



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
THURSDAY 20 AUGUST 2020
1.00pm**

Notice is hereby given that the Ordinary Meeting of the City of Launceston Council will be held via video-conference:

Date: 20 August 2020

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
Chief Executive Officer

AUDIO of COUNCIL MEETINGS

An audio recording of this Council Meeting, except for any part held in Closed Session, will be made in accordance with our Council Meetings - Audio Recording Policy - 14-Plx-008.

This Council Meeting will be streamed live to:

www.launceston.tas.gov.au/Council/Meetings/Listen

PUBLIC ATTENDANCE AT THE COUNCIL MEETING

It is important for you to stay at home to slow the spread of COVID-19. For this reason, public attendance at this Council Meeting is not permitted.

Do you wish to speak to an item in the Agenda of the Council Meeting?

- You are invited to speak to an item on the Agenda by e-mailing a statement of no more than 300 words. Your statement will be read aloud at the Meeting.
- Your statement is not to be defamatory, inappropriate or abusive, or be intended to embarrass any person, including Councillors or Council Officers.

Do you have a question to ask during Public Question Time?

- You are invited to email up to three questions. If accepted, your questions will be read aloud at the Meeting and either answered or Taken on Notice. If your questions are not accepted, reasons will be given.

Questions or statements must be e-mailed to contactus@launceston.tas.gov.au by 11.00am, Thursday, 20 August 2020 and must include your name and a contact telephone number. If you cannot e-mail your questions or statement, please call our Customer Service Centre on 6323 3000 for assistance.

LEGISLATIVE TERMINOLOGY - GENERAL MANAGER

At the City of Launceston, the positions of General Manager Community and Place, General Manager Organisational Services, General Manager Infrastructure and Assets and General Manager Creative Arts and Cultural Services do not assume the functions and powers of the term *general manager* in a legislative sense: any legislative functions and powers to be delegated to these roles will be made by Council or the Chief Executive Officer. At the City of Launceston, the title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993 (Tas)*. For the avoidance of doubt, *Chief Executive Officer* means *General Manager* for the purposes of the *Local Government Act 1993 (Tas)* and all other legislation administered by or concerning Council.

9 April 2020

Mr Michael Stretton
Chief Executive Officer
City of Launceston
PO Box 396
LAUNCESTON TAS 7250

Dear Michael

COUNCIL MEETING

In accordance with regulation 4 of the *Local Government (Meeting Procedures) Regulations 2015* (Tas) 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 2020:

16 April	30 April	14 May	28 May
11 June	25 June	9 July	23 July
6 August	20 August	3 September	17 September
1 October	15 October	29 October	12 November
26 November	10 December		

commencing at 1.00pm and delivered by electronic communication in the same or similar manner to the meeting conducted on 2 April 2020.

These alternate arrangements are required as a result of the COVID-19 pandemic and associated developments.

Yours sincerely



Councillor A M van Zetten
MAYOR

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1 OPENING OF MEETING - ATTENDANCE AND APOLOGIES

2 MAYORAL ACKNOWLEDGEMENTS

3 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.)

4 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 6 August 2020 be confirmed as a true and correct record.

5 DEPUTATIONS

No Deputations have been identified as part of this Agenda

6 PETITIONS

Local Government Act 1993 - sections 57 and 58

6.1 Receipt of Petition - Rejection of a Proposal/DA for a Composting Facility on the Property, *Dunedin*, St. Leonards

FILE NO: SF0097

AUTHOR: Anthea Rooney (Council and Committees Officer)

CHIEF EXECUTIVE OFFICER: Michael Stretton

DECISION STATEMENT:

To receive a petition submitted by Mrs Hayley Adams and Mr Joshua Adams regarding the rejection of a proposal/DA for a composting facility on the property, *Dunedin*, St. Leonards.

RECOMMENDATION:

That, pursuant to section 58(2) of the *Local Government Act 1993 (Tas)*, Council receives the petition regarding the rejection of a proposal/DA for a composting facility on the property, *Dunedin*, St. Leonards tabled by the Chief Executive Officer and submitted by Mrs Hayley Adams and Mr Joshua Adams.

REPORT:

A paper petition containing 104 signatures was received from Mrs Hayley Adams and Mr Joshua Adams. This petition meets the general requirements of section 57(2) of the *Local Government Act 1993 (Tas)* (the Act).

The petition states:

We petition the Council to reject the proposal/DA for a composting facility in St. Leonards because of the impact it will have on the local residents and ratepayers of the CoL including: contamination of local rivers, creeks from which local residents draw domestic water use; the adverse impact on the air quality; and the likely impact on future development for residential properties in the area.

This petition has been forwarded to Mrs Leanne Hurst (General Manager Community and Place) for action. As required under section 60(2)(b) of the Act, a report will be brought back to Council within 42 days for Council to determine any action to be taken in respect of the petition.

6.1 Receipt of Petition - Rejection of a Proposal/DA for a Composting Facility on the Property, Dunedin, St. Leonards ...(Cont'd)

The General Manager Organisational Services Network will give reasonable notice to Mr and Mrs Adams of when Council is to consider this petition.

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 communicate and engage consistently and effectively with our community and stakeholders
Key Directions -
1. To develop and consistently use community engagement processes

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Michael Stretton - Chief Executive Officer

- 6.1 Receipt of Petition - Rejection of a Proposal/DA for a Composting Facility on the Property, Dunedin, St. Leonards ...(Cont'd)**
-

ATTACHMENTS:

1. Petition Extract - Composting Facility in St. Leonards
-

Attachment 1 - Petition Extract - Composting Facility in St. Leonards

Page 1 of 1

Paper Petition

Petition to:

Reject the proposal (DA to be submitted) for a composting facility on the property, Dunedin, St Leonards.

To the Councillors and General Manager of the City of Launceston. We petition the Council in accordance with the Local Government Act 1993 (Tas) to -

Reject the proposal/DA for a composting facility in St Leonards because of the impact it will have on the local residents and ratepayers of COL including:

- Contamination of local rivers, creeks from which local residents draw domestic water use.
- The adverse impact on the air quality; and
- The likely impact on future development for residential properties in the area.

Signatories to the petition:

Name	Address	Signature
Andrew THURLEY	40605 TASMAN HWY	<i>[Signature]</i>
Jodi Mountney	39 white gum RISE ST LEONARDS	<i>[Signature]</i>
Joseph BREWIN	40670 Tasman Hwy ST Leonards	<i>[Signature]</i>
Meg Simpson	20 ESCORPMENT DVE ST LEONARDS	<i>[Signature]</i>
PHILIPPA SHARMAN	52 WHITE GUM RISE	<i>[Signature]</i>
MIKE SHARMAN	52 WHITE GUM RISE	<i>[Signature]</i>
Kylie Nicholas	40426 Tasman Highway	<i>[Signature]</i>
Isabella Raabe	40426 Tasman highway	<i>[Signature]</i>
DK Medina MAUR	40577 TASMAN Highway ST Leonards	<i>[Signature]</i>
Kaylee Coppleman	74 White Gum Rise St Leonards	<i>[Signature]</i>
Brady Abraham	32 White Gum Rise St Leonards	<i>[Signature]</i>
Rodney Johnstone	24 distillery track NONAMARA	<i>[Signature]</i>
CASSANDRA ABRAHAM	32 WHITE GUM RISE, ST-LEONARDS	<i>[Signature]</i>

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

Use copies of this page for additional signatures.

8

Petition to:

Reject the proposal (DA to be submitted) for a composting facility on the property, Dunedin, St Leonards.

To the Councillors and General Manager of the City of Launceston. We petition the Council in accordance with the Local Government Act 1993 (Tas) to -

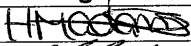
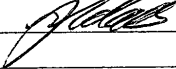
Reject the proposal/DA for a composting facility in St Leonards because of the impact it will have on the local residents and ratepayers of COL including;

- The likely contamination of local rivers, creeks from which local residents draw domestic water use.
- The adverse impact on the air quality
- The likely impact of future development for residential property in the area

Statement specifying the number of signatories to the petition:

104 signatures.

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

Name	Address	Signature
Hayley Adams	40374 Tasman Hwy, St Leonards	
Joshua Adams	40374 Tasman Hwy, St Leonards	

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

6.2 Receipt of Petition - Installation of Speed Humps, Bedford Street, Invermay**FILE NO:** SF0097/SF0607**AUTHOR:** Anthea Rooney (Council and Committees Officer)**CHIEF EXECUTIVE OFFICER:** Michael Stretton

DECISION STATEMENT:

To receive a petition submitted by Ms Claire Richardson regarding the installation of speed humps and the provision of adequate signage in Bedford Street, Invermay.

RECOMMENDATION:

That, pursuant to section 58(2) of the *Local Government Act 1993 (Tas)*, Council receives the petition regarding the installation of speed humps and the provision of adequate signage in Bedford Street, Invermay tabled by the Chief Executive Officer and submitted by Ms Claire Richardson.

REPORT:

A paper petition containing 29 signatures was received from Ms Claire Richardson. This petition meets the general requirements of section 57(2) of the *Local Government Act 1993 (Tas)* (the Act).

The petition states:

We petition the Council in accordance with section 57 of the Local Government Act 1993 (Tas) to rectify signage issues of low visibility and inadequate signs. To install at least two speed humps in Bedford Street, Invermay to reduce the amount of high speed, high frequency traffic.

This petition has been forwarded to Mr Shane Eberhardt (General Manager Infrastructure and Assets Network) for action. As required under section 60(2)(b) of the Act, a report will be brought back to Council within 42 days for Council to determine any action to be taken in respect of the petition.

The General Manager Organisational Services Network will give reasonable notice to Ms Richardson of when Council is to consider this petition.

ECONOMIC IMPACT:

Not considered relevant to this report.

**6.2 Receipt of Petition - Installation of Speed Humps, Bedford Street, Invermay
...(Cont'd)**

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 8 - A secure, accountable and responsive Organisation
Ten-year goals - To communicate and engage consistently and effectively with our
community and stakeholders
Key Directions -
1. To develop and consistently use community engagement processes

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Michael Stretton - Chief Executive Officer

ATTACHMENTS:

1. Petition Extract - Install Speed Humps in Bedford Street, Invermay and Provide Adequate Signage
-

Attachment 1 - Petition Extract - Install Speed Humps in Bedford Street, Invermay and Provide Adequate Signage

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Paper Petition

Petition to: Install speed humps in Bedford St, Invermay and provide adequate Signage
 (write the name/subject matter of your petition)

To the Councillors and General Manager of the City of Launceston

We petition the Council in accordance with the *Local Government Act 1993 (Tas)* to -
 (make a clear and concise statement identifying the subject matter and the action requested)

To rectify signage issues of low visibility and inadequate signs.
To install at least two speed humps in Bedford St to reduce the amount of high speed, high frequency traffic.

Signatories to the petition

Name	Address	Signature
Claire Richardson	17 Bedford St, Invermay	
Ernie Rowley	21 Bedford	
Simon Clarke	27 Bedford St	
MICHAEL WITHEFORD	32 BEDFORD ST	
Georgina Sargison	30 Bedford St	
DAVID MORICE	22 BEDFORD ST	
Chelsea Bird	20 Bedford St.	
Simon e Campo	1-2 Bedford St	
Dedre Newell	61 Invermay Rd	
Leah Gower	5 Rossmarye St	
RICK ANDERSON	36 HOLIBROOK St.	
Jessie Martin	55 Invermay RD	
Belinda Steele	26 Bedford St	

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

Use copies of this page for additional signatures.

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Petition to: Install speed humps in Bedford St, Invermay and provide adequate signage
(copy the name/subject matter of your petition from page 1)

To the Councillors and General Manager of the City of Launceston

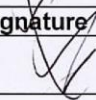
We petition the Council in accordance with the *Local Government Act 1993* (Tas) to -
(copy the statement from page 1)

To rectify signage issues of low visibility and inadequate signs.
To install at least two speed humps in Bedford St to reduce the amount of high speed, high frequency traffic.

Statement specifying the number of signatories to the petition:

Twenty nine signatories

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

Name	Address	Signature
Claire Victoria Richardson	17 Bedford St, Invermay	

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

7 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

8 PUBLIC QUESTION TIME

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31

8.1 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.)

8.1.1 Public Questions on Notice - Ms Susan Rafferty - 7 August 2020**FILE NO:** SF6381**AUTHOR:** Anthea Rooney (Council and Committees Officer)**CHIEF EXECUTIVE OFFICER:** Michael Stretton

QUESTIONS and RESPONSES:

The following questions, submitted to Council on 7 August 2020 by Ms Susan Rafferty, have been answered by Mr Shane Eberhardt (General Manager Infrastructure and Assets Network).

Questions:

1. Can councillors assure residents that the levee works, undertaken on the North Esk River between Vermont Road and Churchill Park, will not create a funnel effect in the event of flooding?

Response:

The works that have been undertaken on private property between Vermont Road and Churchill Park are those of re-establishing farm access roads. The road is higher than the surrounding area and therefore, will act as a minor levee, however, it is substantially lower than the Council's levee system. The height of the works undertaken is at approximately the king tide level. These works will be overtopped in a minor flood event and the land will be inundated and thereby not impacting Council's levee infrastructure or flood height.

2. Has an engineer's report or environmental impact study on this work been undertaken?

Response:

All dams, including levees and weirs, are regulated in Tasmania under the Water Management Act 1999 (the Act) and the Water Management (Safety of Dams) Regulations 2015. This Act is administered by the Department of Primary Industries, Parks, Water and Environment (DPIPWE).

To our knowledge, these works have been the re-establishment of an existing road. The Council has referred these works to DPIPWE but do not believe a permit is required.

8.1.1 Public Questions on Notice - Ms Susan Rafferty - 7 August 2020 ...(Cont'd)

3. Whose responsibility is it to mitigate potential flooding risk on a major river in Tasmania?

Response:

Mitigation of potential flooding risks on major rivers in Tasmania is a collective responsibility. For the North Esk, this responsibility includes the Launceston Flood Authority, State and Local Government through the implementation of the relevant planning schemes and flood protection schemes, DPIPWE for levee and dam management and well as those responsible for emergency management, including Tasmania Police, the State Emergency Service and the City of Launceston. Individuals also have a personal responsibility to understand their personal flood risk and implement plans to ensure they are flood resilient.

ATTACHMENTS:

1. Public Questions on Notice - Ms Susan Rafferty - 7 August 2020
-

Attachment 1 - Public Questions on Notice - Ms Susan Rafferty - 7 August 2020

1. Can councillors assure residents that the levee works, undertaken on the North Esk River between Vermont Road and Churchill Park, will not create a funnel effect in the event of flooding?
2. Has an engineer's report or environmental impact study on this work been undertaken?
3. Whose responsibility is it to mitigate potential flooding risk on a major river in Tasmania?

Thank you.

Susan Rafferty
Mowbray

8.2 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 9 - Planning Authority.

9 PLANNING AUTHORITY

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay

FILE NO: DA0047/2020

AUTHOR: Catherine Mainsbridge (Senior Town Planner)

GENERAL MANAGER: Leanne Hurst (Community and Place Network)

DECISION STATEMENT:

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

PLANNING APPLICATION INFORMATION:

Applicant:	ERA Planning
Property:	65-77 Gleadow Street, Invermay
Zoning:	Commercial
Receipt Date:	29/01/2020
Validity Date:	2/07/2020
Further Information Request:	07/02/2020
Further Information Received:	02/07/2020
Deemed Approval:	20/08/2020
Representations:	Four

PREVIOUS COUNCIL CONSIDERATION:

DA0261/2018.A02 - Subdivision - Subdivide land into six lots plus roads - Delegated Discretionary

DA0091/2019 - Service Industry - New vehicle detailing and cleaning workshop, Bulky Goods Sales - Two new motor vehicle showrooms and service centres, Storage - Group store - Delegated Discretionary

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

STANDARDS REQUIRING COUNCIL DISCRETION

- 23.3.2 Emissions impacting sensitive uses
- 23.3.3 Retail impact
- 23.4.2 Streetscape
- 23.4.6 Frontage and access
- E16.7.2 Flood Impact
- E18.5.2 Design and siting of signage
- E4.5.1 Existing road accesses and junctions
- E4.6.2 Road accesses and junctions
- E4.6.4 Sight distance at accesses, junctions and level crossings
- E6.5.1 Car parking numbers
- E6.6.5 Bicycle facilities

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 DA0047/2020 Bulky Goods Sales - Construction of a showroom; installation of signage, subdivide one lot into five and associated works within Goderich Street road reserve at 65-77 Gleadow Street, Invermay subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

- a. Gleadow Street Subdivision and Development, Supporting Planning Submission, Prepared by ERA Planning and Environment, 26 June 2020.
- b. Site Plan, Prepared by Artas Architects, Project 191010, Drawing/Rev No. A0001-Sk56, Scales: as shown, Dated 26/06/2020.
- c. Building 5 Ground Floor Plan, Prepared by Artas Architects, Project 191010, Drawing/Rev No. A1250-P08, Scales: 1:100, Dated 26/06/2020.
- d. Building 5 External elevations, Prepared by Artas Architects, Project 191010, Drawing/Rev No. A2150-P07, Scales: 1:100, Dated 26/06/2020.
- e. Building 5 External elevations, Prepared by Artas Architects, Project 191010, Drawing/Rev No. A2151-P05, Scales: 1:100, Dated 25/06/2020.

2. AMENDED PLANS REQUIRED

Prior to the commencement of any work, 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:

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

1. Changes to the signage detail as follows:
 - the vertical panel of the blade sign must be reduced to a maximum height of 10m.
 - the pylon sign is limited to a maximum height of 7m and requires a clearance to the underside of 2.7m.
 - the wall signs are limited a size of 2m x 2m.
 - the building fascia sign must not protrude over the top of the building and is limited to a size of 3.6m x 3.6m.
2. The provision of a shower and change area in the staff amenities area for staff riding a bicycle to work.

3. WORKS IN THE STATE ROAD

Provision of the new road intersection and associated turn lane construction on Goderich Street shall be undertaken to the standards and specifications of the Department of State Growth. Detailed engineering drawings showing the extent of the works inclusive of associated drainage, road pavement, kerb and footpath, tree removal, traffic control facilities and street lighting must be provided to the Department for review and acceptance as part of a works permit application per the details noted below.

Note:

A valid works permit is required for all works undertaken in the State Road (East Tamar Highway) reservation. Details of the permit process and application forms can be found at: www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/general_works_pathways_stock. Applications must be received by the Department of State Growth, a minimum of 20 business days prior to the expected commencement date for works, in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

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. 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

6. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA No. 2020/00122-LCC, 03/02/2020 and attached to the permit.

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7. SITE LANDSCAPING

The landscaping must be:

- a. installed in accordance with the endorsed plan; and
- b. completed prior to the use commencing; and
- c. maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Council.

8. SIGN ILLUMINATION

The signs to be illuminated must only be illuminated during business hours.

9. SIGN MAINTENANCE

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

10. FLOOD EMERGENCY MANAGEMENT PLAN

A Flood Emergency Management Plan must be prepared, which includes recommendations of the Hydrological Report and regard to the Invermay Evacuation Plan Version 2. A copy must be provided to the Council, prior to the issue of an occupancy certificate for the bulky goods outlet.

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 or otherwise delineated to indicate each car space and access lanes.
- e. bicycle parking must be in accordance with *AS 2890.3 1993 Parking facilities - Bicycle parking facilities*.
- f. three motor cycle spaces are required within the motor bike parking area.

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

12. DAMAGE TO COUNCIL INFRASTRUCTURE

The developer is liable for all costs associated with the repair of damage to the Council's 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. Damage may also include the undertaking of unauthorised works to the Council's infrastructure such as driveways, footpaths and stormwater infrastructure. 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.

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13. SINGLE STORMWATER CONNECTIONS

It is not permitted to have multiple connections to the Council's stormwater mains. All private pipelines must be contained wholly within the subject lot boundary.

14. SOIL AND WATER MANAGEMENT CONTROL PLAN

Prior to the commencement of works, a site management plan must be submitted detailing how soil and water must be managed on the site during the construction process. The management plan must include the following:

- a. Allotment boundaries, contours, approximate grades of slope and directions of fall.
- b. Location of adjoining roads, impervious surfaces, underground services and existing drainage.
- c. Location and types of all existing natural vegetation, the proposed location of topsoil stockpiles and the limit of clearing, grading and filling.
- d. Critical natural areas such as drainage lines, cliffs, wetlands and unstable ground.
- e. The estimated dates for the start and finish of the works.
- f. The erosion control practices to be used on the site such as cut off drains, fencing off areas to be undisturbed, revegetation program and so on.
- g. The sediment control practices to be used on site such as silt fencing, stabilised site access, filter screens for inlets to the drainage system, sediment traps and so on.
- h. Timing of the site rehabilitation or landscaping program.
- i. Outline of the maintenance program for the erosion and sediment controls.

Works must not commence prior to the approval of the Soil and Water Management Control Plan by the General Manager Infrastructure and Assets Network. The Plan must be implemented and maintained during construction to ensure that soil erosion is to be appropriately managed.

15. PAYMENT IN LIEU OF PUBLIC OPEN SPACE

Prior to the sealing of the Final Plan, the developer must pay to the Council a sum equivalent to 5% of the unimproved value of the additional approved lots as determined by a registered land valuer (at the time of sealing the Final Plan) procured at the subdivider's expense.

16. PROTECTION OF PIPELINES

The existing underground Council pipes are to be located, both in alignment and depth, prior to the start of construction and all necessary steps taken to protect these pipes from damage during the construction process, including from vehicular access over the pipes, or from loads transmitted to the pipes from the proposed development. This shall be achieved in the following manner:

- a. footings must be no closer than 1.5m from the outer edge of the pipe;
 - b. footings must extend below the line of influence, being a line rising at 45 degrees from the invert of the pipe;
-

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- c. there must be a minimum clear space between buildings or substantial structures of at least 3m in width to allow maintenance along the line of the pipe;
- d. manholes or inspection openings are not to be covered and must remain accessible at all times.

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

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 General Manager Infrastructure and Assets Network 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.
- 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 General Manager Infrastructure and Assets Network.

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 roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve,
 - ii. The provision of one stormwater connection to the lowest point of each lot,
-

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b. Roads

- i. Provision of a fully constructed road 9.3m wide (measured from the face of kerb to the face of kerb) for the entire length of all the property frontages, complete with KC type kerb and channel,
- ii. Provision of a new roundabout with an 8m outer diameter and a raised centre island, western splitter island and all signage and line marking,
- iii. Provision of a slip lane on the western side of Goderich Street. The slip lane geometry is to be designed to accommodate light vehicles,
- iv. Provision of 1800mm wide footpaths located on each side of the road and all necessary pedestrian kerb ramps,
- v. Provision of one new heavy duty vehicular crossing for Lots 4 and 5, and two new heavy duty vehicular crossings for Lots 1 and 3 including the access to Lot 1 from the new roundabout. No other driveway crossovers are to be constructed,
- vi. Provision of a 3.1m wide nature strip on the northern side of the new road. Nature strip is to be free of all infrastructure and finished with top soil and sown with grass,
- vii. all necessary line marking, signage and other traffic control devices.

c. Electricity, Communications and Other Utilities

- i. An underground reticulated electricity system and public street lighting scheme must be provided to service all lots and installed to the approval of the Responsible Authority,
- ii. An underground telecommunications system must be provided to service all lots and installed to the approval of the Responsible Authority,
- iii. Provision of a suitably sized conduit/corridor for the future provision of broadband internet infrastructure.
- iv. Provision of reticulated gas network to service all lots and installed to the approval of the Responsible Authority.

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

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

19. CONSTRUCTION DOCUMENTATION

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

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- a. An *as constructed* plan in accordance with the Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from the Infrastructure and Assets Network.
- 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 the Council's standards.

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 General Manager Infrastructure and Assets Network:

- a. The satisfactory completion of all public infrastructure works including the provision of engineering certification and as constructed documentation in accordance the Council's requirements.
- b. The subsequent issue of a Certificate of Practical Completion by the General Manager Infrastructure and Assets Network.
- 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. CONVEYANCE OF ROADS

All roads in the Subdivision must be conveyed to the Council upon the issue by the General Manager Infrastructure and Assets Network, of the Certificate under section 10(7) of the *Local Government (Highways) Act 1962*. All costs involved in this procedure must be met by the subdivider.

23. COMPLETION OF WORKS

All works must be carried out to the Council's standards and to the satisfaction of the General Manager Infrastructure and Assets Network 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

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and to the Council's standards will be required prior to issue of the Certificate of Practical Completion.

24. AS CONSTRUCTED PLANS

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

25. 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.

26. ENVIRONMENTAL MANAGEMENT PLAN

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

27. EXTERIOR AND SECURITY LIGHTING PLANNING

Exterior Lighting and Security lighting to comply with the Australian Standard AS4282 "Control of the obtrusive effects of outdoor lighting" or any subsequent versions of the document.

28. NO BURNING OF WASTE

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

29. STREET LANDSCAPING PLAN

Prior to the commencement of works, a landscape plan must be prepared by a suitably qualified person and submitted to the Council. Once approved by Council, it will form part of this permit. The approved landscaping of the site must:

- a. Be completed prior to the sealing of the Final plan of Survey.
 - b. Provide shade trees on one side of the road of an approved species with a minimum planted height of 2.5m, a minimum trunk diameter of 25mm (measured 1m above the surface) and at an average spacing of one per 20m of frontage.
-

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- c. Have each shade tree provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti-vandalism tie down to prevent removal.
- d. Be coordinated with the construction plans of underground services and pavement works so as to provide sufficient clearances around each shade tree.

Notes

A. General

This permit was issued based on the proposal documents submitted for DA0047/2020. You should contact the Council with any other use or developments, as they may require the separate approval of the Council. The 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.*

The permit lapses after a period of two years if the development or use has not substantially commenced within that period. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by request to the 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 enquiries 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.

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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 the Council's Notice to Waive Right of Appeal is attached.

E. Flood Resilience

To maximise flood resilience it is recommended that, where practical, electrical and communication fittings be installed above the 1% AEP flood level of 5.4m AHD.

REPORT:

1. THE PROPOSAL

The proposal involves the subdivision of land into five lots, the construction of a Bulky Goods Sales Showroom for The Good Guys company and installation of signage on proposed Lot 1. To facilitate a north bound access to the site, works are required within the Goderich Street Road Reserve.

The site has an inverted T-shape and an area of 2.99ha. It is flat and has frontage to Gleadow and Goderich Streets and the unnamed street between Lindsay and Gleadow Streets. Subdivision of land proposes the following:

Lot 1 - 7134.28m²
Lot 2 - 8364.05m²
Lot 3 - 3747.91m²
Lot 4 - 3082.38 m²
Lot 5 - 3082.38 m²
Road - 4578.94m².

Lot 1 will front Goderich Street. Development of the lot for a bulky goods outlet includes a building with a floor area 1,808.91m², a carpark for 80 cars and signage. The signage includes:

- two pylon signs, each 7m high and with a sign face of 2.2m x 4.15m the top portion will be internally illuminated;
-

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- one internally illuminated blade sign (which fronts the undercover entry and runs across two concrete support structures parallel with the front of the building) 17.11m wide x 3.22m wide;
- seven pairs of wall signs consisting of letter of a product and a square sign below;
- one awning fascia sign with lettering with a 11.5m wide x 840mm panel, and
- one building fascia sign of 4m wide x 4m high.

Lot 2 will have frontage to Gleadow Street and contains three buildings used by the JMC Company approved by DA0091/2019. Building 1 contains a store and offices; building 2 is used for car detailing and building 3 is used by the Property Group as store. Lot 2 is to be burdened by a Right of Way off Gleadow Street in favour of Lot 1 for the purpose of providing heavy vehicle access to Lot 1.

Lot 3 contains a warehouse and Lots 4 and 5 are both vacant. The three lots will have frontage to the proposed east/west link road off Goderich Street. The road lot runs east west along the southern boundary of the parent lot. Its intersection with Goderich Street will provide entry only for cars and smaller trade and delivery vehicles through a new round-about. All vehicles have to exit by the new link road to the west. The link road connects to a street which runs parallel with Goderich Street and exists onto Gleadow Street to the north and Lindsay Street to the south.

The works proposed to Goderich Street include a north bound slip road, installation of a round-about, modification of the vegetation and an upgrade of the adjacent bike/pedestrian shared footpath.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located adjacent the south western corner of Goderich and Gleadow Streets in Invermay. It is a level site with constructed access currently limited to Gleadow Street.

The area has a mixed use character with land to the west of Goderich Street developed and used for light industrial, service industries, storage and bulky good sales and land to the east of Goderich Street developed and used for residential and service type purposes. Immediately south of the site are four large scale commercial uses including Bunnings, JB HiFi, Pets Stock and Officeworks.

Access from the central City area is most direct over the Charles Street bridge.

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3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

23.0 Commercial Zone

<p>23.1.1 Zone Purpose Statements</p> <p>23.1.1.1 To provide for large floor area retailing and service industries.</p> <p>23.1.1.2 To provide for other large area uses, such as car yards, bulky goods sales, warehouse and showrooms in the areas of high traffic volume and high passing visibility.</p> <p>23.1.1.3 To ensure uses support and do not threaten the established activity centre hierarchy.</p>
<p>Consistent</p> <p>The proposal creates five large lots which can be developed and used for purposes appropriate to the zone and which is within an area subject to high volumes of passing traffic for the purpose of visibility and accessibility. The development of Lot 1 for a bulky goods outlet meets 23.1.1.2. and is not considered to threaten the activity centre hierarchy.</p>

23.3 Use Standards

23.3.1 External storage of goods

<p>Objective:</p> <p>To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.</p>
<p>Consistent</p> <p>The use of Lot 1 for bulky good sales will not require external storage of goods, materials or waste which will detract from the amenity of the area.</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>The use does not involve the external storage of goods and materials. Waste storage is proposed at the rear western side on the building.</p>

23.3.2 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 use will not generate any emissions and the amenity of any nearby sensitive uses will not be impacted.</p>
<p>A1 Uses must be set back from the site of a sensitive use a distance of no less than 100m.</p>

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<p>Relies on Performance Criteria Sensitive uses on the opposite and eastern side of Goderich Street are within 100m of the site, the road reserve approximately 30m wide. The performance requirements must be addressed.</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 characteristics of the emissions; (c) the proximity and number of sensitive uses in the area; (d) the topography of the site; (e) background levels; (f) any mitigation measures proposed; and (g) the character of the surrounding area.
<p>Complies Land on the eastern side of Goderich Street is zoned Inner residential and contains both single and multiple dwelling sites which are within 100m of the site. As the use is for retail purposes within standard hours and the uses are separated by the highly trafficked route of Goderich Street. The proposed use is similar to the adjoining land containing Bunnings which is open seven days a week and up to 8.00pm of a night. The performance requirements are met.</p>

23.3.3 Retail impact

<p>Objective: To ensure that the impact of retail and business use and development is appropriate.</p>
<p>Consistent The proposed retail use of Lot 1 is appropriate for the area.</p>
<p>A1 If for a no permit required or permitted use class.</p>
<p>Relies on Performance Criteria As the proposed gross floor area of the Bulky goods sales use is greater than 2000m² the status is Discretionary and must be considered against the performance requirements.</p>
<p>P1 Uses must have acceptable impacts on the viability of the activity centre hierarchy, having regard to:</p> <ul style="list-style-type: none"> (a) the nature, scale and intensity of the use; (b) the products and services sold; (c) the proximity to the Central Business zone or the activity centres of Mowbray and Kings Meadows; and (d) the proximity to a major road and public transport system that links activity centres.

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Complies

The proposed use is similar to the uses and scale of development upon adjoining land to the south. The proposed floor area of the retail space is 1,808.91m². The use is considered appropriate for the site which is within a 20 minute walk of the City centre. As the site is also between the Central Business Zone and Mowbray Activity Centre it does not require customers to have to travel out of their way or to be in conflict with these centres. The site is also adjacent to a major traffic route.

23.4 Development Standards

23.4.1 Building height, setback and siting

Objective:

To ensure that building bulk and form, and siting:

- (a) is compatible with the streetscape and character of the surrounding area; and
- (b) protects the amenity of adjoining lots.

Consistent

The building is compatible with development in the vicinity.

A1 Building height must be no greater than:

- (a) 10m; or
- (b) 1m greater than the average of the building heights on the site or adjoining lots; whichever is higher.

Complies

The maximum building height for the proposed building on Lot 1 is 9.74m.

A2 Setback from a frontage must be:

- (a) no less than 5.5m; or
- (b) no less than the setback of an adjoining building.

Complies

The proposed building on Lot 1 is setback 40.3m from the frontage.

A3 Buildings can be built up to the side and rear boundaries.

Complies

The proposed building on Lot 1 will be setback from all boundaries.

A5 The façade and entrance of the primary building, must be clearly visible and accessible from a road, for pedestrians and persons with a disability.

Complies

The entrance is clearly visible at the front of the site, accentuated by proposed signage.

23.4.2 Streetscape

Objective:

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

Consistent

The proposed building is compatible with the adjoining properties and the streetscape.

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<p>A1 Excepting walls built to the lot boundary, new buildings or extensions to existing buildings must:</p> <ul style="list-style-type: none"> (a) have external walls constructed with no less than 50% brick, concrete, masonry or glass; (b) have external walls, unless brick or glass, painted or finished with a texture coat; and (c) have no less than 50% glazing to the external walls of the office components of the buildings.
<p>Relies on Performance Criteria The building is to be clad in precast concrete panels with a paint finish to meet (a) and (b). The office component is located along the northern side of the building and has an area of only 12m². It does not meet (c) and must be considered against the performance requirements.</p>
<p>P1 New buildings or extensions to existing buildings must be compatible with 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 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>Complies The external wall of the office component is only 4m in length within a side wall of 39.64m. As the only glazed portion of the building are the front doors, typical of such development types, the facade treatment is not impacted by the lack of glazing to the office. If the office area contained glazing it would not be visible from the street to provide any visual benefit. The proposal is considered appropriate.</p>
<p>A2 Car parking must not be located within 3m of the frontage.</p>
<p>Complies Parking is proposed in the front of the building but is beyond a 3m wide landscape strip and meets the acceptable solution.</p>

23.4.4 Site landscaping

<p>Objective: To ensure that new development improves the amenity of the site and the streetscape.</p>
<p>Consistent The development is appropriate to the site and streetscape.</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 1 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.

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Complies
 In respect of the development of Lot 1, two large trees are established along the Goderich Street frontage within a 3m wide landscaping bed with rose bushes proposed for the remainder. The lot has an area in excess of 7,000m² and requires eight trees to meet (b). An additional seven trees are proposed along the southern boundary which fronts the new access road. The acceptable solution is met.

23.4.5 Lot size and dimensions

Objective:
 To ensure:
 (a) the area and dimensions of lots are appropriate for the zone; and
 (b) adjoining land, especially residential zones, is protected from adverse impacts on amenity.

Consistent
 The proposed subdivision will create lots capable of supporting use and development the zone is intended to provide for.

A1.1 Each lot, or a lot proposed in a plan of subdivision, must:
 (a) have a minimum area of no less than 350m² ; and
 (b) be able to contain 10m diameter circle with the centre of the circle no greater than 10m from the frontage; or
 A1.2 Each lot, or a lot proposed in a plan of subdivision, must:
 (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or
 (b) be required for the provision of public utilities; or
 (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and
 A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.

Complies
 Each Lot has an area in excess of 350m² and is able to contain a 10m diameter circle. The proposed boundaries provide compliant setbacks for the proposed development of Lot 1 and the existing buildings on Lot 2 and Lot 3.

A2 Subdivision must not be located on the boundary of the General Residential, Inner Residential, Low Density Residential, Environmental Living, Rural Living, Urban Mixed Use or Village zones.

Complies
 The subdivision is not on the boundary of one of above zones.

23.4.6 Frontage and access

Objective:
 To ensure that lots provide:
 (a) appropriate frontage to a road; and
 (b) safe appropriate access suitable for the intended use of the new lot.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

<p>Consistent Each lot will have road frontage and a safe and suitable access.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 10m.</p>
<p>Complies Each lot will have road frontage to a road managed by a road authority of at least 49m.</p>
<p>A2 No acceptable solution.</p>
<p>Relies on Performance Criteria</p>
<p>P2 Each lot is provided with reasonable vehicular access from a carriageway to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic, including pedestrians; (d) the character of the area; and (e) the advice of the road authority.</p>
<p>Complies Lots 1, 3, 4 and 5 will have vehicular access to the new road. Lot 2 has direct access to Gleadow Street. Lot 1 will also have a right of way off Gleadow Street over Lot 2.</p>

23.4.7 Discharge of stormwater

<p>Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.</p>
<p>Consistent Each lot is capable of being connected to the reticulated stormwater system.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.</p>
<p>Complies Council’s Infrastructure Asset Network have recommended conditions of approval to allow connection to reticulated services. The parent lot, created by DA0261/2018, is within the combined drainage area of Launceston and did not require stormwater detention storage. The capacity of the system is considered able to suitably service the future lots.</p>
<p>A2 The Council’s General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.</p>

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Complies

The Council's Infrastructure and Assets Network has recommended conditions of approval to allow connection to reticulated services. It is noted that the TasWater SPAN includes advice to the Drainage Authority that:

the combined system is at capacity in this area. TasWater cannot accept additional flows of stormwater into this area within the combined system over those currently discharged. The Drainage Authority will be required to either refuse or condition the development to ensure the current service standard of the combined system is not compromised.

The Council's Water Engineer has provided the following assessment:

"Stormwater System Capacity - 23.4.7 Discharge of Stormwater A2 - General Manager's Consent

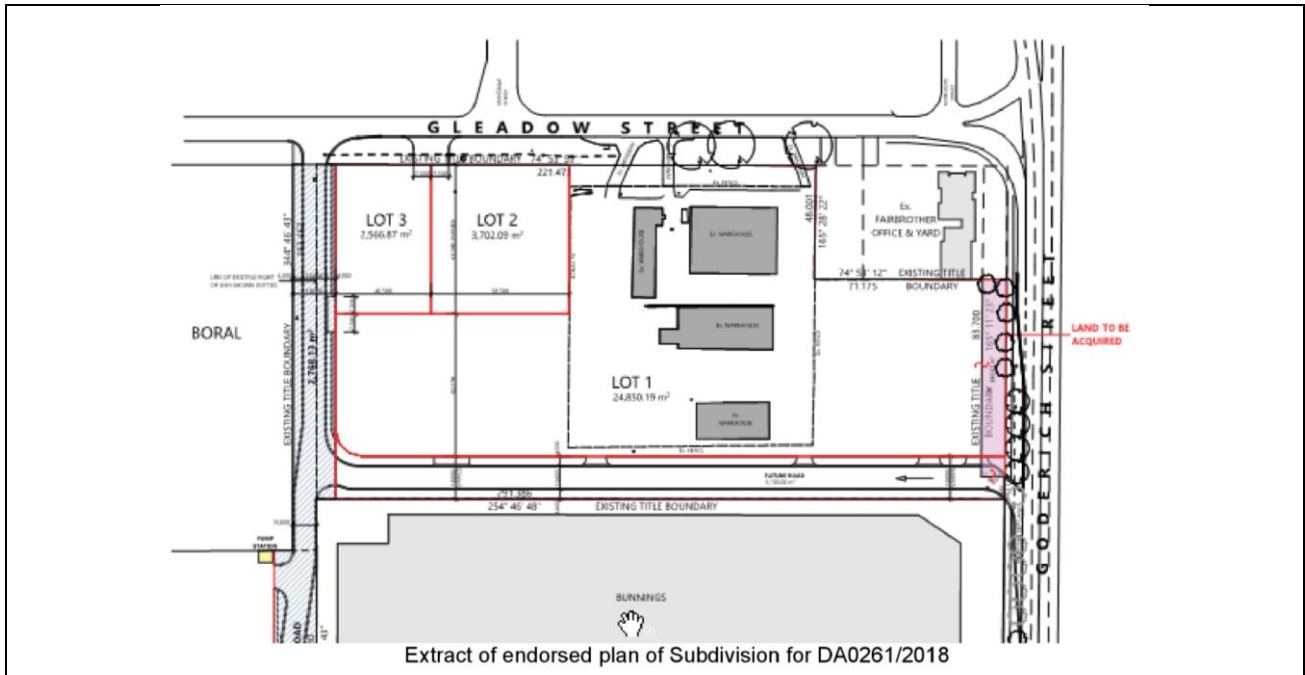
The planning application outlines under A2 that:

"It is understood that an agreement is in place with Launceston Council allowing the allotment to drain into existing infrastructure on Goderich Street/East Tamar Highway. A concept services plan has been prepared and demonstrates the proposed location of services. A copy of the plan is provided under Appendix E."

Stormwater system capacity was considered under the previous subdivision that created this title, DA0261/2018. TasWater, as the stormwater service provider, outlined as part of DA0261/2018 that the combined system was at capacity in the area, and that TasWater could not accept additional flows of stormwater into this area over those currently discharged.

As part of DA0261/2018, Section 71 Agreements were required on all lots associated with the subdivision with regard to Stormwater Detention and Discharge, to ensure that the subdivision or subsequent development of the land, did not increase the peak stormwater flow rate into the combined drainage system. Detention volumes and maximum permissible outflows for each lot are provided within the agreement. The current subdivision, DA0047/2020, applies to Lot 1 of the previous subdivision. Under the Section 71 Agreement, Lot 1 has no required detention storage.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)



TasWater has provided advice to the drainage authority under DA0047/2020 advising that the combined system has no additional capacity in this area. This advice does not provide any consideration to the previous stormwater strategy for the subdivision as a whole, by which detention is required for some lots and pumped stormwater discharge on Lot 5 and 7 manages the balance of the flows.

Considering of all of the above information, it is deemed that the stormwater system has capacity for subdivision DA0047/2020 and General Manager's consent is provided.

23.4.8 Water and sewerage services

Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.
Consistent Each lot is able to be connected to reticulated water supply and wastewater disposal systems.
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.
Complies TasWater has issued a Submission of Planning Authority Notice approving each lot can be connected to the reticulated water supply.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Complies

TasWater has issued a Submission of Planning Authority Notice approving each lot can be connected to the reticulated sewerage system.

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 proposed use and development of the site is not considered a risk on human health or the environment.

E2.5 Use Standards

Objective:

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

Consistent

Approval of DA261/2019 included submission of an Environmental Site Assessment which concluded that the site (Lot 1) is suitable for the use as Bulky Goods.

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

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

Relies of Performance Criteria

The site has not been cleared by the Director or person approved by the Director and relies on the performance criteria.

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

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or
- (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or
- (c) a plan to manage contamination and associated risk to human health or the environment that includes:
 - (i) an environmental site assessment;
 - (ii) any specific remediation and protection measures required to be implemented before any use commences; and
 - (iii) a statement that the land is suitable for the intended use.

Complies

The site is considered to be suitable for the use for the following reasons:

- The completion of two environmental assessments which conclude there is no risk to future commercial uses of the site to comply with E2.5.1(c)(i) and E2.6.1(b)(i).
- The assessments confirm the land is suitable according to NEPM and have been used to support Development Applications for similar development and addresses

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

the requirements of E2.6.1.

- No new potential contamination was identified.
- The finished ground surface will be either concrete or asphalt.
- No sensitive use is proposed.

The report recommends an Environmental Management Plan be prepared which will provide substantial compliance with E2.5.1(c). A condition of approval requests submission of a Management Plan.

E2.6 Development Standards

E2.6.1 Subdivision

Objective:

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

Consistent

The proposed subdivision is not considered to have an impact on human health or the environment.

A1 For subdivision of land, 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 subdivision does not adversely impact on health or the environment and is suitable for its intended use.

Relies of Performance Criteria

The site has not been cleared by the Director or person approved by the Director and relies on the performance criteria.

P1 Subdivision does not adversely impact on health and the environment and is suitable for its intended use, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or
- (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or
- (c) a plan to manage contamination and associated risk to human health and the environment that includes:
 - (i) an environmental site assessment;
 - (ii) any specific remediation and protection measures required to be implemented before any use or development commences; and
 - (iii) a statement that the land is suitable for the intended use or development.

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<p>Complies</p> <p>The site is considered to be suitable for the use for the following reasons:</p> <ul style="list-style-type: none"> • The completion of two environmental assessments which conclude there is no risk to future commercial uses of the site to comply with E2.5.1(c)(i) and E2.6.1(b)(i). • The assessments confirm the land is suitable according to NEPM and have been used to support Development Applications for similar development and addresses the requirements of E2.6.1. • No new potential contamination was identified. • The finished ground surface will be either concrete or asphalt. • No sensitive use is proposed. <p>The report recommends an Environmental Management Plan be prepared which will provide substantial compliance with E2.6.1(c).</p> <p>A condition of approval requests submission of a Management Plan.</p>
--

E2.6.2 Excavation

<p>Objective:</p> <p>To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.</p>
<p>Consistent</p> <p>The proposed works are not considered to have an impact on human health or the environment.</p>
<p>A1 No acceptable solution.</p>
<p>Relies on Performance Criteria</p> <p>The site has not been cleared by the Director or person approved by the Director and relies on the performance criteria.</p>
<p>P1 Excavation does not adversely impact on health and the environment, having regard to:</p> <ul style="list-style-type: none"> (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health and the environment that includes: <ul style="list-style-type: none"> (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before excavation commences; and (iii) a statement that the excavation does not adversely impact on human health or the environment.

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Complies

The excavation is not considered to impact on human health or the environment for the reasons stated above.

The permit requires an Environmental Management Plan to be prepared which is considered able "*to manage potential environmental impacts from excavation and works on site*". Once approved the plan is to be implemented on site. This is considered to meet E2.6.2 (c).

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 design of the proposal is able to meet the purpose of the code by providing safe and efficient vehicle movements through the site to minimise conflicts with other uses in the area.

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 level of safety and efficiency of the road network will not be significantly impacted by the proposal.

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

The proposal will generate nominally 643 movements per day which is more than 40 traffic movements and so the performance criteria must be addressed.

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

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

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

(i) any written advice received from the road authority.

Complies

Vehicles entering and exiting both the Good Guys development and the proposed lots are estimated to increase the load on the area by 643 according to the Traffic Impact Assessment (TIA) and will be spread over a number of options.

The development includes the following new and altered access points, as described in the Traffic Impact Assessment:

- Left turn off Goderich Street via the road about to the new link road
- Entry and exit to Lot 1 via the roundabout
- 10m wide exit for heavy vehicles onto the new link road
- Right of way access to Lot 1 for heavy vehicles off Gleadow Street
- Crossovers to the new link road for Lots 3, 4 and 5.

Below is an image of the proposed access arrangements.

Access arrangements are presented in Figure 5.

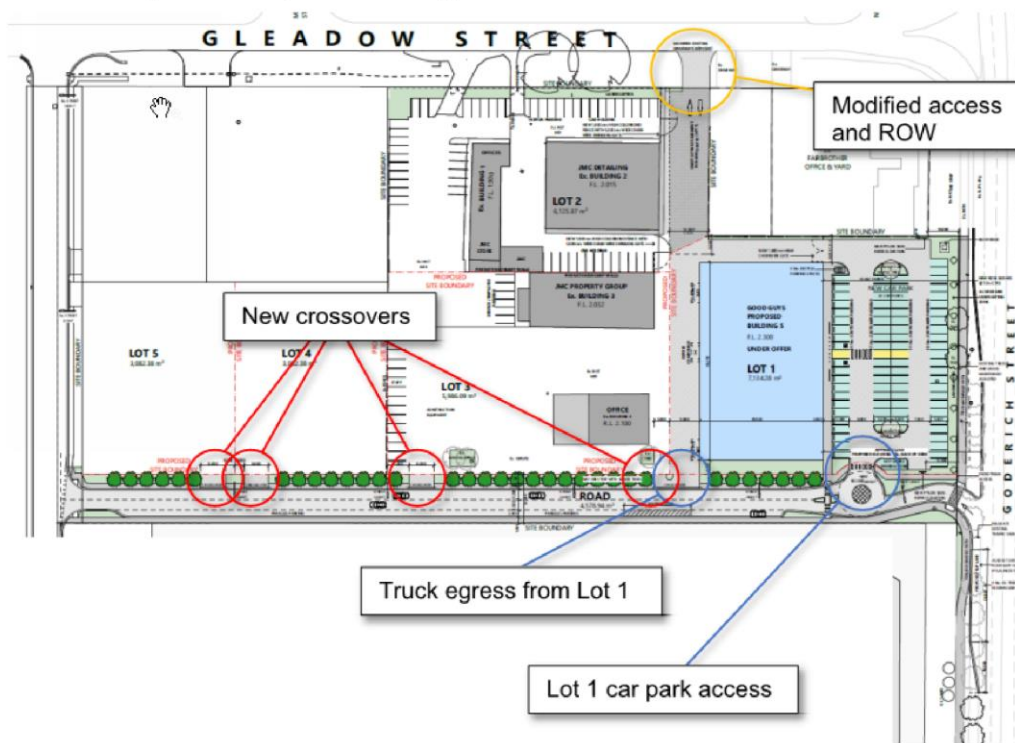


Figure 5 Proposed accesses arrangements

Source: Gleadow-Goderich Street Proposal, dwg no. A0001-Sk56, dated 25/06/2020

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

The proposed left turn slip lane on the western side of Goderich Street is likely to attract a majority of customers to Good Guys and lighter vehicles to Good Guys and the other proposed sites. Some customers will access the site after being at Bunnings or the other nearby outlets, or from the north through Gleadow Street onto the north/south and east/west new link roads.
 In summary, given the works being undertaken to the north at the intersection of Goderich and Forster Streets, the TIA states that the increase in vehicle movements can be sustained.

E4.6 Development Standards

E4.6.1 Development adjacent to roads and railways

Objective:
 To ensure that development adjacent to category 1 or category 2 roads or the rail network:
 (a) ensures the safe and efficient operation of roads and the rail network;
 (b) allows for future road and rail widening, realignment and upgrading; and
 (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

Consistent

The proximity of the development to the category 1 road of Goderich Street is not considered to impact on the safety and efficiency of the road network or the level of emissions experienced in the area. As the speed limit is less than 60km/hr the clause is not relevant to this proposal.

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 is not considered to impact on the safety and efficiency of roads by the creation of new access points and road junction.

A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.

Complies

All new access points and road junctions are not located on a road with a speed limit greater than 60km/hr.

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.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Relies on Performance Criteria

Proposed Lots 1 and 3 will have two access points and must be assessed against the performance criteria. Lot 1 also has a Right of Way entry for heavier vehicles. Lots 2, 4 and 5 will each have only a single crossing to meet A2.

P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

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

Complies

The Traffic Impact Assessment provided with the application justifies that the new junction off Goderich Street and new access points to the east/west link are safe and efficient.

The link road is proposed to serve the lots that are able to be created from the large commercial property. It was previously approved under DA0261/2018. The inclusion of the slip road and round-about is to control traffic entering the area off Goderich Street and to limit conflicts with traffic entering and exiting the Good Guys.

The Council's Infrastructure and Assets Network has provided the following comments:

The subdivision includes a new road connection to Goderich Street. This part of Goderich Street is a Restricted Access State Road and new accesses to this road are only acceptable for new public roads. The new road connection will be designed for one way traffic (from Goderich Street only) and includes a slip lane on the side of Goderich Street and a pedestrian crossing over the existing shared path. There will be no access to Goderich Street from the new road, or the proposed bulky goods outlet, and a roundabout has been proposed to avoid issues with vehicles needing to turn to exit to the west.

A Traffic Impact Assessment (TIA) has been submitted in support of the application. The TIA does not identify any traffic issues with the proposed development provided it is constructed as proposed. The traffic figures used in the report appear to date from 2017, when the previous subdivision was proposed. While it is preferable that up to date figures are used, and the latest traffic counts indicate a 10 % increase in traffic volumes, the Invermay Traffic Masterplan has been developed to address existing congestion issues in the area, and to facilitate development in the area west of Goderich Street, and facilitate the relocation of UTAs to Inveresk. The traffic modelling for the

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Invermay Traffic Masterplan included an allowance for a development equivalent to this proposal, so CoL are not concerned with the congestion impacts of this development.

It is noted that Goderich Street is the responsibility of the State Government, and they have not advised of any concerns about the traffic impact of this development on the State road network.

A new road connecting Goderich Street to the newly completed Lindsay to Gleadow link road is proposed as part of the subdivision. This road will include two 3.5m wide traffic lanes, parking on one side and trees within the northern nature strip.

The proposed accesses have been designed in accordance with relevant standards required by Council. Vehicle movements for Lot 1, the Good Guys, are separated with heavier vehicles from customer traffic to justify the additional access point. Heavier vehicles are to enter off Gleadow Street and exit onto the new east/west link road on the western side of the building. Customer traffic utilises a single entry/exit point off the northern side of the roundabout, the round-about being on the eastern end of the link road and eastern side of the building and serving lighter vehicles incoming traffic from Goderich Street. The road link will principally serve the lots created by the proposed subdivision and should not be subject to extraordinary traffic.

Lot 3 is a relatively large lot, having an area of 5,986.09m². As the two access points are approximately 29m apart and a permanent use is yet to be proposed for the site use conditions could be imposed in the future if necessary.

Both the Council and State Growth, as road authorities, have no objection to the proposed access and junction points. Conditions of approval are recommended from both authorities.

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 access and junction points are considered to have sufficient sight distances between vehicles.
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.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Relies on Performance Criteria

The sight distance for vehicles travelling at 60km/hr or less is 80m. The slip road off Goderich Street is approximately 200m from the intersection south of the site at Lindsay Street is considered to meet (a). At its western end, Gleadow Street is approximately 138m away to also provide sufficient distance to comply.

Sight distances along the east/west link are less than 80m from a cross road and must be considered against the performance criteria.

P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

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

Complies

The access points to Lot 4 and 5 are within 80m of the north/south link road and the roundabout is 40m in from Goderich Street. The Traffic Impact Assessment maintains the appropriateness of the design. As the link road will serve four large lots, which does include a bulky goods outlet, it is straight, is a link road of approximately 300m in length and not a street providing general through access it is considered to be suitable. The closest crossovers to each end will be passed by slower vehicles which have turned into the street or that are slowing down to exit.

Road authorities support the proposal and it is considered to meet the performance criteria.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to:

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

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Consistent

The development of Lot 1 is able to provide a suitable quantity of parking and access to cycle and pedestrian pathways.

The use of Lot 2 was provided for under DA0091/2019. The remaining three lots are yet to be developed for any specific purpose.

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

An appropriate level of car parking will be provided for the use of the Good Guys facility on proposed Lot 1.

A1 The number of car parking spaces must:

- (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or
- (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or
- (c) not exceed the requirements of Table E6.1 by more than two spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or
- (d) be in accordance with an acceptable solution contained within a parking precinct plan.

Relies on Performance Criteria

The Goods Guys has a gross floor area of 2,568m². The use of Bulky goods sales requires parking at a rate of one space per employee and one space per 100m² of floor area. The Traffic Impact Assessment notes that employee numbers are not yet known and provided a calculation based on *RMS Guide to Traffic Generating Developments - update traffic surveys (May 2013)* anticipating one employee per 120m² of floor area. This calculates to 25.7 spaces based on floor area and for an estimated 21.4 employees and 21 spaces to require a total of 47 spaces which is less than the 80 spaces proposed. As the number of spaces is more than 5% above the requirement, the performance criteria must be addressed.

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;

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<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>
<p>Complies</p> <p>The TIA notes that bulky goods sales by their nature and are often not visited by users of public transport and are subject to more vehicle movements than are required under parking codes. This is the experience on the land to the south which is occupied by Bunnings, Officeworks, Pet Stocks and JB HiFi and where there is also street parking. As the site adjoins the Category 1 road of Goderich Street, where there is no opportunity for on-street parking, the provision of excess parking is considered appropriate.</p>
<p>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.</p>
<p>Complies</p> <p>The code requires one accessible space for every 50 car spaces, therefore, for the 80 spaces proposed two accessible spaces are required and are provided adjacent the main entry to the building.</p>

E6.5.2 Bicycle parking numbers

<p>Objective:</p> <p>To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.</p>
<p>Consistent</p> <p>Suitable bicycle parking is proposed.</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</p> <p>Table E6.1 requires 1 space per 500m² of floor area. Six bicycle spaces are required and are provided at the front of the northern end of the facade.</p>

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E6.5.3 Taxi spaces

Objective: To ensure that access for taxis is provided to meet the needs of the use.
Consistent The site can provide for a taxi to access the site.
A1 Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.
Complies As the use requires 47 car spaces a designated taxi space is not required. A sufficient number of car spaces are provided on site for a taxi to park if necessary.

E6.5.4 Motorcycle parking

Objective: To ensure that motorcycle parking is provided to meet the needs of the use.
Consistent Motorcycle parking is provided for the use.
A1 Except for dwellings in the General Residential zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.
Complies The use requires 47 car spaces and therefore three motorcycle spaces. While the TIA notes two spaces are to be provided the site plan shows a greater area. At least three spaces can be provided in this space and will be imposed as a condition of approval.

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 Provision is made for goods to be collected and delivered without impacting on general customer traffic.
A1 A loading bay must be provided for uses with a gross floor area greater than 1,000m ² in a single occupancy.
Complies The building has a floor area of 2,968m ² and two loading bays are proposed along the western rear wall of the building to comply with the acceptable solution.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
Consistent Parking areas will be constructed to an appropriate standard.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
Complies The area is level, and will be formed, paved and drained to meet council standards, with this reinforced by appropriate planning conditions. Car parking spaces will all be clearly delineated to illustrate parking types.

E6.6.2 Design and layout of parking areas

Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent Parking areas will be appropriately laid out to provide safe and convenient parking.
A1.1 Car parking, access ways, manoeuvring and circulation spaces must: (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four parking spaces; (b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2; (c) have parking space dimensions in accordance with the requirements in Table E6.3; (d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are three or more car parking spaces; and (e) have a vertical clearance of not less than 2.1m above the parking surface level. A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building. A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more. A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Complies
 The car parking areas are appropriately designed to meet the individual parking space sizes and aisle width of the standards of Tables E6.2 and E6.3 for outdoor spaces to meet A1.1 and A1.2. The accessible spaces meet the requirements of A1.4, although only two spaces are necessary.

E6.6.3 Pedestrian access

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

Consistent
 Pedestrian access is proposed.

A1.1 Uses that require 10 or more parking spaces must:
 (a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by:
 (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or
 (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and
 (b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and
 A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.

Complies
 As more than 47 spaces are required pedestrian access through three of the four parking aisles. The width of the path is approximately 2.5m. It is designated and will provide safe access through the parking area perpendicular to the front door. A pathway across the front of the building will link in with footpaths along the link road and connecting into Goderich Street.

E6.6.4 Loading bays

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

Consistent
 The loading bays will provide for goods to be suitably delivered and collected.

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.

Complies
 Two loading bays are proposed at the rear of the site and meet the necessary standards.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(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>Complies The heavier vehicles using the loading bays are to access the site from the north off Gleadow Street and exit onto the link road. The access is at least 9m wide where the loading bays are passed to suitably limit vehicle conflict.</p>

E6.6.5 Bicycle facilities

<p>Objective: To ensure that cyclists are provided with adequate facilities.</p>
<p>Consistent Facilities are provided for cyclists.</p>
<p>A1 Uses that require five or more bicycle spaces by Table E6.1 must provide one shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.</p>
<p>Relies on Performance Criteria The floor area requires six spaces and these are provided. A shower and change room are not provided.</p>
<p>P1 Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the proposed use; (b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) whether there are facilities on the site for other reasons that could be used by cyclists; and (g) the opportunity for sharing bicycle facilities on nearby sites.
<p>Complies The plans do not included a shower/change room and such a facility cannot be shared with another site. The site is well linked to cycle pathways along Goderich Street and along the level system, accessed to the west of the site. The likelihood of employees cycling to work is unknown. A condition will be imposed for a shower/change area to be provided within the staff amenities area.</p>

E6.6.6 Bicycle parking and storage facilities

<p>Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</p>
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9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

<p>Consistent Parking storage facilities are provided.</p>
<p>A1 Bicycle parking and storage facilities for uses that require five or more bicycle spaces by Table E6.1 must:</p> <ul style="list-style-type: none"> (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from the main entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.
<p>Complies A designated bicycle parking area is proposed for parking at the northern end of the front of the building. It is clearly visible from the main entrance is available throughout the day. A1 is considered to be met.</p>
<p>A2 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) have minimum dimensions of: <ul style="list-style-type: none"> (i) 1.7m in length; and (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.
<p>Complies Detail of the parking spaces is not provided but a condition of approval will state the requirements for the spaces.</p>

E10.0 Open Space Code

<p>E10.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (a) Ensure that the location and area of land required for public open space in subdivisions meets the reasonable ongoing needs of the community.
<p>Consistent The subdivision does not include an area of public open space but a cash contribution will be provided.</p>

E16.0 Invermay/Inveresk Flood Inundation Area Code

<p>E16.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (a) reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area; (b) ensure that new development is sited and designed to minimise the impact of flooding; and (c) ensure that consideration is given in the siting, design and emergency response capability of new development on land subject to flood inundation.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Consistent
 The proposed development should not significantly increase any risk or hazard as a result of flooding. The new use and development of Lot 1 has been designed to minimise risk in the cause of a flood emergency.

E16.6 Use Standards

E16.6.1 Unacceptable uses

Objective: To prevent unacceptable uses from establishing in areas subject to, or isolated by, flood inundation.
Consistent The proposed use is not considered to be unacceptable in relation to flood inundation.
A1 Must not be: (a) Education and occasional care, except in the Inveresk Cultural precinct; (b) Emergency services; or (c) Hospital services.
Complies The use of Bulky goods sales is not an unacceptable use.
A2 Must not be Residential, unless: (a) a single dwelling in the Invermay Residential or Inveresk Residential precincts; (b) a multiple dwelling in the Invermay Residential Precinct; or (c) associated with and supporting the educational activities within the Inveresk Cultural precinct.
Complies The proposed use is not Residential.
A3 Must not be Community meeting and entertainment in the Riveredge Industrial or Inveresk Residential precincts.
Complies The proposal is not a Community meeting and entertainment use.

E16.7 Development Standards

E16.7.1 Intensification of residential development

Objective: To limit the intensification of residential development in areas subject to, or isolated by, flood inundation.
Consistent The proposed development and use is not for residential purposes.
A2 Subdivision or division of land by strata plan: (a) must not create any additional lots capable for any future residential development; or (b) is to: (i) separate existing dwelling units; or (ii) separate existing residential and non-residential buildings;

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that have been approved by Council on a single title.
Complies The subdivision is not for residential purposes.

E16.7.2 Flood Impact

Objective: To ensure that new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.
Consistent The proposed development is not considered to have a negative impact upon the area in a flood event.
A2 No acceptable solutions.
Relies on Performance Criteria
A3 All buildings not in the Residential use class must have a: (a) floor level of at least 3.4m AHD; and (b) gross floor area of not more than: (i) 400m ² ; or (ii) 10% more than that existing or approved on 1 January 2008.
Relies on Performance Criteria The proposed floor level is 2.3m and the building has a floor area greater than 400m ² proposed for the vacant site. The performance criteria must be addressed.
P3 Buildings not in the Residential use class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must: (a) detail: (i) the risks to life; (ii) the likely impact on the use or development; and (iii) how the use or development will manage the risk to tolerable levels; during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP, 2% AEP or a 1% AEP flood event; and (b) consider the following: (i) the likely velocity and depth of flood waters; (ii) the need to locate electrical equipment and other fittings above the 1% AEP flood level; (iii) the likely effect of the use or development on flood characteristics; (iv) the development and incorporation of evacuation plans into emergency management procedures for the precinct; and (v) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.

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Complies

A hydrological report and emergency management plan have been provided, having been prepared by Pitt and Sherry consulting engineers. It is based on a 2018 decision for the nearby Auto Museum where design for a 1:200 is considered appropriate especially given upgrade of the levee system.

The report assesses the risk to life as being appropriate, subject to compliance with imposed evacuation requirements. Predications into the future are unknown due to climate change but assessment is based on the next 30 years.

Given the general lead time to a major event of between 12 hours for the North Esk River and three days for the South Esk as a result of the catchment characteristics, advice of the Launceston Evacuation Plan Issue - 2 2011 and the TasPolice are considered sufficient to allow people to be moved out of the Inveresk area.

The report states that building will be structurally designed to withstand a 1% AEP flood event including the position of building fixtures. The nature of the warehouse style building and opportunity for suitable evacuation measures are noted as means of minimising risk to property.

An emergency management plan, associated with the Hydrological Report, will be prepared with the following:

must have regard to the Invermay Evacuation Plan Version 2, which was written in accordance with the Emergency Management Act 2006. It was issued under the authority of the Regional Controller (Northern District Police Commander) and is maintained by the Northern Region Emergency Management Committee's (NREMC) Executive Officer (Regional Manager, SES).

The plan must outline the five key stages for the evacuation of Invermay which should be reflected in any documents, including Standby, Withdrawal/Excavation, Shelter, Exclusion and Return. If the building needs to be evacuated *the Regional Manager, Northern Region SES will be ultimately responsible for the safe and efficient evacuation process. Comments received from SES should be incorporated into the Emergency Management Plan.*

To minimise impacts a permit requires conditions that both the recommendations of this report and the Emergency Plan are necessary. The performance criteria are considered to be addressed.

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;

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- (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 proposal includes signage to identify the business and items available for sale within the premises to meet the code purpose. Signage is principally limited to the front of the building and the site, with a pylon sign proposed at each extent of the frontage to protect the visual amenity of the general area. Other than the location of the pylon signs, as the site is setback around 40m from the frontage, vehicular safety and efficiency should not be disrupted or compromised.

E18.5 Development Standards

E18.5.1 Unacceptable signage

Objective:
To prevent unacceptable signage.

Consistent

The signs proposed are not unacceptable signs.

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;
- (e) a sky sign; or
- (f) a third party sign.

Complies

The proposed signs are not the types identified above.

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

The proposed signs are within the visual scale of the building and of a design and location to achieve 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.

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<p>Relies on Performance Criteria The proposed sign types are all appropriate in the Commercial zone but the requirements of (b) are not meet.</p>														
<p>P1 A sign must:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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. 														
<p>Complies</p> <table border="1"> <thead> <tr> <th>Sign type</th> <th>Requirements of clause E18.6</th> <th>Proposal</th> </tr> </thead> <tbody> <tr> <td>Awning fascia sign</td> <td>(a) have a maximum vertical dimension of 250mm and not project above or below the fascia of the awning to which it is attached; (b) not contain lettering that projects more than 38mm from the fascia line of the awning; (c) not be closer than 450mm from a vertical projection of the kerb alignment of any road; and (d) have a minimum height above ground level of 2.4m.</td> <td>The lettering on awning is approximately 400mm high and does not meet (a).</td> </tr> <tr> <td>Blade sign (defined as a sign that projects vertically from the ground by a single form in which the supports/structure of the sign are concealed within.)</td> <td>(a) have a maximum vertical dimension of 3.6m; and (b) have a maximum horizontal dimension of 1.2m.</td> <td>The proposed sign runs between two vertical concrete structures at the front of the undercover entry and is 17.11m wide x 3.22m high to not meet (a) and (b).</td> </tr> <tr> <td>Building fascia sign</td> <td>(a) not project above or below the fascia of the building; (b) not exceed two-thirds the depth of the fascia, and in any case</td> <td>The proposed 'building fascia sign' is a 4m x 4m sign - it considered to be more similar to a wall sign as the building does not</td> </tr> </tbody> </table>			Sign type	Requirements of clause E18.6	Proposal	Awning fascia sign	(a) have a maximum vertical dimension of 250mm and not project above or below the fascia of the awning to which it is attached; (b) not contain lettering that projects more than 38mm from the fascia line of the awning; (c) not be closer than 450mm from a vertical projection of the kerb alignment of any road; and (d) have a minimum height above ground level of 2.4m.	The lettering on awning is approximately 400mm high and does not meet (a).	Blade sign (defined as a sign that projects vertically from the ground by a single form in which the supports/structure of the sign are concealed within.)	(a) have a maximum vertical dimension of 3.6m; and (b) have a maximum horizontal dimension of 1.2m.	The proposed sign runs between two vertical concrete structures at the front of the undercover entry and is 17.11m wide x 3.22m high to not meet (a) and (b).	Building fascia sign	(a) not project above or below the fascia of the building; (b) not exceed two-thirds the depth of the fascia, and in any case	The proposed 'building fascia sign' is a 4m x 4m sign - it considered to be more similar to a wall sign as the building does not
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	must not exceed 950mm in vertical dimension; and (c) not project more than 200mm from the vertical face of the fascia.	have a 'fascia'. When considered as a fascia sign it does not comply with (a) otherwise it meets the requirements.
Wall sign (means a sign attached to the wall of a building)	(a) must not extend beyond the wall or above the top of the wall to which it is attached; (b) have a maximum area of 4.5m ² ; and (c) must not occupy more than 25% of the wall area.	The seven wall signs are each 4.8m with lettering above and do not comply with (b).
Pylon sign	(a) have no part project beyond a boundary of the site (b) have no more than two faces; (c) have a maximum area of 5m ² for each face; (d) be no higher than 4m above the ground; and (e) have a minimum clearance above ground level of 2.7m.	The faces of the pylon sign and its overall height do not meet (a), (d) and (e).

The referral from the Council's Urban Design planner notes the pylon signs are generally limited to a height of 6m. It is recommended that the heights therefore be decreased to 6m and the underside height be increased by 50mm to 2.7m to reduce any domination of the streetscape.

The front of the building faces east and is set back from the Goderich Street and should not overly dominate upon the streetscape. The Council's Urban Design planner is concerned with size of the blade sign. The size of the lettering is similar to that of the adjoining signs on the Bunnings building where the referral considers that signage as part of the building. A blade sign would generally be self supporting but in this case attaches to the front of the undercover awning and is in that sense similar to Bunnings and reads as part of the building. If the height is considered as part of the building the vertical support should at most be 10m, the acceptable height for buildings in the zone, to provide an appropriate scale to the element.

The individual wall signs are considered to be excessive in number. As such a sign has an acceptable limit, the size of each panel is to be limited to the compliant area of 2m x 2m = 4m². The 'building fascia sign' must also be decreased in height so it does not protrude above the building and limited to a size of 3.6m x 3.6m.

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<p>Subject to the changes the signs are considered to be more compliant with performance criteria.</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 signs are not within 2m of a boundary of a residential lot.</p>
<p>A3 A building or tenancy must have: (a) a maximum of one of each sign type per building or tenancy, unless otherwise stated in Table 1 of E18.6; and (b) no more than three individual signs in total.</p>
<p>Relies on Performance Criteria The number of signs proposed exceeds A3 and the proposal must be considered against the performance criteria.</p>
<p>P3 Visual clutter must be reduced where multiple signs of the same type are proposed, having regard to: (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>
<p>Complies The scale of the building and its setback of Goderich Street is considered to allow for signage above the minimum requirements. The size of the sign elements has been discussed at P1 and with the applicant. The signs are not duplicated with each giving a different message. The option to minimise clutter of the signs is to reduce the size of the signs rather than the number of signs. Conditions of approval are recommended.</p>
<p>A4 A sign must not be illuminated.</p>
<p>Relies on Performance Criteria Both pylon signs and the blade sign are proposed to be illuminated and must be considered against the performance criteria.</p>
<p>P4 A sign must not result in unreasonable loss of amenity to neighbouring properties or cause undue distraction to drivers of motor vehicles, having regard to: (a) the location of the sign; (b) the intensity of the lighting; (c) the hours of operation of the sign; (d) whether the sign is visible from the road; and (e) the character of the surrounding area.</p>
<p>Complies The illumination of the signs should not result in a significant loss of amenity to neighbouring properties. Land opposite the site is zoned and developed for residential purposes. The pylon signs are at the front of the site and perpendicular to the street and are not considered to have a significant impact even though they contain white lettering. The illumination of the blade sign above the building is considered to have a greater impact. Illuminated signs are generally restricted to opening hours and such a condition will be imposed for this proposal.</p>

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure and Assets Network	Conditional consent provided with recommended conditions.
Environmental Health	Conditional consent provided with recommended conditions.
Heritage/Urban Design	Concerns have been raised of the height of the pylon sign and size and clarity of the signage surrounding the main entry to the building. Conditions have been proposed to reduce the height of the pylon sign and the signage surrounding the entry. A condition to limit illumination of signage is also proposed.
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 2020/00122-LCC, dated 2/07/2020.
State Growth	Conditional approval is granted.
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 4 July to 20 July 2020. Four representations were received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the representations received which are attached to this report.

<p>Issue 1 The land has been deceptively identified as 65-67 Gleadow Street rather than Goderich Street, off which the site will have its principal entrance. Accordingly, this lacks transparency and is contrary to the understood view when the Northern outlet was constructed being that new access points would be prohibited.</p>

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

Response 1

Planning applications are linked to the property in the Council's property system and property title, that address being 65-77 Gleadow Street. It is noted that the description included "and associated works within Goderich Street road reserve" to indicate that the application includes the Goderich Street frontage. The proposed slip road of Goderich Street would be a public road and does not constitute a new access point. New private access points are still not permitted off Goderich Street.

Issue 2

The construction of a slip road from Goderich Street and removal of nine mature trees (established from a one time City Tree Policy) within this principle highway entrance to the city is a breach of undertakings of statutory authorities.

Response 2

A slip road off Goderich Street to a new street and removal of seven trees has approval - DA0261/2018, approved in association with the Permit to subdivide land into six lots, the parent lot of this application. The currently proposed works within the Goderich Street road reserve have been agreed to by the Department of State Growth. Every application is treated on its merits and is subject to conditions, where relevant, to meet the requirements of the authorities and Planning Scheme at the time.

Issue 3

The façade of the 'Good Guys' bulky goods outlet is to be painted in gaudy colours which is contrary to the planning scheme and should be prohibited. Adjoining bulky goods chain outlets had to alter their colour schemes.

Response 3

The proposed building will generally be painted in a medium grey. Panels of blue and red are proposed but are not considered to be prohibited as such and are generally in keeping with the other developments in the vicinity. The building is well setback from the Goderich Street frontage and will be partly shielded by vegetation along the frontage.

Issue 4

The shared pathway along the Goderich Street frontage is well utilised by pedestrians, bikes, motorised equipment, skateboards, etc. who will be at risk by the proposed access and round-about.

Response 4

The application has been altered following referral comments from the Council's Infrastructure and Assets Network. The access is designed only for light vehicles not larger transport vehicles, the latter having to enter the other sites from the west along the new road. Good Guys will have a northern access via a right of way off Gleadow Street along the eastern side of proposed Lot 2 and west of the corner site which operates as Fairbrothers. There will be two pedestrian crossings in this vicinity for pathway users The previous approval had not considered such measures.

Issue 5

The Traffic Impact Assessment (TIA) does not discuss the pedestrian pathway or the types of vehicles that will be utilising the new slip road.

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

<p><i>Response 5</i> The TIA does discuss the shared pathway. It notes the designated crossings through the proposed round-about which include a separation of cycle and pedestrian paths. The cycle crossing principally retains the pathway alignment but is angled to slow travel. The path is also interrupted at Lindsay and Gleadow Street intersections. The pedestrian crossing is west of the round-about aligning with the front of the Good Guys building. As the slip road is only to be used by cars 'errant vehicles' and small delivery vehicles which minimises traffic conflict issues. Trucks are to enter the Good Guys site via a Right of Way (RoW) over Lot 2 from Gleadow Street.</p>
<p>Issue 6 The reason for the management to chain mesh gates on the north side of the Good Guys building that lead to the RoW is not stated.</p>
<p><i>Response 6</i> The RoW is for access of heavy vehicles which can access the buildings northern side with no link to the public car park necessary.</p>
<p>Issue 7 What is the dotted line along the Goderich Street frontage mean?</p>
<p><i>Response 7</i> The area, ABCD is a Pipeline, Service and Drainage Easement in favour of the Tasmanian Water and Sewerage Cooperation.</p>
<p>Issue 8 Why is Lot 4, the Auto Museum crossed out when the TIA refers to it</p>
<p><i>Response 8</i> The title document includes lots in addition to Lot 1 which is subject of this application. The 'Lot 4' in the TIA is a new lot being created in this proposal not the Auto Museum lot.</p>
<p>Issue 9 Detailed covenants in favour of TasWater on the title which will obstruct traffic flows and impose costs on lots 3, 4 and 5 and such imposts have not been taken into account.</p>
<p><i>Response 9</i> Public services in road reserves are generally preferably to those located in private property.</p>
<p>Issue 10 The TIA is a self serving document that does not independently or faithfully expose or resolve traffic matters and should not be relied upon.</p>
<p><i>Response 11</i> The document, in conjunction with the plans, have been reviewed by the Council's Infrastructure and Assets Network officers with some matters upgraded to meet Council requirements in conjunction with consideration of the Department of State Growth.</p>

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

<p>Issue 12 The Hydrological Management Plan incorrectly states the levees are 1:200 instead of a recent admission that they are only 1:100. Future threats of climate change are real and risky and capital investment should not be allowed in this area. And what is the Seismic Risk noted in the report?</p>
<p><i>Response 12</i> <i>The statement in the report is acknowledged. The proposed floor level for the building is 2.3m AHD which meets the requirements of the planning scheme of a 1:100 year event. Seismic Risk is appropriately noted as a possible cause of flooding. The City did experience a seismic event over 20 years ago.</i></p>
<p>Issue 13 The development poses too much future risk to public compensation, particularly following flood events, and should not be approved.</p>
<p><i>Response 13</i> <i>This is not a planning consideration.</i></p>
<p>Issue 14 The application includes too many components and should be dismissed.</p>
<p><i>Response 14</i> <i>The proposal is a valid planning application and has been assessed against all relevant provisions of the scheme</i></p>
<p>Issue 15 The TIA is incomplete and does not present an accurate picture of the traffic situation and does not mention the most important study 'Launceston Traffic Review Transport Issues Paper' November 2012.</p>
<p><i>Response 15</i> <i>The TIA has been reviewed by Council and the Department of State Growth in-conjunction with more recent reviews than the noted eight year old paper, including the Invermay Traffic Masterplan. The Council's officers are confident that the report is relevant to the current situation and satisfactorily provides an appropriate assessment of the situation. The representations have been reviewed by the Council's traffic engineer and, while noting the concerns, do not raise concern.</i></p>
<p>Issue 16 The LoS of the road network along Goderich Street will be impacted at a cost (time, pollution, vehicle operating costs, etc.) to business and private individuals.</p>
<p><i>Response 16:</i> <i>The comment is noted with the Council's Traffic Engineer states the road network issues are existing and that this application is independent. Works are currently underway to improve the Gleadow and Lindsay Street intersections.</i></p>
<p>Issue 17 The writer's assessment of the 2012 study is provided.</p>
<p><i>Response 17</i> <i>The Council's Traffic Engineer notes that the study is no longer relevant.</i></p>

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

<p>Issue 18 The slip road will increase traffic congestion and impact of use of the pedestrian bike way contrary to Council's Bike Strategy.</p>
<p><i>Response 18</i> <i>The Council's officers and the Department of State growth have been involved in the design of these elements.</i></p>
<p>Issue 19 There are too many folded businesses in the central city. The Council should be supporting existing operations.</p>
<p><i>Response 19</i> <i>The Council must look at each application on its merits irrespective of market forces.</i></p>
<p>Issue 20 Are Council officers aware the piles for the Good Guys have been driven?</p>
<p><i>Response 20</i> <i>A previous permit approved a building in this location for as a car sales showroom.</i></p>
<p>Issue 21 The TIA does not include domino effects of the existing traffic effects.</p>
<p><i>Response 22</i> <i>The Council's Traffic Engineer has provided the following comments: "The Invermay Traffic Masterplan has been developed to address existing congestion issues in the area, and to facilitate development in the area west of Goderich Street, and facilitate the relocation of UTAs to Inveresk. The traffic modelling for the Invermay Traffic Masterplan included an allowance for a development equivalent to this proposal, so CoL are not concerned with the congestion impacts of this development." It is also noted that Goderich Street is a State Road, and the State have no objection to the proposed link or traffic flow pattern</i></p>

6. CONCLUSION

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

ECONOMIC IMPACT:

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

9.1 Bulky Goods Sales - Construction of a Showroom; Installation of Signage, Subdivide One Lot Into Five and Associated Works Within Goderich Street Road Reserve at 65-77 Gleadow Street, Invermay ...(Cont'd)

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.

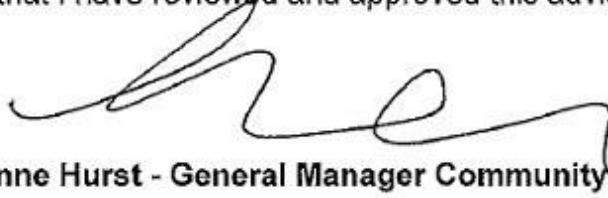
BUDGET & FINANCIAL ASPECTS:

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 - General Manager Community and Place Network

ATTACHMENTS:

1. Locality Map - 65-77 Gleadow Street, Invermay (*electronically circulated*)
 2. Plans to be Endorsed - 65-77 Gleadow Street, Invermay (*electronically circulated*)
 3. Report Supporting Planning Submission to be Endorsed - 65-77 Gleadow Street, Invermay (*electronically circulated*)
 4. TasWater SPAN - 65-77 Gleadow Street, Invermay (*electronically circulated*)
 5. Representations - 65-77 Gleadow Street, Invermay (*electronically circulated*)
-

10 ANNOUNCEMENTS BY THE MAYOR

10.1 Mayor's Announcements

FILE NO: SF2375

Tuesday 11 August 2020

- Attended the St Thomas More's for Local Government curriculum work
- Attended the *Dance and Drama Celebration 2020* at Launceston Grammar

Monday 17 August 2020

- Attended the 5th Anniversary gathering of The Women's Friendship Group at Riverbend Park

Tuesday 18 August 2020

- Officiated at the Vietnam Veterans Day Commemorative Service at the Cenotaph
- Attended a Civic Reception for Vietnam Veterans Association at RSL

Wednesday 19 August 2020

- Attended the TasWater Owners' Representatives Quarterly Briefing
-

11 COUNCILLORS' 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.)

12 QUESTIONS BY COUNCILLORS**12.1 Questions on Notice**

Local Government (Meeting Procedures) Regulations 2015 - Regulation 30

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

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

12.2 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.)

13 COMMITTEE REPORTS**13.1 Tender Review Committee Meeting - 6 August 2020****FILE NO:** SF0100/CD.018/2020**AUTHOR:** Anthea Rooney (Council and Committees Officer)**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

DECISION STATEMENT:

To receive a report from the Tender Review Committee (a delegated Authority Committee).

RECOMMENDATION:

That Council notes the decision of the Tender Review Committee to accept the tender submitted by Flying Colours (Tas) Pty Ltd for the Launceston City Heart Wayfinding, Contract Number CD.018/2020 for \$169,615.00 (exclusive of GST).

REPORT:

The Tender Review Committee Meeting, held on 6 August 2020, determined the following:

That the sum submitted by Flying Colours (TAS) Pty Ltd for Launceston City Heart Wayfinding Contract No: CD.018/2020 be accepted for \$169,615.00 (exclusive of GST).

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

13.1 Tender Review Committee Meeting - 6 August 2020 ...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

3. To ensure decisions are made on the basis of accurate and relevant information.
5. To maintain a financially sustainable organisation.

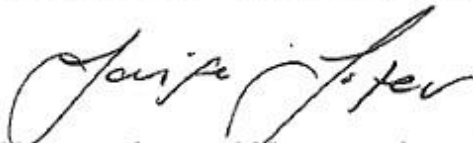
BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Louise Foster - General Manager Organisational Services Network

14 COUNCIL WORKSHOPS

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

14.1 Council Workshop Report

FILE NO: SF4401

AUTHOR: Anthea Rooney (Council and Committees Officer)

GENERAL MANAGER: Louise Foster (Organisational Services Network)

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 13 and 20 August 2020

Affordable Housing Development

Councillors were briefed on an affordable housing development by Community Housing Limited.

Customer Service Charter

Councillors discussed the Customer Service Charter prior to adoption at Council.

Northern Suburbs Community Recreational Hub

Councillors were provided with an update on the planned Northern Suburbs Community Recreational Hub.

Financial Management Strategy and Asset Management Policy

Councillors engaged in a discussion regarding the Draft Financial Management Strategy and the Draft Asset Management Policy.

Relbia Feasibility Study

Councillors were presented with the Relbia Feasibility Study Report prepared by Mesh Consultants which outlined the next steps in the projecting including community consultation.

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

My Place My Future Implementation Update

Councillors were updated on two significant projects regarding the implementation program for the My Place My Future Strategy.

QVMAG Futures Plan - A Paradigm Shift

Councillors were presented with the draft of the QVMAG Futures Plan - A Paradigm Shift.

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 Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

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

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

14.1 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 - General Manager Organisational Services Network

15 NOTICES OF MOTION

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

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

16 COMMUNITY AND PLACE NETWORK ITEMS

No Items have been identified as part of this Agenda

17 CREATIVE ARTS AND CULTURAL SERVICES NETWORK ITEMS

No Items have been identified as part of this Agenda

18 INFRASTRUCTURE AND ASSETS NETWORK ITEMS**18.1 Nature Strip Policy****FILE NO:** SF2538**AUTHOR:** Leigh Handley (Manager Operations)**GENERAL MANAGER:** Shane Eberhardt (Infrastructure and Assets Network)

DECISION STATEMENT:

To consider and approve the Nature Strip Policy.

PREVIOUS COUNCIL CONSIDERATION:

pre-Council Workshop - 23 July 2020 - Draft Nature Strip Policy (26-Plx-019)

RECOMMENDATION:

That Council approves the Nature Strip Policy (26-Plx-019), ECM Doc Set ID 4336617, as follows:

PURPOSE

The City of Launceston (CoL) is focussed on achieving the community's long-term vision of creating a diverse, vibrant and liveable environment that is an attractive and safe place to live, work and play. Large trees and green spaces, including nature strips, play an important role in defining the image and culture of the City and suburbs, enhancing aesthetic appeal of our streets and facilities, maintaining urban biodiversity and increasing property values.

Nature strips are the narrow publicly owned green space left unconstructed for vehicles and pedestrians within the road reserve between the edge of the road and property boundaries.

Nature strips also provide:

- space for a range of above and below ground services such as electricity, telecommunications, lighting, water, gas, stormwater, drainage and sewage;
 - visibility and sight lines for pedestrians, cyclists and motorists particularly at intersections, curves in the road and driveway access points;
 - space for improving accessibility and usability of footpaths for people with mobility issues, prams or walking in pairs or passing;
 - space for people walking where there is no footpath;
 - safe vehicle parking and space to open doors between the road and footpath;
 - space for kerbside collection for bins;
-

18.1 Nature Strip Policy ...(Cont'd)

- space for street tree planting;
- unpaved areas to allow infiltration of rainwater and oxygen into the soil improving the health and growth of street trees and reducing stormwater runoff; and
- visual softening of hard streetscape elements such as roads, footpaths, driveways, fences and buildings.

The standard nature strip is a grassed verge with or without a street tree with maintenance requirements generally limited to mowing, edging, weeding and rubbish removal.

Residents are encouraged to maintain the nature strip adjoining their property. The City of Launceston does maintain some nature strips or road verges. The nature strip is part of the road reserve and legally remains owned and managed by the relevant road authority (either the Council or State Growth). City of Launceston maintains street trees in nature strip in accordance with the 26-Plx-005 Tree Management Policy.

The City of Launceston often receives requests to either extend garden or landscaping onto the nature strip or replace the grassed area with hardstand or artificial surfaces.

This document aims to provide a clear and consistent management approach to ensure that nature strips within the Launceston municipality:

- are kept in a safe and well-maintained condition;
- are recognised as publicly owned assets;
- are safe for pedestrians, cyclists and vehicles; and
- that there is adequate protection for services (above and below ground), street trees and stormwater management.

SCOPE

This policy provides a strategic direction for nature strip management to guide Councillors, employees, residents, planners, developers, contractors and landscapers. It applies to all nature strips within road reserves owned and/or managed by City of Launceston.

This policy is not applicable to conversion of the nature strip to vehicle parking or vice versa nor to proposals including structural components such as footpaths, driveway crossovers, kerb and channel or any other hardstand including concrete, paving, brick or asphalt.

18.1 Nature Strip Policy ...(Cont'd)

OUR VALUES



**Our people
matter**



**We care about
our community**



**We bring an
open mind**



**We go home
safe and well**

POLICY

The City of Launceston encourages property owners to recognise the value of nature strips and to take pride in maintaining them.

Maintenance of Nature Strips by City of Launceston

The City of Launceston will maintain nature strips or road verges that meet any or all of the following:

- Adjacent to the Council's community facilities.
- Adjacent to parks and reserves.
- Nature strips on state roads where the adjoining properties back onto the state road.
- Nature strips where the resident or owner of the property is unable to physically and financially undertake the work themselves, has made application to the Council, fits the eligibility criteria and has had the application approved by the Council.

The City of Launceston provides a special needs nature strip mowing service for eligible people with disabilities or injuries. If they do not have someone living with them who is capable of mowing the nature strip and financially cannot afford someone on their behalf to perform the works, they may be eligible for this service.

The eligibility criteria includes.

- A permanent resident of the City of Launceston, who occupies the property which is the subject of the nature strip mowing service application;
- Does not have anyone capable to perform the task on their behalf;
- Is unable to manage or causes pain to operate a lawnmower;
- Is totally dependent on others for mobility;
- Has sensory disability or vision impairment;
- The terrain is beyond their physical capability to mow; and
- Other discretionary reasons preventing mowing of the nature strip.

Applicants requesting this nature strip mowing service must fill in the application form and have it signed by their qualified health care professional.

18.1 Nature Strip Policy ...(Cont'd)

Once the application has been assessed, residents who meet the eligibility criteria will be entered on the Council's special needs nature strip mowing service list.

All recipients of this service are required to reapply annually to reconfirm eligibility. Application forms will be sent out by the Council and the service will be suspended if a response is not received.

The Council reserves the right to remove any person from the nature strip special needs mowing service mowing list at any time with two weeks written notice, if any of the following occur:

- The person sells or otherwise transfers their interest in the property, and/or ceases to occupy the property;
- The circumstances of the owner / occupier of the property change dramatically, such that the person no longer meets the eligibility criteria stated in this policy;
- The person fails to report any changes in their circumstances, which could make them ineligible for inclusion on the nature strip mowing list; or
- Council deems that the person no longer meets the eligibility criteria stated in this policy.

The Council reserves the right to take special conditions into consideration, other than those listed above.

The nature strip mowing service does not provide a guaranteed mowing frequency and site visits under this Policy will generally be no more than five times a year, or at the Council's discretion.

The Council will clean grass clippings from the footpath, driveway and gutter that results from works carried out in the maintenance of the nature strips. No other rubbish, debris or green waste will be cleaned up and/or removed from the nature strip or private property at the time of mowing.

Alternative Nature Strip Plantings and Treatments

Whilst the preferred standard for nature strips is a grassed verge with or without a street tree, the City of Launceston will consider alternative nature strip treatments upon request and under certain conditions.

A resident wishing to replace the grass verge with low maintenance plantings or garden areas must apply in writing to the Council for approval prior to undertaking any works.

Any proposal must comply with the following conditions:

- Road owners consent is granted prior to any works from either the Council or State Growth.
 - Any changes to the nature strip does not alienate public land for a private purpose. Nature strips shall remain part of the road reserve and in public ownership;
-

18.1 Nature Strip Policy ...(Cont'd)

- Public safety is paramount in all considerations and the works must not create an obstacle or obstruction to the adjoining property owners and/or public use of the nature strip, footpath or road, including pedestrians, cyclists, kerbside parking, rubbish collection and property access;
- Swale drains located within the nature strip are not modified and remain grassed;
- Council is not liable for any damage to underground services. A *Dial Before You Dig* must be undertaken by the resident prior to works commencing;
- Installation and maintenance of alternative plantings and treatments complies with City of Launceston's Guideline for Nature Strips;
- Plantings (excluding street trees) are maintained at a maximum of 60cm;
- Plantings do not include Weeds of National Significance, declared weeds under the *Weed Management Act 1999* or environmental weeds within the Launceston municipality;
- Residents are not permitted to plant, prune, damage or remove street trees in accordance with the 26-Plx-005 Tree Management Policy. Damage includes branches, trunk and roots of the tree. Residents can, however, make a customer service request for a new, replacement or maintenance of a street tree through the Council's Customer Service Centre;
- The Council can require the resident to remove any nature strip treatments that are considered a risk to users of the nature strip, footpath or road, prevents access or impacts of site distances for pedestrians, cyclists or motorists and if the resident does not or cannot maintain the nature strip;
- The Council will not contribute financially to the installation, maintenance or damage caused to an alternative nature strip. The resident is responsible for all costs of ongoing maintenance and the reinstatement back to grass verge if requested or required by the Council; and
- Retrospective approval for nature strips modified prior to endorsing this policy is not required unless deemed unsafe by the Council or there is a failure to maintain the alternative plantings and surfacing in accordance with the City of Launceston's Guideline for Nature Strips.

PRINCIPLES

In line with City of Launceston's vision, purpose and values, the Council provides services for nature strip maintenance where there is no adjoining resident or the adjoining resident is physically and financially unable to maintain the nature strip.

Provided nature strips are kept in a safe and well-maintained condition for pedestrians, cyclists and vehicles; and that there is adequate protection for services (above and below ground), street trees and stormwater management, the City of Launceston will support alternative nature strips plantings and treatments.

18.1 Nature Strip Policy ...(Cont'd)

RELATED POLICIES & PROCEDURES

Sustainability Strategy 2019

26-Plx-005 Tree Management Policy

26-HLPr-005 Guideline for Nature Strips

26-Fmx-042 Special needs nature strip mowing services for people with incapacities or permanent injuries form

RELATED LEGISLATION

Electricity Wayleaves and Easements Act 2000

Environment Protection and Biodiversity Conservation Act 1999

Building Act 2016

Building Regulations 2016

Fire Services Act 1995

Forest Practices Act 1985

Historic Cultural Heritage Act 1995

Local Government Act 1993

Local Government (Highways) Act 1982

Land Use Planning and Approvals Act 1993

Nature Conservation Act 2002

Road Rules 2019

Threatened Species Protection Act 1995

Water Management Act 1999

Water and Sewerage Industry Act 2008

Weed Management Act 1999

Urban Drainage Act 2015

REFERENCES

Australian Standard 4373-2007: Australian Standard for Pruning of Amenity Trees.

Australian Standard 4970-2009: Protection of Trees on Development Sites.

DEFINITIONS

Nature Strip: means the unmade area between the edge of the road and adjacent land, but does not include a bicycle path, footpath or shared path.

Tree: Long-lived woody perennial plant generally with one or relatively few main stems or trunks.

REVIEW

This policy will be reviewed no more than five years after the date of approval (version) or more frequently, if dictated by operational demands and with Council's approval.

18.1 Nature Strip Policy ...(Cont'd)

REPORT:

The City of Launceston (CoL) is focussed on achieving the community's long-term vision of creating a diverse, vibrant and liveable environment that is an attractive and safe place to live, work and play. Large trees and green spaces, including nature strips, play an important role in defining the image and culture of the City and suburbs, enhancing aesthetic appeal of our streets and facilities, maintaining urban biodiversity and increasing property values.

The Nature Strip Policy provides a strategic direction for nature strip management to guide Councillors, employees, residents, planners, developers, contractors and landscapers. It applies to all nature strips within road reserves owned and/or managed by the City of Launceston.

This policy is not applicable to conversion of the nature strip to vehicle parking or vice versa nor to proposals including structural components such as footpaths, driveway crossovers, kerb and channel or any other hardstand including concrete, paving, brick or asphalt.

The Council has received a number of requests to modify nature strips which has been difficult for officers to address as the response needs to be consistent with the local urban environment. This Policy offers a flexible approach to have a discussion around development of nature strips rather than providing a defined set of rules. Due to this approach, it has not been considered necessary to undertake community consultation prior to Council adoption.

The aim is to provide a clear and consistent management approach to ensure that nature strips within the Launceston municipality:

- are kept in a safe and well-maintained condition;
- are recognised as publicly owned assets;
- are safe for pedestrians, cyclists and vehicles; and
- that there is adequate protection for services (above and below ground), street trees and stormwater management.

The Guideline for Nature Strips is attached (Attachment 1). This document is for use by Councillors, employees, residents, planners, developers, contractors and landscapers. It applies to all nature strips within road reserves owned and/or managed by the City of Launceston in accordance with the Nature Strip Policy.

ECONOMIC IMPACT:

Not considered relevant to this report.

18.1 Nature Strip Policy ...(Cont'd)

ENVIRONMENTAL IMPACT:

Large trees and green spaces, including nature strips, play an important role in defining the image and culture of the city and suburbs, enhancing aesthetic appeal of our streets and facilities, maintaining urban biodiversity and increasing property values.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 2 - A city where people choose to live

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

Key Directions -

1. To continue to offer and attractive network of parks, open spaces and facilities throughout Launceston
3. To contribute to enhanced public health and amenity to promote a safe and secure environment
4. To promote Launceston's rich heritage and natural environment

Priority Area 5 - A city that values its environment

Ten-year goal - To reduce the impacts on our natural environment and to build resilience to the changing intensity of natural hazards

Key Direction -

1. To contribute to air and river quality in Launceston by liaising with the community, business and other stakeholders
5. To reduce our and the community's impact on the natural environment

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

18.1 Nature Strip Policy ...(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.



Shane Eberhardt - General Manager Infrastructure and Assets Network

ATTACHMENTS:

1. 26-HLPr-005 Guideline for Nature Strips
-

Guideline for Nature Strips

OBJECTIVES:

Provided nature strips are kept in a safe and well-maintained condition for pedestrians, cyclists and vehicles; and that there is adequate protection for services (above and below ground), street trees and stormwater management, the City of Launceston will support alternative nature strip plantings and treatments. The purpose of this document is to provide a clear guidance for nature strip management in accordance with the Nature Strip Policy.

SCOPE:

This document is for use by Councillors, employees, residents, planners, developers, contractors and landscapers. It applies to all nature strips within road reserves owned and/or managed by City of Launceston in accordance with the Nature Strip Policy. Nature strip means the unmade area between the edge of the road and adjacent land, but does not include a footpath, bicycle path or shared path.

PROCEDURE:

As per the Nature Strip Policy a resident wishing to replace the grass verge with low maintenance plantings, garden areas or other landscaping treatments must apply in writing to Council for approval prior to undertaking any works. If approval is granted, the City of Launceston will not contribute financially to the cost of the work or its ongoing maintenance, regardless of any change of ownership/occupancy of the adjoining property.

Conditions for plants other than lawn grass and street trees within the nature strip are:

- During installation and maintenance works on the nature strip, the person conducting the works has a duty of care under common law to take all reasonable measures to prevent accident or injury to persons carrying out the works and also to members of the public using the footpath or road.
 - A "Dial Before You Dig" (<https://www.1100.com.au/>) must be undertaken by the resident prior to works commencing. Services above and below ground may limit the opportunity for alternative plantings and surfacing. The Council will not be liable for any financial penalties that a resident incurs from damaging any underground services.
 - The Council's and utility companies that supply water, gas, electricity and telecommunications may from time to time require access to the nature strip to carry out maintenance works. The utility companies are required to reinstate the nature strip following maintenance work, but do so with topsoil and grass seed only. The Council or the utility companies will not be responsible for replacing plants or landscaping as a result of such works. The Council and utility companies will attempt to advise householders of forthcoming planned work so that plants can be removed if possible.
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- Residents are not permitted to plant, prune, damage or remove street trees in accordance with the 26-Plx-005 Tree Management Policy. Damage includes branches, trunk and roots of the tree. Residents can, however, make a customer service request for a new, replacement or maintenance of a street tree through the Council's customer service centre. The tree species, location and timing of planted will be determined by the Council in consultation with the resident.
- For corner blocks a maximum plant height of 250mm and for all other nature strips maximum height of 600mm.
- To maintain accessibility the minimum distances for plantings are observed:
 - 500mm from the back of kerb is kept clear of plantings to allow for people to enter and exit their vehicles safely and for bin collection.
 - 500mm from the edge of a footpath.
 - 1.5m from the property line is kept clear to allow for pedestrians, mail and other deliveries.
 - 1.5m clearance around bus stops and between the bus stop and footpaths.
 - 9m either side of a minor intersection and 15m at a major intersection to ensure a clear line of sight for motorists and pedestrians (measured from kerb, edge of seal or pavement);
 - 2m from driveways, drainage pits, service pits and hydrants.
 - 3m from power poles, street lights and service wires.
- Plantings do not include Weeds of National Significance, declared weeds under the *Weed Management Act 1999* or environmental weeds within the Launceston municipality. Local low growing native ground covers, shrubs and grasses are preferred however, the character of the suburb and adjoining gardens should also be considered.
- The following mulches and gravels are permitted:
 - Mulches or bark chips 12mm to 25mm in size, to a depth of 75mm.
 - Fine gravel such as compacted washed granitic sand or similar, to a depth of 75mm;

Mulch and gravel must remain on the nature strip and not spill onto the footpath, driveways or into the kerb and channel.

The level of the mulch or gravel must not be raised above the level of the footpath or kerb. The mulch or gravel must be maintained in a reasonably level and weed free condition.

- Non-slip path or stepping stones flush with the surrounding surfaces may be considered where linking to existing footpath or back of kerb.
 - The following will not permitted on the nature strip except in exceptional circumstances and subject to the approval of the General Manager Infrastructure and Assets Network:
 - Shredded plant products such as pea straw, wood chips and bark, other than that specified above.
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- Rocks or pebbles greater than 7mm diameter.
 - Bluestone pitchers, railway sleepers or retaining walls.
 - Shale.
 - Scoria.
 - Artificial turf.
 - Irrigation systems.
 - Temporary or permanent electrical wiring, including lights.
 - Metal stakes, star pickets or wire; and
 - Hardstand, retaining structures or any other treatment including paving, concrete, brick and asphalt that facilitates vehicle parking will not be approved under the Nature Strip Policy.
- Nature strips modified in accordance with the Nature Strip Policy must be kept in a well maintained in a safe condition by the resident at all times by ensuring:
 - Plants are kept to maximum height and minimum distance requirements as specified above.
 - Plants and/or mulch do not protrude/spill onto paths, driveways or over the kerb.
 - Keeping the nature strip free of weeds, rubbish, trip hazards or protruding objects.
 -Ongoing maintenance of the nature strip remains the responsibility of the adjoining owner, or any subsequent owners of the property for the life of the landscape.
- The City of Launceston may require the resident to remove any offending parts or the whole planting where a resident fails to maintain a nature strip in accordance with the Nature Strip Policy, these guidelines and for any of the following reasons:
 - the condition of the nature strip is a traffic or pedestrian hazard; or
 - it does not provide appropriate pedestrian access; or
 - it is a safety or fire hazard; or
 - it interferes with the visibility of motorists, cyclists and pedestrians at intersections, curves in the road and near driveways; or
 - where weed species have been allowed to flourish; or
 - it impacts unfavourably and significantly on the local amenity.
 -If the Council considers that the state of the nature strip creates an imminent risk to users of the nature strip or adjacent road/s, that it limits or prevents access and appropriate use of the nature strip or that the vision of motorists and cyclists is affected, Council may take immediate action to remove the landscaping and reinstate the nature strip to a safe condition. The cost of maintenance or reinstatement will be charged to the resident.
- In the event a new resident does not wish to retain or cannot maintain a previously modified nature strip, they may request the Council to reinstate the nature strip with seeded turf grass at the new resident's cost.
 - Retrospective approval for nature strips modified prior to endorsing this policy is not required unless deemed unsafe by the Council or there is a failure to maintain the alternative plantings and surfacing in accordance with the above guidelines.
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RELATED POLICIES & PROCEDURES:

26-Plx-019 Nature Strip Policy

26-Plx-005 Tree Management Policy

26-Fmx-042 Special needs nature strip mowing services for people with incapacities or permanent injuries form.

RELATED LEGISLATION:

Electricity Wayleaves and Easements Act 2000

Environment Protection and Biodiversity Conservation Act 1999

Building Act 2016

Building Regulations 2016

Fire Services Act 1995

Forest Practices Act 1985

Historic Cultural Heritage Act 1995

Local Government Act 1993

Local Government (Highways) Act 1982

Land Use Planning and Approvals Act 1993

Nature Conservation Act 2002

Road Rules 2019

Threatened Species Protection Act 1995

Water Management Act 1999

Water and Sewerage Industry Act 2008

Weed Management Act 1999

Urban Drainage Act 2015

REFERENCES:

Australian Standard 4373-2007: Australian Standard for Pruning of Amenity Trees.

Australian Standard 4970-2009: Protection of Trees on Development Sites.

DEFINITIONS:

Nature Strip: means the unmade area between the edge of the road and adjacent land, but does not include a bicycle path, footpath or shared path.

Tree: Long-lived woody perennial plant generally with one or relatively few main stems or trunks.

REVIEW:

This procedure will be reviewed no more than two years after the date of approval (version) or more frequently, if dictated by operational demands.

18.2 Deputy Municipal Emergency Management Coordinator**FILE NO:** SF3177**GENERAL MANAGER:** Shane Eberhardt (Infrastructure and Asset Network)

DECISION STATEMENT:

To obtain Council's endorsement for nomination to the position of Deputy Municipal Emergency Management Coordinator.

PREVIOUS COUNCIL CONSIDERATION:

Council - 7 August 2017 - Agenda Item 21.4 - Deputy Municipal Emergency Management Coordinator

Council - 27 June 2019 - Agenda Item 20.1 - Municipal Emergency Management Coordinator and Deputy Municipal Emergency Management Coordinator Nominations

RECOMMENDATION:

That Council:

1. nominates Mr Peter Denholm as the Deputy Municipal Emergency Management Coordinator with his name to be forwarded to the Minister for Police and Emergency Management via the State Emergency Management Controller as per section 23(1) of the *Emergency Management Act 2006*.
 2. recommends the appointment be for a period of three years as per section 23(4) of the *Emergency Management Act 2006*.
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REPORT:

The *Emergency Management Act 2006* (the Act) came into effect on 20 October 2006. The Act, under section 23(1), requires that the Minister for Police and Emergency Management appoint a Municipal Emergency Management Coordinator (Municipal Coordinator) and a Deputy Municipal Emergency Management Coordinator (Deputy Municipal Coordinator) for each municipal area.

As per section 23(9) of the Act - the State Emergency Management Controller will provide the nomination, together with their recommendations to the Minister.

18.2 Deputy Municipal Emergency Management Coordinator ...(Cont'd)

On 1 September 2019, Mr Shane Eberhardt was appointed to the position of Municipal Coordinator. At that time Ms Louise Foster and Mr Leigh Handley were appointed as Deputy Emergency Management Coordinators.

At a Meeting on 7 August 2017, Council approved the appointment of Mr Peter Denholm as Deputy Municipal Emergency Management Coordinator for a period of three years.

Mr Denholm has continued to demonstrate understanding of emergency management arrangements both within Tasmania and Victoria and has experience as a volunteer member with both the Country Fire Authority (CFA) in Victoria and Tasmanian Fire Service in Tasmania. Mr Denholm was involved in the CFA response to the Black Saturday Fires in Victoria and the January 2016 fires on the West Coast of Tasmania.

Mr Denholm performed the role of Deputy Manager of the Regional Emergency Coordination Centre (RECC) during the region's response to the Covid-19 pandemic. The RECC was established in March 2020 to coordinate and manage the northern regional response to the Covid-19 pandemic under the Act.

It is considered appropriate to have multiple Deputy Coordinators to ensure that coverage is provided in the event that the Municipal Coordinator is not available when an emergency event occurs. Additionally, having multiple deputies will allow for the spread of workload during an emergency event as well as for the periodic resting of people during an event. Accordingly, it is recommended that Mr Peter Denholm retain his current position as Deputy Municipal Coordinator.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

18.2 Deputy Municipal Emergency Management Coordinator ...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

1. To plan for and provide services and facilities that recognises the changing demographics and needs of our community.
6. To enhance community awareness of the impacts of uncertain weather patterns, natural and other disasters, and build community resilience.
7. To develop and manage infrastructure and resources to protect our community from natural and other hazards.

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Shane Eberhardt - General Manager Infrastructure and Assets Network

19 ORGANISATIONAL SERVICES NETWORK ITEMS

No Items have been identified as part of this Agenda

20 CHIEF EXECUTIVE OFFICER NETWORK ITEMS

No Items have been identified as part of this Agenda

21 CLOSED COUNCIL

No Closed Items have been identified as part of this Agenda

22 MEETING CLOSURE

UNCLASSIFIED AGENDA ITEMS:
