR: Catherine Mainsbridge (Senior 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:	S Group
Property:	27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston
Zoning:	Light Industrial
Receipt Date:	17/10/2018
Validity Date:	5/02/2019
Further Information Request:	29/10/2018
Further Information Received:	01/02/2019
Deemed Approval:	4/04/2019
Representations:	Three

PREVIOUS COUNCIL CONSIDERATION:

DA069/2005 - Construct and use a Level 1 Activity (Wood Product Manufacturer), including partial demolition of existing building

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 DA0592/2018 Manufacturing and Processing - Demolition of existing dwelling, construction of new workshop, refurbishment and reconfiguration of existing showroom, offices and staff areas and new signage at 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston subject to the following conditions:

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

1. ENDORSED PLANS & DOCUMENTS

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

- a. Cover, Prepared by S Group, Project name J005369, Drawing No. A000, Revision No. A, Dated 16/06/2018.
- b. Site Plan, Prepared by S Group, Project name J005369, Drawing No. A101, Revision No. D, Scale: 1:7000 & 1:100, Dated 31/01/2019.
- c. Floor Plan, Prepared by S Group, Project name J005369, Drawing No. A201, Revision No. A, Scale: 1:3500, Dated 19/06/2018.
- d. Elevation 01, Prepared by S Group, Project name J005369, Drawing No. A301, Revision No. A, Scale: 1:3500, Dated 19/06/2018. Amended Plans Required
- e. Elevation 02, Prepared by S Group, Project name J005369, Drawing No. A302, Revision No. A, Scale: 1:3500, Dated 19/06/2018.
- f. Office Fitout Floor Plan/Elevations, Prepared by S Group, Project name J005369, Drawing No. A401, Revision No. A, Scale: 1:1750, Dated 19/06/2018. Amended Plans Required.
- g. Environmental Noise Assessment, Prepared by Tarkarri Engineering Pty Ltd, Report No 5203_AC_R, December 2018.

2. AMENDED PLANS REQUIRED

Prior to the commencement of any work and use, amended plans must be submitted to the satisfaction of the Council to replace plans annotated as "Amended Plans Required" and attached to the Permit. Once approved, these amended plans will be endorsed and will then form part of the Permit. The amended plans must show:

- a. The deletion of the wall mural sign from the frontage of the new building at 27 Shamrock Street replaced with a building fascia sign with the lettering occupying no greater area than 2.2m wide x 900mm high.
- b. Reduction in the size of the two existing wall mural signs at 27 Glen Dhu Street to a maximum of:
 - 18m² to the Glen Dhu Street frontage with lettering limited to a maximum area of 3m², and
 - 9m² to the Wilmot Street frontage with lettering limited to a maximum area of 1.5m².

3. DELIVERY VEHICLES - ACTIVE TRAFFIC MANAGEMENT PLAN

The delivery of goods and services to the site, where the vehicle is anticipated to require reversing over the public foot path or road reservation, shall not be undertaken unless in accordance with a Traffic Management Plan approved in writing by the Director Infrastructure Services prior to the commencement of the use.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

The Traffic Management Plan shall be prepared by a suitably qualified person and shall include a risk assessment (showing pre- and post-treatment options) that ameliorates any risk above 'low'. The Traffic Management actions are to include a safe work method statement and an appropriately inducted 'spotter' to control traffic (vehicles and pedestrians) as the need determines while the delivery vehicle is reversing.

4. USE OF PARKING AREAS

Areas set aside for the parking and movement of vehicles as shown on the endorsed plans must be made available for such use and must not be used for any other purpose.

5. 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.

6. DELIVERY HOURS

Deliveries to and from the site by heavy vehicles must only occur between 8.00am and 5.00pm Monday to Friday.

7. 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

8. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA No. 2018/01740-LCC, DATE 31/01/2019 and attached to the permit.

9. BUSINESS HOURS

The operation of the workshop (except office use) must be confined to 8.00am to 5.00pm Monday to Friday.

10. SITE LANDSCAPING

The landscaping must be:

- a. installed in accordance with the endorsed plan; and
 - b. a tree capable of growing to a height of no less than 10m.
 - c. completed prior to the use commencing; and
 - d. maintained as part of non-residential development. It must not be removed, destroyed or lopped without the written consent of the Council.
-

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

11. SIGNAGE CONTENT

Content of the signs may be updated or changed without separate approval of Council, subject to:

- a. the structure, location and size of the signage not changing.
- b. the content of the signage relating to the site.
- c. compliance with the requirements of the planning scheme.

12. NO SIGN ILLUMINATION

The signs must not be floodlit or otherwise internally illuminated.

13. SIGN MAINTENANCE

The signs must be constructed and maintained in good condition to the satisfaction of the Council.

14. DRIVEWAY AND PARKING AREA CONSTRUCTION

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

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

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

15. 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.

16. 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.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

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.

17. VEHICULAR CROSSINGS

No new vehicular crossing shall be installed, or any existing crossing removed or altered (including but not limited to the alteration of the kerb and channel or the placement of additional concrete segments against the existing apron) without the prior approval of Technical Services.

An application for such work must be lodged electronically via the Council eServices web portal or on the approved hard copy form.

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

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

18. 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 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)**
-

19. 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.

20. ENVIRONMENTAL NOISE ASSESSMENT

Comply with all administrative and engineering controls as contained in Report 5203_AC_R, submitted by Tarkarri Engineering Pty Ltd, dated 14/12/2018.

21. DUST MANAGEMENT

All dust and particulates must be collected and contained within the dust extraction system and not permitted to be released into the environment.

22. 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.

23. 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;
- 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. General

This permit was issued based on the proposal documents submitted for DA0592/2018. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 6323 3000.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

This permit takes effect after:

- a. *The 14 day appeal period expires; or*
- b. *Any appeal to the Resource Management and Planning Appeal Tribunal is withdrawn or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

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

B. 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.

C. Appeal Provisions

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

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

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

D. 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.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

E. 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.

F. 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.

G. 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.

REPORT:

1. THE PROPOSAL

The proposal seeks to upgrade the existing joinery which operates over three separate properties. These include:

- 27 Wilmot Street - a building which extends through two end to end sites, from the northern side of Shamrock Street to Wilmot Street and which is used for production of joinery in-situ and as flat packs.
 - 27 Shamrock Street (on the southern side of Shamrock Street opposite the above property) Wilmot Street - contains a building in the form of a dwelling but used as the office for the business. The rear yard has a small shed in the rear south eastern corner, a large tree and some storage of materials.
 - 27 Glen Dhu Street (on the corner of Wilmot Street) - having three sections the front north eastern corner is used a showroom and an office, the mid- and rear sections are used for storage.
-

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

The site at 27 Wilmot Street is not part of the application in that the only change will be a decrease in the intensity of use of the building by transferring the flat pack production to the new building at 27 Shamrock Street.

A new building is proposed at 27 Shamrock Street following demolition of the existing buildings. The new building proposes a setback of 7.76m from the frontage the building is to occupy the remainder of the site with a width of 19.65m x depth of 36.95m and maximum height of 9.34m. The building is to be constructed of tilt up concrete panels. On the ground floor, at the front of the building, is a large meeting room, a storeroom and staff amenities. Adjoining the meeting room is a set of stairs which access a 405m² mezzanine floor which is proposed along the western side of the building. The facade is to contain a large roller door to allow for deliveries of materials in and products out from the premises. Within the frontage four car spaces are proposed, these are perpendicular to the street and therefore are unable to turn on site. The area will be interspersed with landscaping which will also shield a dust extraction unit in the front north eastern corner of the site. Over the roller door a large sign consisting of an alucaclad image of 38m² was proposed, this similar to an existing yet unapproved image on the showroom section of the building at 27 Glen Dhu Street. Following advertising the operators of the business have reassessed their operation and wish to delete the sign and propose information/directional signage to reflect the production verses showroom function of the building.

Staff from the building at 27 Shamrock Street are to be accommodated within renovated space at 27 Glen Dhu Street. Perpendicular parking is also to be provided on this site in the form of two standard spaces and one accessible space. The application seeks retrospective approval for the alucaclad signs to the front wall along the Glen Dhu Street frontage and returning along Wilmot Street. As noted above the signs are to be altered to reflect the use of the showroom building with the inclusion of the offices. The unapproved signs are too large and would have to be reduced in size. Altered images have been provided and are to be altered by an amended plan condition if a permit is issued.

The site at 27 Shamrock Street has a rectangular shape with a slight fall from west to east across the site.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The business is located in South Launceston just west of the Southern Outlet between Wilmot Street to the north and Pipeworks Road to the south. It is a mixed use and characterised area. While developed historically as a residential area, particularly to support the historical Coats Patons industry on the western side of Glen Dhu Street, the development to the Southern Outlet removed dwellings and altered the character of the area including the introduction of additional businesses. Although the area south of Thistle Street and between the Southern Outlet and Coats Patons is zoned Light Industrial there

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

are four single dwellings along the western boundary of 27 Shamrock Street and two dwellings south of 27 Glen Dhu Street. The previous Coats Patons building has a number of uses including a storage facility, office and light industrial uses at the northern end, a gym, offices and convention room hire in the centre and a church at the southern end. All other properties have some light industrial/commercial type use other than a swim school on the eastern side of 27 Shamrock Street.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

24.0 Light Industrial Zone

<p>24.1.1 Zone Purpose Statements</p> <p>24.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimize conflict or impact on the amenity of any other uses.</p> <p>24.1.1.2 To provide for uses complementary to and compatible with the above purpose.</p>
<p>Consistent</p> <p>The proposal meets the zone purpose by upgrading an existing manufacturing operation by construction of additional work space and rationalise the administrative functions with minimal impacts to surrounding properties.</p>

24.3 Use Standards

24.3.1 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>Goods and materials will be stored internally.</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>
<p>Complies</p> <p>Construction of the new building at 27 Shamrock Street will allow all goods and materials to be stored internally. Some materials are currently stored in the open at the rear of this site.</p>

24.3.2 Emissions impacting sensitive uses

<p>Objective:</p> <p>To ensure that emissions to air, land and water are not detrimental to the amenity of sensitive uses.</p>
<p>Consistent</p> <p>The premises should not impact on the amenity of the area.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<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 The site immediately adjoins four dwelling along its western side boundary although the neighbouring land is zoned Light Industrial.</p>
<p>P1 The use must not adversely impact on the amenity of nearby sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use; (b) the nature of the emissions; (c) the proximity and number of sensitive uses in the area; (d) the topography of the site; (e) any mitigation measures proposed; and (f) the proximity and number of nearby emitting uses.
<p>Complies</p> <p>The use should not adversely impact the amenity of nearby sensitive uses given the following assessment:</p> <p><i>(a) the nature of the proposed use;</i> The proposed building at 27 Shamrock Street is to be used for the construction of 'flatpack' joinery products, typically residential kitchens and bathrooms</p> <p><i>(b) the nature of the emissions;</i> Modelling of the noise by the environmental consultant recognised the following after testing at five points of nearby sensitive (residential) uses in relation to the existing operation at 27 Wilmot Street, use a forklift between the existing and proposed workshop and predicted noise level from the new building. The points included the rear of the three adjoining dwellings, the dwelling over the road in Shamrock Street and one on the northern side of Wilmot Street.</p> <p>The measurements were assessed against a determined ambient noise level. A logging sound meter was placed at the north-western boundary of the proposed site on 8 November 2018 between 7.30am and 9.30am with recordings at 10 minute intervals. The results are summarised below:</p> <ul style="list-style-type: none"> • Readings of 58 dBA and 53dBa for traffic on the Midland Highway being the dominant noise source. • Elevated levels between 8.20am and 9.00am resulting from local traffic including the swim school. • Maximum levels of 75dBA from the Highway traffic; • Intermittent noise from joinery equipment of the existing workshop. <p>The dominant noise source is the breakout noise, over and above the nominated criteria of 58dBA over 10 minute intervals and a maximum of 75dBA, from the workshops when the roller doors of the building are left open. The use of the forklift and dust extraction</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>systems are below the current ambient noise levels of 47 and 50dBA and 52dBA respectively.</p> <p><i>(c) the proximity and number of sensitive uses in the area;</i> The sensitive uses immediately adjoin the proposed development over their rear boundary. No comments have been received from the neighbouring homes.</p>
<p><i>(d) the topography of the site;</i> The site runs parallel with the contours and rises approximately 1m across the width of the site.</p> <p><i>(e) any mitigation measures proposed; and</i> As noted from the noise assessment, noise emissions are more likely if the doors to the proposed and existing workshops are left open when multiple pieces of joinery are to be used. The assessment recommends that the doors remain closed when machinery is being used. The report would form part of the endorsed documentation if a permit is issued.</p> <p>Use of forklifts and the dust extraction units area stated as being below criteria levels for the current and ambient noise levels and would be controlled by conditions recommended by Council's Environmental Services officers if a permit is issued.</p> <p><i>(f) the proximity and number of nearby emitting uses.</i> The main generation of noise in the immediate vicinity is the major roadway of the Southern Outlet, being the main route to areas south of the city. The site adjoins a 'learn to swim' swimming centre with a chlorine pool and subject to a number of visitations each weekday by a number of children. The existing business operates immediately opposite in Shamrock Street, addressed as 27 Wilmot Street with a diesel fitter next door at 26 Shamrock Street.</p>

24.4 Development Standards

24.4.1 Building height, setback and siting

<p>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 residential zones.</p>
<p>Consistent The proposed building is similar in scale to other commercial/industrial scale buildings in area, all adjoining properties being zoned Light industrial.</p>
<p>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.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>Complies The maximum height is 9.34m and complies.</p>
<p>A2 Setback from a frontage must be no less than: (a) 5.5m; or (b) the setback of an adjoining building.</p>
<p>Complies The building will be setback 7.76m from the frontage.</p>
<p>A3 Buildings can be built up to the side and rear boundaries.</p>
<p>Complies The building is proposed up to the other boundaries.</p>

24.4.2 Streetscape

<p>Objective: To ensure that development has an acceptable impact on the streetscape.</p>
<p>Consistent The new building is considered to be compatible in the streetscape.</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; and (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 component of the buildings.</p>
<p>Relies on Performance Criteria All walls of the proposed building will be of tilt up concrete and will have an applied finish to meet (a) and (b). In respect of (c), the building is proposed with a meeting room occupying the front north western corner. The room has a window which is approximately 3m wide and 1m deep. The room is approximately 7m wide and 4m high therefore the glazing is only about 10.7% and must be addressed against the performance criteria.</p>
<p>P1 New buildings or extensions to existing buildings must be compatible with the streetscape, having regard to: (a) the topography of the site; (b) the nature of the proposed use; (c) the visibility of the building from the road; (d) the external treatment and finish of buildings; and (e) the building materials used in the surrounding area.</p>
<p>Complies The new building will be compatible with the streetscape given the following: (a) <i>the topography of the site;</i></p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>The site is relatively level.</p> <p><i>(b) the nature of the proposed use;</i> The main use of the site is for manufacturing purposes.</p> <p><i>(c) the visibility of the building from the road;</i> The building is visible from the street but the characteristics of the area results in the building having a limited viewfield and visible impact.</p> <p><i>(d) the external treatment and finish of buildings; and</i> The building is to clad with concrete tilt up panels with timber vertical struts over part of the facade to relieve the scale of the concrete facade.</p> <p><i>(e) the building materials used in the surrounding area.</i> A number of buildings in the area are clad in custom orb.</p>
<p>A2 Car parking must not be located within 3m of the frontage.</p>
<p>Relies on Performance Criteria Four car spaces are proposed across the front of the new building perpendicular to the street and must be assessed against the performance criteria.</p>
<p>P2 Car parking must be located to minimise visual impact on the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the nature of the proposed use; (c) the number of car spaces; (d) the visibility of the car parking from the road; (e) the use of measures to mitigate impacts including screening and landscaping; (f) the location of car parking on adjoining sites; and (g) the character of the streetscape.
<p>Complies</p> <p>The car parking is not considered to have a significant impact on the streetscape given the following:</p> <p><i>(a) the topography of the site;</i> The site is relatively level having a fall of approximately 1m across the site and is not visible from an extensive viewfield.</p> <p><i>(b) the nature of the proposed use;</i> The proposed use currently operates out of the building on the opposite and northern side of Shamrock Street and has outgrown the existing building. Documentation and discussions held with the owner and applicant have reiterated that the number of staff will not be increasing. Therefore, the carparking demand should not increase. Provision</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

of the four spaces will increase the number for employees of the business and decrease the impact on the streetscape where cars currently park parallel with and over the kerb. Employee vehicles are typically twin or dual cab vehicles and their large size in the streetscape has an impact on the street. Provision of parking on site will improve the clutter of vehicles parked in the street.

(c) the number of car spaces;

Four spaces are proposed across the front of the new building which provides a backdrop of over 9m in height and is bordered by landscaping to reduce visual intrusion within the streetscape.

(d) the visibility of the car parking from the road;

The spaces will be visible from the street similar to the location of parking for other properties in the vicinity. As the street is short, narrow and only used by three other businesses any impact is minimised especially as it prevent cars parking partly over the kerb which is more visually intrusive. The only other parking in the vicinity, which appears to be formalized, is for the swimming centre where the parking is also in front of the building and has a greater visual impact due to its size.

(e) the use of measures to mitigate impacts including screening and landscaping;

Landscaping adjoins the eastern side of the spaces and will reduce the visual impact when accessing the site from the east but however will also minimise the visual impacts of the frontage when viewing the site from the west.

(f) the location of car parking on adjoining sites; and

As noted above, the only other parking in the vicinity, which appears to be formalized, is for the swimming centre where the parking is also in front of the building and having a greater visual impact due to its size. Other sites only appear to have random parking where cars physically 'fit'.

(g) the character of the streetscape.

The area has a very mixed character. Although the properties have the same zone, there is generally a mix of residential properties and small service type uses other than for the swim school and the subject use. The non-residential uses tend to have minimal parking that is located at the front of their sites. The provision of parking for the new building is similar to other non-residential uses in the vicinity to maintain consistency in the streetscape.

24.4.4 Site landscaping

Objective:

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

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>Consistent Landscaping is proposed to the frontage where there is currently very limited landscaping and is considered an improvement.</p>
<p>A1 New buildings or extensions with a gross floor area greater than 100m² or 50% of the existing gross floor area, whichever is less, must:</p> <ul style="list-style-type: none"> (a) landscape an area within the front setback of not less than the 50% of that area; and (b) provide a minimum of one tree capable of growing to a height of no less than 10m planted for every 1,000m² of site area. Trees must be located within a minimum 3m diameter landscaped area.
<p>Relies on Performance Criteria Insufficient landscaping is proposed given the size of the building and the performance criteria must be addressed.</p>
<p>P1 Landscaping must improve the amenity and appearance of the site and the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the existing vegetation on the site; (c) shade for users of the site and car parking areas; (d) the location, type and growth of the proposed vegetation; (e) the area set aside for landscaping and its suitability; (f) any proposed screening; and (g) the character of the streetscape and surrounding area.
<p>Complies The extent of landscaping proposed should improve the amenity and appearance of the site having regard to:</p> <p><i>(a) the topography of the site;</i> The site is relatively level and the landscaping proposed within the frontage of the building will only be seen in close proximity to the site. The cluster of vegetation will break up the short streetscape of Shamrock Street.</p> <p><i>(b) the existing vegetation on the site;</i> While there is a large tree in the rear yard to be removed to allow the construction there is only a small man fern in front of the existing building. The more intensive vegetation proposed within the frontage will improve the streetscape.</p> <p><i>(c) shade for users of the site and car parking areas;</i> Classed as a shade tree, a Luscious <i>Tristaniopsis laurina</i>, is proposed against the eastern boundary of the site and the driveway. On the western side of the driveway and also east of the car park is a medium sized species of a Sublime <i>Acmena smithii</i> and Red Alert <i>Callistemon vimnalis</i>. The car parking spaces will only be shaded of a morning and early afternoon but the site will visually benefit from the landscaping throughout the day.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

- (d) *the location, type and growth of the proposed vegetation;*
The proposed landscaping will relieve the streetscape which currently is limited in the surrounding area. It is to consist of tall grasses of Flamin *Phormium tenax* between the car spaces and the building and a tree either side of the driveway access into the building. As noted above, a larger tree is proposed against the eastern boundary and medium height trees on the eastern side of the car spaces.
- (e) *the area set aside for landscaping and its suitability;*
The landscaping will break up the frontage of the building being along each site of the access to the site and across the front of the building.
- (f) *any proposed screening; and*
- (g) *the character of the streetscape and surrounding area.*
There is limited landscaping on surrounding properties and although the landscape is not to the quantity required by the acceptable solution it is considered to enhance the site and the immediately surrounding area.

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**
The site subject of the development and use are not considered to be contaminated.

E2.5 Use Standards

- Objective:
To ensure that potentially contaminated land is suitable for the intended use.
- Consistent**
No potential contamination issues have been found following a desk top study of the site and the code does not apply.
- 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**
A recognised consultant has provided a written statement which states that following investigation of the history of the site that there is no evidence or suspicion of contamination on the site, and therefore there is no present risk.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

E2.6 Development Standards

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 Works on site are not considered to cause an adverse impact.
A1 No acceptable solution.
Relies on Performance Criteria
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 (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 A recognised consultant has provided a written statement which states that following investigation of the history of the site that there is no evidence or suspicion of contamination on the site, and therefore, there is no present risk.

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 The proposed development which seeks additional access to Shamrock Street is not considered to have too great an impact on the existing road network.

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.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>Consistent The proposal should not reduce the safety and efficiency of accesses and junctions.</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>Complies The access will be new in that it is being widened to provide four perpendicular car spaces with the use of the existing access not increasing by 20% or more than 40 vehicle movements per day.</p>

E4.6 Development Standards

E4.6.2 Road accesses and junctions

<p>Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.</p>
<p>Consistent Widening of the access is not considered to impact on the safety or efficiency of the road.</p>
<p>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.</p>
<p>Relies on Performance Criteria The site will retain its existing crossover which will service the building rather than the vacant area at the rear of the site. In addition, four car spaces are proposed perpendicular to the frontage. The additional access points must be assessed against the performance criteria.</p>
<p>P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.</p>
<p>Complies The new access points are not considered to be unreasonable or to impact on the safety and efficiency of the street.</p> <p><i>(a) the nature and frequency of the traffic generated by the use;</i> The use will generate delivery type vehicles via the existing access to the building plus</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>four long term staff spaces.</p> <p>Delivery vehicles include small rigid trucks with materials and then delivery out with the finished product. The larger vehicles will reverse into the building load/unload and drive out in a forward direction. Small ones have greater flexibility.</p> <p>Staff vehicles will predominantly remain on site during work days.</p>
<p><i>(b) the nature of the road;</i> The road provides frontage and access to the existing business, the adjoining swim school and a diesel fitter adjoining the existing joinery building. Shamrock Street has an L-shaped, and links back to Wilmot Street to the north, before re-entering Glen Dhu Street.</p> <p><i>(c) the speed limit and traffic flow of the road;</i> The speed limit is 50km/h and two way.</p> <p><i>(d) any alternative access to a road;</i> Wilmot Street provides an alternative access.</p> <p><i>(e) the need for the access or junction;</i> The access points are needed to provide on-site parking.</p> <p><i>(f) any traffic impact assessment; and</i> <i>(g) any written advice received from the road authority.</i> As a Traffic Impact Assessment has not been provided the Infrastructure Services department were involved in discussion with the applicant prior to lodgement. The proposal will provide the opportunity for four vehicles to park on site rather than within the street. The Infrastructure Services Department has no objections to the proposal.</p>
<p>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.</p>
<p>Consistent Suitable site distances are possible between vehicles and junctions.</p>
<p>A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>
<p>Relies on Performance Criteria The additional access is approximately 45m from the intersection with Glen Dhu Street.</p>
<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

regard to:

- (a) the nature and frequency of the traffic generated by the use;
- (b) the frequency of use of the road or rail network;
- (c) any alternative access;
- (d) the need for the access, junction or level crossing;
- (e) any traffic impact assessment;
- (f) any measures to improve or maintain sight distance; and
- (g) any written advice received from the road or rail authority.

Complies

Adequate sight distance exists to ensure the safe movement of vehicles, having regard to:

(a) *the nature and frequency of the traffic generated by the use;*
Vehicles to the site will be those undertaking deliveries and staff.'

(b) *the frequency of use of the road or rail network;*
The site typically operates from Monday to Friday.

(c) *any alternative access;*
There are no other means to access the site but the street can be accessed via Wilmot Street.

(d) *the need for the access, junction or level crossing;*
As the site is limited in size the proposal maximises its utility.

(e) *any traffic impact assessment;*
A traffic assessment was not requested.

(f) *any measures to improve or maintain sight distance; and*
The applicant has agreed to a condition to require traffic management when the larger trucks are reversing into the site.

(g) *any written advice received from the road or rail authority.*
The road authority has agreed to the additional access points.

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;

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>(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.</p>
<p>Consistent The use is located in a mixed use area which is relatively close to the city centre and public transport with sufficient parking proposed.</p>

E6.5 Use Standards

E6.5.1 Car parking numbers

<p>Objective: To ensure that an appropriate level of car parking is provided to meet the needs of the use.</p>
<p>Consistent An appropriate number of spaces are proposed.</p>
<p>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.</p>
<p>Relies on Performance Criteria Table E6.1 requires <i>one space per 200m² of gross floor area or two spaces per three employees, whichever is greater plus one bicycle space per five employees.</i></p> <p>The gross floor area is 720m² on the ground floor and 405m² as mezzanine. While three employees are expected to occupy the site and generate the need for two spaces, the floor area generates six spaces. Therefore, a variation for two spaces must be assessed against the performance criteria.</p> <p>While bicycle parking is not indicated one space can be provided.</p>
<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: (a) the availability of off-road public car parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site;</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

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

Complies

The number of car parking spaces provided is considered able to meet the reasonable needs of the use, having regard to:

(a) *the availability of off-road public car parking spaces within reasonable walking distance;*

Four spaces will be provided on site to reflect the anticipated staff numbers. The area is on the outskirts of the City centre but within 20 minutes' walk of services which the CBD offer and public transport.

(b) *the ability of multiple users to share spaces because of:*

- (i) *variations in car parking demand over time; or*
- (ii) *efficiencies gained by consolidation of car parking spaces;*

The employees currently work on the site opposite and park in the street. The proposed parking will improve the situation and relocate employee cars from the street onto the site. Three spaces will be occupied by the three employees working in the building leaving one for another car.

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

Metro buses service Glen Dhu Street.

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

The site is relatively small and the building will occupy the majority of the site. Therefore, there is minimal space for parking to be provided but the proposed four spaces are considered acceptable.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

(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;

The surrounding streets are currently occupied with cars parking on the road reserve. This varies during the course of the day and day of the week especially given the gym and church within the southern part of the Coats Patons building.

The immediately surrounding streets of Shamrock and Wilmot Streets are quiet and subject to minimal passing traffic other than the swimming school next door. Vehicles associated with the nearby mechanics vary during the day but as highlighted from discussion with the representors, these vehicles are moved around by the operators who are familiar with the area.

To address safety issues of people parking in the streets and accessing the swimming centre traffic management is proposed when delivery trucks will be backing into the site for delivery and collection of goods.

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

Although the floor area generates a need for six spaces the expected three staff will be able to park on site.

(g) the effect on streetscape; and

The spaces will be visible from the street as are spaces for other properties in the vicinity. As the street is short, narrow and only used by three other businesses any impact is minimised especially as it prevent cars parking partly over the kerb which is more obtrusive. The only other parking in the vicinity, which appears to be formalized, is for the swimming centre where the parking is also in front of the building and has a greater visual impact.

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

A space is provided at 27 Glen Dhu Street with direct access to the main office.

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.

Consistent

The proposal will provide for delivery and collection of goods.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

A1 A loading bay must be provided for uses with a gross floor area greater than 1,000m ² in a single occupancy.
<p>Complies</p> <p>A loading bay is required and is provided by vehicles driving into the building and loading. Small rigid trucks and larger vehicles are proposed to deliver and collect goods. Generally a maximum of two deliveries will be made to the site on any one day. Larger rigid vehicles delivering materials will attend the site, and reverse in to the site to unload and load. As noted previously the applicants have agreed to manage this.</p>

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
<p>Consistent</p> <p>Parking spaces will be appropriately constructed.</p>
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
<p>Complies</p> <p>Parking spaces are provided on a surface with a slope less than 10%, which is paved in concrete, drained to the reticulated stormwater system and suitably line marked.</p>

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.
<p>Consistent</p> <p>The parking areas will be safe and efficient.</p>
<p>A1.1 Car parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) provide for vehicles to enter and exit the site in a forward direction 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

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>spaces; and</p> <p>(e) have a vertical clearance of not less than 2.1m above the parking surface level.</p> <p>A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.</p> <p>A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more.</p> <p>A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.</p>
<p>Complies</p> <p>The proposed car parking spaces for 27 Glen Dhu and 27 Shamrock Streets will meet the acceptable solutions.</p>

E6.6.4 Loading bays

<p>Objective:</p> <p>To ensure adequate access for goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</p>
<p>Consistent</p> <p>Suitable provisions are made for goods delivery and collection.</p>
<p>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.</p>
<p>Relies on Performance Criteria</p> <p>Deliveries and goods collection are proposed within the building.</p>
<p>P1 Loading bays must have area and dimensions suitable for the use, having regard to:</p> <p>(a) the types of vehicles likely to use the site;</p> <p>(b) the nature of the use;</p> <p>(c) the frequency of loading and unloading;</p> <p>(d) the area and dimensions of the site; and</p> <p>(e) the location of the site and nature of traffic.</p>
<p>Complies</p> <p>The area within the building is considered of a suitable size to cater for the vehicles that will be accessing the property. In respect of (a) and (b), small - medium rigid vehicles are proposed to be used to deliver materials, with these, and smaller delivery type vehicles used to distribute goods to the manufacturing industry. Such vehicles will visit the site an average of twice a day (c). The area within the building where deliveries are to be made is two storeys high (9m) and nominally 7m wide (d). As the building is not subject to passing traffic and Wilmot/Shamrock Street supports five businesses and three houses, the requirement to reverse the delivery vehicles into the site is not considered to have too much impact and can be safely managed with appropriate controls.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<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>Relies on Performance Criteria Delivery vehicles are not able to turn on site.</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</p>
<p>Access to the site will be safe for commercial vehicles to enter and exit the with regard to:</p> <p><i>(a) the types of vehicles associated with the use;</i> Delivery vehicles are small to medium sized trucks that are able to enter the building to load and unload.</p> <p><i>(b) the nature of the use;</i> The bulky nature of the business and its manufacturing reduces the number of deliveries to and from the site as units are based on ordering and take time to be produced.</p> <p><i>(c) the frequency of loading and unloading;</i> Deliveries are expected to occur an average of twice a day.</p>
<p><i>(d) the area and dimensions of the site;</i> The site area is minimal but is opposite the existing facility and allows the business to continue more economically than relocating the total business.</p> <p><i>(e) the location of the site and nature of traffic;</i> The site adjoins the Southern Outlet which is the major traffic route to and through the city.</p> <p><i>(f) the effectiveness or efficiency of the surrounding road network; and</i> The adjoining road network is efficient and effective means to transporting goods to and from the site.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

(g) *site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.*

The site is constrained in size but as noted above allows the business to continue more economically than relocating the total business within a suitable zoning.

E6.7.1 Precinct 1 - Launceston Central Business District Parking Exemption Area

E18.0 Signs Code

E18.1 The purpose of this provision is to:

- (a) provide opportunities for appropriate business advertising and information essential to support and encourage business activity;
- (b) promote the use of well-designed signs that complement and enhance the streetscape and the City and do not contribute to visual clutter and detract from the visual amenity of the locality; and
- (c) ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.

Consistent

The application includes signs which are unable to be supported, principally the unapproved signs on 27 Glen Dhu Street. The Code allows for suitable controls to be enforced to ensure a minimal impact on the streetscape while also providing for businesses to be identified. The graphic signs are most similar to a wall mural, defined as a *graphic design that covers the wall of a building and does not convey a defined advertising message.*

A wall mural of nominally 9.5m wide x 4.087m was initially included in the application for the new building at 27 Shamrock Street but during processing the owner has reconsidered the priorities of the business and wishes to replace this with a building fascia sign 2.2m wide x 900mm high stating the company name. A second sign is proposed over the window of the meeting room, described as a directional sign stating 'deliveries' with arrows to the front door for this building and 'showroom/office' with arrows and 'on Glen Dhu Street'.

E18.5 Development Standards

E18.5.1 Unacceptable signage

Objective:

To prevent unacceptable signage.

Consistent

The proposed signs are not classed as being of an unacceptable type.

A1 Signage must not be for the following sign types:

- (a) an above awning sign;
- (b) bunting (flag and decorative elements);
- (c) a flashing lights sign;
- (d) a roof sign;

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

(e) a sky sign; or (f) a third party sign.
Complies Both sign types are 'acceptable' signs.

E18.5.2 Design and siting of signage

Objective: To:
(a) provide for appropriate signage and to ensure the visual scale and impact of signage is managed; and (b) ensure that the design and siting of signs achieves the purpose of this code.
Consistent Subject to conditions to control the size by requiring the signage to be reduced in size it is able to meet the purpose of the code.
A1 A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table 1 of E18.6; and (b) meet the requirements for the relevant sign type set out in Table 1 of E.18.6.
Complies A wall mural is appropriate in the Light Industrial zone but of a lesser size than has been installed upon both the Glen Dhu and Wilmot Street frontages of 27 Glen Dhu Street to meet (a). The sign to the Glen Dhu Street frontage is nominally 36m ² and to Wilmot Street 27m ² and exceed characteristic (b): <i>(a) not extend beyond the wall or above the top of the wall to which it is attached; and (b) have a maximum area of 9m².</i> The signs must be addressed against the performance criteria. The building fascia signs are less in depth than 950mm and meet the acceptable solutions.
P1 A sign must: (a) be located within an applicable zone for the relevant sign type as set out in Table 1 of E18.6; and (b) be appropriate to the natural and built environment of the locality, having regard to: (i) domination of the streetscape or premises on which it is located; (ii) the size and dimensions of the sign; (iii) the amenity to surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs; and (vi) the obstruction of movement of vehicles and pedestrians.
Complies

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>The signs can comply subject to conditions to limit the size of the murals to the 9m² maximum.</p> <p>(a) <i>be located within an applicable zone for the relevant sign type as set out in Table 1 of E18.6;</i> The signs are appropriate within the zone.</p> <p>(b) <i>be appropriate to the natural and built environment of the locality, having regard to: (i) domination of the streetscape or premises on which it is located; (ii) the size and dimensions of the sign; (iii) the amenity to surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs; and (vi) the obstruction of movement of vehicles and pedestrians.</i></p>
<p>The signs are of a high quality but as there is limited signage on premises the area is considered to be too large especially the mural fronting Glen Dhu Street which occupies approximately half of the frontage. As the murals contain minimal lettering, do not contain a message which is repetitive and will not obstruct the movement of vehicles or pedestrians as they are part of the building a sign of half of the existing size, ie. 18m² with the text limited to no greater than 3m² to retain the sign type (similar to the size of the proposed sign to 27 Shamrock Street), is considered more appropriate.</p> <p>The image fronting Wilmot Street occupies a total wall space. As the image faces residential properties the size is considered too great and it is to be recommended that this image be reduced in size to 9m² with the lettering limited to 1.5m².</p> <p>A condition is recommended for the signs to be reduced in size and this has been agreed to by the owner.</p>
<p>A2 A sign must be a minimum distance of 2m from the boundary of any lot in the General Residential, Inner Residential, Low Density Residential, Rural Living, Environmental Living or Village zones.</p>
<p>Complies The adjoining sites and immediate area between Glen Dhu Street and the Southern Outlet are zoned Light Industrial.</p>
<p>A3 A building or tenancy must have:</p> <p>(a) a maximum of one of each sign type per building or tenancy, unless otherwise stated in Table 1 of E18.6; and</p> <p>(b) no more than three individual signs in total.</p>
<p>Relies on Performance Criteria Table E18.6 does not stipulate a maximum number of building fascia or wall mural signs for a building. In this case two murals are proposed for 27 Glen Dhu Street and a building fascia sign for 27 Shamrock Street. The Glen Dhu Street signs must be considered against the performance criteria.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

<p>P3 Visual clutter must be reduced where multiple signs of the same type are proposed, having regard to:</p> <ul style="list-style-type: none"> (a) the number of signs; (b) replacement of existing signs with fewer, more effective signs; and (c) duplication of messages or information on the same frontage.
<p>Complies A wall mural, conditioned to a maximum area of 9m² to each frontage is considered suitable for the building and the setting. As there are no other signs or duplication on the same frontage, the proposal is considered to meet (a), (b) and (c).</p>
<p>A4 A sign must not be illuminated.</p>
<p>Complies The signs will not be illuminated.</p>

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Services	Conditional consent provided with recommended conditions.
Environmental Health	Conditional consent provided with recommended conditions.
Heritage/Urban Design	The signs are to be altered to comply with the sign code.
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2018/01740 - LCC.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

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 6 February 2019 to 20 February 2019. Three 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: Dwellings should be retained as people need homes. They should not be bought and demolished as people need places to live in and own.</p>
<p>Response: <i>Although a dwelling will be lost if the application is approved, it has however been used as offices since around 2005. While use of a dwelling in the zone is allowed to continue the site's Light Industrial zone does not allow for new residential use and development.</i></p>
<p>Issue 2: Public safety is a concern with the narrow street of Shamrock Street west especially impacts upon the swim school at 25 Shamrock Street and a number of small children accessing those premises. The nature of the proposed use of the new building will include loading and unloading of larger vehicles. As the proposal does not provide for vehicles to turn on site it is likely the street will be at times be blocked and physically and visually obstruct the function of the street.</p>
<p>Response: <i>The proposed carparking and access do not allow for turning on site but do provide suitable solutions for deliveries and parking on site where these are currently undertaken within the road reserve. Loading and unloading will be undertaken within the new building with the truck movements managed to minimise conflicts within the street. The carparking spaces will also involve reversing onto the street but this is an improvement on the current situation. It is noted that most businesses in the area operate with insufficient on site carparking but in a manner that does not appear to cause to a great a concern other than for the swim school. The carparking situation is existing and the proposal provides four extra car spaces to assist the situation.</i></p>
<p>Issue 3: Visits to the swim school rely on parking in Glen Dhu Street as there is not enough parking on that site or in the street. Therefore, there may be conflicts between users of both premises. Maybe there could be restricted hour parking in the street to ease traffic issues.</p>

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

Response:

Low parking numbers in the vicinity is an existing situation and this proposal should not cause any significant increase. Movements to the site are generally limited to two delivery vehicles per day plus staff, the latter having cars parked on site during the day and not involving traffic movements. Limits on parking in the area would only benefit the swim school as other vehicles are predominantly those of workers who stay parked throughout the day.

Issue 4:

Noise pollution impacting on the offices of the swim school from traffic movements rebounding against the high walls of the new building and from the dust extraction unit at the front of the site. Vehicle noise will reduce safety for students as they won't be able to hear instruction from their teachers.

Response:

A noise report undertaken as part of the submission notes that the main creator of noise is vehicle noise from the Midland Highway. Noise from the joinery machinery and the dust extractor are not considered to be too significant. Further comment re the walls has been provided from the noise consultant who states that vehicle noise reflecting off the building walls will generate from a low point to a point mid height on the building. The dust extraction fan has been discussed with Council's Environmental Services officers. An extra condition has been imposed to limit dust emissions but the unit is not considered likely to cause any excess noise or other emissions.

Issue 5:

The area has witnessed flooding over the last couple of years which has caused damage to the building at 25 Shamrock Street. TasWater has explained the cause as being water from the hillside to the west of the City running to this area as a low point in this area. A nearby manhole has been closed in attempt to reduce issues but is yet to be tested over a wet winter. What is the likely impact to be if the proposed building at 27 Shamrock Street is approved?

Response:

Infrastructure Services have provided comment regarding this matter. The low point of the street means that a heavy rain is likely to have some impact. The area is to benefit by a major project being undertaken by TasWater and Council investigating the catchment with the intent of alleviating flows into the area. From discussion with the representor this remains an outstanding concern with an answer difficult to provide pending the above work.

Issue 6:

Noise during construction will impact on the quality of instruction to participants at the swim school and employees in the adjoining office. During the use noise will increase costs as windows will have to be close and costs of air conditioning will increase.

8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)

Response:

Noise will be generated during various phases of the construction. This is although short term. The type of construction is relatively simple and is not labour intensive so the works should be undertaken relatively quickly. Conditions are imposed to minimise impacts on amenity. The noise report states there should be little impacts as a result of the development. If nuisance is created the representor has been made aware that they can advise Council of any issues

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:

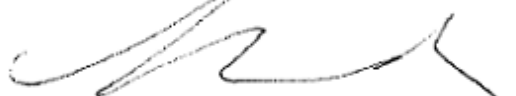
Not considered relevant to this report.

- 8.2 27 Shamrock Street West, 27 Glen Dhu Street and 27 Wilmot Street West, South Launceston - Manufacturing and Processing - Demolition of Existing Dwelling, Construction of New Workshop, Refurbishment and Reconfiguration of Existing Showroom, New Signage ...(Cont'd)**
-

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

ATTACHMENTS:

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

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles**FILE NO:** DA0591/2018**AUTHOR:** Duncan Payton (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:	Honed Architecture & Design
Property:	8 Leonard Street, South Launceston, 10 Leonard, Street South Launceston and 12 Leonard Street, South Launceston
Zoning:	General Residential
Receipt Date:	17/10/2018
Validity Date:	25/10/2018
Further Information Request:	30/10/2018
Further Information Received:	11/12/2018
Deemed Approval:	4/04/2019
Representations:	12

RECOMMENDATION:

That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2015, a permit be granted for DA0591/2018 Residential - Construction of six multiple dwellings over three titles at 8, 10 and 12 Leonard Street, South Launceston, subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

- a. Cover Sheet, drawing no. A-DA-01, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - b. Development Summary, drawing no. A-DA-02, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - c. Site Survey Plan, drawing no. A-DA-03, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
-

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

- d. Site Plan, drawing no. A-DA-04, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - e. Landscape Plan, drawing no. A-DA-05, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - f. Strata Title Plan, drawing no. A-DA-06, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - g. Town House Type A - Level 1, Level 2 & Roof Plan, drawing no. A-DA-07, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - h. Town House Type A - Northern & Eastern Elevations, drawing no. A-DA-08, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - i. Town House Type A - Southern & Western Elevations, drawing no. A-DA-09, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - j. Town House Type A - Private Open Space, drawing no. A-DA-10, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - k. Town House Type A - Shadow Studies Sheet 1, drawing no. A-DA-11, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2;
 - l. Town House Type A - Shadow Studies Sheet 2, drawing no. A-DA-12, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - m. Town House Type A - Vehicle Turning Circles, drawing no. A-DA-13, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2;
 - n. Town House Type B - Level 1, Level 2 & Roof Plan, drawing no. A-DA-14, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - o. Town House Type B - Northern & Eastern Elevations, drawing no. A-DA-15, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2;
 - p. Town House Type B - Southern & Western Elevations, drawing no. A-DA-16, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - q. Town House Type B - Private Open Space, drawing no. A-DA-17, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - r. Town House Type B - Shadow Studies Sheet 1, drawing no. A-DA-18, Proposed Private Residences, 8, 10 & 12 Leonard Street, south Launceston, revision C, dated 06/3/19, amended as per condition 2;
-

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

- s. Town House Type B - Shadow Studies Sheet 2, drawing no. A-DA-19, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2;
 - t. Town House Type B - Vehicle Turning Circles, drawing no. A-DA-20, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - u. Town House Type C1 - Level 1, Level 2 & Roof Plan, drawing no. A-DA-21, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - v. Town House Type C1 - Northern & Eastern Elevations, drawing no. A-DA-22, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - w. Town House Type C1 - Southern & Western Elevations, drawing no. A-DA-23, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - x. Town House Type C1 - Private Open Space, drawing no. A-DA-24, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - y. Town House Type C1 - Shadow Studies Sheet 1, drawing no. A-DA-25, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - z. Town House Type C1 - Level 1, Level 2 & Roof Plan, drawing no. A-DA-26, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - aa. Town House Type C1 - Vehicle Turning Circles, drawing no. A-DA-27, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ab. Town House Type C2 - Shadow Studies Sheet 2, drawing no. A-DA-28, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ac. Town House Type C2 - Northern & Eastern Elevations, drawing no. A-DA-29, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ad. Town House Type C2 - Southern & Western Elevations, drawing no. A-DA-30, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ae. Town House Type C2 - Private Open Space, drawing no. A-DA-31, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - af. Town House Type C2 - Shadow Studies Sheet 1, drawing no. A-DA-32, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
-

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

- ag. Town House Type C2 - Shadow Studies Sheet 2, drawing no. A-DA-33, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ah. Town House Type C2 - Vehicle Turning Circles, drawing no. A-DA-34, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ai. Town House Type A & B - Cross Sections, drawing no. A-DA-35, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - aj. Town House Type A & C1 - Cross Sections, drawing no. A-DA-36, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ak. Town House Type A & C2 - Cross Sections, drawing no. A-DA-37, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - al. Site Plumbing Plan, drawing no. A-DA-38, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - am. 10 Leonard Street - Proposed Driveway, drawing no. A-DA-39, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - an. 12 Leonard Street - Proposed Driveway, drawing no. A-DA-40, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ao. Additional Site Plumbing Plan, drawing no. A-RFI-01, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ap. Town House Type A - Additional Vehicle Turning Circles, drawing no. A-RFI-02, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - aq. Town House Type B - Additional Vehicle Turning Circles, drawing no. A-RFI-03, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - ar. Town House Type C1 - Additional Vehicle Turning Circles, drawing no. A-RFI-04, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - as. Town House Type C2 - Additional Vehicle Turning Circles, drawing no. A-RFI-05, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
 - at. Town House Type A & B - Driveway Gradient, drawing no. A-RFI-06, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
-

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

- au Town House Type A & C1 - Driveway Gradient, drawing no. A-RFI-07, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.
- av. Town House Type B & C2 - Driveway Gradient, drawing no. A-RFI-08, Proposed Private Residences, 8, 10 & 12 Leonard Street, South Launceston, revision C, dated 06/3/19, amended as per condition 2.

2. AMENDED PLANS REQUIRED

Prior to the commencement of any work or use, amended plans must be submitted to the satisfaction of the Manager City Development to replace plans annotated as "Amended Plans Required" and attached to the Permit. Once approved, these amended plans will be endorsed by the Council and will then form part of the Permit. The amended plans must show:

- a. adjusted slope of the southern driveway to facilitate access to and from Leonard Street.
- b. adjusted position of each of the garages northwards to align with the northern wall of its dwelling to facilitate vehicle manoeuvring.

3. AMENDED PLANS

The plans have been amended as required by condition 2 and are marked as revision C, dated 06/3/19 and form the endorsed plans of the Permit.

4. 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.

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. 2018/01739-LCC, dated 18/01/2019 and attached to the permit.

6 HOURS OF CONSTRUCTION

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

Monday to Friday - 7.00am and 6.00pm

Saturday - 9.00am to 6.00pm

Sundays and Public Holidays - 10.00am to 6.00pm

7. FENCING

Prior to the commencement of the use, all side and rear boundaries must be provided with a solid (ie. no gaps) fence to provide full privacy between each dwelling and adjoining neighbours. The fence must be constructed at the developer's cost and to a height of:

- a. 1.2m within 4.5m of the frontage; and
 - b. 1.8m - 2.1m elsewhere when measured from the highest finished level on either side of the common boundaries.
-

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

8. MULTIPLE DWELLINGS - SERVICE FACILITIES

Prior to the commencement of the use, the following site facilities for multiple dwellings must be installed:

- a. mail receptacles must be provided and appropriately numbered for each dwelling unit.
- b. each multiple dwelling must be provided with a minimum 6m³ exterior waterproof, lockable storage area or similar easily accessible area within the dwelling.
- c. either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Council.

9. DRIVEWAY AND PARKING AREA CONSTRUCTION

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

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

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

10. ON-SITE DETENTION (TASWATER ADVICE TO DRAINAGE AUTHORITY)

On-site detention storage must be provided to limit the post development peak rate of piped stormwater discharge and overland flows, from the site, to that generated by the site at 45% impervious area for a 1 in 5 storm event of one hour duration. The volume of the detention structure must be the difference between the above discharge (pre-development) and the discharge from the site post development

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

11. 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.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

12. 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.

13. VEHICULAR CROSSINGS

No new vehicular crossing shall be installed, or any existing crossing removed or altered (including but not limited to the alteration of the kerb and channel or the placement of additional concrete segments against the existing apron) without the prior approval of Technical Services.

An application for such work must be lodged electronically via the Council eServices web portal or on the approved hard copy form.

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

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

14. 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

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

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.

15. CONSTRUCTION OF RETAINING WALLS

All retaining walls, above 0.5m, located within 1.5m of the property boundaries are to be designed and certified by a suitably qualified person. The design must have regard to the installation of fencing atop the retaining wall and other imposed loading in addition to site conditions on adjoining properties.

16. STRATA LOT NUMBERS AND ADDRESSES FOR DWELLINGS

The following number and addressing is to be assigned to the development consistent with the residential addressing standard: Australian Standard AS4819:

Townhouse No	Strata Lot No.	Street Address
8 Leonard Street		
C2	1	1/8 Leonard Street
B	2	2/8 Leonard Street
10 Leonard Street		
C1	3	1/10 Leonard Street
A	4	2/10 Leonard Street
12 Leonard Street		
A	5	1/12 Leonard Street
B	6	2/12 Leonard Street

The above addresses are to be adhered to when identifying the dwellings and their associated letterboxes.

17. 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 re 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.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

- 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.

18. CONSTRUCTION OF WORKS

Private and public infrastructure works must be constructed in accordance with plans and specification approved by the Director Infrastructure Services.

The required infrastructure works must be as shown in the application documents and endorsed plans and modified by the approval of the detailed engineering drawings and specifications. Works must include:

- a. Stormwater
 - i. Provision of a public drainage system to drain all three properties included in the proposal,
 - ii. The provision of a DN 100 connection to the lowest point of each lot.

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.

19. 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.
-

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

20. EASEMENTS

Easements are required over all Council and third party services located in private property. The minimum width of any easement must be 3m for Council (public) mains. A greater width will be required in line with the LCC document *'How close can I build to a Council Service?'* where the internal diameter of the pipe is greater than 475mm or where the depth of the pipe exceeds 2.1m. A lesser width may be approved for a private service prior to the lodgement of a final plan of survey.

21. SEALING PLANS OF SUBDIVISION

No Plan of Survey shall be sealed until the following matters have been completed to the satisfaction of the Director Infrastructure Services:

- a. The satisfactory completion of all public infrastructure works including the provision of engineering certification and as constructed documentation in accordance the Council requirements.
- b. The subsequent issue of a Certificate of Practical Completion by the Director Infrastructure Services.
- c. The lodgement of a bond and bank guarantee/cash deposit for the duration of the Defect Liability Period.

Any other payment or action required by a planning permit condition to occur prior to the sealing of the Final Plan of Survey.

22. 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.

23. 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.

24. 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.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

25. 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;
- 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. General**

This permit was issued based on the proposal documents submitted for DA0591/2018. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 6323 3000.

This permit takes effect after:

- a. *The 14 day appeal period expires; or*
- b. *Any appeal to the Resource Management and Planning Appeal Tribunal is withdrawn or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

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

B. 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.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

C. Appeal Provisions

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

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

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

D. 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.

E. 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.

F. 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.

G. 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.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

REPORT:**1. THE PROPOSAL**

It is proposed to construct six three-bedroom dwellings on the three lots, 8, 10 and 12 Leonard Street that together form the 2016m² subject site.

Due to the steeply sloping site, the dwellings are to be constructed over one and a half levels, with a double garage, laundry, store room and entry foyer on the lower level and three bedrooms, bathrooms, deck and combined kitchen, living and dining on the upper level. To mitigate the potential bulk of the dwellings, it is proposed to use a variety of metal, timber and brick cladding.

Each of the three 672m² lots will contain two dwellings, separated by visitor parking. Driveways are to be located on the southern side of each lot, with cross over access to Leonard Street.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject site is comprised of three 672m² rectangular lots on the western side of Leonard Street. At the rear (western boundary) of the site is a private laneway - over which the lots do not have access. Beyond this are single dwellings with frontage to Mulgrave Street. To the east of the site, on the opposite side of Leonard Street, are substantial single dwellings of relatively recent construction.

On its northern boundary, the site adjoins another vacant lot, beyond which are single dwellings fronting Gee Street. On the southern side of the subject site is the unconstructed Tyson Street road reserve, over which access is gained to single dwellings and a long established workshop/contractors depot.

Notwithstanding the latter, the area displays a clear residential character.

3. PLANNING SCHEME REQUIREMENTS**3.1 Zone Purpose****10.0 General Residential Zone****10.1.1 Zone Purpose Statements**

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>site impacts.</p> <p>10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character.</p> <p>10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.</p>
<p>Consistent</p> <p>The subject site is made up of three 672m² lots falling steeply to the west of Leonard Street. All three lots are capable of connection to Council and TasWater reticulated infrastructure.</p> <p>It is proposed to construct six three-bedroom dwellings (two on each lot). Each dwelling will have a total floor area of 186m², with a double garage and storage underneath.</p> <p>Leonard Street was extended some ten years ago to provide a link with High Street, via Lawrence Vale Road. Over that time the area has seen the development of a number of substantial single dwellings off the northern and eastern sides of Leonard Street and a number of multiple dwellings on a steep lot in nearby Chungon Crescent.</p> <p>The proposal is consistent with the purpose of the general residential zone to accommodate a range of dwelling types at suburban densities where full infrastructure services are available.</p>

10.4 Development Standards

10.4.1 Residential density for multiple dwellings

<p>Objective:</p> <p>To provide for suburban densities for multiple dwellings that:</p> <p>(a) make efficient use of suburban land for housing; and</p> <p>(b) optimise the use of infrastructure and community services.</p>
<p>Consistent</p> <p>The proposal demonstrates compliance with the relevant acceptable solutions and performance criteria.</p>
<p>A1 Multiple dwellings must have a site area per dwelling of not less than:</p> <p>(a) 325m², or</p> <p>(b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.</p>
<p>Complies</p> <p>Site density is defined as the total site area divided by the number of proposed dwellings. The site has a total area of (672m² x 3) 2016m². The proposed six dwellings therefore have a site area of 336m² and comply with the acceptable solution.</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

10.4.2 Setbacks and building envelope for all dwellings

Objective:

To control the siting and scale of dwellings to:

- (a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and
- (b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and
- (c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and
- (d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

Consistent

The proposal demonstrates compliance with the relevant acceptable solutions and performance criteria.

A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m into the frontage setback, must have a setback from a frontage that is:

- (a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or
- (b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or
- (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or
- (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.

Complies

The proposed dwellings fronting Leonard Street are to be setback 4.5m from the frontage boundary and comply with the acceptable solution.

A2 A garage or carport must have a setback from a primary frontage of at least:

- (a) 5.5m, or alternatively 1m behind the facade of the dwelling; or
- (b) the same as the dwelling facade, if a portion of the dwelling gross floor area is located above the garage or carport; or
- (c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.

Complies

Due to the topography of the land, each dwelling has a double garage underneath and more than one metre behind the building facade. This complies with the acceptable solution.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: <ul style="list-style-type: none"> (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and (b) only have a setback within 1.5m of a side boundary if the dwelling: <ul style="list-style-type: none"> (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).
<p>Relies on Performance Criteria The proposal plans demonstrate that the roof of several of the proposed dwellings protrudes just beyond the prescribed building envelope and performance criteria are relied upon.</p>
<p>P3 The siting and scale of a dwelling must:</p> <ul style="list-style-type: none"> (a) not cause unreasonable loss of amenity by: <ul style="list-style-type: none"> (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or (ii) overshadowing the private open space of a dwelling on an adjoining lot; or (iii) overshadowing of an adjoining vacant lot; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.
<p>Complies The site is bordered on the east by Leonard Street, on the south by the Tyson Street road reserve, to the west by a right of way lane servicing the rear of Mulgrave Street properties and to the north by a vacant lot.</p> <p>The siting, scale and design of the proposed dwellings is such that they will not cause unreasonable loss of amenity through the reduction of sunlight into a habitable room or overshadowing of an adjoining dwelling on another lot. The only dwellings where this is possible are those contained within the development and to maintain amenity, private open space is located on upper level decks. The adjoining vacant land to the north will not be overshadowed, whilst the vacant land to the south is the Tyson Street reserve.</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

The topography of the land and the separation between the buildings and existing dwellings in the area will ensure that the visual impact of the buildings bulk and scale, from adjoining lots, will not adversely impact on amenity.

The separation between the proposed dwellings is consistent with other building separation in the area.

10.4.3 Site coverage and private open space for all dwellings

Objective:
 To provide:

- (a) for outdoor recreation and the operational needs of the residents; and
- (b) opportunities for the planting of gardens and landscaping; and
- (c) private open space that is integrated with the living areas of the dwelling; and
- (d) private open space that has access to sunlight.

Consistent
 The proposal demonstrates compliance with the relevant acceptable solutions and performance criteria.

A1 Dwellings must have:

- (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and
- (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
- (c) a site area of which at least 25% of the site area is free from impervious surfaces.

Complies
 The proposal has a site coverage of 38% and more than 25% of the site remains pervious, complying with components (a) and (c) of the acceptable solution.

Each of the proposed dwellings are provided with an outdoor deck area of not less than 4.5m x 3m (13.5m²) which are appropriate for these city edge units and provide outdoor recreational space to meet the projected requirements of the occupants.

Additionally, each dwelling has private open space defined by landscaping, at ground level, on the north -western side of the dwellings.

A2 A dwelling must have an area of private open space that:

- (a) is in one location and is at least:
 - (i) 24m²; or
 - (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
- (b) has a minimum horizontal dimension of:
 - (i) 4m; or
 - (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage,

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>carport or entry foyer); and</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p> <p>(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least three hours of sunlight to 50% of the area between 9.00am and 3.00pm on 21 June; and</p> <p>(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and</p> <p>(f) has a gradient not steeper than 1 in 10; and</p> <p>(g) is not used for vehicle access or parking.</p>
<p>Relies on Performance Criteria</p> <p>Whilst the proposed dwellings provide upper level decks in excess of the required 12m² with a minimum dimension of 2m, the floor areas are not entirely more than 1.8m above natural ground level and performance criteria are relied upon.</p>
<p>P2 A dwelling must have private open space that:</p> <p>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:</p> <p>(i) conveniently located in relation to a living area of the dwelling; and</p> <p>(ii) orientated to take advantage of sunlight.</p>
<p>Complies</p> <p>The decks provided for each dwelling are directly accessible from the dining and living rooms and are capable of serving as an extension to the dwellings for outdoor recreation. They are located on the north-western side of the dwellings to ensure afternoon sunlight</p>

10.4.4 Sunlight and overshadowing for all dwellings

<p>Objective:</p> <p>To provide:</p> <p>(a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and</p> <p>(b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.</p>
<p>Consistent</p> <p>The proposal demonstrates compliance with the relevant acceptable solutions and performance criteria.</p>
<p>A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).</p>
<p>Relies on Performance Criteria</p> <p>The proposed dwellings do not have windows facing within the prescribed range and rely upon the performance criteria to demonstrate compliance with the objective,</p>
<p>P1 A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

Complies

The dwellings are all sited to attract morning sunlight into the living rooms and afternoon sunlight to the dining rooms and decks.

10.4.5 Width of openings for garages and carports for all dwellings

Objective:

To reduce the potential for garage or carport openings to dominate the primary frontage.

Consistent

The proposal demonstrates compliance with the relevant acceptable solutions through all garage openings facing the side boundary rather than the frontage.

10.4.6 Privacy for all dwellings

Objective:

To provide reasonable opportunity for privacy for dwellings.

Consistent

The proposal demonstrates compliance with the relevant acceptable solutions and performance criteria.

A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:

- (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3m from the side boundary; and
- (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4m from the rear boundary; and
- (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6m:
 - (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or
 - (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.

Complies

Each proposed dwelling has a deck area on the upper level, with a finished floor level more than 1m above natural ground level. All decks are setback 3m for the side boundary and comply with the acceptable solution.

A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):

- (a) The window or glazed door:
 - (i) is to have a setback of at least 3m from a side boundary; and
 - (ii) is to have a setback of at least 4m from a rear boundary; and
 - (iii) if the dwelling is a multiple dwelling, is to be at least 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>(iv) if the dwelling is a multiple dwelling, is to be at least 6m from the private open space of another dwelling on the same site.</p> <p>(b) The window or glazed door:</p> <p>(i) is to be offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; or</p> <p>(ii) is to have a sill height of at least 1.7m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or</p> <p>(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7m above floor level, with a uniform transparency of not more than 25%.</p>
<p>Complies All windows to habitable rooms with a floor level more than 1m above natural ground level, are setback the required distances for the boundaries to comply with the acceptable solutions.</p>
<p>A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least:</p> <p>(a) 2.5m; or</p> <p>(b) 1m if:</p> <p>(i) it is separated by a screen of at least 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7m above the floor level.</p>
<p>Complies There are no windows or glazed doors to habitable rooms adjacent to the shared driveways. The proposed window adjacent to the garage of each dwelling is to an entry foyer and stairwell and not to a habitable room.</p>

10.4.7 Frontage fences for all dwellings

<p>Objective: To control the height and transparency of frontage fences to:</p> <p>(a) provide adequate privacy and security for residents; and</p> <p>(b) allow the potential for mutual passive surveillance between the road and the dwelling; and</p> <p>(c) provide reasonably consistent height and transparency.</p>
<p>Consistent No front fences are proposed as part of this development. Any such fencing in the future will comply with the acceptable solutions or require further approval.</p>

10.4.8 Waste storage for multiple dwellings

<p>Objective: To provide for the storage of waste and recycling bins for multiple dwellings.</p>
--

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>Consistent The proposal demonstrated compliance with the acceptable solution.</p>
<p>A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5m from a frontage; and (ii) is at least 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.</p>
<p>Complies Drawing A-DA-05 provides for waste and recycling bins to be stored at ground level on the northern side of the garage for each dwelling.</p>

10.4.9 Site facilities for multiple dwellings

<p>Objective: To provide adequate site and storage facilities for multiple dwellings.</p>
<p>Consistent The proposal demonstrated compliance with the acceptable solution.</p>
<p>A1 Each multiple dwelling must have access to 6m³ of secure storage space not located between the primary frontage and the facade of a dwelling.</p>
<p>Complies Similarly, drawing A-DA-05 shows the provision of a storage room accessed off the entry foyer of each dwelling.</p>
<p>A2 Mailboxes must be provided at the frontage.</p>
<p>Complies Letter boxes are provided at the frontage of each lot and are shown on plan A-DA-04.</p>

10.4.10 Common property for multiple dwellings

<p>Objective: To ensure that common areas are easily identified.</p>
<p>Consistent The proposal demonstrates compliance with the acceptable solution.</p>
<p>A1 Site drawings must clearly delineate private and common areas, including: (a) driveways; (b) parking spaces, including visitor parking spaces; (c) landscaping and gardens; (d) mailboxes; and (e) storage for waste and recycling bins.</p>
<p>Complies The required components are demonstrated in plans A-DA-05 and A-DA-06.</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

10.4.12 Earthworks and retaining walls

<p>Objective: To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.</p>
<p>Consistent The proposal demonstrates compliance with the acceptable solution.</p>
<p>A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:</p> <ul style="list-style-type: none"> (a) be located no less than 900mm from each lot boundary; (b) be no higher than 1m (including the height of any batters) above existing ground level; (c) not require cut or fill more than 1m below or above existing ground level; (d) not concentrate the flow of surface water onto an adjoining lot; and (e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.
<p>Relies on Performance Criteria The revised plans show earthworks to shape the driveways that include cut and fill greater than 600mm within 900mm of a boundary and a retaining wall of some 1100mm at the end of the driveway on number 12 Leonard Street. Performance criteria are thus relied upon.</p>
<p>P1 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the appearance, scale and extent of the works; (c) overlooking and overshadowing of adjoining lots; (d) the type of construction of the works; (e) the need for the works; (f) any impact on adjoining structures; (g) the management of groundwater and stormwater; and (h) the potential for loss of topsoil or soil erosion.
<p>Complies The proposed earthworks are designed to improve the safe operation of the driveways and car parks and are of a low scale and impact. Having regard to the prescribed matters, the earthworks and retaining wall will not result in an unreasonable impact on the amenity of the adjoining dwellings, whose living and entertaining areas are on the upper levels.</p>

10.4.13 Location of car parking

<p>Objective: To:</p> <ul style="list-style-type: none"> (a) provide convenient car parking for residents and visitors; (b) protect residents from vehicular noise within sites; and (c) minimise visual impact on the streetscape.
--

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>Consistent The proposal demonstrated compliance with the acceptable solution.</p>
<p>A1 Shared driveways or car parks of residential buildings (other than for single dwellings) must be located no less than 1.5m from the windows of habitable rooms.</p>
<p>Complies There are no windows or glazed doors to habitable rooms adjacent to the shared driveways. The proposed window adjacent to the garage of each dwelling is to an entry foyer and stairwell and not to a habitable room.</p>
<p>A2.1 Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage. A2.2 Turning areas for vehicles must not be located within the primary front setback.</p>
<p>Complies Car parking is not located within the front setback area.</p>

E2.0 Potentially Contaminated Land Code

<p>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.</p>
<p>Consistent A report, prepared by a suitably qualified person, concludes that the site has not been impacted by potentially contaminating activities.</p> <p>The proposal is therefore exempt, pursuant to clause E2.4.3, from the provisions of the code: <i>E2.4 Use or Development exempt from this Code</i> E2.4.3 <i>Any use or development where a site history prepared by an suitably qualified person has been provided to the planning authority that confirms potentially contaminating activities did not impact the site.</i></p>

E2.6 Development Standards

E4.0 Road and Railway Assets Code

<p>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.</p>
<p>Consistent The proposed development includes the construction of cross over access to the three lots comprising the site. Currently access is only constructed for 8 Leonard Street. The traffic impact assessment provided by the applicant demonstrates that the safety and efficiency of the road network is maintained.</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.
Consistent The proposal demonstrates compliance with the applicable standards.
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 subject site is made up of three adjoining lots. Each lot will have a single access serving two three bedroom dwellings. Based on industry standards, each access is expected to experience annual average daily traffic of less than twenty movements.

E4.6 Development Standards

E4.6.2 Road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.
Consistent The proposal demonstrates compliance with the applicable standards.
A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.
Complies Leonard Street is within a 50km/h speed zone.
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 Each lot will have a single access providing both entry and exit.

E4.6.4 Sight distance at accesses, junctions and level crossings

Objective: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.
Consistent The proposed accesses provide sufficient sight distances to enable safe movement of traffic and meet the relevant performance criteria.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>A1 Sight distances at:</p> <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.
<p>Relies on Performance Criteria</p> <p>Similar to existing dwellings opposite the site, the 80m sight distance required by the Table cannot be achieved and performance criteria are relied upon.</p>
<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.
<p>Complies</p> <p>Having regard to the relatively low levels of traffic generated by the proposed use (ie. less than 20 AADT movements), the existing traffic levels being well below the capacity of the road, the lack of practicable alternative access and the advice of the applicants traffic engineer and council's traffic engineers, the location of the proposed accesses provides adequate sight distances.</p>

E6.0 Parking and Sustainable Transport Code

<p>E6.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (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.
<p>Consistent</p>

E6.5 Use Standards

E6.5.1 Car parking numbers

<p>Objective:</p> <p>To ensure that an appropriate level of car parking is provided to meet the needs of the use.</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>Consistent The proposal plans demonstrate compliance with the acceptable solutions.</p>
<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>Complies The Table requires the provision of two car parking spaces per dwelling and one visitor space per four dwellings (rounded up).</p> <p>As the proposal is for the development of two dwellings on each of the three lots forming the site, it is reasonable to require one visitor car parking space per lot.</p> <p>The proposal plans demonstrate a lower level double garage within the footprint of each dwelling and the provision of a visitor car parking space between each pair of dwellings. The proposal complies with the acceptable solution.</p>

E6.6 Development Standards

E6.6.1 Construction of parking areas

<p>Objective: To ensure that parking areas are constructed to an appropriate standard.</p>
<p>Consistent The proposal complies with the relevant performance criteria.</p>
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
<p>Relies on Performance Criteria The gradient of the driveway and manoeuvring areas exceeds 10% and relies upon the performance criteria.</p>
<p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use;

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<ul style="list-style-type: none"> (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing and line marking.
<p>Complies Having regard to the prescribed matters, all driveways, parking and manoeuvring spaces are readily identifiable and sealed to provide all weather access. As multiple dwellings, each is expected to generate an average of eight daily vehicle movements (ie. four out and four in). As such the load on each driveway will be low and line marking is not required. Stormwater is to be directed to the connection point at the rear of the site.</p>

E6.6.2 Design and layout of parking areas

<p>Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>
<p>Consistent The proposal demonstrates compliance with the acceptable solution.</p>
<p>A1.1 Car parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) provide for vehicles to enter and exit the site in a forward direction 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. <p>A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.</p> <p>A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more.</p> <p>A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.</p>
<p>Complies The parking, access and manoeuvring spaces have been designed to satisfy the required standards.</p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Services	Conditional consent provided
Environmental Health	Conditional consent provided
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2018/01739-LCC.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

5. REPRESENTATIONS

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 9 January to 23 January 2019. 12 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.

A meeting between representors (five attended) and council officers reinforced these as the significant issues and highlighted a desire on behalf of the representors to see Tyson Street constructed to alleviate the perceived traffic issues.

<p>Issue 1: The most consistent issue, indeed raised by every representation, was concern with the perceived traffic safety of Leonard Street, which, it is asserted, has become somewhat of a 'rat run' or shortcut between Mulgrave Street and High Street. Representors were specifically concerned with:</p> <ul style="list-style-type: none"> • the increasing volume of traffic; • poor driving practices such as cutting the corner and 'hooning'; • the 90° corner adjacent to Tyson Street on a steep section with changed road width; • encroaching hospital related parking and the additional parking demands from the proposed units.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

Response:

Leonard Street has been relatively recently (some ten years ago) extended over the eastern section of Tyson Street to provide a link to Lawrence Vale Road and then to High Street. This opened up land on the eastern and northern side for residential development and indeed a number of substantial dwellings have been constructed. It has also opened up the prospect of development on the southern and western sides of Leonard Street, where new lots have been created from the rear yards of properties fronting Melbourne Street and the subject sites. The concerns raised by the representor's have been forwarded to the applicant and to council's infrastructure engineers for comment. The applicant has provided a report by Mr Chris Martin, Senior Civil and Structural Engineer with CSE Tasmania Pty Ltd, asserting that the existing seven metre wide pavement, with parking currently prohibited on the western side, is capable of safely absorbing additional traffic likely to result from the proposed development. Council's engineers similarly advise that they have no concerns about the traffic impact of this development, noting that there are three sites which could all be developed for single dwellings and therefore only three additional dwellings are proposed. Notwithstanding this, they note that "at most the development will add 54 traffic movements to Leonard Street per day. Leonard Street has a current traffic volume of around 600 vehicles per day (60 vehicles in peak hour) which is well below the level where there is an unacceptable impact on residential amenity. Council's engineers further advise that sight distances meet the required standards and are consistent with other properties in the street. A minor concern was raised with regard to the proposed gradient of the driveway and crossover for 12 Leonard Street. The applicants provided several extensions of time to enable them to review and revise the access for 12 Leonard Street. Revised plans have been provided for endorsement.

Issue 2:

Can Tyson Street be constructed to provide access for the proposed units and to resolve some of the traffic issues associated with the corner?

Response:

Council's infrastructure section has advised that there are no plans or intention to construct Tyson Street in the short to medium term.

Issue 3:

The crossover for 12 Leonard Street is on the tight corner and the steep angles make vision difficult.

Response:

The location of the crossover at 12 Leonard Street provides appropriate sight distances. The relatively steep angle of the crossover was a concern to council's infrastructure section as it did not readily facilitate smooth and safe entry to the roadway. This concern was discussed with the applicant, who has since provided amended plans lessening this angle, allowing vehicles to pause before safely entering the roadway.

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

<p>Issue 4: There should be only four units and this would create less traffic.</p>
<p>Response: <i>Clearly, four dwellings will result in less traffic than six. However, the application is for six dwellings, not four, and Council's traffic engineers advise that the additional traffic likely to be generated by the proposed dwellings is well within the capacity of the road presently.</i></p>
<p>Issue 5: Previous requests for Tyson Street to be constructed, wholly or even partly as a cul-de-sac, have been rejected.</p>
<p>Response: <i>Correct, the construction of Tyson Street is not currently within Council's short or medium term plans.</i></p>
<p>Issue 6: The development of six town houses, each with three bedrooms, could possibly accommodate thirty-six people, leading to increased parking and traffic problems.</p>
<p>Response: <i>Whilst it is, theoretically, possible that the creation of eighteen bedrooms, across the six dwellings, could result in thirty six people living there, all with their own car, this is unrealistic. Notwithstanding this, it is the opinion of Council's traffic engineers that, in the unlikely event such levels were generated, these remain within the capacity of the road network. Nevertheless, for assessment purposes regarding traffic generation, a figure of 7-9 vehicle movements per dwelling per day is accepted industry practice.</i></p>
<p>Issue 7: There was previously an engineering workshop at 10 Leonard Street, has this been taken into account.</p>
<p>Response: <i>The applicants have provided an environmental assessment, undertaken by a suitably qualified person, as defined by the scheme. This assessment concludes that there are no environmental or contamination issues from previous activities on, or surrounding, the land that affect the site or warrant further investigation.</i></p>
<p>Issue 8: The site is currently bushland, with many trees over ten metres tall. This area should be saved for the wildlife in the area and to maintain some bushland in South Launceston.</p>
<p>Response: <i>It is an inevitable result that private land, left vacant in suburban areas, will, by default or design, support a range of flora and fauna until such time as the land must be cleared for further development - usually residential. The site is not public land, nor is it apparently accessible as such. To refuse the development on the basis that site should be retained as bushland, would raise an expectation that it be acquired by Council for that purpose. There are no plans for this to occur.</i></p>

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(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 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

8.3 8, 10 and 12 Leonard Street, South Launceston - Residential - Construction of Six Multiple Dwellings Over Three Titles ...(Cont'd)

ATTACHMENTS:

1. Locality Map (electronically distributed)
 2. Plans to be Endorsed (electronically distributed)
 3. TasWater SPAN (electronically distributed)
 4. Traffic Response (electronically distributed)
 5. Representations (electronically distributed)
-

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial)**FILE NO:** DA0082/2019**AUTHOR:** Laura Small (Graduate 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:	Justin Mark Crack
Property:	88-96 Paterson Street, Launceston
Zoning:	Open Space
Receipt Date:	28/02/2019
Validity Date:	1/03/2019
Further Information Request:	N/A
Further Information Received:	N/A
Deemed Approval:	12/04/2019
Representations:	Five

PREVIOUS COUNCIL CONSIDERATION:

Council - 10 October 2016 - Agenda Item 18.2 - Kings Park Commemorative Precinct Policy

Council - 24 September 2018 - Agenda Item 18.1 - Combat Engineer's Memorial

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 DA0082/2019 - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) at 88-96 Paterson Street, Launceston subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

- a. Proposed Memorial Site Plan, Prepared by City of Launceston.
-

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

- b. Elevation Plan, Prepared by Architectural Design Project Management, Project Name - Richard Atkinson Kings Park Memorial, Drawing Number - W | A01 - PN, Page No 1 of 2, Dated 25/02/2019.
- c. Sections, Prepared by Architectural Design Project Management, Project Name - Richard Atkinson Kings Park Memorial, Drawing Number W | A02 - SN, Sheet No. 2 of 2, Dated 25/02/2019.

2. MEMORANDUM OF UNDERSTANDING

Prior to the commencement of any installation the proponent must enter into a Memorandum of Understanding in accordance with City of Launceston's Kings Park Commemorative Precinct Policy (26-PI-016) which shall specify the obligations of the proponent and the City of Launceston in relation to maintenance of the structure in accordance with Clause 9 of the policy.

3. LEGAL TITLE

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

4. HOURS OF CONSTRUCTION

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

Monday - Friday - 7.00am to 6.00pm

Saturday - 8.00am to 5.00pm Saturday

No works on Sunday or Public Holidays

5. DAMAGE TO COUNCIL INFRASTRUCTURE

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

6. 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.

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

7. 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.

Notes**A. General**

This permit was issued based on the proposal documents submitted for DA0082/2019. 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:

- a. The 14 day appeal period expires; or*
- b. Any appeal to the Resource Management and Planning Appeal Tribunal is withdrawn or determined; or*
- c. Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. Any other required approvals under this or any other Act are granted.*

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

B. 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.

C. Appeal Provisions

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

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

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>>

D. 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.

REPORT:**1. THE PROPOSAL**

The proposal is for the installation of the Combat Engineers' Memorial to commemorate the sacrifice of military engineers who lost their lives during the Afghanistan conflict. A total of nine engineers made the ultimate sacrifice, including an ex Launceston resident, Corporal Richard Atkinson.

The memorial is proposed to be built using two steel panels from a Bailey Bridge which are fixed to a 655mm concrete block wall plinth. The Bailey Bridge is particularly relevant and famous in WWII for enabling forces to rapidly cross rivers and move about the battlefield as well as support logistic lines. The Bridge is a symbol of overcoming diversity and obstacles for the Engineers.

The memorial will have a total height of 2.1m and a length of 4.12m. A plaque will be fixed to the front of the plinth. The memorial will be located within the Kings Park Commemorative Precinct between the Seaport Board Walk and the Paterson Levee.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The memorial is proposed to be situated within Kings Park which is located to the north of Paterson Street between Ritchie's Mill and the Tamar Yacht Club. The Tamar River aligns with the north-western boundary of the park and the Seaport Board Walk passes through the site. The memorial is located within an area which was established as a commemorative precinct in 2016.

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

Site Description

The site is rectangular with an area of 2,957m².

Location of existing access to the site

There is no direct vehicular access to the site. Pedestrian access to the site is along the Seaport Board Walk.

Vegetation

The site is mainly maintained lawn with a few mature exotic trees. The site is within 100m of bushfire prone vegetation but is exempt under the bush fire code.

Location of any existing buildings on the site and surrounding area

There are no buildings on the site. The Seaport Board Walk passes through the site from Ritchie's Mill to Park Street and Royal Park. A number of memorials have been established in various locations throughout the site.

Site Services

The site is not connected to reticulated services.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

19.0 Open Space Zone

<p>19.1.1 Zone Purpose Statements</p> <p>19.1.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.</p> <p>19.1.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.</p>
<p>Consistent</p> <p>The passive recreation purpose of the development is consistent with the purpose of the Open Space Zone.</p>

19.4 Development Standards

19.4.1 Building height, setback and siting

<p>To ensure that building bulk and form, and siting:</p> <p>(a) is compatible with the character of the surrounding area;</p> <p>(b) protects the amenity of adjoining lots and surrounding uses; and</p> <p>(c) respects the natural and landscape values of the site.</p>
<p>Complies</p>
<p>A2 Setback from all boundaries must be no less than 10m.</p>
<p>Complies</p> <p>The proposed structure is setback approximately 44m to the closest boundary.</p>

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

19.4.2 Landscaping

To ensure that development is landscaped to retain the natural values of the site and contributes to the broader landscape of the area.
Complies
A1 If for no permit required uses.
Complies
The proposal is for Passive Recreation, which is a no permit required use in this zone, therefore the development meets the acceptable solution.

E3.0 Landslide Code

E3.1 The purpose of this provision is to: (a) ensure that use and development subject to risk from landslide is appropriately located and managed; and (b) ensure that use and development does not cause, or have potential to cause an increased risk of landslide.
Consistent
The proposal has minimal risk of causing injury or loss of life due to the size and scale of the memorial.

E3.6 Development Standards

E3.6.1 Development on Land Subject to Risk of Landslip

Objective: To ensure that development is located and constructed to manage landslide risk through suitable measures to avoid the risk of injury to, or loss of human life, or damage to land, property and public infrastructure.
Consistent
A1 No acceptable solution.
Relies on Performance Criteria
P1 Human life, land, property and public infrastructure is protected from landslide risk, having regard to: (a) the level of risk identified in a landslide risk management assessment; (b) any declaration of a landslip area under Part 9A of the <i>Mineral Resources Development Act 1995</i> ; (c) measures proposed to mitigate the risk; (d) the nature, degree, practicality and obligation for any management activities to mitigate the risk; (e) the need for and permanency of any on-site or off-site maintenance arrangements; (f) the responsibility for and the permanency of any on-site or off-site maintenance arrangements; (g) impacts on public infrastructure; and (h) the impact of any mitigation works on the character of the area.

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

Complies

The proposed memorial will be situated on the southern side of the Seaport Board Walk at the base of the Paterson Levee. The location for the memorial was chosen to avoid the mapped Class 5 Landslip Hazard Area. The construction of the memorial is relatively small and will not require any significant groundwork. A condition is proposed to be included on the permit to ensure that soil and water erosion is appropriately managed during the construction.

Although the Landslide Hazard Area is located on the site, it does not directly impact the exact location of the proposed memorial.

E5.0 Flood Prone Areas Code

E5.1 The purpose of this provision is to:

- (a) ensure that use or development subject to risk from flooding is appropriately located and managed; and
- (b) to minimise the risk of damage or pollution in the event of a flood.

Consistent

The proposal has considered the location of the flood prone areas and has purposely positioned the structure to not be subject to any risk of flooding. The proposal is consistent with the purpose of the Flood Prone Areas Code.

E5.6 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

The proposed development will not intensify the current use of the site, therefore no parking and sustainable transport provisions are required and this code does not apply to the development.

E7.0 Scenic Management Code

E7.1 The purpose of this provision is to:

- (a) ensure that siting and design of development protects and complements the visual amenity of scenic road corridors; and
- (b) ensure that siting and design of development in scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape; and

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

(c) ensure that vegetation is managed for its contribution to the scenic landscape.
Consistent The proposal has been designed to complement the visual amenity of the locality and landscape and is not considered to be obtrusive. There will be no loss of vegetation as a result of the proposed development.

E7.6 Development Standards

E7.6.2 Scenic management areas

Objective: The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.
Consistent The siting, design and bulk form of the proposed development will be unobtrusive in the landscape. The development will complement the character of the scenic management area by ensuring there is no loss of vegetation.
A1 No acceptable solution.
Relies on Performance Criteria There is no acceptable solution to this clause and therefore the proposal relies on the performance criteria.
P1 Development (not including development that involves only the clearance or removal of vegetation, or subdivision) must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the impact on skylines, ridgelines and prominent locations; (c) the nature and extent of existing development on the site; (d) the retention or establishment of vegetation to provide screening; (e) the need to clear existing vegetation; (f) the requirements for any hazard management; (g) the need for infrastructure services; (h) the specific requirements of the development; (i) the location of development to facilitate the retention of trees; and (j) design treatment of development, including: (i) the bulk and form of buildings including materials and finishes; (ii) any earthworks for cut or fill; (iii) the physical (built or natural) characteristics of the site or area; (iv) the nature and character of the existing development; and (v) the retention of trees.

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

Complies

The subject site is located within the Tamar Estuary Precinct which encompasses the low lying land within the city limits that adjoins the Tamar estuary. The south eastern section of the precinct incorporates the Seaport, Kings Park and Royal Park to the Ritchie's Mill building. The precinct is significant for its scenic contribution to the river edge within the central city area. The management objectives for the Precinct are to maintain and improve the native vegetation, maintain consistent landscaping and ensure development is sympathetic to the existing character of the Precinct in regards to scale, form style and siting.

The proposed Combat Engineers' Memorial consists of two Bailey Bridge panels which are fixed to a 655mm concrete block wall plinth. The memorial will have a height of 2.1m and a length of 4.12m. A plaque will be fixed to the plinth. The proposal does not include the removal of any vegetation and will be situated within an area that currently displays public art and other memorials. The structure will not impact on the skyline as it is located at the bottom of the Paterson Street Levee and adjoins the walkway which is known as Seaport Board Walk. The proposal will not require any earthworks for cut or fill or require infrastructure services.

It is considered that the proposal is appropriately designed and located within the landscape and will not negatively impact on the visual amenity of the area.

A2 No vegetation is to be removed.

Complies

No vegetation is to be removed.

E9.0 Water Quality Code

E9.1 The purpose of this provision is to:

- (a) manage adverse impacts on wetlands and watercourses.

Consistent

The proposed development is located in an area which is not directly affected by the water quality overlay, there is no impact on the wetlands or watercourses on the site and therefore the provisions of this code do not apply to the development.

E9.6 Development Standards

E9.6.1 Development in the vicinity of a watercourses and wetlands

Objective:

To protect watercourses and wetlands from the effects of development and minimise the potential for water quality degradation.

Consistent

The proposed development is located in an area which is not directly affected by the water quality overlay, there is no impact on the wetlands or watercourses on the site and therefore this standard does not apply.

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Services	Conditional consent provided with recommended conditions.
Environmental Health	Conditional consent provided with recommended conditions.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	N/A
State Growth	N/A
TasFire	N/A
Tas Heritage Council	THC issued an Exemption Certificate #2408 on the 27 February 2019.
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 6 March to 21 March 2019. Five 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: Kings Park already has a number of memorials and by continuing to allow ad hoc installation of different memorials will result in the park becoming cluttered. There are very few open spaces along the waterfront, the area should be preserved and monuments should be located within a more appropriate location which won't crowd the waterfront.</p>
<p>Response: <i>Kings Park has been chosen for the installation of commemorative structures. The Kings Park Commemorative Precinct Policy and the Kings Park Commemorative Precinct Plan ensures that installations are appropriately assessed, managed and located within an area that does not impact on the park's pathways, open space and visual amenity of the area. It should be noted the policy was not considered while undertaking the assessment of the proposal against the Planning Scheme, however, the policy was developed to limit the number of memorials within the area.</i></p>

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

Issue 2:

Care should be given to improve the river edge habitat for our wildlife and, rather than constructing more concrete structures, rehabilitating the river edge native habitat where the damage was done from the last memorial construction site.

Response:

The proposed memorial is located between the Seaport Board Walk and the Paterson Levee and is setback approximately 30m from the river edge. It is unlikely the construction of this structure will negatively impact on the vegetation or wildlife along the river edge.

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:

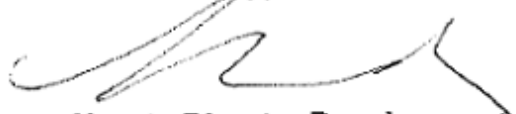
Not considered relevant to this report.

8.4 88-96 Paterson Street, Launceston - Passive Recreation - Construction of a Structure (Combat Engineers' Memorial) ...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

ATTACHMENTS:

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

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

Thursday 21 March 2019

- Officiated at Harmony Day Celebrations
- Officiated at Public Citizenship Ceremony

Friday 22 March 2019

- Officiated at Launceston Dog's Home Civic Reception

Saturday 23 March 2019

- Officiated at informal on-site opening, Launceston Dog's Home

Sunday 24 March 2019

- Attended Franklin House fair
- Attended Lilydale Sub-Branch R&SLA annual luncheon

Wednesday 27 March 2019

- Attended Communities for Children Mowbray/Invermay community conversation and barbeque

Thursday 28 March 2019

- Officiated at community gathering, Bendigo Bank, Kings Meadows branch
- Officiated at Ron Atkins Pot Black Tasmanian Open Snooker Championships

Friday 29 March 2019

- Attended Local Government Association of Tasmania General Meeting
- Hosted Civic Reception for Naval Association Australia Annual General Meeting

Saturday 30 March 2019

- Officiated at Tasmanian Makers' Expo
-

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

Sunday 31 March 2019

- Officiated at BUPA Kidfit Series 2019

Wednesday 3 April 2019

- Officiated at civic function to mark the 80th Anniversary Lilydale CWA
 - Attended the Lilydale Progress Association Meeting
-

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 R I Soward - Council Owned Carparks - Council Meeting - 21 March 2019

FILE NO: SF2375

AUTHOR: Anthea Rooney (Committee Clerk)

GENERAL MANAGER: Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

At the Council Meeting of 21 March 2019, Councillor R I Soward asked the following question.

1. Has Council been formally approached regarding the opening up of Council owned carparks to the homeless during the winter months and if not, can an investigation occur as to what other Councils are doing in relation to this issue?

Response:

(Mr Bruce MacIsaac - Director Facilities Management)

Council has not been approached formally in regards to the opening up of Council owned carparks to the homeless during the winter months.

Launceston is the 21st largest city in Australia. A survey has indicated that eight cities with a population close to Launceston's currently have multi-deck carparks, including Hobart. None of these cities utilise their carparks for homeless shelters although six do allow for overnight parking at a discounted rate. It is a possibility that some of Launceston's homeless sleep in their vehicles overnight in these carparks. Although there are a number of off street private carparks in Launceston which currently allow overnight car parking, such as Brisbane Street Central and Earl Street carpark, currently Council owned carparks are locked at midnight.

Council is not currently involved in providing shelter services to the homeless. The proposal to utilise our multi-deck carparks as a shelter for the homeless is not an alignment with the purpose of these facilities within the Greater Launceston Plan nor the Council's Strategic Plan.

Bendigo is the 19th largest city in Australia and is often compared to Launceston. Bendigo has a Social and Affordable Housing and Living Strategy which outlines how issues around social housing, affordability and homelessness can be addressed at a local level. City of Hobart also has a Housing and Homelessness Strategy which provides a framework to make informed and strategically beneficial decisions in relation to housing and homelessness. Any further investigations might be pursued in a similar manner to Hobart or Bendigo.

11.1.1 Councillors' Questions on Notice - Councillor R I Soward - Council Owned Carparks - Council Meeting - 21 March 2019 ...(Cont'd)

Public housing is provided by the Housing Tasmania an entity owned and managed by the State Government. Short term homelessness and respite services are provided for by the Not for Profit sector. These types of services are outlined below:

<i>Charity</i>	<i>Accommodates</i>
<i>City Mission</i>	<i>Crisis Accommodations, Long Term Accommodation, Drug and Alcohol recovery services</i>
<i>Anglicare</i>	<i>Accommodation including, 16-24 years, adults over 18</i>
<i>Salvation Army</i>	<i>Variety of accommodation that caters for different needs of homelessness</i>
<i>Karinya Young Women's services</i>	<i>13-20 years of age, single women.</i>
<i>Magnolia Place, Launceston Women's Shelter</i>	<i>Women and women with children</i>
<i>Youth Futures</i>	<i>Young single men 13-20 years</i>
<i>Laurel House</i>	<i>Northern Sexual assault support service</i>

Should Council wish to further investigate the actual provision of a homeless shelter service this could be achieved by leveraging interest from the Not for Profit providers by making a financial contribution to their operations. These funds would need to be budgeted from within Council's current budget envelope, unless revenue sources such as rates are increase by an amount greater than rate envisaged in the current budget.

11.1.2 Councillors' Questions on Notice - Councillor P S Spencer - Payment of Rates on Sports and Recreation Grounds - Council Meeting - 21 March 2019**FILE NO:** SF2375**AUTHOR:** Anthea Rooney (Committee Clerk)**GENERAL MANAGER:** Michael Stretton (General Manager)

QUESTIONS and RESPONSES:

At the Council Meeting of 21 March 2019 Councillor P S Spencer asked the following question.

1. Are rates and fire levies paid on Council owned sports and recreation grounds?

Response:

(Ms L Foster - Director Corporate Services)

Land, or part of land, owned and occupied by a Council is exempt from rates, apart from those collected on behalf of another authority (section 87 Local Government Act 1993). The Fire Service Act also exempts land owned by a local Council from the fire service levy unless it is leased or sub-leased to a private tenant (section 78 Fire Service Act 1979).

11.2 Questions Without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 29

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

12 COMMITTEE REPORTS

No Committee Reports have been identified as part of this Agenda

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 28 March and 4 April 2019:

Review of City Heart Projects

Discussion with Councillors to review the City Heart project delivered to date, including their alignment with the objectives set out in the City Heart Masterplan.

Presentation of City Heart Activation Program

Presentation to Councillors of the City Heart space activation program for the next 18 months.

Cityprom Inc Annual Budget Presentation

Presentation to Councillors of Cityprom Inc's budget proposal for the next three years and consideration of a precis of Cityprom Inc's activities for the past year.

Kerbside Collection (Waste, Recycling and FOGO) and Recyclables Processing Contract

Councillors will be provided with the tenders for kerbside collection (waste, recycling and FOGO) and the Material Recovery Facility operation, in addition to reviewing an option for undertaking an in-house kerbside collection.

New Specific Area Plan to Replace Scenic Protection Code in the Draft Local Provisions Schedule

A high level summary for Councillors of development of a new Specific Area Plan to replace the Scenic Management Code in the Draft Launceston Local Provisions Schedule.

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

Expressions of Interest - Cataract Gorge Restaurant and First Basin Cafe

Councillors will be provided with an overview of the process to date and input into next steps to be taken for the Cataract Gorge Restaurant and First Basic Café leasing process.

Update on Gorge Project Storytelling

Councillors will review work completed to date on this project and consider potential options for the next stage/stages.

UTAS Update

University of Tasmania representatives provided an update to Councillors.

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.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 8 - A secure, accountable and responsive Organisation
Ten-year goals -To ensure decisions are made in a transparent and accountable way
Key Direction -
3. To ensure decisions are made on the basis of accurate and relevant information

BUDGET & FINANCIAL ASPECTS:

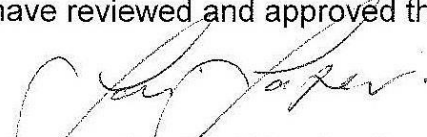
Not considered relevant to this report.

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

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



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

No Items have been identified as part of this Agenda

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

No Items have been identified as part of this Agenda

19 CORPORATE SERVICES DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

20 GENERAL MANAGER'S DIRECTORATE ITEMS

20.1 *Great Regional City Challenge* Project Proposal

FILE NO: SF0135/SF6646

GENERAL MANAGER: Michael Stretton (General Manager)

DECISION STATEMENT:

To consider a project proposal from Community Led Impact Partnerships Pty Ltd requesting Council involvement in a community activation project entitled, the *Great Regional City Challenge*.

PREVIOUS COUNCIL CONSIDERATION:

Workshop - 14 February 2019 - *Great Regional City Challenge*

RECOMMENDATION:

That Council:

1. provides its in-principle support for the community activation project proposal entitled, *Great Regional City Challenge*;
 2. offers Community Led Impact Partnerships Pty Ltd a one-off financial contribution of \$5,000 to enable the completion of a feasibility study for the project; and
 3. advises that the feasibility study would need to demonstrate a sustainable funding stream, which is not dependent upon predominantly Local Government funding. Additionally, following completion of the feasibility study, it will be necessary for Community Led Impact Partnerships Pty Ltd to achieve the support of each of the Greater Launceston Plan area Councils for the project before it may progress to a pilot stage.
-

REPORT:

Project Proposal

Earlier this year the Council was approached by Mr Owen Tilbury of Community Led Impact Partnerships Pty Ltd (CLIP), to consider its involvement in community activation project proposal entitled, the *Great Regional City Challenge*. A project proposal was provided to the Council at this time (Attachment 1).

20.1 Great Regional City Challenge Project Proposal ...(Cont'd)

The *Great Regional City Challenge* project is a community-led initiative that seeks to deliver cost-effective results with a goal of transforming Launceston into one of the great regional cities of the world. The project would seek to create positive changes in the capacity and attitude of the community long-term by:

- nurturing a culture of aspiration and positive change across all places and demographics;
- activating the community and grow community pride;
- mobilising the hidden and more visible community leaders;
- involving those most impacted by the need for change and encourage them to take responsibility;
- building community capacity by training Community Builders; and
- building project skills by the use of the Community Led Impact Partnerships resources (<http://clipguide.net/>) and Launceston Together online resources (<http://launcestontogether.com.au>) so that practical and achievable community-led initiatives can drive the ongoing transformation of Launceston.

The focus (scale) of the project would be on the Launceston region defined by the Greater Launceston Plan (GLP) including the City of Launceston together with the George Town, Meander Valley, Northern Midlands and West Tamar Municipal areas.

The structure of the *Great Regional City Challenge* as outlined in the proposal is as follows:

1. *"The Great Regional City Challenge will pilot over 24 months an innovative community activation that if proven, will continue long-term to transform Launceston.*
 2. *The first step is to gather a consortium of councils and, if needed, state government, corporates and donors to fund and underpin the Great Regional City Challenge. A first estimate of around \$160,000 is needed. This includes \$100,000 project grants and \$60,000 facilitation and resource costs.*
 3. *Governance would be provided by a Councils Governance Team (CGT) and a community based Greater Launceston Action Team (GLAT)*
 4. *Then a 'call to action' to the community via media and other channels will provide a burning challenge for the community to be actively involved in making this region great.*
 5. *The Great Regional City Challenge will seek out up to 50 community-led projects that people and organisations in the community are passionate about and are motivated to lead. Community-led project outlines will be solicited by face to face presentations to groups of citizens, precincts, suburbs, satellite towns, community agencies, community/interest groups, small/medium/large enterprises (including social enterprise) and industry organisations.*
 6. *Twelve of these projects will be chosen by online community vote based on how well they align with the four themes of the Greater Launceston Plan of Greater Launceston as a creative, liveable, diverse and connected/networked region.*
-

20.1 Great Regional City Challenge Project Proposal ...(Cont'd)

7. *Each of the selected 12 projects would be given \$2 -10,000 (from a pool of \$100,000 provided by the regional councils and other supporters). Community Builders will be trained in community change and project facilitation skills to support the roll out of the projects. The Community Led Impact Partnerships (CLIP) resources (<http://clipguide.net/>) and Launceston Together online resources (<http://launcestontogether.com.au>) will be provided free of charge for the project teams use. Supplementary funding from other sources may also be sought, where applicable.*
8. *The Community Builders, CLIP and Launceston Together resources will also be made available to help the other projects, which were not selected for funding, to continue to develop/implement their own projects should they wish.*
9. *The 12 projects will be supported as a pilot over 12+ months, with the intention for further rounds to follow a successful pilot, thus keeping up the momentum for this long-term challenge. Hence, at the end of 2020 the Great Regional City Challenge will be reviewed, revised and, ideally, renewed for the long term to make Launceston truly one of the great regional cities of the world."*

Discussion

The vision of this project is: '*An engaged and motivated Launceston community will play an active part in making Greater Launceston one of the great regional cities of the world, a city that is creative, liveable, diverse and connected/networked.*'

This vision is consistent with the vision, purpose and strategic framework of both the Greater Launceston Plan and the Launceston City Deal.

The Council is already engaging in significant work which aims to empower and activate the Launceston community. For instance, *The My Place My Future Plan* is seeking to provide an integrated approach to the revitalisation of the Launceston northern suburbs, with the aim of supporting improved lifestyle, social and economic outcomes with a focus on key areas that support a community; health and wellbeing, housing, education, transport, employment and economic growth and, infrastructure and public spaces.

The Council also offers a Community Grants Program, which supports community and/or not for profit organisations in completing community projects/activities (from \$1,000 up to \$5,000) held in the Launceston Municipal Area that result in community, social, cultural and environmental benefits for the Launceston community. The Council's annual community grants budget is \$80,000, while an additional \$644,000 is provided to event organisers by way of sponsorship to assist in the City's vibrant and diverse events scene. It should also be noted that each of the Councils within the GLP area offer community grant programs to their respective communities.

20.1 Great Regional City Challenge Project Proposal ...(Cont'd)

Another funding stream currently provided to Northern communities is through the Northern Tasmanian Waste Management Group's (NTWMG) Resource Recovery and Waste Minimisation Grants program. This program allocates grants to eligible organisations that are working towards decreasing the amount of waste sent to landfill from core activities and/or increasing the recovery of resources from waste that would otherwise be lost to landfill.

The proposed *Great Regional City Challenge* project would be open to citizens, community agencies, community/interest groups, small/medium/large enterprises (including social enterprise) and industry organisations. Accordingly, this program is seeking to activate a broad cross-section of the community, some of which is not currently catered for through existing Local Government community grant programs.

It is proposed that the program would be governed by a Council Governance Team of Councillors and Council officers from the participating Councils (led by City of Launceston) to manage the local government involvement and to be the liaison with the wider community's Greater Launceston Action Team (GLAT). The GLAT would act as the community governance body. Accordingly, in order for this program to be progressed (at least to pilot stage) it will be necessary for each of the GLP Councils to agree to be a part of the Council Governance Team. A necessary part of agreement would require a funding commitment from each of the Councils and a determination on whether the Councils have sufficient resources to commit to the project.

The project proposal is anticipating that funding would be provided by the consortium of councils and, if needed, by state government, corporates and donors. It is considered that, for this project of this nature to be sustainable, it must operate off minimal contribution from Local Government, given that the Councils are already making a significant contribution to community activation activities across the region. Accordingly, it will be necessary for a significant proportion of the annual budget to be provided by corporate and donor support. Indeed, a corporate and/or donor based funding model would fit more comfortably with the ethos of this project, as it seeks to engage and activate the community, rather than rely on government funding.

While it is clear that this project has significant merit, and if successful would result in positive community outcomes, it needs to be demonstrated whether the program is capable of achieving a sustainable operating model, which is not dependent upon Local Government funding on an ongoing basis. To this effect, it is recommended that the City of Launceston provide CLIP with a one-off financial contribution of \$5,000 to enable the completion of a feasibility study. The feasibility study would demonstrate a sustainable funding stream, which is not dependent upon predominantly Local Government funding. Additionally, following completion of the feasibility study, it will be necessary for CLIP to achieve the support of each of the Greater Launceston Plan area Councils for the project before it may progress to a pilot stage.

20.1 Great Regional City Challenge Project Proposal ...(Cont'd)

ECONOMIC IMPACT:

If successful, the project would create positive economic impacts within the northern region. For instance, the program could help to align interests and hotspots of innovation to support collective action and might be a community-led means to get businesses or service providers to cluster for mutual advantage.

Examples of *Great Regional City Challenge* projects might be established community members using their networks on the mainland to attract new business start-ups or business relocations to take advantage of Launceston's Giga-City status, low rents and contact networks or retiring business owners coming together to mentor other businesses to help them grow more sustainably.

ENVIRONMENTAL IMPACT:

While funding for environmentally focused projects is provided for through existing community and environmental grant programs, the project could be utilized to fund environmental projects where the outcomes accord with the GLP objectives.

SOCIAL IMPACT:

The *Great Regional City Challenge* would help connect people, online and face to face, who share similar interests and passions to work together on innovative projects that will make Launceston a better place. Projects would explicitly be sought by specific presentations to the creative arts, business, industry bodies, entrepreneurship and university sector. For example, a project to connect all the region's arts bodies to plan, work and share together might come from this process.

STRATEGIC DOCUMENT REFERENCE:

The project is consistent with the following Greater Launceston Plan Key Directions:

Creativity and innovation - Encourage and facilitate creativity and innovation in all aspects of the daily life and business of greater Launceston and its relationship with the wider region.

Liveability and amenity - Support initiatives that build improvements to sustainable liveability and amenity that contribute to the health and wellbeing of the community.

Connected and networked region - Encourage and foster the development of world's best practice in information and digital technology in greater Launceston and the wider region to create business and employment opportunities for new services and product development.

20.1 Great Regional City Challenge Project Proposal ...(Cont'd)

Social inclusion and equity - socially inclusive communities will view individuals, families and communities through the lens of their inherent potentials or strengths, rather than deficits.

BUDGET & FINANCIAL ASPECTS:

The proposed on-off financial contribution of \$5,000 can be accommodated within the existing 2018/2019 budget.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Michael Stretton: General Manager

ATTACHMENTS:

1. *Great Regional City Challenge Project Proposal*
-

Attachment 1 - Great Regional City Challenge Project Proposal



Contact: Owen Tilbury, Director, CLIP Pty Ltd, 22 Lanoma Street, Launceston, Tasmania

director@breath-of-fresh-air.com.au, 0407 501 287

THE CONCEPT

MAKING LAUNCESTON ONE OF THE GREAT REGIONAL CITIES OF THE WORLD

Launceston is a regional city with an enviable lifestyle but an underperforming economy and higher than average levels of community disadvantage.

The Greater Launceston Plan¹ is addressing this with significant federal, state and local government support (including City Deal, UTAS redevelopment, City Heart projects, Northern Suburbs Revitalisation, Coordinator General Northern Cities, NTDC Futures Plan etc.). The GLP provides an effective framework to coordinate government efforts to create Greater Launceston as a creative, liveable, diverse and connected/networked region.

Forward-thinking people like Peter Rathjen, ex- Vice Chancellor of the University of Tasmania, have said that Launceston could well be one the great regional cities of the world. Launceston has many strengths and assets to build on, as well as issues holding us back that need attention.

Other cities around the world are stepping up to make their cities great. Calgary United Way in Canada is a good example (www.youtube.com/watch?v=zS2tV5LdCUc) or www.calgaryunitedway.org or Milton Keynes, UK (www.youtube.com/watch?v=bjVq_Dlrflk) or Carson City, USA (www.youtube.com/watch?v=j4Wxhm46RbU).

Launceston, too, can build on its unique assets and existing community skills/tools to be One of the Great Regional Cities of The World.

ACTIVATING COMMUNITY: THE *GREAT REGIONAL CITY* CHALLENGE

This proposal provides a framework to **challenge** the wider community to become actively engaged in making Launceston one of the great regional cities in the world. The opportunity is to mobilise the community as active citizens rather than passive recipients or critics of government initiatives.

¹ See www.launceston.tas.gov.au/Council/Strategies-Reports-and-Policy/Greater-Launceston-Plan

Two community led developments already exist which can accelerate this process:

1. Launceston Together - a free online community engagement and development platform goes live in April 2019 (<http://launceston.madeopen.co.uk/>). **Note:** this platform will go live in March 2019 as www.launcestontgether.com.au
2. Community Led Impact Partnerships (CLIP) – a free online process that helps the community turn their ideas and initiatives into effective action (<http://clipguide.net/>)

The structure of the *Great Regional City Challenge* is:

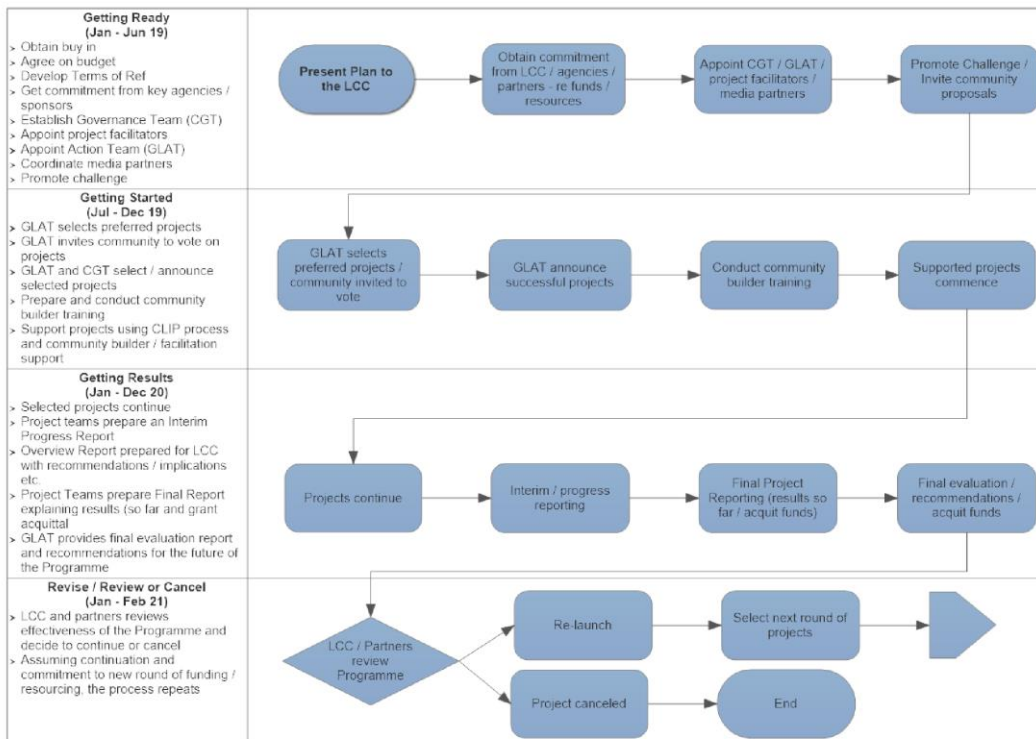
1. The *Great Regional City Challenge* will pilot over 24 months an innovative community activation, that once proven will continue long-term to transform Launceston.
2. The first step is to gather a consortium of councils and, if needed, state government, corporates and donors to fund and underpin the *Great Regional City Challenge*. A first estimate of around \$160,000 is needed.
3. Governance would be provided by a Councils Governance Team (CGT) and a community based Greater Launceston Action Team (GLAT)
4. Then a 'call to action' to the community via media and other channels will provide a burning challenge for the community to be actively involved in making this region great.
5. The *Great Regional City Challenge* will seek out up to 50 community-led projects that people and organisations in the community are passionate about and are motivated to lead. Community-led project outlines will be solicited by face to face presentations to groups of citizens, precincts, suburbs, satellite towns, community agencies, community/interest groups, small/medium/large enterprises (including social enterprise) and industry organisations.
6. Twelve (12) of these projects will be chosen by online community vote based on how well they align with the four themes of the Greater Launceston Plan of Greater Launceston as a creative, liveable, diverse and connected/networked region.
7. Each of the selected 12 projects would be given \$2 -10,000 (from a pool of \$100,000 provided by the regional councils and other supporters). Community Builders will be trained in community change and project facilitation skills to support the roll out of the projects. The Community Led Impact Partnerships (CLIP) resources (<http://clipguide.net/>) and Launceston Together online resources (<http://launcestontgether.com.au>) will be

provided free of charge for the project teams use. Supplementary funding from other sources may also be sought, where applicable.

8. The Community Builders, CLIP and Launceston Together resources will also be made available to help the other projects, which were not selected for funding, to continue to develop / implement their own projects should they wish.
9. The 12 projects will be supported as a Pilot over 12+ months, with the intention for further rounds to follow a successful Pilot, thus keeping up the momentum for this long-term challenge. Hence, at the end of 2020 the *Great Regional City Challenge* will be reviewed, revised and, ideally, renewed for the long term to make Launceston truly one of the great regional cities of the world.

Pilot Costs amount to an estimated \$160,000. This includes \$100,000 project grants and \$60,000 facilitation and resource costs. A detailed budget has been commenced and will be tabled if/when a decision to proceed is taken.

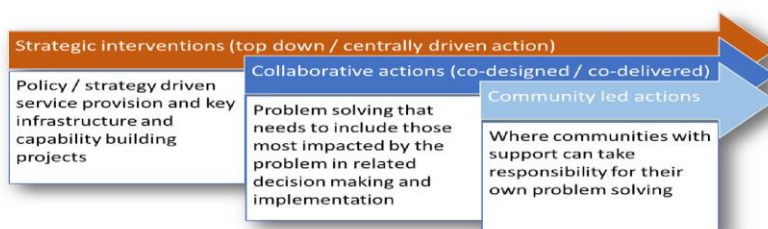
The Indicative Workflow, which can be further co-designed, is shown below:



WHAT WILL BE ACHIEVED?

The selected projects will provide cost-effective **results** in addition to the contributions being made by government. Each project will add value to the goal of making Greater Launceston a creative, liveable, diverse and connected/networked region. The specific outcomes will depend on the projects chosen.

Note: There is great potential for community-led as well as top-down initiatives to work together or separately to make Launceston one of the great regional cities of the world, as this shows.



The *Great Regional City Challenge* will not only use community-led initiatives that deliver cost-effective **results** to transform Launceston into one the great regional cities of the world. It will also create positive changes in the capacity and attitude of the community long-term. It will:

1. Nurture a culture of aspiration and positive change across all places and demographics
2. Activate the community and grow community pride
3. Mobilise the hidden and more visible community leaders
4. Involve those most impacted by the need for change and encourage them to take responsibility
5. Build community capacity by training Community Builders
6. Build project skills by the use of the Community Led Impact Partnerships (CLIP) resources (<http://clipguide.net/>) and Launceston Together online resources (<http://launcestontgether.com.au>) so that practical and achievable community-led initiatives can drive the ongoing transformation of Launceston

This is **NOT** a community consultation process. This **IS** a community activation process. This is not “business as usual” but an innovative approach to community and economic development!

THE GREAT REGIONAL CITY CHALLENGE IN PRACTICE

VISION

An engaged and motivated Launceston community will play an active part in making Greater Launceston one of the great regional cities of the world, a city that is creative, liveable, diverse and connected/networked.

SCALE AND SCOPE OF THE CHALLENGE

The focus (scale) is on the Launceston region defined by the Greater Launceston Plan (GLP) as the Launceston municipality together with the municipalities of George Town, Meander Valley, Northern Midlands and West Tamar.

Greater Launceston contains a central economic zone / service centre and several interrelated, smaller heartland economic zones and population centres / precincts that support localized economic and community activity.

Community is defined as being made up of citizens, precincts, suburbs, satellite towns, community agencies, community/interest groups, small/medium/large enterprises (including social enterprise) and industry organisations.

VALUES

- **Community led:** the community are leaders not passive receivers
- **Local focus:** encouraging those most impacted by challenges to be involved in resolving such challenges
- **Impact:** community projects focus on making an impact
- **Partnerships:** together we are stronger when everyone works together
- **Leadership:** leadership comes from hidden as well as high-profile leaders
- **Success breeds success:** success may start from small wins and take time
- **Trust the process:** there is nothing so practical as a good process
- **Heart and mind:** make decisions based on intuition and rational thinking - value both

GOVERNANCE AND ACTION TEAM

COUNCIL GOVERNANCE TEAM (CGT)

A Greater Launceston governance team of, say, Councillors and Council officers from the participating Councils (led by City of Launceston), would form a Council Governance Team (CGT) to manage the local government involvement and to be the liaison with the wider community's Greater Launceston Action Team (GLAT).

GREATER LAUNCESTON ACTION TEAM (GLAT)

Potential Greater Launceston Action Team (GLAT) members would be sought during the face to face presentations that would solicit projects from the groups of citizens, precincts, suburbs, satellite towns, community agencies, community/interest groups, small/medium/large enterprises (including social enterprise) and industry organisations.

Both hidden and more visible community leaders would be sought to ensure the Great Regional City Challenge was not run by the usual (and over-worked) community and industry figures.

The GLAT would act as the community governance body which would work with the CGT to oversee the *Great Regional City Challenge* and to manage the Project Facilitators.

PROJECT FACILITATORS

Community Led Impact Partnerships Pty Ltd (CLIP), as proponents of the Great Regional City Challenge, would act as Project Facilitators, subject to CGT and GLAT confirming them in this role. Lead facilitators are Owen Tilbury and Peter Murden.

Their expertise includes:

- Development of the CLIP process, which is available free of charge at www.clipguide.net
- Use of the CLIP process to successfully facilitate community led change with three Connected Launceston projects with the aim of: 1. making Launceston the first giga-city in Australia with internet speeds 100 times faster than the Australian average 2. using e-health methods to improve access and information exchange with patients and medical experts in all parts of the state 3. developing a sophisticated dashboard of data from multiple sensors in a local vineyard as a proto-type for the effective use of "Internet of Things".

- Bringing Anglicare, Catholic Care, Uniting, Volunteering Tasmania, Launceston City Mission and Salvation Army together to fund and develop the community online platform, Launceston Together (currently <http://launceston.madeopen.co.uk/>) and soon to be <http://launcestontogether.com.au>)
- Founders of the state-wide Innovative Tasmania Awards, which successfully used an online voting process to decide on the winners of up to 10 different innovation categories. This process is recommended for the voting step in the *Great Regional City Challenge*
- Owen Tilbury was General Manager of national accounting group WHK's Business Growth division and has 30+ years of business consulting experience. He brings commercial skills, networks and experience in process-consulting, project management and facilitation to this project.
- Peter Murden, has worked in local government for 20 years most recently as Regional Development Manager at Cradle Coast Authority and contributes his theoretical base of community/economic development systems and extensive network of contacts and funding sources
- CLIP can call on a wide network of consultants working in regional development such as Anna Stephenson, who worked with City of Launceston in the 1990s. See <http://consciousenterprise.com.au>

GREATER LAUNCESTON REGION: ASSETS AND STRENGTHS

Greater Launceston is the right size to be one of the great regional cities of the world: it is small enough to manage and large enough to matter. It has existing assets and regional strengths that can be built upon to make Launceston a great regional city of the world. These include:

- The Greater Launceston Plan (GLP) provides an effective framework to coordinate government and align community and private efforts to create Greater Launceston as a creative, liveable, diverse and connected/networked region²

² Refer Footnote 1.

- There is significant federal, state and local government support (including City Deal, UTAS redevelopment, City Heart projects, Northern Suburbs Revitalisation, Coordinator General Northern Cities, NTDC Futures Plan etc.)
- Traditional sectors are in transition / diversifying – enterprises that have made the transition are strong – and will be creating demand for more and better jobs. NTDC believe that the best performing established industry sectors likely to deliver the most wealth to our economy to 2031 are agriculture, manufacturing, construction, food and beverage manufacturing and forestry. These industries will drive other service sectors and retailing.
- Key opportunities for jobs growth will be in new sectors: Education (particularly preschool and school education sectors); Health and community services (particularly medical and health services, hospitals, social assistance and residential care); Food and beverage service; professional, scientific and technical services; Public administration
- The region has significant natural and built assets and infrastructure. It also has significant human capital including baby boomer retirees, students, professionals, Tasmanian Leader graduates etc.
- There is a great deal of regional/parochial pride in and commitment to Greater Launceston
- Launceston Together online community platform (<http://launcestontogether.com.au>) - will provide (once live in early 2019) a free community directory, community connections, community project site and community time-banking, crowd-funding and volunteering
- The free online CLIP (Community Led Impact Partnerships) process (<http://clipguide.net/>) can guide effective community projects

GREATER LAUNCESTON REGION: KEY ISSUES

Launceston has the potential to be one of the great regional cities of the world but there are key issues holding it back. These may be the primary focus of the *Great Regional City Challenge* and resulting community led projects. **Note:** However, projects selected will be those that enough people in the community are passionate enough to do something about – a strengths-based approach.

Issues holding us back are:

- Like most regions the greater Launceston's economy is falling behind that of the major cities, with evidence of:

- High unemployment rates - Including youth unemployment and longer term unemployed (higher than the Tasmania average). Casualization of the workforce is increasing
- Low educational attainment levels - There is a need to improve education outcomes including life skills. Many employers have trouble recruiting suitable workers. Most new jobs require post school qualifications related to the growing knowledge economy
- Worker productivity is low - Due to the high proportion of low / semi-skilled jobs – this also contributes to lower than average household incomes
- Shrinking working-age population - Due to a combination of older and aging workforce, static population growth and out-migration
- Retaining population - The region has an ageing population and retaining youth in the region, particularly for the workforce is a challenge. Ageing population also has related service provision implications
- Regionally dispersed population - Isolation of some communities presents challenges for economic and services development
- Significant labour demands - A significant number of new, skilled jobs are being added to the economy. This coincides with an aging / shrinking workforce, therefore filling these jobs / skills gaps quickly to support the growing economy will be a challenge
- Government has been increasingly taking responsibility for matters that communities have managed in the past – increasing expectations on government and tightening budgets means communities need to take more responsibility for meeting many of their needs and solving their own problems
- Funding for community services and initiatives is generally short-term and competitive – often contributing to a lack of cooperation and coordination between organizations that exist to serve communities
- Leadership comes largely from politicians whom the community increasingly see as self-serving, unreliable and out of touch – New collaborative forms of leadership based on stewardship, connection, coordination and cooperation are needed
- The Vision for Launceston is not widely understood or accepted by the Greater Launceston community. A memorable and motivational Vision statement is needed.

ALIGNMENT WITH THE GREATER LAUNCESTON PLAN

The Greater Launceston Plan (GLP) is the master plan for the region and provides a framework for the *Great Regional City Challenge*. The Plan proposes that it will move forward by: *“building a coalition of community and stakeholder understanding and support for the vision and key initiatives.”*

The GLP says that *“At the core of promoting inclusive communities is the importance of “shifting from a deficit to an assets model for people and places” (Adams, 2009). In other words, socially inclusive communities will view individuals, families and communities through the lens of their inherent potentials or strengths, rather than deficits.”*

David Adams (2009) has outlined several strategies and actions to adopt in order to strengthen social inclusiveness. These encompassed:

- access to the basics • accessible services • diversity and skills training
- building supportive networks • social enterprises • volunteering
- building local capacity • digital inclusion • planning and liveability • governance.

The GLP focuses on what needs to be done and who needs to be involved. The *Great Regional City Challenge* provides a practical means of engaging those who are motivated to be involved in direct action.

The *Great Regional City Challenge* will align itself to the GLP as follows:

CREATIVE AND INNOVATIVE REGION

Creativity flows through all human endeavours. Placing it at the forefront of a revitalisation vision for Greater Launceston means building on latent skills; further enhancing the arts and cultural scene; and investing in innovation, partnerships and collaborations. Central to this is the knowledge sector and leveraging from research and development in agribusiness, manufacturing, health and education. A creative society and economy will also assist deliver a more liveable, diverse and connected region.

The GLP sees this as being achieved by *“providing opportunities to facilitate creativity and innovation in community life, health, education and business enterprise development.”*

Alignment:

- The *Great Regional City Challenge* will help connect people, online and face to face, who share similar interests and passions to work together on innovative projects that will make Launceston a better place
- Projects will be explicitly sought by specific presentations to the creative arts, business, industry bodies, entrepreneurship and university sector. For example, a project to connect all the region's arts bodies to plan, work and share together might come from this process.

LIVEABLE REGION

Liveability is already a key asset in the region and can be developed as a point of difference to the mainland cities in order to attract the skills and investment necessary to diversify and strengthen the economy. More specifically it is about retaining existing heritage and environmental assets and improvements to the urban form via an enhanced network of parks and alternative transport (paths, cycleways and public transport); waterfront activation; a cleaner physical environment; urban consolidation around key activity hubs; and adoption of best practice urban design principles.

The GLP sees this as being achieved by "*Building socially inclusive and cohesive communities*".

Alignment:

- Launceston has won accolades as one of the most family-friendly cities in Australia. The *Great Regional City Challenge* will seek to build on that by seeking out projects that are community-led around the issues of making the city more liveable.
- Examples of projects might be to get suburban precincts to come together for street parties, to welcome new neighbours and to share skills and resources. Or, in a disadvantaged community, to bring people together to overcome a social issue that affects them.

DIVERSE REGION

Diversification of the economy builds resilience as a counter to uncertainty. Interventions that assist in the diversification of the economy (in terms of industry scope and enterprise scale) have feedback effects that can accelerate population and economic growth to offset the ageing population and subsequent declining fertility rate that is already 'locked into the system'. Diversity also extends to cultural and demographic diversity, which brings with it both challenges and opportunities.

The GLP sees this as being achieved by *“facilitation of funding opportunities for individuals and business start-ups to develop their ideas with professional, business and marketing support; (these could be social enterprises).”*

Alignment:

- Launceston has an ageing population, low productivity and lack of skills in high growth areas. The *Great Regional City Challenge* would interact with communities to seek out projects to overcome or ameliorate these factors.
- Examples of *Great Regional City Challenge* projects might be older community members using their networks on the mainland to attract new business start-ups or business relocations to take advantage of Launceston’s Giga-City status, low rents and contact networks OR retiring business owners coming together to mentor other businesses to help them grow more sustainably.

CONNECTED AND NETWORKED REGION

Improved connectivity and networks within a region can enhance efficiency. The concept for Greater Launceston translates into improved physical connections between places, activity nodes and community hubs; between individuals and organisations; and in the strength of the relationships between Greater Launceston and the rest of northern Tasmania, the mainland and international economies. It builds on assets such as port and airport infrastructure, the NBN, the strong sense of community and collaborations. It includes an urban form that helps to cluster activities into complementary, connected nodes that stimulate the creation of a skills ecosystem, innovations and improved accessibility.

The GLP sees this as being achieved by *“fostering communities of interest to empower stakeholders and local communities to build commitment, active engagement, interest and support for co-operative actions and strategies.”*

Alignment:

- The *Great Regional City Challenge* can help align interests and hotspots of innovation to support collective action
- NTDC is doing good work in facilitating Clusters in key industry areas like value-added agriculture. A *Great Regional City Challenge* project that might be community-led is to get

businesses or service providers, for example in audio visual operations, to cluster for mutual advantage

- The Launceston Together online platform provides a connected way of seeking out or offering time, services, materials and / or funds to support such initiatives. It also provides a free home for private and public Great Regional City projects, plus support tools and processes (utilising the free CLIP process) to increase the success rate of each project

Note: The examples given above are given only as indications of what might emerge. The innovation of seeking out projects for the community not by a general appeal but by presentations to specific interest groups will ensure that there is a wealth of good ideas put forward.

OTHER COMMUNITY-LED CHANGE EXAMPLES

Creating changes in a place or region has generally been seen as a government responsibility. There are, however, many examples of community-led change programmes around the world that have created sustainable change. Some examples are:

- The Cradle Coast Authority (CCA) facilitated a regional collaborative leadership training program in 2017. A challenge for the leaders was to identify and solve a specific regional or community challenge – one such challenge was to attract and retain young skilled people in the region. The North West Coasters Network was developed in response to this problem - www.coasters.com.au
- Live Well Tasmania (LWT) is a not for profit community network with a focus on sustainable community wellbeing - <http://lwt.org.au/>. LWT has established the Community Exchange Network Tasmania (CENTs) program where people can trade goods, services and skills with others without money - <http://cent.net.au/>
- In Burnie, North West Tasmania, community leaders with the support of Burnie City Council got together to help the community create a new future. 'Burnie Works' provides a community led framework to address complex social challenges - <https://vimeo.com/145627102>. Examples of local related initiatives include:
 - <http://www.burnieworks.com.au/hilltop.html>
 - <https://producetothepopletasmania.wordpress.com/>

- Users of an online community platform in Devon County, UK that is similar to that being developed as Launceston Together by six of Launceston’s community agencies, had the following positive outcomes. Results include reduction in self-reported loneliness; social interaction and befriending has increased; problems with mobility have reduced; GP visits and hospital visits declined; and anxiety and depression
- In the US community wide change programmes aimed at “wicked problems” such as teen pregnancy or poor educational outcomes can be read about at www.ocd.pitt.edu/12-

[Profiles-of-Community-Wide-Change/268/default.aspx](http://www.ocd.pitt.edu/12-Profiles-of-Community-Wide-Change/268/default.aspx)

HOW THE GREAT REGIONAL CITY CHALLENGE IS DIFFERENT

The *Great Regional City Challenge* has taken note of other change processes and is different from them in the following ways:

1. It is truly a **community led initiative** where the community has to step up with a project and, at least, a partial project team to take it forward. Funding will be provided from across the community with local councils, corporates and donors expected to support it. The community will be actively involved in selecting projects via the community online voting process. Note: Other initiatives typically ask the community for their ideas on what is needed to be done and then government takes the lead to action and fund those ideas which fit their strategic plan (often in partnership with community agencies and larger corporates but not necessarily with the wider local and business community).
2. It is about **cultural change**, moving the community from being critics to being citizens actively involved in making Launceston a great regional city. In the process it builds capacity, skills and belief in the possibility of positive change by the action-learning that comes from successful ongoing community activity.
3. It is a **best practice** approach which brings together experience from around the world (for example, in the UK and US), Tasmania (for example, Cradle Coast Authority initiatives like North West Coasters Network) and here in Launceston (Connected Launceston project).
4. It is **strategically aligned** with the top down strategic intent of governments and other regional players.
5. It is about **impact** as the projects selected will be selected based on how well they align with the four themes of making Launceston a great regional city that is creative, liveable, diverse and connected/networked.

6. It has a **Vision** that is inspiring and memorable, which will excite and motivate the community to be active. Media and other channels will be used to keep the community informed.
7. It has **processes and a platform** that – free of charge - can guide and connect community projects to increase their chances of success. Community Led Impact Partnerships (CLIP) resources (<http://clipguide.net/>) and Launceston Together online resources (<http://launcestontgether.com.au>) are locally developed and build community capacity. The online voting process for project selection has been used for a number of years by the Innovative Tasmania Awards. Voting can take place on the Launceston Together platform.
8. It also builds **community capacity** by training Community Builders to support selected and also non-funded projects. These Community Builders would come from within community agencies, councils and motivated citizens (including skilled retirees). They would be available to provide support over long term not just for a project life cycle.
9. It is **long-term** as achieving the Vision and creating cultural change takes time and will overlap government terms of office.

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**RECOMMENDATION:**

That Council moves into Closed Session to consider the following matters:

22.1 Confirmation of the Minutes

Regulation 35(6) of the *Local Government (Meeting Procedures) Regulations 2015* states that at the next closed meeting, the minutes of a closed meeting, after any necessary correction, are to be confirmed as the true record by the council or council committee and signed by the chairperson of the closed meeting.

22.2 Disposal of Right of Way - 29 - 31 Seaport Boulevard, Seaport

Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015* states that a part of a meeting may be closed to the public to discuss (f) *proposals for the council to acquire land or an interest in land or for the disposal of land.*

22.3 End of Closed Session

After dealing with the business listed for consideration in Closed Session and moving out of Closed Session Council will, pursuant to regulation 34(1)(b) of the *Local Government (Meeting Procedures) Regulations 2015*, resolve to record in the Minutes of the Open Council Meeting a brief description of the matters discussed in Closed Session.

RECOMMENDATION:

To be determined during Closed Council.

23 MEETING CLOSURE
