



City of  
**LAUNCESTON**

# **COUNCIL AGENDA**

**COUNCIL MEETING  
THURSDAY 11 FEBRUARY 2021  
1.00pm**

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

Date: 11 February 2021

Time: 1.00pm

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## 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

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## RESTRICTED NUMBERS - 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](http://www.launceston.tas.gov.au/Council/Meetings/Listen) .

## PUBLIC ATTENDANCE AT THE COUNCIL MEETING

To help keep you safe you must register your attendance at the Council Meeting in advance by telephoning 6332 3000 and leaving a message, or emailing us at [invitation@launceston.tas.gov.au](mailto:invitation@launceston.tas.gov.au) by 11.00am on the morning of the Council Meeting. A Council Officer will contact you to confirm attendance details.

At the Council Meeting, please take care to follow signage and the directions of Council Officers to ensure that physical distancing and other COVID-19 safe behaviour is observed.

## PUBLIC QUESTION TIME - AGENDA ITEM 8

Questions received in writing by close of business Wednesday of the week prior to the Council Meeting are treated as Questions on Notice. Your question and an answer will be published in the Agenda of the Council Meeting. Questions may be submitted to the Chief Executive Officer at [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au), PO Box 396, Launceston TAS 7250, or Town Hall, St John Street, Launceston.

If attending the Council Meeting in person, you may ask up to three questions during Public Question Time. If accepted, your questions will be either answered at the Meeting, or Taken on Notice and answered at a later Council Meeting.

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## PUBLIC COMMENT ON AGENDA ITEMS

When you register to attend the Council Meeting, you will be asked if you wish to comment on an item in the Agenda. Prior to debate on that Agenda Item, you will be invited by the Chair to move to the public microphone at the doors to the Council Chambers and state your name and address.

Please note the following important information:

- Each item on the Agenda includes a Recommendation prepared by a Council Officer.
- You may speak for up to two minutes, either for or against the Recommendation.
- You may not ask questions or enter into debate with Councillors or Council Officers.
- Your statement is not to be defamatory, inappropriate or abusive, or be intended to embarrass any person, including Councillors or Council Officers.
- The Chair may direct you to stop speaking if you do not follow these rules, or if your statement repeats points that have already been made.
- Audio from our Council Meetings is streamed live via YouTube.

Your respectful contribution is welcome and appreciated.

## 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.

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19 January 2021

Mr Michael Stretton  
Chief Executive Officer  
City of Launceston  
P O Box 396  
**LAUNCESTON TAS 7250**

Dear Michael

### **COUNCIL MEETINGS**

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

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

I request that you make the necessary arrangements for the Ordinary Meetings of Council to be convened on the following dates for 2021:

28 January	11 February	25 February	11 March
25 March	8 April	22 April	6 May
20 May	3 June	17 June	1 July
15 July	29 July	12 August	26 August
9 September	23 September	6 October	21 October
4 November	18 November	2 December	16 December

commencing at 1.00pm in the City of Launceston Council Chambers, Town Hall, St John Street, Launceston.

Yours sincerely



**Councillor A M van Zetten**  
**MAYOR**

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**1 OPENING OF MEETING - ATTENDANCE AND APOLOGIES**

**2 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 28 January 2021 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*

**No Petitions have been identified as part of this Agenda**

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**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.)*

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**8.1.1 Public Questions on Notice - Mr Ross Anthony - Council Meeting - 28 January 2021****FILE NO:** SF6381**AUTHOR:** Anthea Rooney (Council and Committees Officer)**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**QUESTIONS and RESPONSES:**

The following question, asked at the Council Meeting on 28 January 2021, by Mr Ross Anthony, has been answered by Mr Michael Stretton (Chief Executive Officer).

**Questions:**

1. Does the Council have any plans for Waverley Road given the amount of traffic, both pedestrian and double-b vehicles, that are using it at the moment as I was told some years ago that when development was to take place behind my house that there would be something considered then?

**Response:**

*The Council does not have any current plans to upgrade and/or significantly modify Waverley Road. This said, however, there are ongoing development pressures, particularly in the St Leonards area, which may drive changes to road networks in the future. It is recommended that Mr Anthony speak with the Council's Planning Team to receive specific advice in respect to any planned developments, which may ultimately result in changes to the road network, including Waverley Road.*

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**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.)*

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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 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding**

**FILE NO:** DA0724/2020

**AUTHOR:** Luke Rogers (Town Planner)

**GENERAL MANAGER:** Leanne Hurst (Community and Place Network)

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#### **DECISION STATEMENT:**

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

#### **PLANNING APPLICATION INFORMATION:**

Applicant:	Edwards and Simpson Pty Ltd
Property:	30 Kerry Court, Summerhill
Zoning:	General Residential
Receipt Date:	15/10/2020
Validity Date:	16/10/2020
Further Information Request:	21/10/2020
Further Information Received:	24/11/2020
Deemed Approval:	7/03/2021
Representations:	Three

#### **STANDARDS REQUIRING COUNCIL DISCRETION**

10.4.2 Setbacks and building envelope for all dwellings  
10.4.3 Site coverage and private open space for all dwellings  
10.4.4 Sunlight and overshadowing for all dwellings  
10.4.6 Privacy for all dwellings  
E6.5.1 Car parking numbers  
E6.6.2 Design and layout of parking areas

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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**RECOMMENDATION:**

That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2015, a permit be granted for DA0724/2020 Residential - Construction of an additional dwelling and an outbuilding at 30 Kerry Court, Summerhill subject to the following conditions:

**1. ENDORSED PLANS AND 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. Title Sheet, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A001, Revision No. P2, dated 23 November 2020.
- b. Site Plan, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A101, Revision No. P2, dated 23 November 2020.
- c. Site Plan - Planning Compliance, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A111, Revision No. P2, dated 23 November 2020.
- d. Site Plan - Strata Title Areas, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A112, Revision No. P2, dated 23 November 2020.
- e. Site Plan - Concept Hydraulic Services, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A113, Revision No. P3, dated 27 January 2021.
- f. Shadow Diagrams - 21 June, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A121, Revision No. P1, dated 23 November 2020.
- g. General Arrangement Plan - Ground Floor, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A201, Revision No. P1, dated 13 October 2020.
- h. General Arrangement Plan - First Floor, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A202, Revision No. P1, dated 13 October 2020.
- i. Elevations 1, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A301, Revision No. P2, dated 23 November 2020.
- j. Elevations 2, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A302, Revision No. P1, Dated 13/10/20
- k. Garage Plan and Elevations, Prepared by Edwards and Simpson Pty Ltd, Project No. 20019, Drawing No. A501, Revision No. P1, dated 13 October 2020.

**2. LEGAL TITLE**

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

**3. TASWATER**

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/01722-LCC, 29 January 2021 and attached to the permit.

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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**4. HOURS OF CONSTRUCTION**

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

Monday to Friday - 7am and 6pm

Saturday - 9am to 6pm

Sundays and Public Holidays - 10am to 6pm

**5. OUTBUILDINGS**

The use of outbuildings is not permitted for human habitation and is limited to residential storage and related residential activities only.

**6. MULTIPLE DWELLINGS - SERVICE FACILITIES**

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

- a. mail receptacles must be provided and appropriately numbered for each dwelling unit.
- b. each multiple dwelling must be provided with a minimum 6m<sup>3</sup> exterior waterproof, lockable storage area or similar easily accessible area within the dwelling.
- c. either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Council.

**7. DRIVEWAY AND PARKING AREA CONSTRUCTION**

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

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

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

**8. DAMAGE TO THE COUNCIL'S 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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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**9. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE**

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

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

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

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

**10. SINGLE STORMWATER CONNECTIONS**

All proposed new pipelines must be connected to the existing internal drainage network for the property. It is not permitted to have multiple connections to the Council's stormwater mains.

**11. VEHICULAR CROSSINGS (AND ASSOCIATED FOOTPATH WORKS)**

No works to install, removal or modify a vehicular crossing, are to be undertaken without the issue of a Vehicular Crossing Permit for the works. Modification of a vehicular crossing includes any widening of the kerb layback or the driveway apron, in any form whatsoever.

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

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

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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**12. SOIL AND WATER MANAGEMENT PLAN**

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

**13. AMENITY**

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

**14. 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.

**Notes****A. General**

*This permit was issued based on the proposal documents submitted for DA0724/2020. You should contact the Council with any other use or developments, as they may require the separate approval of 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.*

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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**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.*

*For more information see the Resource Management and Planning Appeal Tribunal website [www.rmpat.tas.gov.au](http://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.*

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**REPORT:****1. THE PROPOSAL**

The proposal is for the construction of an additional dwelling on a lot containing an existing single dwelling, as well as the construction of a garage, driveway extension and fencing. The proposed dwelling will have a height of 6.9m at the highest point and will have a floor area of approximately 188m<sup>2</sup> across two stories, with an additional 31m<sup>2</sup> of decks. The lower storey of the dwelling will consist of an open plan living room, dining room and kitchen, a toilet, a laundry, a double garage, a storeroom, a deck and a verandah. The upper storey of dwelling will consist of three bedrooms, one with ensuite and walk in robe, a bathroom and a landing. The lower storey of the proposed dwelling will be clad in brick while the upper storey will be clad in Sycon Axon vertically grooved composite cement panelling. In addition to the proposed dwelling, the proposal includes the construction of an outbuilding for use as a garage and storage space for the existing dwelling on the site.

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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

The outbuilding will have a floor area of 40m<sup>2</sup> and a maximum height of 3.57m. The outbuilding will be clad in *Colorbond Trimdek* sheeting and will have a skillion roof. The proposal also includes 1,800mm high paling fencing to separate the private areas of the two dwelling and a concrete driveway.

**2. LOCATION AND NEIGHBOURHOOD CHARACTER**

Address	30 Kerry Court, Summerhill
Zone	10.0 General Residential
Size	835m <sup>2</sup>
Access	Existing, direct access from Kerry Court
Shape	Irregular quadrilateral/parallelogram
Slope	Approximately 7% falling to the south east
Existing structures	Single dwelling and associated landscaping and parking areas
Connection to services	The site is connected to all relevant reticulated infrastructure services
Surrounding land	10.0 General Residential surrounding the site 17.0 Community Purpose for Summerhill Primary School further to the east and St Patricks College further to the south 18.0 Recreation for West Launceston Community Park to the north and north west further to the west and south west
Overlays	N/A

**3. PLANNING SCHEME REQUIREMENTS**

**3.1 Zone Purpose**

10.0 General Residential Zone

<p>10.1.1 Zone Purpose Statements</p> <p>10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.</p> <p>10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.</p> <p>10.1.1.3 Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off site impacts.</p> <p>10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character.</p> <p>10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.</p>
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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Consistent**

The proposed use and development is for a multiple dwelling, a permitted use in the zone. As such, the proposal is considered to be consistent with the purpose of the zone.

**10.4 Development Standards**

**10.4.1 Residential density for multiple dwellings**

**Objective:**

To provide for suburban densities for multiple dwellings that:

- (a) make efficient use of suburban land for housing; and
- (b) optimise the use of infrastructure and community services.

**Consistent**

The proposed development would result in a suburban density that makes efficient use of existing suburban land, infrastructure and community services.

A1 Multiple dwellings must have a site area per dwelling of not less than:

- (a) 325m<sup>2</sup> or
- (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.

**Complies**

The site of the proposed development has an area of 834m<sup>2</sup>, which is a site area per dwelling of 417m<sup>2</sup>. As such the proposal complies with the density requirements for the zone.

**10.4.2 Setbacks and building envelope for all dwellings**

**Objective:**

To control the siting and scale of dwellings to:

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

**Consistent**

The siting and scale of the proposed dwelling provides for reasonably consistent dwelling separation and apparent scale, bulk, massing and proportion. The separation between dwellings will allow for solar access to the private open space and habitable rooms of adjoining dwellings.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

<p>A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:</p> <ul style="list-style-type: none"> <li>(a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or</li> <li>(b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or</li> <li>(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or</li> <li>(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.</li> </ul>
<p><b>Complies</b> The proposed dwelling will be set back from the frontage to Kerry Court by approximately 31m. The proposal complies.</p>
<p>A2 A garage or carport must have a setback from a primary frontage of at least:</p> <ul style="list-style-type: none"> <li>(a) 5.5m, or alternatively 1m behind the facade of the dwelling; or</li> <li>(b) the same as the dwelling facade, if a portion of the dwelling gross floor area is located above the garage or carport; or</li> <li>(c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</li> </ul>
<p><b>Complies</b> The proposed garages for the existing and proposed dwellings will be set back from the frontage to Kerry Court by approximately 24m and 31m respectively. The proposal complies.</p>
<p>A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> <li>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:             <ul style="list-style-type: none"> <li>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</li> <li>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</li> </ul> </li> <li>(b) only have a setback within 1.5m of a side boundary if the dwelling:             <ul style="list-style-type: none"> <li>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</li> <li>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</li> </ul> </li> </ul>

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Relies on Performance Criteria**

The proposed dwelling is set back from the south-western side boundary by approximately 885mm at the closest point, from the rear boundary by approximately 2.52m and is built along the north-eastern boundary. The length of the wall along the south western and north-eastern side boundaries are approximately 6.16m and 9.59m respectively. The maximum height of the dwelling is approximately 6.9m with the wall along the south-western boundary being 6.6m in height. The rear setback, length of the north-eastern side wall and height of the south-western side wall all result in the proposal relying on performance criteria. The proposal also includes a garage for the existing dwelling which is set back from the south western side boundary by 150mm with a maximum height of 3.57m. The height of the garage and additional wall within 1.5m of the south-western side boundary also results in the garage development relying on performance criteria.

P3 The siting and scale of a dwelling must:

- (a) not cause unreasonable loss of amenity by:
  - (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
  - (ii) overshadowing the private open space of a dwelling on an adjoining lot; or
  - (iii) overshadowing of an adjoining vacant lot; or
  - (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
- (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

**Complies**

The proposed development will not cause an unreasonable loss of amenity to adjoining dwellings. There is some reduction in sunlight to the adjoining dwellings, including 28 Kerry Court, 218 Peel Street West and 220 Peel Street West, however, this is not considered to be unreasonable. The shadow diagram provided in support of the application shows that the greatest overshadowing impact is on 28 Kerry Court. The test of reasonableness in regards to overshadowing is generally taken to be overshadowing over 50% of private open space or any habitable room windows for three or more hours on the shortest day of the year. The shadow diagram shows that there will be little to no impact on habitable room windows as a result of the development. The overshadowing of the private open space of 28 Kerry Court covers approximately 58% of the rear private open space with shadow at 10am, however, this is reduced to 32% by 12pm and 30% by 3pm. This demonstrates that more than 50% of the private open space remains free from shadowing from 12pm to 3pm on 21 June. The overshadowing of 218 and 220 Peel Street West does not cover 50% of the private open spaces of those dwellings with shadow at any point. While there is some degree of overshadowing impact, it is deemed to be reasonable. There are no vacant lots adjoining the site that can be impacted by shadowing.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

There will be some visual impact on the adjoining dwellings, however, that impact is not deemed to be unreasonable. The largest impact will be the two storey section of wall adjoining 28 Kerry Court, with a height of approximately 6.6m at the highest point and a width of 5.97m. This represents approximately 1/6th of the shared boundary between these lots, and therefore will not visually dominate the boundary. The dwelling at 28 Kerry Court is generally aligned with the existing dwelling and views from the habitable rooms of 28 Kerry Court will not be overly impacted by the proposed development. The proposed garage for the existing dwelling will be in close proximity to the shared boundary with 28 Kerry Court. However, the dwelling at 28 Kerry Court is two storeys at the rear where the land begins to slope down. As such, the habitable room windows aligning with the proposed garage will generally look over the roof of the garage, minimising visual impacts.

There will also be some impact on the dwellings at 32 Kerry Court due to the proposed wall along the north-eastern boundary, however, the wall will be single storey at this point and the existing dwellings at 32 Kerry Court are also built in close proximity to the shared boundary. The proposal does not have a height or bulk that is unreasonable for the residential context and will therefore not have an unreasonable impact on the visual amenity of adjoining dwellings. While the dwelling is two storeys, it is not uncommon for dwellings in the area to at least be partially two storey due to the slope of the land. The limited separation the respective side boundaries and reduced rear setback is reasonably consistent with the other dwellings and their outbuildings in the area, including at 32 Kerry Court and 216, 218, 220 and 222 Peel Street West.

The proposal is deemed to comply.

**10.4.3 Site coverage and private open space for all dwellings**

**Objective:**  
 To provide:

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

**Consistent**  
 The proposal provides for the outdoor recreation of residents and for the planting of gardens and landscaping. Private open space provided is integrated with the living areas of the dwelling and has access to sunlight.

A1 Dwellings must have:

- (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and
- (b) for multiple dwellings, a total area of private open space of not less than 60m<sup>2</sup> associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
- (c) a site area of which at least 25% of the site area is free from impervious surfaces.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Complies**

The roofed structures proposed will cover approximately 280.6m<sup>2</sup> of the 835m<sup>2</sup> total site area, which represents site coverage of 33.6%. The dwellings proposed each have over 160m<sup>2</sup> of private open space. The site has approximately 505m<sup>2</sup> of impervious surface cover, which represents approximately 60% of the site. As such over 25% is free from impervious surfaces. The proposal complies.

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

- (a) is in one location and is at least:
  - (i) 24m<sup>2</sup>; or
  - (ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
- (b) has a minimum horizontal dimension of:
  - (i) 4m; or
  - (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
- (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and
- (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least three hours of sunlight to 50% of the area between 9am and 3pm on 21 June; and
- (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and
- (f) has a gradient not steeper than 1 in 10; and
- (g) is not used for vehicle access or parking.

**Relies on Performance Criteria**

Each of the dwellings has private open space, considered the primary area of private open space, provided in one location that is 24m<sup>2</sup> in area, has minimum horizontal dimensions of 4m, is connected to a habitable room other than a bedroom and is level. None of the areas of private open space provided are located to the south, south-east, or south-west of the dwelling to which they are associated. However, the private open space for the existing dwelling is located between the dwelling and the frontage, and the frontage faces approximately 40 degrees west of north. As such, the private open space for the existing dwelling relies on performance criteria.

P2 A dwelling must have private open space that:

- (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:
  - (i) conveniently located in relation to a living area of the dwelling; and
  - (ii) orientated to take advantage of sunlight.



**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Complies**

The private open space provided for each of the dwellings, including that for the existing dwelling, is capable of serving as an extension of the dwelling that allows for outdoor relaxation, dining, entertaining and children's play. The private open space for this dwelling is approximately 170m<sup>2</sup> in area, and includes a deck for outdoor entertaining and dining as well as lawns and vegetation for relaxation, gardening and children's play. The private open space for the existing dwelling is connected to the main living room from the entryway at the front of the dwelling. While this area is located between the dwelling and the frontage, it is in this location in order to take advantage of sunlight. The private open space proposed is generally to the north and north west of the dwelling, which allows maximum solar access. The proposal is deemed to comply.

10.4.4 Sunlight and overshadowing for all dwellings

Objective:

To provide:

- (a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and
- (b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

**Consistent**

The proposal provides the opportunity for sunlight to enter the habitable rooms of the proposed dwelling and the existing dwelling. The proposed dwelling is sited and designed to allow sunlight to enter its habitable rooms and to not interfere with the solar access the existing dwelling. The separation of the dwellings on the site is considered to be sufficient to provide a reasonable opportunity for daylight and sunlight to enter the private open space of the two dwellings.

A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).

**Relies on Performance Criteria**

The proposal does not include any changes to the window size, location or configuration for the existing dwelling, as such the standard does not apply to that dwelling. The north facing habitable room windows of the proposed dwelling, not including bedroom windows, face approximately 55 degrees west of north. As such, the proposal relies on performance criteria.

P1 A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

### 9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)

#### Complies

The proposed dwelling is sited and designed for sunlight to be able to enter the main living area of the dwelling. The proposal includes an open plan living room, dining room and kitchen on the ground floor that is the habitable room of the dwelling, other than the bedrooms. This room has approximately 26m<sup>2</sup> of glazing that faces north west. This is considered sufficient to allow sunlight to enter this room. The proposal is deemed to comply.

A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):

- (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B):
  - (i) at a distance of 3m from the window; and
  - (ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal.
- (b) The multiple dwelling does not cause the habitable room to receive less than three hours of sunlight between 9am and 3pm on 21 June.
- (c) That part, of a multiple dwelling, consisting of:
  - (i) an outbuilding with a building height no more than 2.4m; or
  - (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6m horizontally from the multiple dwelling.

#### Complies

The existing dwelling is generally to the north west of the proposed dwelling. However, the proposed dwelling does not have any habitable room windows that face within 30 degrees of north. The proposal complies.

A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):

- (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):
  - (i) at a distance of 3m from the northern edge of the private open space; and
  - (ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal.
- (b) The multiple dwelling does not cause 50% of the private open space to receive less than three hours of sunlight between 9am and 3pm on 21 June.
- (c) That part, of a multiple dwelling, consisting of:
  - (i) an outbuilding with a building height no more than 2.4 m; or
  - (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6m horizontally from the multiple dwelling.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Complies**  
 The existing dwelling and its proposed garage are generally to the north west of the proposed dwelling and its private open space. The proposed garage for the existing dwelling is to the north of approximately 12.5m<sup>2</sup> of the private open space of the proposed dwelling. As the primary area of private open space for the proposed dwelling is not to the south of the existing dwelling or the proposed associated garage, the proposal complies.

10.4.5 Width of openings for garages and carports for all dwellings

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

**Consistent**  
 The garages proposed do not dominate the primary frontage.

A1 A garage or carport within 12m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).

**Complies**  
 The garages proposed for both the existing dwelling and the proposed dwelling are not within 12m of the primary frontage.

10.4.6 Privacy for all dwellings

**Objective:**  
 To provide reasonable opportunity for privacy for dwellings.

**Consistent**  
 The proposal is sited and designed to provide a reasonable opportunity for existing and proposed dwellings.

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

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

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Complies**

The proposed dwelling includes decks to the front and rear of the building, however, neither of these decks have floor levels that are more than 1m above natural ground level. As such, the proposal complies.

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

- (a) The window or glazed door:
  - (i) is to have a setback of at least 3m from a side boundary; and
  - (ii) is to have a setback of at least 4m from a rear boundary; and
  - (iii) if the dwelling is a multiple dwelling, is to be at least 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and
  - (iv) if the dwelling is a multiple dwelling, is to be at least 6m from the private open space of another dwelling on the same site.
- (b) The window or glazed door:
  - (i) is to be offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; or
  - (ii) is to have a sill height of at least 1.7m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or
  - (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7m above floor level, with a uniform transparency of not more than 25%.

**Complies**

The proposed dwelling includes three bedrooms on the first floor that all have floor levels that are more than 1m above natural ground level. The proposed master bedroom has a window that faces the south-western side boundary and is within 3m of that boundary. However, the sill height for this window is 1.7m above the floor level, and the window complies. The ensuite window also faces this boundary, however, it is not a window to a habitable room. One window of bedroom three faces the north-eastern side boundary. However, this window is set back by more than 3m and the window complies. There are no habitable room windows that face the rear boundary or are within 4m of that boundary. Each of the proposed bedrooms has windows facing north west towards the existing dwelling. However, these windows are all set back by more than 6m from any habitable room windows or private open space, and these windows comply. As such, the proposal complies.

A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least:

- (a) 2.5m; or
- (b) 1m if:
  - (i) it is separated by a screen of at least 1.7m in height; or
  - (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7m above the floor level.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

<p><b>Relies on Performance Criteria</b>                  The proposal includes a shared driveway that passes along the north-eastern side of the existing dwelling. There is no separation proposed between the existing dwelling and the proposed shared driveway. As such, the proposal relies on performance criteria.</p>
<p>P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.</p>
<p><b>Complies</b>                  The proposed shared driveway is located to minimise the detrimental impact of vehicle noise or light into the habitable room of the existing dwelling. The existing dwelling has a window to the kitchen and one to the dining room that adjoins the shared driveway. However, these rooms are built up above the ground level of the driveway as it falls to the rear of the site. The sill heights of each of these windows are in excess of 2m above the driveway. As such, there is limited impact that will be received from light and vehicle noise through these windows above the vehicles moving below them. It should also be noted that the number of car parking spaces that are serviced by this shared driveway are limited. The proposal is deemed to comply.</p>

10.4.8 Waste storage for multiple dwellings

<p>Objective:                  To provide for the storage of waste and recycling bins for multiple dwellings.</p>
<p><b>Consistent</b>                  The proposal provides for the storage of waste and recycling bins for the dwellings.</p>
<p>A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5m<sup>2</sup> per dwelling and is within one of the following locations:                  (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or                  (b) in a communal storage area with an impervious surface that:                  (i) has a setback of at least 4.5m from a frontage; and                  (ii) is at least 5.5m from any dwelling; and                  (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.</p>
<p><b>Complies</b>                  Each of the dwellings is provided with a storage area for waste and recycling bins that is over 1.5m<sup>2</sup> in area, is not in front of the dwelling and is for the exclusive use of each dwelling. The proposal complies.</p>

10.4.9 Site facilities for multiple dwellings

<p>Objective:                  To provide adequate site and storage facilities for multiple dwellings.</p>
<p><b>Consistent</b>                  The proposal includes adequate site and storage facilities for the multiple dwellings.</p>

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

A1 Each multiple dwelling must have access to 6m <sup>3</sup> of secure storage space not located between the primary frontage and the facade of a dwelling.
<b>Complies</b> Each of the multiple dwellings provides for 6m <sup>3</sup> of storage space located in the proposed garage of the corresponding dwelling.
A2 Mailboxes must be provided at the frontage.
<b>Complies</b> Each of the dwellings are provided with a mailbox at the frontage.

10.4.10 Common property for multiple dwellings

Objective: To ensure that common areas are easily identified.
<b>Consistent</b> The plans provided allow for the common areas to be easily identified.
A1 Site drawings must clearly delineate private and common areas, including: (a) driveways; (b) parking spaces, including visitor parking spaces; (c) landscaping and gardens; (d) mailboxes; and (e) storage for waste and recycling bins.
<b>Complies</b> The plans provided in support of the application clearly delineate the private and common areas that are proposed.

10.4.11 Outbuildings, swimming pools and fences

Objective: To ensure that: (a) outbuildings, swimming pools and fences: (i) do not detract from the character of the surrounding area; and (ii) are appropriate to the site and respect the amenity of neighbouring lots; (b) dwellings remain the dominant built form.
<b>Consistent</b> The proposed outbuilding for the existing dwelling will not detract from the character of the surrounding area. The proposed garage will be appropriate in the context of the site and for maintaining the amenity of neighbouring lots. The two dwellings on the site will be the larger and dominant built forms.
A1.1 The combined gross floor area of outbuildings must be no greater than 45m <sup>2</sup> ; and A1.2 Outbuildings (other than for single or multiple dwellings) must meet the setback and building envelope acceptable solutions of Clause 10.4.2, as if the development were for a dwelling.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Complies**

The proposed garage has an area of 40m<sup>2</sup>, there are no other existing or proposed outbuildings on the site. The proposal complies.

10.4.12 Earthworks and retaining walls

Objective:

To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.

**Consistent**

The earthworks and retaining walls proposed are appropriate to the site and respect the amenity of the adjoining lots.

10.4.13 Location of car parking

Objective:

To:

- (a) provide convenient car parking for residents and visitors;
- (b) protect residents from vehicular noise within sites; and
- (c) minimise visual impact on the streetscape.

**Consistent**

The proposal provides car parking that is convenient and does not cause unreasonable visual impacts or impacts from vehicular noise.

A1 Shared driveways or car parks of residential buildings (other than for single dwellings) must be located no less than 1.5m from the windows of habitable rooms.

**Complies**

The shared driveway proposed is separated from the habitable room windows of the existing dwelling by more than 1.5m in the vertical plane. The proposal complies.

A2.1 Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage.

A2.2 Turning areas for vehicles must not be located within the primary front setback.

**Complies**

The car parking and turning areas proposed are not located in the primary front setback. The proposal complies.

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 proposal will protect the safety and efficiency of the road network. The separation between the site and major roads or the rail network will reduce the potential for conflict.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**E4.5 Use Standards**

**E4.5.1 Existing road accesses and junctions**

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

**Consistent**  
The safety and efficiency of the road network is not reduced as a result of the proposed increased use of the existing access.

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

**Complies**  
The proposal is for an additional dwelling with two car parking spaces that will generate additional vehicle movements across the existing access to Kerry Court. The proposed dwelling is expected to generate approximately nine annual average daily traffic vehicle movements. The proposal complies.

**E4.6 Development Standards**

**E6.0 Parking and Sustainable Transport Code**

**E6.1** The purpose of this provision is to:

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

**Consistent**  
The proposal provides a sufficient level of parking to meet the needs of the use. This parking is provided with safe and adequate access and will meet appropriate standards. The parking provided and required by the use will not adversely impact the amenity of the locality.

**E6.5 Use Standards**

**E6.5.1 Car parking numbers**

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

**Consistent**  
The number of car parks provided is an appropriate level to meet the needs of the use.



**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

<p>A1 The number of car parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or</li> <li>(b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or</li> <li>(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</li> <li>(d) be in accordance with an acceptable solution contained within a parking precinct plan.</li> </ul>
<p><b>Relies on Performance Criteria</b></p> <p>The proposal provides two car parking spaces within the garages of each of the dwellings, meeting the dedicated parking requirements of Table E6.1. However, the proposal does not include visitor parking to meet the requirements of the Table. As such, the proposal relies on performance criteria.</p>
<p>P1.1 The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-road public car parking spaces within reasonable walking distance;</li> <li>(b) the ability of multiple users to share spaces because of:             <ul style="list-style-type: none"> <li>(i) variations in car parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of car parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</li> <li>(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;</li> <li>(f) an assessment of the actual car parking demand determined in light of the nature of the use and development;</li> <li>(g) the effect on streetscape; and</li> <li>(h) the recommendations of any traffic impact assessment prepared for the proposal; or</li> </ul> <p>P1.2 The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the intensity of the use and car parking required;</li> <li>(b) the size of the dwelling and the number of bedrooms; and</li> <li>(c) the pattern of parking in the locality; or</li> </ul> <p>P1.3 The number of car parking spaces complies with any relevant parking precinct plan.</p>

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

**Complies**

The number of car parking spaces provided for the residential use is considered to be reasonable to meet the needs of the use. The proposal is for an additional three bedroom dwelling in addition to the existing three bedroom dwelling on the site. Each of these dwellings requires only two car parking spaces for their individual use, which have been provided. The use is not of sufficient intensity to require additional parking to be provided on site. The parking pattern in the locality is such that there is generally sufficient parking provided on site for the other dwellings in the area, including those with access to two car parking spaces. The site is located on Kerry Court, a no through road that does not serve as a parking location for any parking intensive uses. As there is no overflow parking to this street there is sufficient on street parking to provide for visitor parking spaces while not unreasonably impacting existing dwellings in the street. The dwellings and the parking that they provide is consistent with the other dwellings in the area. The proposal is deemed to comply with P1.2.

**E6.6 Development Standards**

**E6.6.1 Construction of parking areas**

**Objective:**

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

**Consistent**

The parking areas proposed are to 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 parking areas provided are internal garage parking spaces, and associated access ways. These all have gradients of less than 10% and are formed, paved, drained, sealed and physically delineated. The proposal complies.

**E6.6.2 Design and layout of parking areas**

**Objective:**

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

**Consistent**

The parking areas are designed and laid out to provide convenient, safe and efficient parking.

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

<p>A1.1 Car parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> <li>(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four parking spaces;</li> <li>(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;</li> <li>(c) have parking space dimensions in accordance with the requirements in Table E6.3;</li> <li>(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</li> <li>(e) have a vertical clearance of not less than 2.1m above the parking surface level.</li> </ul> <p>A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.</p> <p>A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more.</p> <p>A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.</p>
<p><b>Relies on Performance Criteria</b></p> <p>The proposal includes four car parking spaces and a shared access way. As not more than four spaces are provided the vehicles are not required to enter and exit in a forward direction. The parking spaces within the garage are provided with sufficient dimensions and manoeuvring space to meet the requirements of Table E6.3. The garages proposed each have vertical clearance of 2.1m. However, the access provided is 2.9m in width at the narrowest point. This does not meet the requirements of Table E6.2. As such, the proposal relies on performance criteria.</p>
<p>P1 Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the proposed slope, dimensions and layout;</li> <li>(c) vehicle and pedestrian traffic safety;</li> <li>(d) the nature and use of the development;</li> <li>(e) the expected number and type of vehicles;</li> <li>(f) the nature of traffic in the surrounding area; and</li> <li>(g) the provisions of Australian Standards AS 2890.1 - Parking Facilities, Part 1: Off Road Car Parking and AS2890.2 Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</li> </ul>
<p><b>Complies</b></p> <p>The access way provided is convenient, safe and efficient to use. The characteristics of the site are such that the existing dwelling is located 2.9m from the boundary of the property and as such, the 3m width of access outlined in Table E6.2 cannot be achieved. The site has a slope of approximately 7% falling to the south-east, with the proposed access way falling to the rear of the site with a similar slope.</p>

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

The access way is 2.9m in width for the majority of its length. This is 96.6% of the dimensions required by the acceptable solution. The reduced width will not unreasonably impact vehicle or pedestrian safety and will necessitate the slow movement of vehicles along the access way, further enhancing safety on the site and at the crossover. The nature of the use and development is such that the existing dwelling will continue to access their parking via a 2.9m wide access way, as is currently the case. Additionally, the proposed dwelling and the two associated car parking spaces will also access the site over this 2.9m width access way. The number of additional traffic movements is relatively low and the vehicles accessing the site will likely be standard residential light vehicles. The safety of the access is also increased by the low level of traffic in the area. The site is located at the end of Kerry Court, a no through road that only has two accesses beyond the location of the site's crossover, one being for a multiple dwelling and one being council access to West Launceston Community Park. The lack of vehicle movements on the street will allow for vehicles to wait to enter if the shared access is in use. The proposal is sufficiently wide to meet the requirements of the Australian Standards, which requires a minimum width of 2.5m. The proposal is deemed to comply.

**4. REFERRALS**

REFERRAL	COMMENTS
<b>INTERNAL</b>	
Infrastructure and Assets	Conditional consent provided.
Environmental Health	Conditional consent provided.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
<b>EXTERNAL</b>	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2020/01722-LCC, 23/10/2020.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)

5. REPRESENTATIONS

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 28 November to 14 December 2020. Three representations were received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the representations received which are attached to this report.

<p><b>Issue 1:</b>  <b>The proposal will overshadow the private open space of 28 Kerry Court and 218 Peel Street West. The shadowing impact during winter will cause amenity impacts, not allow frost to thaw and impact the planting of gardens</b></p>
<p><i>Response 1:</i>  <i>The overshadowing impact of the proposed development on adjoining lots was assessed against Clause 10.4.2 P3 of the Scheme and was deemed to comply. While there will be some overshadowing impact, it will not impact the majority of private open space for any adjoining dwelling for large portions of the shortest day of the year when impacts are greatest. The degree of shadowing is considered to be reasonable.</i></p>
<p><b>Issue 2:</b>  <b>The two storey design of the dwelling will cause considerable privacy loss to the three surrounding properties at 28 Kerry Court, 32 Kerry Court and 218 Peel Street West. The overlooking is unfair to residents of these properties.</b></p>
<p><i>Response 2:</i>  <i>The privacy and overlooking impact of the proposed development was assessed against Clause 10.4.6 of the Scheme and met all requirements of the acceptable solutions. The primary habitable room windows proposed are facing the existing dwelling, rather than surrounding properties.</i></p>
<p><b>Issue 3:</b>  <b>The proposal relies on on-street visitor parking which cannot easily be accommodated in the street. The street is a dead end street and traffic should be reduced, not increased. Visitors often park partly on the street and partly on the footpath, affecting movement of pedestrians, particularly parents with prams.</b></p>
<p><i>Response 3:</i>  <i>The parking provision was assessed against Clause E6.6.1 of the Scheme and was deemed to comply. The nature of the street, being a dead end street, allows additional traffic to easily be accommodated. The street is wide enough to allow for on-street parking without encroaching on the footpath.</i></p>

**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**Issue 4:**

**The proposal increases density in the area unreasonably. There are existing multiple dwellings at 26 and 32 Kerry Court. If the proposal were approved there would be seven dwellings over four titles which is too many for the area.**

**Response 4:**

*The density requirements were assessed against Clause 10.4.1 and meet the acceptable solution of 325m<sup>2</sup> per dwelling. There is no maximum number of multiple dwellings allowed in a street. The area is able to support additional housing density.*

**6. CONCLUSION**

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

**ECONOMIC IMPACT:**

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

**ENVIRONMENTAL IMPACT:**

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

**SOCIAL IMPACT:**

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

**STRATEGIC DOCUMENT REFERENCE:**

Launceston Interim Planning Scheme 2015.

**BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

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**9.1 30 Kerry Court, Summerhill - Construction of an Additional Dwelling and an Outbuilding ...(Cont'd)**

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**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 - 30 Kerry Court, Summerhill - *(electronically distributed)*
  2. Plans to be Endorsed - 30 Kerry Court, Summerhill - *(electronically distributed)*
  3. TasWater SPAN - 30 Kerry Court, Summerhill - *(electronically distributed)*
  4. Representations - 30 Kerry Court, Summerhill - *(electronically distributed)*
-

## 10 ANNOUNCEMENTS BY THE MAYOR

### 10.1 Mayor's Announcements

FILE NO: SF2375

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#### Thursday 28 January 2021

- Attended the *Ten Days on the Island* launch

#### Saturday 30 January 2021

- Presented the *Key to the City* to Richie Porte
- Hosted a reception for Richie Porte
- Attended inaugural *Cycling Tasmania international Medal* presentation to Richie Porte

#### Sunday 7 February 2021

- Attended *Indulge*
  - Officiated at the *Launceston Henley Regatta*
-



**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.)*

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**12.1.1 Councillors' Questions on Notice - Councillor P S Spencer - National Automobile Museum - Council Meeting - 28 January 2021****FILE NO:** SF2375**AUTHOR:** Anthea Rooney (Council and Committees Officer)**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**QUESTIONS and RESPONSES:**

The following question, asked at the Council Meeting on 28 January 2021, by Councillor P S Spencer, has been answered by Michael Stretton (Chief Executive Officer).

**Questions:**

1. Is the car museum in the Council's ownership yet?

**Response:**

*The land containing the National Automobile Museum is subject to the land swap deal with the University of Tasmania, and is not yet in Council's ownership. The Council's officers are working through the terms of the deal with a view to having the land in the Council's ownership as soon as possible.*

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**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.)*

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**13 COMMITTEE REPORTS****13.1 Pedestrian and Bike Committee Meeting - 3 December 2020****FILE NO:** SF0618**AUTHOR:** Cathy Williams (Infrastructure and Engineering Officer)**GENERAL MANAGER:** Shane Eberhardt (Infrastructure and Assets Network)

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**DECISION STATEMENT:**

To receive and consider a report from the Pedestrian and Bike Committee Meeting held on 3 December 2020.

**RECOMMENDATION:**

That Council receives the report from the Pedestrian and Bike Committee Meeting held on 3 December 2020.

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**REPORT:**

The Pedestrian and Bike Committee, at its Meeting on 3 December 2020:

- discussed having Standards for Bicycle Commuter Network prioritised routes; and
- noted Malcolm Cowan's retirement from the Committee and recorded its thanks to Malcolm for his many years of service on the Pedestrian & Bike Committee.

**ECONOMIC IMPACT:**

Not considered relevant to this report.

**ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

**SOCIAL IMPACT:**

Not considered relevant to this report.

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**13.1 Pedestrian and Bike Committee Meeting - 3 December 2020 ...(Cont'd)**

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**STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Area:

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

**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**

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**13.2 Launceston Access Advisory Committee Meeting - 9 December 2020****FILE NO:** SF0025**AUTHOR:** Tracey Mallett (Manager Liveable Communities)**GENERAL MANAGER:** Leanne Hurst (Community and Place Network)

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**DECISION STATEMENT:**

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

**RECOMMENDATION:**

That Council receives the report from the Launceston Access Advisory Committee Meeting held on 9 December 2020.

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**REPORT:**

The Launceston Access Advisory Committee held its regular Meeting on 9 December 2020, which was the day before Council adopted the Access Framework for Action 2020-2024. There was much anticipation ahead of the adoption, as the Committee was looking forward to the culmination of two years of work.

The Committee discussed the following:

- Draft Transport Strategy - General Manager Infrastructure and Assets Network, Shane Eberhardt, was in attendance to provide an overview of the draft Strategy and seek input. Given the alignment of this strategy to Commitment 4 in the Access Framework for Action *Access to Transport*, the Committee discussed the benefit of ensuring high profile transport issues were covered in both documents to represent the significant of accessibility in transport planning.
  - St John Street and Paterson Street Redesign - Team Leader Place Making, Jaime Parsons, was in attendance to engage on accessibility elements to be incorporated into the redesign of these two key CBD streets. There was discussion on footpath width and colour, tactile indicators which could also include the use of different materials, directional crossings, preservation of at-grade surfaces and general integration with the proposed bus interchange and general shops/buildings (many of which have steps with no alternative entry).
  - Development of the first year action plan for the Access Framework for Action. Ahead of the (anticipated) adoption of the Framework the day after this Meeting, the Committee started prioritising actions under each of the five commitments. A number of draft actions were put forward for the committee to prioritise and finalise ahead of the March 2021 Meeting.
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## **13.2 Launceston Access Advisory Committee Meeting - 9 December 2020 ...(Cont'd)**

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- Agency reports:
  - Disability Voices Tasmania queried whether there was a policy for accessible parking in residential streets. City of Launceston engineers were able to confirm that a policy is being finalised by officers but has not yet been adopted.
- Business arising:
  - Discussion on the locations and notification of the automated pedestrian crossing signals, and that feedback could be provided to State Growth to ensure people with disabilities and agencies supporting people with disabilities were made aware of these changes.
  - Similarly, there was some concern that standards were not being maintained on the location of push buttons for non-automated pedestrian crossings.
  - The Committee wanted to flag their concerns ahead of the Birchalls redevelopment of the loss of accessible parking bays. Once design commences for this site, the Committee will be keen to provide input in the early stages.

The Meeting concluded with reflection of a busy and productive year, despite the challenges of COVID-19 pandemic restrictions and acknowledged the satisfaction of having developed such a leading edge strategic document in the form of the Access Framework for Action 2020-2024.

### **ECONOMIC IMPACT:**

Not considered relevant to this report.

### **ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

### **SOCIAL IMPACT:**

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

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## **13.2 Launceston Access Advisory Committee Meeting - 9 December 2020 ...(Cont'd)**

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### **STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Area:

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

Strategic Priority 3 - A city in touch with its region

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

Key Direction -

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

Strategic Priority 4 - A diverse and welcoming City of Launceston

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

Key Direction -

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

Greater Launceston Plan Direction

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

### **BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

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**13.2 Launceston Access Advisory Committee Meeting - 9 December 2020  
...(Cont'd)**

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**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**

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**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)

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**DECISION STATEMENT:**

To consider Council Workshops conducted since the last Council Meeting.

**RECOMMENDATION:**

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

Workshops conducted on 28 January, 4 and 11 February 2021:

**Thylacine Risk Mitigation Project**

*Councillors discussed the recently conducted risk assessment.*

**Seaport Marina Proposed Re-Location**

*Councillors received a presentation regarding the proposed re-location of the Seaport Marina.*

**Draft 2021/2022 Operational Budget and Fees and Charges**

*Councillors discussed the Draft 2021/2022 Operational Budget and Fees and Charges.*

**St John and Paterson Streets Redevelopment Design and Indicative Costings Update**

*Ahead of the Building Better Regions Funds application, Councillors were presented with the latest concepts and indicative costings for the St John and Paterson Streets Redevelopment project.*

**Micro-Mobility Trial**

*Councillors considered whether Launceston should trial the use of powered micro-mobility devices such as scooters or similar technology.*

**2021 Workshop Schedule**

*Councillors identified and provided suggestions for discussion for the 2021 Workshop program.*

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

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**Public Interest Disclosure Procedure**

*Councillors provided input and discussed the Public Interest Disclosure Procedure.*

**Flying of the Flags Policy**

*Councillors reviewed the Flying of the Flags Policy with regard to Council owned and operated locations.*

**Birchalls' Expression of Interest Process**

*Councillors were provided with a progress update on the Birchalls' Expression of Interest process.*

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**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.

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

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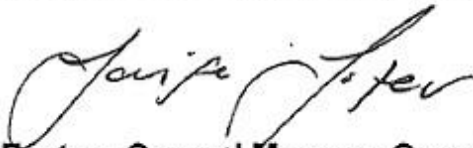
**BUDGET & FINANCIAL ASPECTS:**

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**

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**15 NOTICES OF MOTION**

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

**15.1 Notice of Motion - Traffic Calming on Gorge and Trevallyn Roads - Councillor A E Dawkins**

**FILE NO:** SF5547

**AUTHOR:** Councillor A E Dawkins

**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**DECISION STATEMENT:**

To consider a Notice of Motion regarding traffic calming measures on Trevallyn and Gorge Roads.

**RECOMMENDATION:**

That Council investigates and implements traffic calming measures, including speed reduction, physical barriers to speeding like speed humps and roundabouts, as well as safe pedestrian crossings on Trevallyn and Gorge Roads.

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**REPORT:**

Trevallyn is an inner suburb of Launceston, with around 4,500 residents. It has the honour of being one of the gateways to our beautiful Cataract Gorge Reserve. A village has developed around amenities, both public and private and there is an engaged community of people desirous of a more liveable suburb where active transport; cycling, walking and running for recreation, are recognised and normalised.

The mountain bike trails in the reserve have brought more and more people to the suburb on bikes, the offerings of the private sector bring people to dine and shop, more and more people have adopted a slower COVID-19 normal lifestyle and the narrow streets often team with people walking either to commute or for pleasure.

As an element of our strategic plan we aim to develop provision for *a liveable and amenable environment through the delivery and maintenance of public places ... that meet community needs in Launceston; promote the use of these spaces and offer appropriate recreation facilities as well as ease of access, and promote active and healthy lifestyles.*

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**15.1 Notice of Motion - Traffic Calming on Gorge and Trevallyn Roads - Councillor A E Dawkins ...(Cont'd)**

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When people in Trevallyn choose to connect with their City heart by walking or cycling, they take a huge risk. There are barriers to safely crossing Trevallyn and Gorge Roads, with no identified crossing measures beside a pedestrian refuge in the middle of a very narrow stretch of road at the roundabout, which has a complicated set of rules and common usage, none of which promote pedestrian access over vehicle movements.

There are numerous concealed driveways on Trevallyn Road, which add weight to the argument that the speed should be reduced from 50kph. Currently, residents on Trevallyn Road ask a family member to step out into traffic and stop cars, to allow them to exit their property. This is so dangerous and should concern us all. Watching people attempt to navigate the narrow footpaths, especially on the day that our rubbish is removed, is anxiety provoking and I have witnessed people being knocked from their cycles riding around the blind corner on the way up to Trevallyn, something which I believe many have encountered.

Constituents have asked if Trevallyn could be the trial the first 40kph suburb, ensuring that if traffic calming measures are adopted for the roads indicated this motion, that the issue is not pushed onto other roads. Bain Terrace between the roundabout and Forest Road already has speed humps and an investigation of their success at slowing down traffic is warranted.

Contemporary urban development encourages use of cars to be one part of the transport mix but for so long, in Australia, we have promoted the rights of drivers over those of cyclists and pedestrians. If we truly want to make Launceston a liveable city, we need to remove the primacy and privilege of vehicle use over all other modes of transport and give our communities back to people.

**OFFICER COMMENT:**

*(Mr Michael Newby - Manager Infrastructure and Engineering)*

*The presented motion is to investigate and implement traffic calming measures. The Council's officers do not recommend committed to implementing measures that have not been investigated, proven feasible or prioritised accordingly with existing initiatives.*

*With regard to infrastructure upgrades suggested in the motion, installations of this nature will be challenging due to the inherent topography and road alignment and available widths. The concern for the safety of pedestrians and cyclists is recognised and the identified corridor will be assessed accordingly for infrastructure improvements.*

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**15.1 Notice of Motion - Traffic Calming on Gorge and Trevallyn Roads - Councillor A E Dawkins ...(Cont'd)**

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*With regard to the suggested speed reduction measure, Trevallyn and Gorge Roads are subject to the default urban speed limit of 50 km/h. This is the maximum speed permitted and drivers are always expected to drive according to the road conditions. Warning signs have been provided on some of the bends with a recommended speed of 35km/h. Speed limits on Tasmanian roads are approved by the Transport Commission. They also need the support of Tasmania Police.*

*The Transport Commission will endorse speed limit change requests from local Councils providing they are reasonable and consistent with Australian Standards and guidance. Speed limits need to be predictable to ensure community acceptance and compliance by road users. It is considered that an application to reduce the speed limit of these roads is unlikely to be supported by the Police or approved by the Transport Commission because they are typical urban roads in the Launceston context.*

*A review of Launceston's urban speed limits is included in the Greater Launceston Transport Vision Work Plan. A report, with proposals for consideration, will be presented to a future Council 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:

1. To provide for the health, safety and welfare of the community.
  3. To ensure decisions are made on the basis of accurate and relevant information.
-

**15.1 Notice of Motion - Traffic Calming on Gorge and Trevallyn Roads - Councillor A E Dawkins ...(Cont'd)**

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**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. Notice of Motion - Traffic Calming on Gorge and Trevallyn Roads - Councillor A E Dawkins
-



**Attachment 1 - Notice of Motion - Traffic Calming on Gorge and Trevallyn Roads -  
Councillor A E Dawkins**

## CITY OF LAUNCESTON

### MEMORANDUM

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11FILE NO: SF1496 / SF2075 / SF5547

AD

DATE: 27 January 2021

TO: Michael Stretton Chief Executive Officer

c.c. Committee Clerks

FROM: Andrea Dawkins Councillor

**SUBJECT: Notice of Motion – Traffic Calming on Gorge and Trevallyn Roads**

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In accordance with Clause 16 (5) of the *Local Government (Meeting Procedures) Regulations 2015* please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on 11 February 2021.

#### **Motion**

Investigate and implement traffic calming measures, including speed reduction, physical barriers to speeding like speed humps and roundabouts, as well as safe pedestrian crossings on Trevallyn and Gorge Roads.

#### **Background**

Trevallyn is an inner suburb of Launceston, with around 4,500 residents. It has the honour of being one of the gateways to our beautiful Cataract Gorge Reserve. A village has developed around amenities, both public and private and there is an engaged community of people desirous of a more liveable suburb where active transport; cycling, walking and running for recreation, are recognised and normalised.

The mountain bike trails in the reserve have brought more and more people to the suburb on bikes, the offerings of the private sector bring people to dine and shop, more and more people have adopted a slower COVID normal lifestyle and the narrow streets often team with people walking either to commute or for pleasure.

As an element of our strategic plan we aim to develop provision for “a liveable and amenable environment through the delivery and maintenance of public places....that meet community needs in Launceston. • Promote the use of these spaces and offer appropriate recreation facilities as well as ease of access. • Promote active and healthy lifestyles.”

When people in Trevallyn choose to connect with their city heart by walking or cycling, they take a huge risk. There are barriers to safely crossing Trevallyn and Gorge Roads, with no identified crossing measures beside a pedestrian refuge in the middle of a very narrow stretch of road at the roundabout, which has a complicated set of rules and common usage, none of which promote pedestrian access over vehicle movements.

## CITY OF LAUNCESTON

### MEMORANDUM

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There are numerous concealed driveways on Trevallyn Road, which add weight to the argument that the speed should be reduced from 50kph. Currently residents on Trevallyn Road ask a family member to step out into traffic and stop cars, to allow them to exit their property. This is so dangerous and should concern us all. Watching people attempt to navigate the narrow footpaths, especially on the day that our rubbish is removed, is anxiety provoking and I have witnessed people being knocked from their cycles riding around the blind corner on the way up to Trevallyn, something which I believe many have encountered.

Constituents have asked if Trevallyn could be the trial the first 40kph suburb, ensuring that if traffic calming measures are adopted for the roads indicated this motion, that the issue is not pushed onto other roads. Bain Terrace between the roundabout and Forest Road already has speed humps and an investigation of their success at slowing down traffic is warranted.

Contemporary urban development encourages use of cars to be one part of the transport mix but for so long, in Australia, we have promoted the rights of drivers over those of cyclists and pedestrians. If we truly want to make Launceston a liveable city, we need to remove the primacy and privilege of vehicle use over all other modes of transport and give our communities back to people.

#### Attachments

N/A



**Councillor Andrea Dawkins**

**16 COMMUNITY AND PLACE NETWORK ITEMS**

**No Items have been identified as part of this Agenda**

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## 17 CREATIVE ARTS AND CULTURAL SERVICES NETWORK ITEMS

### 17.1 QVMAG Quarterly Activity Report - September - December 2020

**FILE NO:** SF5748

**GENERAL MANAGER:** Tracy Puklowski (Creative Arts and Cultural Services Network)

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#### **DECISION STATEMENT:**

To note QVMAG's Quarterly Activity Report for the period September - December 2020.

#### **RECOMMENDATION:**

That Council receives the QVMAG's Quarterly Activity Report for the period September - December 2020.

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#### **REPORT:**

##### **General**

The focus of the September - December 2020 period was on re-energising the QVMAG after reopening to the public in July through tours, programs for visitors and a number of new exhibitions.

September saw the opening of *Estuary* and *Natural Visions* at QVMAG Inveresk. Both have proven popular with local audiences, keen to learn more about our connection to the Tasmanian environment. *Estuary*, in particular, marks the start of an ongoing focus on the history, health and future of the region's waterways. The annual *Minds do Matter* exhibition opened in October on the theme of balance and the ever-popular *ArtRage* opened at Inveresk in December, attracting good visitor numbers and media attention.

December also heralded the launch of the QVMAG's Summer Season at Royal Park, comprising a suite of four new exhibitions: *Nest* by Alistair Mooney, *Lost Landscapes* by Anne Zahalka, *Skin*, a celebration of the creativity of Garry Greenwood and *Herself*, an exploration of women artists in the QVMAG collections.

These new exhibitions had been delayed due to the impacts of the COVID-19 pandemic, including the temporary closure of QVMAG and the inability of artists to travel or access their studios. This presented a rare opportunity to open the exhibitions at the same time and create a moment of celebration and spectacle for the people of Launceston.

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**17.1 QVMAG Quarterly Activity Report - September - December 2020 ...(Cont'd)**

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The opening weekend for the Summer Season included a very successful *Art at Speed* program, which saw visitors moving from gallery to gallery to get in-depth information and insights from artists and curators. The intention with these exhibitions has been to tell more local stories, celebrate local creativity and provide new insights into the QVMAG's collections - all with a view to engaging new and more diverse audiences.

The *Summer of Sci-Fi* kicked off in November, with the aim of providing something new for the Museum's loyal Planetarium fans and also to encourage and bring in new audiences. This program has included public talks, film screenings, Q&A sessions with Planetarium staff, concluding with a Cosplay Day in January.

The QVMAG continued to develop its digital presence during this period; Natural Sciences staff and butterfly collector (and donor) Trevor Lambkin presented an online lecture on the Lambkin-Knight Butterfly Collection on 25 October. The QVMAG's Community History Series guides went online in late September. Over 130 guides are now available for researchers to download and they are a wonderful resource for anyone looking to better understand the QVMAG's extensive archive and manuscript collections. In addition, the newly launched *YouTube* channel has become a successful additional way of engaging with audiences, including sharing stories in support of *REMADE's Tales from the Bottom Drawer* project. Reach on the QVMAG's social media channels continues to grow, with the QVMAG Facebook page now exceeding 10,600 followers and engagement on posts consistently high.

**Natural Sciences**

QVMAG Natural Sciences staff travelled to North East Tasmania in November as part of their ongoing biodiversity survey. This important work contributes to our local and national understanding of the impacts of climate change.

**Visual Art and Design**

Aside from the new exhibitions at Royal Park and *ArtRage*, the Visual Art and Design team's focus for this period has been on intense planning for the rehang of QVMAG's permanent art collections. This rehang will replace the former Federation and Colonial Galleries and will feature iconic favourites together with thought-provoking contemporary pieces, many of which have been specially commissioned.

**Learning**

The September/October School Holidays saw a highly successful repeat of the *Make it Place* program, as well as a range of activities on science and space themes and our family-oriented *Weird Wild and Wacky* tours. *ArtStart*, an exhibition for kindergarten to grade six students in Northern Tasmania, opened at Royal Park in November with the theme of *Connection to Place*.

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**17.1 QVMAG Quarterly Activity Report - September - December 2020 ...(Cont'd)**

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**Visitor Operations**

Tours of QVMAG Royal Park continued until just before the Summer Season launch. The team will soon start developing content for tours to complement the new exhibitions on display.

**Shop**

The QVMAG shop at Inveresk held a highly successful pre-Christmas shopping night in late November and celebrated its most successful December sales shortly after. Sales via the Online Shop, launched earlier in 2020, have been building with new products being added regularly.

**Focus for 2021**

Partnerships and community engagement are top priorities for 2021, which will see QVMAG working with MONA FOMA, the Tasmanian Symphony Orchestra and TasDance, to name a few. The QVMAG's commitment to better understanding local communities and their needs will continue to grow as QVMAG progresses with our international program, *Of/By/For/All*. This highly regarded program challenges museums, galleries and other community-focused organisations to do a *deep dive* into how they work with and represent their communities.

A diverse range of public and education programs will be offered alongside our new exhibitions for adults and school audiences.

Work will continue on the logistics for the repatriation of the *preminghana* petroglyphs, which, it is hoped, will happen in the first quarter of 2021. The repatriation is shaping up to be a significant cultural event in Tasmania and the QVMAG looks forward to supporting the process in whatever way possible.

**Museum Governance Advisory Board (MGAB)**

The MGAB met on 25 September 2020 to consolidate feedback into the QVMAG Futures Plan drafting process, in response to a briefing from the Chief Executive Officer to determine future Governance options for QVMAG. The recommendations were submitted to the Chief Executive Officer in October 2020.

**Friends of the Museum**

QVMAG Friends Coffee Mornings recommenced after a hiatus due to COVID-19 restrictions and have proven to be very popular.

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**17.1 QVMAG Quarterly Activity Report - September - December 2020 ...(Cont'd)**

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**Arts Foundation Report**

The QVMAG Arts Foundation met twice in the period.

- A sub-committee for the Arts Foundation Lecture series in Memory of Nuala O'Flaherty was formed.
- A still life Painting by Dorothy Stoner and a kelp basket by Eva Richardson were acquired helping to improve the representation of women and Aboriginal women artists in the QVMAG collection.
- New members were welcomed into the Arts Foundation under the new formal new members' process.
- Kenneth Von Bibra AM was awarded the inaugural Arts Foundation medallion for his service, including his role as Arts Foundation's first Chair from 1985 until 2004.
- Platters, featuring the work of Michael McWilliams, were sold as fundraising items.

**ECONOMIC IMPACT:**

The redevelopment of QVMAG stands to have a significant economic impact on the city, as it will drive more tourism to Launceston and may create employment opportunities in time.

**SOCIAL IMPACT:**

Many of QVMAG's activities and programmes are intended to attract new audiences to the museum, particularly those communities who have previously been under-represented.

**STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

1. To actively market the City and Region and pursue investment.
4. To promote tourism, and the development of a quality tourism offering for Launceston.

Strategic Priority 4: We value our City's unique identity by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit.

10 Year Goal: To sustain and promote Launceston as a unique place to live, work, learn and play.

Focus Areas:

1. To promote and enhance Launceston's rich heritage, culture and natural environment.
-

**17.1 QVMAG Quarterly Activity Report - September - December 2020 ...(Cont'd)**

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**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.



**Tracy Puklowski - General Manager Creative Arts and Cultural Services Network**

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**18 INFRASTRUCTURE AND ASSETS NETWORK ITEMS**

**No Items have been identified as part of this Agenda**

**19 ORGANISATIONAL SERVICES NETWORK ITEMS**

**19.1 Lease - East Tamar Men's Shed Inc.**

**FILE NO:** SF0377/SF1677

**AUTHOR:** Tricia De Leon-Hillier (Lease and Licencing Officer)

**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

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**DECISION STATEMENT:**

To consider leasing an additional area of land situated at 308 John Lees Drive, Dilston (CT247000/1) to the East Tamar Men's Shed Inc.

*This decision requires an absolute majority of Council.*

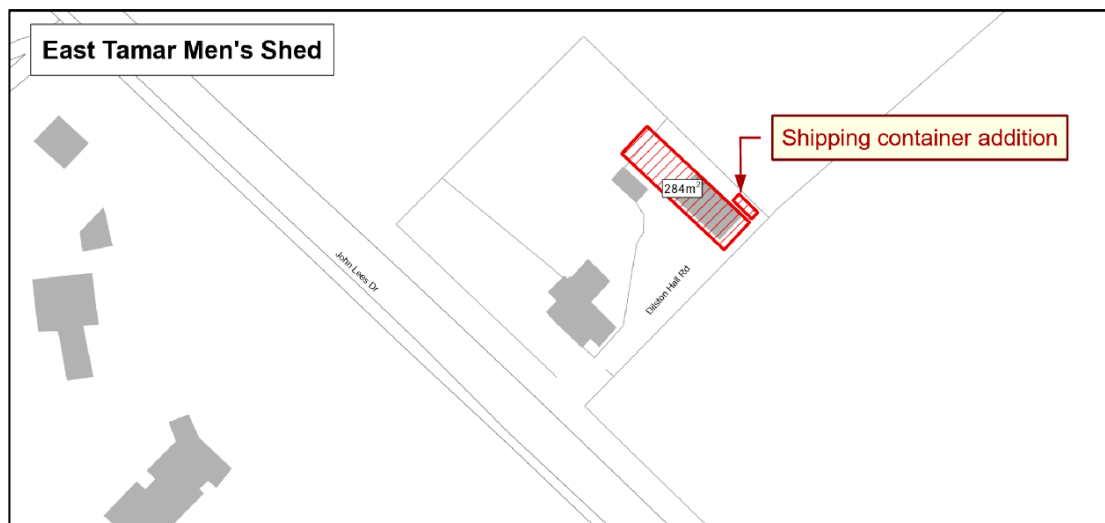
**PREVIOUS COUNCIL CONSIDERATION:**

Council - 23 January 2020 - Agenda Item 19.3 - Lease East Tamar Men's Shed Inc.

**RECOMMENDATION:**

That Council, by absolute majority pursuant to section 178 of the *Local Government Act 1993* (Tas):

1. expands the decision of Council on 23 January 2020 to allow the tenant to occupy a further additional 14.4m<sup>2</sup> of land situated at 308 John Lees Drive, Dilston, within (CT247000/1) for the purpose of placing a shipping container on the plan as indicated below:



**19.1 Lease - East Tamar Men's Shed Inc. ...(Cont'd)**

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2. notes that Recommendation 1. will be implemented by amending the current lease dated 15 September 2020, with the exact location and dimensions of land within the relevant Certificate of Title to be determined by the Chief Executive Officer.
  3. notes, for avoidance of doubt, that the 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).
- 

**REPORT:**

The decision of Council on 23 January 2020 approved a five year lease that commenced on the 1 February 2020, over a parcel of land situated at 308 John Lees Drive, Dilston. Since this time, the East Tamar Men's Shed (ETMS) has grown in membership especially during the COVID-19 pandemic period. The growth in membership has meant that extra space is required for adequate social distancing to be met including storage for more materials and equipment.

A request has been received for additional land to be leased allowing a 6m x 2.4m shipping container to be stored adjacent to the ETMS building at the rear of the property. The Club has also submitted a Development Application as part of this process (DA0022/2021) and is awaiting for approval from the Planning Department. If adopted, the recommendations in this report will allow the ETMS to occupy a further approximately 14.4m<sup>2</sup> and will adjust the current lease agreement to include the shipping container. The decision would allow for the exact dimensions of the land and the location for the container to be determined at an officer level.

Section 179 of the *Local Government Act 1993* (Tas) provides that Council may lease public land for a period not exceeding five years without advertising.

**ECONOMIC IMPACT:**

There is no economic impact with this proposal.

**ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

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**19.1 Lease - East Tamar Men's Shed Inc. ...(Cont'd)**

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**SOCIAL IMPACT:**

There is a positive social impact with this proposal, as it will assist in enabling a community group to continue to grow and operate allowing a group of residents to work together on a valuable project.

**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.
3. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community.
4. To support the delivery of programs and events for people to connect with each other through participation in community activities and civic life.
5. To promote and support active and healthy lifestyles of our community.

**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**

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**19.2 Lease of Cataract Gorge Restaurant and First Basin Cafe****FILE NO:** SF0840/SF2229**AUTHOR:** Duncan Campbell (Team Leader Legal Services)**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

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**DECISION STATEMENT:**

To consider the leasing of the Cataract Gorge Restaurant and First Basin Café

*This decision requires an absolute majority of Council.*

**PREVIOUS COUNCIL CONSIDERATION:**

Council - 19 November 2007 - Agenda Item 12.5 - Gorge Restaurant and Basin Cafe

Workshop - 20 August 2018 - Cataract Gorge Restaurant and Basin Café

Workshop - 28 March 2019 - Lease of First Basin Café and Cataract Gorge Restaurant

Council Closed - 2 May 2019 - Agenda Item 22.2 - Lease of First Basin Café and Cataract Gorge Restaurant

Council Closed - 16 May 2019 - Agenda Item 22.2 - Lease of First Basin Café and Cataract Gorge Restaurant

Council - 28 January 2021 - Agenda Item 19.5 - Lease of Cataract Gorge Restaurant and First Basin Café (Withdrawn)

**RECOMMENDATION:**

That Council:

1. pursuant to section 178 of the *Local Government Act 1993* (Tas), and by absolute majority, resolves to extend the current lease of the Gorge Restaurant and First Basin Café to Rathmell Hankinson Holdings on the following terms and conditions:
    - a. the current lease of the premises, due to expire on 30 June 2021, is extended to 1 March 2025.
    - b. the rent payable will be in accordance with the rent payable under the current lease plus CPI with appropriate variations if required by the *COVID-19 Disease Emergency (Commercial Leases) Act 2020* (Tas) or otherwise determined appropriate.
-

**19.2 Lease of Cataract Gorge Restaurant and First Basin Cafe ...(Cont'd)**

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2. notes that an independent professional valuation of the premises will be obtained to ensure that the rent can be varied if required.
  3. requests the Chief Executive Officer to determine the precise dimensions of the land to be leased, together with all other terms and conditions, including maintenance and other responsibilities.
  4. notes, for the avoidance of doubt, that the term 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).
- 

**REPORT:**

The Gorge Restaurant and Basin Café are two facilities located within the First Basin Reserve in West Launceston and are located on public land within the meaning of section 177A of the *Local Government Act 1993* (Tas) (the Act).

On or about 1 March 2005, the lease of the Gorge Restaurant was assigned to the current operator Rathmell Hanksinon Pty Ltd (Rathmell) for the period to 30 November 2008. On or about 1 September 2005 a lease was entered with Rathmell over the First Basin Café for the period to 30 November 2008.

On 19 November 2007, Council resolved to enter into a lease of the Gorge Restaurant and Basin Café with the current operator for a 10 year period. This lease effectively consolidated the two existing tenancies.

Following public advertising processes, the relevant lease commenced on 1 December 2008. The lease has been extended a number of times and is now due to expire on 30 June 2021. The current operator has requested an extension of term to the current lease.

At the time the Gorge Restaurant and First Basin Café leases were assigned and leased in 2005 and 2008, there was no formal policy in place to guide the maximum length of term of a lease. Historically, there has been a considerable degree of variance between term lengths at different properties.

Since that time, significant work has gone into the Draft Lease and Licence Policy (19-Plx-002) that provides that leases of public land will ordinarily be capped at 20 years. The time limit seeks to provide some certainty to businesses that require investment whilst acknowledging that such leases are often in premium locations.

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**19.2 Lease of Cataract Gorge Restaurant and First Basin Cafe ...(Cont'd)**

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The Recommendations under consideration would see an extension of the term of the current lease to 1 March 2025, taking the overall term of the lease to approximately 20 years from commencement to expiry. Such a term is consistent with the Draft Lease and Licence Policy which was presented to a Workshop and is intended to be presented to Council for formal consideration in early 2021.

The proposed term also takes account of COVID-19 pandemic restrictions which have had a significant effect on food and hospitality businesses. The extension of term will provide some certainty to the current operator to allow it to trade out of the downturn through the development of and investment in its business. It also provides consistency with other commercial tenancies approaching end of term. At the end of the 20 year term, a full expression of interest process can occur.

Given that the term of the proposed extension is less than five years, it is possible for Council to extend the lease without complying with public advertising requirements by reason of section 179 of the Act. Notwithstanding, in the interests of transparency, it is recommended that the extension occurs pursuant to section 178 of the Act, which requires various advertising events to occur before a disposal can occur.

If Council chooses to lease the land as recommended, it must comply with section 178 of the Act, which requires, relevantly, that Council's intention to lease the land be advertised twice in *The Examiner* newspaper, that copies of such published notices are placed on any boundary of the public land abutting a highway and that the public be invited to provide objections to the proposed lease extension within 21 days of the date of first publication.

If objections are received, the matter will return to Council for further consideration. If no objections are received, a lease extension will be granted in accordance with the Recommendations under consideration.

A professional valuation of the facilities has been ordered which will allow the lease to be managed in accordance with the requirements of the *COVID-19 Disease Emergency (Commercial Leases) Act 2020 (Tas)*. The valuation will also provide a reference point if other variations to the rent payable are required in the circumstances.

*Please Note: Following publication of the Council Agenda for 28 January 2021 concerning the Gorge Restaurant and First Basin Cafe, it was identified that Rathmell had occupied the sites since 2005. Accordingly, the relevant Agenda Item 19.5 - Lease of Cataract Gorge Restaurant and First Basin Café - was withdrawn and redrafted to ensure the recommended decision was in line with current practice.*

**ECONOMIC IMPACT:**

Not considered relevant to this report.

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## 19.2 Lease of Cataract Gorge Restaurant and First Basin Cafe ...(Cont'd)

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### **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

Priority Area 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 Area -

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

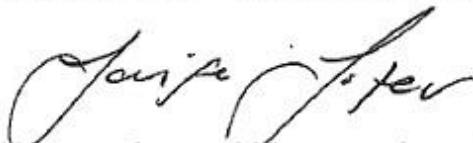
### **BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

### **DISCLOSURE OF INTERESTS:**

The officer has no conflict of interest in this item.

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



**Louise Foster - General Manager Organisational Services Network**

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**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020**

**FILE NO:** SF6635

**AUTHOR:** Karen Woolridge (Corporate Performance and Planning Officer)

**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

**DECISION STATEMENT:**

To consider the progress against Council's 2020/2021 Annual Plan Actions for the period ending 31 December 2020.

**PREVIOUS COUNCIL CONSIDERATION:**

Council - 11 June 2020 - Agenda Item 19.2 - City of Launceston Annual Plan 2020/2021

Council - 29 October 2020 - Agenda Item 19.5 - City of Launceston Annual Plan 2020/2021 - Progress Report Against Annual Plan Actions for Period Ending 30 September 2020

**RECOMMENDATION:**

That Council notes progress against 2020/2021 Annual Plan Actions for the period ending 31 December 2020 and approves the deferral of the action listed with a % complete as *Defer*.

**Strategic Priority 1: We *connect with our Community and our Region*** through meaningful engagement, cooperation and representation.

Our interactions with our community are authentic, timely, accurate and open. We want to build strong and productive relationships with our community and regional partners.

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

<b>Focus Area:</b> To develop and consistently utilise contemporary and effective community engagement processes		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Develop a Community Engagement - Policy, Strategy, Framework and Toolkit.	Organisational Services	40%
<b>Comment</b>		
Reviewed Strategy workshopped with Councillors. Toolkit in development.		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To develop and consistently utilise contemporary and effective community engagement processes		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Implement a rolling program of proactive community engagement through <i>Tomorrow Together</i> .	Organisational Services	10%
<b>Comment</b>		
Rolling program in development.		
<b>Focus Area:</b> To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Complete and implement a Regional Sports Facility Plan in conjunction with sporting clubs, the State Government and neighbouring councils.	Infrastructure and Assets	5%
<b>Comment</b>		
Scheduled to commence in March 2021.		
<b>Focus Area:</b> To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Develop and implement an effective advocacy strategy for the State and Federal elections.	Chief Executive Officer	70%
<b>Comment</b>		
The Council's four-year delivery plan has now been approved by Council and the priorities are being advocated for at both the State and Federal levels. The Mayor and Chief Executive Officer attended a meeting in Canberra in December 2020 to discuss the Council's priorities directly with the relevant Ministers. Additionally, the Council has been working with the Northern Tasmanian Development Corporation on the development of a regional collaboration framework which will enhance regional advocacy moving forward.		

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

We use our influence and resources to deliver the foundations for ongoing economic development. We want Launceston to be the heart of a thriving regional economy.

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

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To actively market the City and region and pursue investment.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Implementation of outcomes of City Prom review.	Chief Executive Officer	30%
<b>Comment</b>		
A draft City Prom Review report has been completed and workshopped with Councillors. The City Prom Chair and Acting Executive Officer presented to Councillors in December in response to the report. Council will be formally considering the report at either its January or February meetings.		
<b>Focus Area:</b> To facilitate direct investment in the local economy to support growth.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Implement an Accelerated Capital Works program.	Infrastructure and Assets	20%
<b>Comment</b>		
In May 2020, in response to the COVID-19 pandemic, Council approved the \$40m Accelerated Capital Works Program aimed at delivering \$20m to market by 30 December 2020 and a further \$20m by 30 April 2021. Approximately \$15m in project value is in the delivery phase.		
Reseal works have begun on Poplar Parade in Youngtown, between Blue Gum Road and Redwood Crescent. A major reseal of Quarantine Road will begin on Monday, 14 January 2021 and will also take an estimated eight weeks to complete. The project involves renewal of the road surface and upgrades to sections of kerb and channel on Quarantine Road between Hobart Road and Penquite Road.		
A major reseal of Invermay Road will take place later this year, between Forster Street and Vermont Road, as well as a reseal and road widening project at Golconda Road.		
<b>Focus Area:</b> To provide an environment that is supportive to business and development within the municipality.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Cultural Strategy • Commence implementation of a Cultural Strategy for the City of Launceston	Creative Arts and Cultural Services	20%
<b>Comment</b>		
The Cultural Strategy was formally adopted by Council on 26 November 2020. The focus is now developing the action plan to support the implementation of the plan.		
The first priority is establishing a Cultural Advisory Committee. Draft Terms of Reference have been developed. Once these are approved, expressions of interest will be sought from the community.		
Work is also underway to develop a draft Interim Art in Public Spaces Policy.		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To provide an environment that is supportive to business and development within the municipality.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Review <i>Horizon 2021- Economic Development Plan</i> .	Organisational Services	40%
<b>Comment</b>		
Review commenced - internal engagement conducted to understand organisational perspective, feedback collated and to be workshopped with Executive Leadership Team.		

**Strategic Priority 3:** We are a **Progressive Leader** that is accountable to our governance obligations and responsive to our community.

Our decision-making and actions are evidence-based, strategic, transparent and considered. We are ethical, fair and impartial in complying with and enforcing the law.

**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.

<b>Focus Area:</b> To provide for the health, safety and welfare of the community.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Continue to support the long term recovery of the municipality in light of the COVID-19 pandemic.	Chief Executive Officer	50%
<b>Comment</b>		
The Council's Community Care and Recovery package is continuing to be delivered. The Rates and Charges Hardship Policy remains in effect and the organisation is still focussed on the delivery of the accelerated Capital Works program. The Council will continue to work with the State Government, Northern Tasmanian Development Corporation, the Local Government Association of Tasmania and other Councils on community recovery initiatives that arise.		
<b>Focus Area:</b> To fairly and equitably discharge our statutory and governance obligations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Complete negotiation of the City of Launceston Enterprise Agreement.	Organisational Services	25%
<b>Comment</b>		
Negotiations formally commenced November 2020 after a delayed start due to the COVID-19 pandemic. All parties to the negotiations have presented their Logs of Claim and negotiations continue.		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To fairly and equitably discharge our statutory and governance obligations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Continue review of Governance/Ownership Model - UTAS Stadium.	Chief Executive Officer	30%
<b>Comment</b>		
A Draft Future Direction Plan has been developed which reviewed the Governance/Ownership issues and options for the Stadium moving forward. This Plan is currently undergoing a stakeholder engagement process after which it will be formally considered by Council.		
<b>Focus Area:</b> To fairly and equitably discharge our statutory and governance obligations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Commence review of Governance/Ownership Model - QVMAG	Chief Executive Officer	30%
<b>Comment</b>		
A Draft QVMAG Futures plan has been developed which reviewed the Governance/Ownership issues and options for the QVMAG moving forward. This Plan is currently undergoing a stakeholder engagement process after which it will be formally considered by Council.		
<b>Focus Area:</b> To ensure decisions are made on the basis of accurate and relevant information.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Level of Service Planning Stage 1 <ul style="list-style-type: none"> <li>Develop a project plan to document service levels, review appropriateness of services, and engage with the community around expectations.</li> </ul>	Organisational Services	5%
<b>Comment</b>		
Project scoping to commenced December 2020.		
<b>Focus Area:</b> To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains and adopting technological and other process innovations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Organisational Cultural Development Roadmap <ul style="list-style-type: none"> <li>Continue to implement an organisational development program.</li> </ul>	Organisational Services	50%
<b>Comment</b>		
A Leadership Development program has been designed internally and delivery by the Organisational Development Team has commenced. Planning is underway for internal reflection on the Organisational Alignment Project outcomes that will include connecting in with employees. The reinvigoration of the Safety Circle program has commenced.		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains and adopting technological and other process innovations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Review organisational Information and Communications Technology (ICT) Strategy.	Organisational Services	15%
<b>Comment</b>		
Review has commenced and an internal engagement program has commenced to support the review.		
<b>Focus Area:</b> To maintain a financially sustainable organisation.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Negotiate a new Combined Agreement with TasWater.	Infrastructure and Assets	50%
<b>Comment</b>		
We are working with TasWater to finalise the reviewed Agreement by March 2021.		

**Strategic Priority 4:** We value our **City's Unique** Identity by celebrating our special heritage and culture and building on our competitive advantages to be a place where people choose to live, work and visit.

We facilitate our community's sense of place by enhancing local identity. We want people to be proud to say that Launceston is *my City*.

**10-Year Goal:** To sustain and promote Launceston as a unique place to live, work, learn and play.

<b>Focus Area:</b> To promote and enhance Launceston's rich heritage, culture and natural environment.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Launceston Heritage List Review and Precincts <ul style="list-style-type: none"> <li>Continue review of the City of Launceston's local heritage list.</li> </ul>	Community and Place	50%
<b>Comment</b>		
Work on Stage 4 of the Heritage List Review is underway. The proposed Local Heritage Place listings from Stage 1 will be included with the introduction of the new Tasmanian Planning Scheme and Stages 2 and 3 will follow. A consultant has been engaged to assist with completion of precinct documentation for inclusion in the new Scheme.		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To support the central business district (CBD) and commercial areas as activity places during day and night.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Continue work on Launceston City Heart Bus Interchange.	Infrastructure and Assets	50%
<b>Comment</b>		
The functional design for the new facility is progressing with Department of State Growth and developer.		

**Strategic Priority 5:** We *Serve and Care* for our Community by providing equitable and efficient services that reflects needs and expectations of our community.

We are invested in our community's long term health, well-being, safety and resilience. We want to be trusted and respected by 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.

<b>Focus Area:</b> To plan for and provide services and facilities that recognises the changing demographics and needs of our community.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Implement Council commitments from the <i>My Place My Future</i> Plan	Community and Place	60%
<b>Comment</b>		
The Ignite Us community leadership project and the Social Enterprises Toolbox program have been developed and these programs are now live in the community. Public Wi-Fi locations in the northern suburbs are being evaluated with some sites already installed. An immunisation program in the northern suburbs has been successfully trialled and a community-led program of projects is currently being developed.		
<b>Focus Area:</b> To define and communicate our role in promoting social inclusion and equity.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Development of a Social Inclusion Framework.	Community and Place	30%
<b>Comment</b>		
A draft Social Inclusion Statement of Commitment has been developed and an internal project team is working on an implementation plan. This may take place within the Council before being rolled out to the Community.		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Focus Area:</b> To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Continue to roll out the ABCDE Learning Sites approach to Youngtown.	Community and Place	60%
<b>Comment</b>		
The Youngtown ABCDE Learning Site is well underway in the community. A number of workshops have been held and a list of potential community projects is being developed. The Community Connector role is still based in Youngtown and working with community members to empower them to take on some of the listed projects.		
<b>Focus Area:</b> To develop and manage infrastructure and resources to protect our community from natural and other hazards.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Develop planning controls to align with 2018 River Flood Study.	Community and Place	Not Started
<b>Comment</b>		
The project has been delayed due to the COVID-19 pandemic and the difficulty in undertaking the comprehensive community consultation necessary. It is anticipated to start mid-2021.		
<b>Focus Area:</b> To develop and manage infrastructure and resources to protect our community from natural and other hazards.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Stormwater Management Plans <ul style="list-style-type: none"> <li>Implement actions from adopted stormwater management plans.</li> </ul>	Infrastructure and Assets	50%
<b>Comment</b>		
Significant progress against actions in the Stormwater System Management Plan: <ul style="list-style-type: none"> <li>Review of the Urban Open Drain Procedure;</li> <li>Review of planning controls for subdivisions and incorporation of stormwater flood overlays within planning scheme;</li> <li>Stage 1 riparian restoration for urban waterway at Newnham Reserve completed;</li> <li>Riparian restoration at Jinglers Reserve planned;</li> <li>Dam safety inspections for stormwater detention basins formalised; and</li> <li>Long-term waterway health monitoring program commenced.</li> </ul> <p>Investigations for capital investment for flood mitigation in Prospect and Guy Street North completed. Prospect works incorporated into the Accelerated Capital Works Program.</p>		



**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

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

We strive to minimise the impact of our actions on the environment, while planning for, adapting to and managing the impact of climate change. We want to protect the special character and values of our city for future generations.

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

<b>Focus Area:</b> To reduce our and the community's impact on the natural environment.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Implement actions from the Sustainability Strategy.	Infrastructure and Assets	20%
<b>Comment</b>		
<p>During the last financial year, the Council made several commitments to achieve a more sustainable operation. Our commitments are:</p> <ul style="list-style-type: none"> <li>• carbon neutrality by 2025</li> <li>• 100% renewable energy by 2025</li> <li>• through the City Power Partnership, has committed to work towards 100% divestment from fossil fuels</li> </ul> <p>To achieve these commitments and align ourselves with the Climate Emergency Australia we are currently developing a Sustainability/Climate Action Plan (for both climate mitigation and adaptation) and incorporating the UN Sustainable Development Goals to transition both the Council and the community to a low-carbon future. The plan will align with science-based emission reduction targets that are based on the latest climate science.</p>		
<b>Focus Area:</b> To contribute to air and river quality improvements in Launceston.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
River Health Action Plan - Implementation <ul style="list-style-type: none"> <li>• Technical support for TasWater/NRM North in implementation of the River Health Action Plan (catchment management and combined system improvements, public education and policy development) and management of the sediment raking program (data review, hydrological modelling and community).</li> </ul>	Infrastructure and Assets	80%

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

Comment
<p>Sediment raking program review completed November 2019.</p> <p>River Health Action Plan (RHAP) catchment management - sewage intrusion project ahead of budget and scheduled to complete investigations in all Launceston suburbs by November 2020. Significant improvements to water quality anticipated as a result of this project, with a number of sewage intrusions identified.</p> <p>Public education activities ongoing, such as public speaking events, Science Week and information videos for social media.</p>

**Strategic Priority 7:** We are a *City Planning for our Future* by ensuring our approach to strategic land-use, development and infrastructure investment is coordinated, progressive, and sustainable.

We play a leading role in balancing the enviable amenity of our municipality with the needs of future development and growth. We want to influence the delivery of the right investment for our City and Region.

**10-Year Goal:** To facilitate appropriate development via integrated land-use planning, infrastructure investment, and transport solutions within our municipality and region.

<b>Focus Area:</b> To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment.		
Action	Network	% Complete
University of Tasmania (UTAS) Relocation - City Deal Agreement <ul style="list-style-type: none"> <li>Engage with the UTAS on the project to relocate to Inveresk to ensure it integrates with the precinct and the City in a planned manner.</li> </ul>	Chief Executive Officer	50%
<b>Comment</b>		
The Council is continuing to actively participate in the UTAS/City of Launceston Working Group which regularly meets to consider and guide progress on the UTAS Relocation. Additionally, various technical working groups have been established to work with UTAS in respect to urban realm and infrastructure plans and works.		
<b>Focus Area:</b> To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment.		
Action	Network	% Complete
Commence project to identify highest and best use of the Council's owned buildings and land.	Organisational Services	10%

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Comment</b>		
Data review has commenced.		
<b>Focus Area:</b> To improve and maintain accessibility, transport options and infrastructure within the Launceston area, including its rural areas.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Greater Launceston Transport Vision <ul style="list-style-type: none"> <li>Consider and plan for delivery of priorities identified as part of Greater Launceston Transport Vision.</li> </ul>	Infrastructure and Assets	90%
<b>Comment</b>		
Consultation has been completed for the Greater Launceston Transport Vision and Work Plan with submissions currently being reviewed and consider by our neighbouring councils and Department of State Growth.		
The Vision will likely be ready for formal adopting in December 2021.		
<b>Focus Area:</b> To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Traffic Signal Project <ul style="list-style-type: none"> <li>Continue upgrade of the City's traffic signal infrastructure (owned by State growth), targeted improvement of intersections, implementation of data capture technology and data analytics, and provide a framework to encourage more sustainability transport options.</li> </ul>	Infrastructure and Assets	90%
<b>Comment</b>		
The upgrade of signal hardware and software is 95% complete.		
<b>Focus Area:</b> To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Continue work on St Leonards Residential Growth Strategy and Masterplan.	Community and Place	Defer to 2021/2022
<b>Comment</b>		
Progress has been delayed. Priority has been given to the South Prospect area with St Leonards to re-commence in 2021/2022 financial year.		
<b>Focus Area:</b> To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
Continue work on South Prospect Residential Growth Strategy and Masterplan.	Community and Place	75%

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

<b>Comment</b>		
Work is ongoing with the Masterplan finalisation underway and engineering analysis being completed. Necessary amendments to the Northern Regional Land Strategy are also being advanced. Applications to re-zone are anticipated to commence early in 2021.		
<b>Focus Area:</b> To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
To support the delivery of the Greater Launceston Transport Vision, develop a Launceston Transport Strategy which will include consideration of parking, active transport, freight movement and smart city mobility opportunities.	Infrastructure and Assets	90%
<b>Comment</b>		
Council has been working with our partners to develop the key themes for a Transport Strategy. A Draft Launceston Transport Strategy has been forwarded to stakeholders for comment.		
<b>Focus Area:</b> To ensure our suite of strategic planning initiatives are coordinated, and representative of our community's needs and aspirations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
City Deal Agreement <ul style="list-style-type: none"> <li>Continue to work with the Commonwealth and State Governments to successfully implement all of the City of Launceston commitments under the City Deal program to deliver a range of economic and social benefits to the City.</li> </ul>	Chief Executive Officer	50%
<b>Comment</b>		
<p>Work on Launceston City Deal projects is continuing. Cultural Strategy endorsed. Two <i>My Place My Future</i> Council initiatives implemented. City Heart Wi-Fi in the CBD is complete, scope is expanded to provide Wi-Fi access to outlying areas.</p> <p>City Heart Wayfinding is underway, due for completion next quarter. Greater Launceston Transformation Project Round 3 initiatives: Smart City Mobility Project is 90% complete. Completion extension date for the Digital Cultural Experience currently being sought.</p> <p><b>Australian Government personnel changes to Launceston City Deal responsibility</b> Hon. Paul Fletcher MP has replaced Hon. Alan Tudge MP as the Minister Communications, Urban Infrastructure, Cities and the Arts.</p>		

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

Operational - New personnel have replaced the former Cities Division Director and Assistant Director.		
*Q1 reporting error indicated 75% complete, correct percentage was 25%.		
<b>Focus Area:</b> To ensure our suite of strategic planning initiatives are coordinated, and representative of our community's needs and aspirations.		
<b>Action</b>	<b>Network</b>	<b>% Complete</b>
City Deal Agreement - 3 <sup>rd</sup> year review and determination of projects for additional five years.	Chief Executive Officer	50%
<b>Comment</b>		
Review - stage 1: The review is 80% complete and a draft Review Report prepared. The stakeholder review process is being finalised between partners and work has commenced to action the recommended process improvements.		
5-year extension - stage 2: Preparation to program the five-year extension commenced informally during the review process (20%). Programming years 6 to 10 will formally commence when the review is complete.		

**REPORT:**

Progress against the 2020/2021 Annual Plan Actions for the period ending 31 December 2020 is summarised by the following table:

Action Status	No. of Actions	%
Not Started	1	3%
In Progress	32	94%
Complete	0	0%
Recommended for deferral	1	3%
<b>Total Number of Actions</b>	<b>34</b>	<b>100%</b>

Deferral of action from the City of Launceston Annual Plan 2020/2021:

The deliverables of the City of Launceston Annual Plan 2020/2021 have been reviewed and one action has been identified as needing to be deferred, this action is 'Continue to work on St Leonards Residential Growth Strategy and Masterplan'. Deferral is recommended due to progress being delayed and priority being given to the South Prospect area. The deferred action is proposed to be delivered in the 2021/2022 financial year.

**19.3 City of Launceston Annual Plan 2020/2021 - Progress Against Annual Plan Actions for Period Ending 31 December 2020 ...(Cont'd)**

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**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

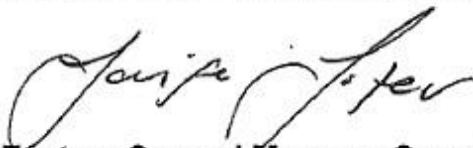
**BUDGET & FINANCIAL ASPECTS:**

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**

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**20 CHIEF EXECUTIVE OFFICER NETWORK ITEMS****20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021*****FILE NO:** SF3909/SF0857/SF0880**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**DECISION STATEMENT:**

To consider the endorsement of the *Draft Future Direction Plan - York Park (UTAS Stadium) 2021*.

**PREVIOUS COUNCIL CONSIDERATION:**

Workshop - 2 July 2020 - Draft Future Directions Plan - York Park (UTAS Stadium)

Workshop - 1 October 2020 - FIFA Women's World Cup Bid

**RECOMMENDATION:**

That Council endorses the *Draft Future Direction Plan - York Park (UTAS Stadium) 2021* (ECM Document Set ID 4489811).

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**REPORT:**Introduction

York Park (or UTAS Stadium as it is known through a sponsorship agreement) is a significant asset for Tasmania and Northern Tasmania in particular. In 2019, major events at UTAS Stadium attracted 83,234 patrons including 63,464 AFL/AFLW and 21,770 Big Bash League (BBL) patrons delivering over \$30m into the northern economy in visitor spending. Accordingly, UTAS Stadium is making a large contribution to Northern Tasmania by attracting high level sporting events and driving visitation and tourism which is assisting businesses within the region.

UTAS Stadium is classified in Australia as a Tier 2 Stadia. This include stadiums which:

- have a capacity of between 20,000-40,000;
  - provide some corporate facilities; and
  - act as a home ground for a sporting franchise playing in a national sporting championship.
-

**20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)**

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The City of Launceston (CoL) currently provides approximately \$5.4m annually to operate UTAS Stadium, which comprises labour (\$0.85m); materials and services (\$3m); depreciation (\$1.34m) and full-cost attribution (\$0.015m). After UTAS Stadium revenue is taken into account, the annual net cost to the Council to operate UTAS Stadium is \$3.6m. Additionally, since 2008 there has been \$30.62m expended on capital upgrades and maintenance to UTAS Stadium of which the Council has contributed \$20.38m. Accordingly, this history demonstrates that UTAS Stadium requires \$2.55m to be spent per year on average in capital maintenance and upgrades.

It has become increasingly clear in recent times that UTAS Stadium is approaching a pivotal period for its future as a number of factors are converging to cause the Council to reflect and review its future ownership and governance structures. Substantial future capital investment is required for UTAS Stadium's facilities and assets, which is being driven by factors such as increasing compliance requirements, increasing user expectations as well as community sport and recreation needs.

In recognition of these issues and needs, the Council has developed a *Draft Future Direction Plan - York Park (UTAS Stadium) 2021* (the FDP) to analyse the challenges, risks and opportunities that exist for the stadium and to make recommendations on the future directions which will enable UTAS Stadium to continue acting as a major social and economic driver for Launceston, the greater northern region and the State.

The FDP builds on the *York Park Master Plan 2016* (the Masterplan), which identified that for the venue to remain contemporary and for existing standards to be maintained and enhanced, specific stadium development opportunities (ie. improvements to stadium infrastructure, amenity, concession and concourse and oval redevelopment) are a fundamental requirement. This was reinforced by the *2019 AFL Licence Taskforce Business Plan* (the *Taskforce Business Plan*), completed for the Tasmanian State Government, which identified that by 2025 the standard of UTAS Stadium would need to be upgraded merely to maintain required standards let alone drive demand by providing amenities that not just allow access to the match but generate valuable ancillary revenues.

The Masterplan identified that UTAS Stadium must provide high-performance training, administration and education and research facilities to support high-performance athletes, development athletes and academy teams. It further identified that UTAS Stadium needs to provide facilities that can be utilised by the community to support community programs and also that it must provide commercial infrastructure, which will increase activation and commercialisation. The opportunities identified by the Masterplan are included in the following table:

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20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)

	Stadium	Community	High Performance	Commercial
Description	Upgraded stadium infrastructure that meets the requirements of sports, assists in the attraction of events and incorporates modern-day facilities for spectators and players.	Facilities that can be utilised by the community and support community programs across social, cultural, education and health initiatives.	High-performance training, admin, education and research facilities to support high-performance athletes, development athletes and academy teams, with a primary focus on Australian Rules Football.	Infrastructure that integrates with the immediate Inveresk Precinct and increases activation and commercialisation of the venue.
Opportunities	<ol style="list-style-type: none"> <li>Improvements to stadium infrastructure</li> <li>Improvements to stadium amenity</li> <li>Oval redevelopment</li> <li>Upgraded broadcast and media facilities for cricket</li> <li>Turf practice wickets</li> </ol>	<ol style="list-style-type: none"> <li>Indoor sports facility</li> <li>Sports House</li> <li>Community recreation amenities</li> </ol>	<ol style="list-style-type: none"> <li>Sports science education and research facilities</li> <li>High-performance training facility</li> <li>Recovery facilities</li> <li>Class rooms/lecture facilities/media conference room</li> </ol>	<ol style="list-style-type: none"> <li>Commercial health development</li> <li>Café</li> <li>Retail shops</li> </ol>

In addition to the Masterplan recommendations, the *2018 Northern Tasmanian Sporting Facilities Study*, completed by SGS Economics for the Tasmanian State Government, identified that the northern region has a substantial shortfall in the capacity of its indoor stadiums. The three existing regional indoor stadiums - Elphin, Silverdome and YMCA - are not capable of meeting the community demand and there is a pressing need to increase the capacity of regional indoor stadiums to cater for community sporting needs. The report found that there is a pressing need to increase the capacity of regional indoor stadiums to cater for community sporting needs by providing an additional nine courts in Launceston.

**20.1 Draft Future Direction Plan - York Park (UTAS Stadium) 2021 ...(Cont'd)**

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The Elphin Sports Centre was opened in 1964 and currently provides four courts. The Silverdome was opened some 21 years later in 1985 as the southern hemisphere's first indoor timber cycling velodrome. This facility has the capacity to provide three-four courts. With the existing court capacity, Launceston has a very limited ability to host large-scale sporting events. Launceston has not developed a new indoor sporting complex in over 35 years and during this time the demand for indoor recreational uses and pursuits has continued to increase. Comparable cities, such as Ballarat and Bendigo, own and run newly developed sports complexes which provide in excess of 12 courts.

There are an additional three-four courts which will be provided in the proposed Northern Community Suburbs Recreation Hub in Mowbray, however, this site would not be large enough to cater for any more courts when the other service offerings proposed for this facility are taken into account.

### Indoor Entertainment and Sporting Facility

It is clear that Launceston needs to develop a new facility or facilities to address the identified shortfall in the indoor capacity of our region's sporting facilities and the UTAS Stadium site offers a central location for an additional indoor entertainment and sporting facility to be provided which is connected with the city centre and which is well catered for in terms of services such as car parking, cycling, walkway and footpath access.

The Council has identified an opportunity to redevelop the Southern Terrace and a section of the Western Stand to increase the seating capacity of UTAS Stadium and provide a new indoor facility on the Old Bike Track site, which adjoins UTAS Stadium. This site was initially proposed to be provided to the University of Tasmania (UTAS) as part of the Northern Transformation Project, however, UTAS has identified that it no longer requires this site for the project and subsequently has been returned to the Council.

The co-location of an indoor entertainment and sporting facility as part of UTAS Stadium would address many of the strategic objectives identified in the Masterplan and the immediate needs identified in the Northern Tasmanian Sporting Facilities Study. A well designed multi-use indoor sport and entertainment facility would:

- provide three courts to enable as broad a range of uses as possible. For instance netball, requires 6m between courts for player safety reasons. These courts would serve the local community needs by hosting local, district and state-level basketball, netball, Futsal and other indoor court-based needs;
  - provide a show court, which would include retractable seating and social facilities to accommodate higher level basketball, netball and other sporting events and concerts accommodating up to 5,000 people;
-

**20.1 Draft Future Direction Plan - York Park (UTAS Stadium) 2021 ...(Cont'd)**

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- comfortably co-exist with the Silverdome provided a differentiation of the uses were maintained. For example, indoor netball may be centred at the Silverdome, together with track cycling events and smaller concerts and events, while the new facility would accommodate tournament basketball and other court sports and high-level basketball games such as NBL and NBL1 and larger concerts and performances;
- include indoor training and recovery spaces which would be utilised by northern sporting teams and groups;
- create an ability for Launceston to host larger scale concert, musical performances, stage shows and the like which cannot currently be accommodated due to the limitations of the Silverdome, which can only seat 3,200 people with limited configurability due to the fact that the main arena houses a timber cycling velodrome;
- create an ability to host large conferences and, in particular, large sit down events which cannot currently be accommodated within the City. It is noted that none of the current or proposed hotels within Launceston will provide a space capable of fulfilling this need; and
- provide UTAS Stadium with community and commercial opportunities with frontage to Invermay Road which would serve to address the Masterplan requirement to increase the activation and commercialisation of the venue.

It should be noted that the design for the indoor entertainment and sporting facility is at an early preliminary stage. It is intended that a thorough stakeholder/user engagement process would be carried out as part of the final design process.

### Increased Seating Capacity and Stadium Functionality

An important factor in the future direction of UTAS Stadium is the *Taskforce Business Plan*. It is the Council's view that this business plan presents a well-researched, reasoned and credible way forward for the State to pursue a Tasmanian AFL licence, which would introduce an AFL, AFLW and Next Generation Academy program into the State.

According to the *Taskforce Business Plan*:

*...Launceston has greater opportunity to provide an upgraded stadium to meet anticipated demand for 'blockbuster' matches. Current AFL scheduling, unlike the present content arrangements, would see the larger crowd (local and interstate) attracting clubs such as Collingwood and Richmond playing in the State every second year, in Launceston...*

The plan further states:

*...While acknowledging a separate investigation is required - that economically UTAS Stadium may be best placed for upgrade, including its seating capacity to host the major drawing interstate clubs and their supporters.*

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**20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)**

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As a minimum, the *Taskforce Business Plan* has identified that a Tasmanian AFL team will require access to high-performance and other training facilities and an AFL standard stadium (or stadia) capable of meeting anticipated and budgeted demand. Under the model proposed to support an AFL licence, facilities for playing, training, recovery and administration must be upgraded in both Launceston and Hobart as part of the unified 'north-south' model. This will deliver improved spectator and participant options and is consistent with the Masterplan future direction to provide improved administration, community and high-performance facilities at UTAS Stadium.

The Taskforce is clearly of the view that the existing capacities at UTAS Stadium and Blundstone Arena are currently incapable of hosting the forecasted average attendance or member demand required in the *Taskforce Business Plan* of approximately 18,400 per match over 11 home games. The *Taskforce Business Plan* recommends the redevelopment of UTAS Stadium as the initial primary football venue within the State, but is also recommending that a Hobart CBD-based, roofed stadium be constructed in the next 10 years in an appropriate entertainment precinct.

The *Taskforce Business Plan* is proposing that the upgrade of the ground and training infrastructure would need to occur in 2023 in readiness for home games in 2024/2025. While these timeframes have now been impacted by the COVID-19 pandemic, discussions between the State Government and the AFL are continuing and therefore, it is important that the preliminary investigations and decision-making around the redevelopment of UTAS Stadium occur in anticipation of a decision to proceed with an AFL licence. That said, however, even if a Tasmanian AFL team does not eventuate, the Council values its relationship with the Hawthorn Football Club and it would be intended that this relationship continue into the future. This eventuality, together with the increase in Big Bash cricket games hosted at UTAS Stadium, would continue to pose the financial challenge in maintaining and further developing a fit-for-purpose Tier 2 Stadia.

The Council has developed a preliminary plan (Figure 1) to upgrade UTAS Stadium's seating capacity to 24,112 and provide the sport and entertainment facility, which was outlined earlier in this report. Importantly, this plan provides a first stage of satisfying the longer term goal of upgrading the stadium to 27,500 seats which is recommended in the *Taskforce Business Plan*.

The development plan includes a redeveloped eastern and northern stand with retractable seating on the lower tier to provide the option for a rectangular field. This would be a critical element for the long term strategy and planning for the stadium as it would increase opportunities for the stadium to host rectangular field sports such as the 2023 FIFA Womens' World Cup and the 2027 or 2031 Rugby World Cup as well as future A-League and International soccer (football) events (etc.). In order to increase UTAS Stadium's seating capacity to the necessary level, a re-development of a Southern Stand is also proposed, which would link to the sport and entertainment facility.

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20.1 Draft Future Direction Plan - York Park (UTAS Stadium) 2021 ...(Cont'd)

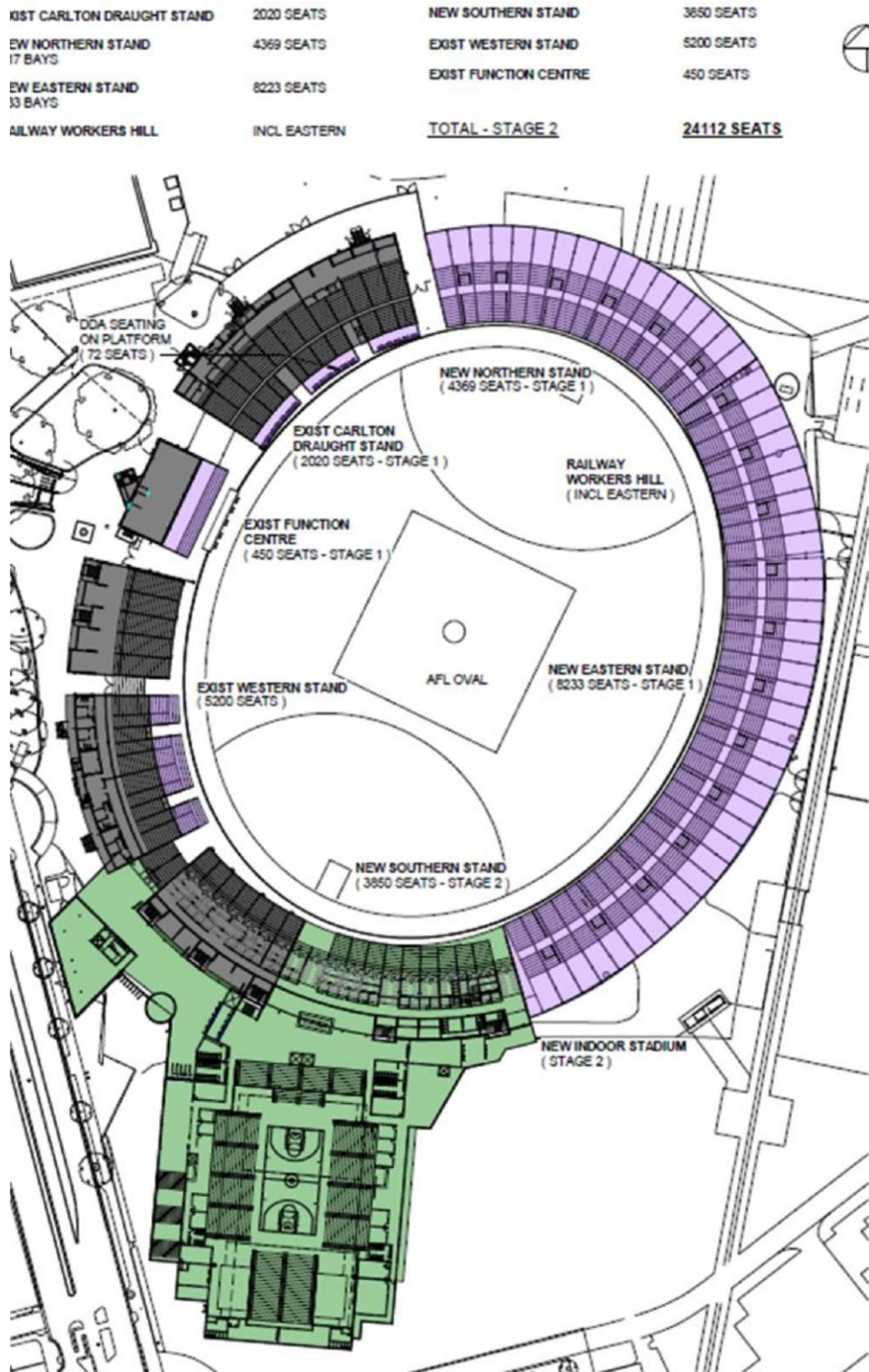


Figure 1

20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)

The development plan involves the following upgrades:

Upgrades	Seats	Estimated Cost (\$m)
<b>Stadium Upgrades</b>		
A second tier on the Eastern and Northern Terrace Grandstands linking as one through the Railway Workers Hill with retractable seating in the lower tier.	12,592	\$65
New Southern Stand	3,850	\$44
<i>Existing Seating</i>	<i>7,670</i>	
Stadium Upgrade Total	24,112	\$109
<b>Sport and Entertainment Facility</b>		
Sport and Entertainment Facility	5,000	\$99
<b>TOTAL</b>	<b>-</b>	<b>\$208</b>

This cost for the re-development of UTAS Stadium is comparable with the redevelopment of similar stadiums such as Kardinia Park (GHMBA Stadium) in Geelong which has seen \$175m invested by the levels of Government, AFL and the Geelong Football Club to increase the functionality of the stadium and increase its seating capacity to 36,000. Additionally, a further \$142m is being invested in the 2020/2021 Victorian State budget to deliver a final stage of the stadium redevelopment which will increase its capacity to over 40,000 seats (Figure 2).



Figure 2 - An image of the redeveloped Eastern and Northern Terrace

**20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)**

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Stadium Ownership and Governance

In 2019, the Council engaged KPMG to conduct a review of the existing ownership structure of UTAS Stadium and to investigate the most suitable option for ownership and management of UTAS Stadium along with the potential requirements and implications of establishing an alternative governance model for UTAS Stadium. The key finding made by KPMG is that:

*...The stadium is currently a net financial burden on the Council and Council is not in a position to be able to make significant capital upgrades to the venue, particularly if Tasmania is successful in securing a permanent AFL license.*

The research conducted by KPMG identifies that there are more appropriate alternative ownership models for UTAS Stadium, with ownership by State Government in a standalone Statutory Authority or Trust being the most common for a Tier 2 Stadia in Australia.

It is the Council's preference that UTAS Stadium is transferred to the Tasmanian Government through the creation of a Stadium(s) Trust. Such a transfer would include the stadium itself, Invermay Park, the balance of the Old Bike Track site, all assets associated with the maintenance and operation of the facilities/land as well as the existing employees. It is the view of the Council that the establishment of a Trust would:

1. enable the stadium to act commercially, being more responsive and flexible in decision-making than a traditional local government department;
2. provide the ability to operate with independence;
3. recognise that the management of major sports venues is highly specialised and distinct from the traditional roles of government and departments;
4. reduce the Council's and State Government's exposure to the risks involved in the management of major sports facilities, including financial and legal risks; and
5. provide a vehicle for delivering a state-wide stadia strategy.

As part of the establishment of a Trust, the Council would complete an asset condition assessment so that there is a complete understanding of the future maintenance needs of UTAS Stadium in addition to the future development needs.

State Stadia Strategy

The *Taskforce Business Plan* recommends the development of a State Stadia Strategy to both validate its assessment of stadium demand and to consider the wider State value in attracting and retaining existing events, conferences and other national sporting franchises or leagues to Tasmania, and their subsequent contribution to Gross State Product and returns to the football club.

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**20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)**

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All mainland states have articulated their stadium strategies over past decades in an increasingly competitive environment and it is vital that Tasmania follow suit. It is recommended that a Tasmanian Stadium Strategy would need to focus on stadiums which are used for national-level sporting competitions, rather than those used for State and/or district level sporting competitions, which are being capably managed by Local Government across the State.

**ECONOMIC IMPACT:**

UTAS Stadium already makes a significant contribution to the Launceston economy by attracting high level sporting events and delivering over \$30m in visitor spending in 2019.

Preliminary analysis of the economic impact of a fully upgraded stadium and associated indoor entertainment and sport facility indicates an expected \$62m per annum in addition to the expected \$60-70m direct economic contribution to Launceston and the region from AFL.

This additional direct contribution is modelled on attracting additional high level sporting and cultural events that are not currently hosted or are hosted with significant limitations. This includes additional NBL and A-League games, large scale concerts, attracting major one off sporting and cultural events along with attracting national and international teams to train in Northern Tasmania with access to the high performance facilities.

**ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

**SOCIAL IMPACT:**

Implementation of the FDP would have a significant positive social impact for Launceston and Northern Tasmania. It would do so in the following ways:

- The UTAS Stadium complex would become a social hub for the City with a multitude of users from a multitude of sport, recreation, arts and/or community pursuits regularly converging in the facility;
  - It would assist in addressing the current shortfall of indoor stadiums in Northern Tasmania which will increase participation in sport and recreation pursuits;
  - The co-location with the new UTAS campus, QVMAG, together with existing and new businesses, connected to the City centre via a new pedestrian bridge, will create a vibrant precinct that activates Invermay Road and creates year round and constant use;
  - With only 11% of AFL facilities currently having unisex change rooms and with female participation in football (and cricket) growing strongly, it would assist to address this deficiency and get the most out of our existing facility;
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**20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)**

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- It would increase the number and quality of sporting events, music performances, stage shows and the like which can be attracted and accommodated in Launceston which improves the liveability of the City; and
- It will create a stadium which is walkable from the City centre that offer an excellent fan experience with great sightlines, easy access in and out, food, beverage and hospitality that delights and expresses who we are and unique to the local character, spaces that feel safe and secure whilst retaining the feeling of exhilaration and belonging when thousands of people come together.

**STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

3. To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.

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.
4. To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains and adopting technological and other process innovations.
5. To maintain a financially sustainable organisation.

Strategic Priority 7: We are a City planning for our future by ensuring our approach to strategic land-use, development and infrastructure is coordinated, progressive and sustainable.

10-Year Goal: To facilitate appropriate development via integrated land-use planning, infrastructure investment and transport solutions within our municipality and region.

Focus Areas:

2. To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment.
  4. To ensure our suite of strategic planning initiatives are coordinated and representative of our community's needs and aspirations.
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**20.1 Draft Future Direction Plan - York Park (UTAS Stadium) 2021 ... (Cont'd)**

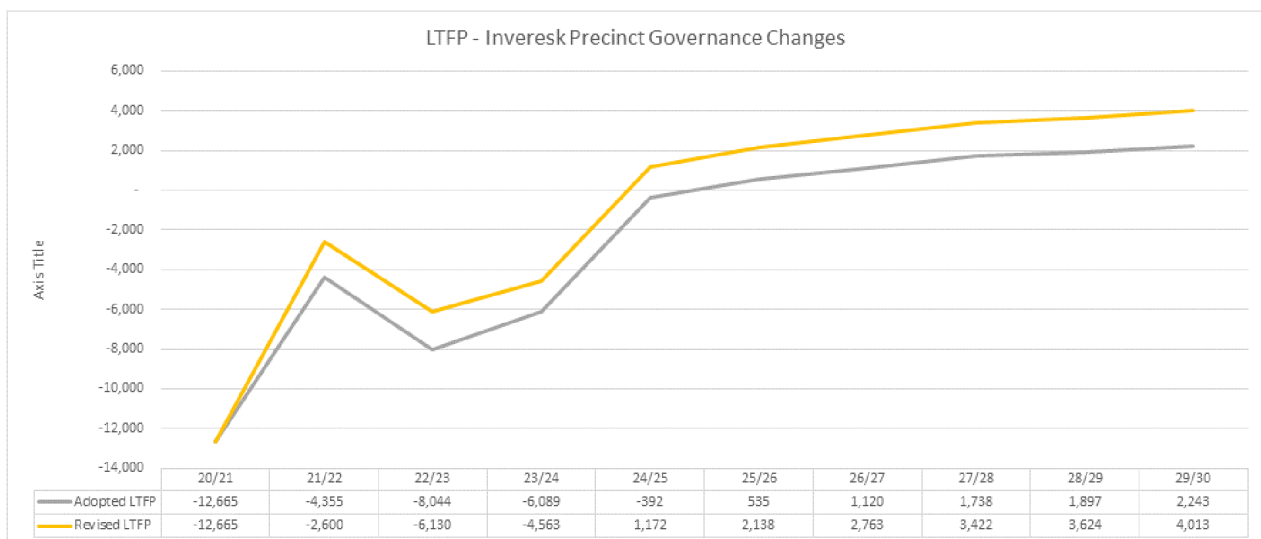
**BUDGET & FINANCIAL ASPECTS:**

In the financial year ending 30 June 2020, the Council spent \$5.4m to operate the Inveresk Precinct, which includes UTAS Stadium, Invermay Park, Inveresk Precinct Administration and the events component of the precinct. This figure comprised labour (\$0.858m), materials and services (\$3.014m), depreciation (\$1.340m) and full-cost attribution (\$0.015m).

After revenue is taken into account, the net cost to Council is \$3.6m.

The creation of a State Government Stadium(s) Trust and transfer of UTAS Stadium assets to the Trust would have a significant positive impact on the Council's budget and financial performance.

The following graph illustrates the positive impact of the change on the Council's Long-Term Finance Plan (LTFP), based on the version adopted by the Council in December 2020. The transfer of assets would result in a saving of some \$2.68m to the Council which would return the organisation to surplus a year earlier, in 2024/2025, following the financial impact of the COVID-19 Community Care and Recovery Package.



Without the creation of a State Government Stadium(s) Trust and transfer of UTAS Stadium assets, the Council would not be in a financial position to deliver the FDP. Even if the full cost of the re-development (\$208m) is sourced from the State and Federal Governments, the Council would not be able to accommodate the additional depreciation, maintenance and operating costs that would be generated by the new and upgraded assets. Accordingly, in order for the FDP to be delivered in full, it will be necessary to work with the State Government to deliver the Plan's recommendations.

**20.1 Draft *Future Direction Plan - York Park (UTAS Stadium) 2021 ...*(Cont'd)**

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**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. Draft Future Directions Plan - York Park (UTAS Stadium) 2021 (includes York Park Masterplan 2016 and KPMG Report: Establishment of a Stadium Trust) (ECM Document Set ID 4489811) (*electronically distributed*)
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**21 CLOSED COUNCIL**

No Closed Items have been identified as part of this Agenda

**22 MEETING CLOSURE**

**UNCLASSIFIED AGENDA ITEMS:**

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