



City of  
**LAUNCESTON**

# **COUNCIL AGENDA**

**COUNCIL MEETING  
THURSDAY 2 DECEMBER 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: 2 December 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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## 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 and can be accessed at:  
[www.launceston.tas.gov.au/Council/Meetings/Listen](http://www.launceston.tas.gov.au/Council/Meetings/Listen) .

The following information was provided to members of the public in respect of attendance at the Council Meeting.

## PUBLIC ATTENDANCE AT THE COUNCIL MEETING

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. Members of the public will be required to check in on arrival via the *Check In Tas App* as per the Direction Under Section 16 - Contact Tracing - No. 10 - *Public Health Act 1997*.

## 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 attending 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 (Tas) - 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 18 November 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 (Tas) - 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 Ray Norman - 14 November 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 questions, submitted in writing to the Council on 14 November 2021 by Mr Ray Norman, have been answered by Michael Attard (Team Leader Sustainability) and Richard Jamieson (Acting General Manager Community and Place Network).

**Questions:**

1. In 2021, and backgrounded by this Council Policy [Climate Emergency Policy], what proactive decision making has the Council undertaken to:
    - (a) invest in, and encourage investment in, renewable energy generation in the City/Municipality as a component of planning when acting as a Planning Authority and considering Development Applications?
    - (b) ensure that the Council's vehicle fleet is electrified and within a foreseeable real world timeline?
    - (c) ensure that the Council's operation and policy implementation better facilitates the electrification of transport systems in the municipality within a foreseeable real world timeline?
    - (d) ensure that the Council proactively moves towards investing in renewable energy generation in its operations in order that its ratepayers can benefit from the investment via reducing/minimising rate demands?
    - (e) ensure that the Council desist in investing in expending ratepayer funds in expensive land fill cells that ultimately result in the Council's all too apparent anti-resource recovery cum anti-zero waste strategies?
    - (f) ensure that the Launceston Council's Waste Management Centre is transformed into an efficient and effective Resource Recovery Centre ?
    - (g) ensure that the Launceston Council's Waste Management Contractor is required to move expeditiously towards facilitating a zero waste outcome - say by 2024?
    - (h) ensuring that, as a Planning Authority, development applicants are required to preserve, maintain and augment the municipality's canopy cover?
    - (i) ensuring that the carbon sequestration in the municipality's urban and rural cultural landscapes are not only preserved but enhanced?
    - (j) will the Council review and deliberate upon its policy determination and these questions at its next Open Council Meeting for the benefit of the municipality's concerned citizens?
-

**8.1.1 Public Questions on Notice - Mr Ray Norman - 14 November 2021 ...(Cont'd)**

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**Response:**

- (a) *The City of Launceston (CoL) has invested in renewable energy for many of its facilities in the form of solar power generation. The CoL is also in the position to be able to purchase 100% renewable energy from Hydro Tasmania. There are currently no provisions in the Launceston Interim Planning Scheme that seek to influence energy choices of property owners. The schemes do, however, provide a suite of exemptions from the need for planning approval for both ground based and roof mounted solar energy installations on properties that are not heritage listed. Additionally, there are design standards in some residential zones that require consideration of solar access.*
  - (b) *The CoL currently has two electric vehicles and has funded six current public place charging stations. There are another four public charging stations planned for the Gorge parking area, Riverbend Park, Inveresk and the Lilydale Hall. Under a sustainable transport strategy and a sustainability action plan there are plans to have more electric fleet vehicles.*
  - (c) *Refer response to (b).*
  - (d) *Refer response to (a).*
  - (e) *The CoL has invested significantly in waste management and resource recovery and boasts, arguably, the best resource recovery facility and initiatives in Tasmania. Landfill cells are expensive as they are fully engineered to limit impacts on the surrounding environment and are regulated under licence by the Environmental Protection Agency. The CoL has long term plans to not rely on landfill practices in the future by investing in different technology and methods to recover these resources. One such measure is the establishment of the first Food Organics and Garden Organics (FOGO) kerbside service and processing facility in Tasmania. In 2020 the CoL diverted 11,000 tonnes of organic material away from landfill, conservatively this equates to 22,000 tonnes of methane a harmful greenhouse gas being abated. Landfill diversion is at the heart of waste management at the CoL. The CoL is developing a construction and demolition facility which will help to divert an estimated 50% of material that is currently being landfilled. The CoL plays a leading role in the Northern Tasmanian Waste Management Group which applies a voluntary landfill levy of \$7.50/tonne to help drive landfill diversion for Northern Tasmania. The CoL has endorsed a Toward Zero Emissions action plan that outlines how the CoL will move towards carbon neutrality by 2025. The plan outlines abatement actions across all of the Council's business to limit the Council's carbon emissions.*
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**8.1.1 Public Questions on Notice - Mr Ray Norman - 14 November 2021 ...(Cont'd)**

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- (f) *The CoL transfer station offers many opportunities to recover resources prior to landfill, including reuse of items through the Uptippity reuse shop. Recycling includes: polystyrene, cardboard, metals, batteries, electrical cable, books, magazines, car batteries, household batteries, fluoro tubes, motor oil, cooking oil, mattresses, end of life tyres, mobile phones, comingled recycling, clear soft plastic, paint and e-waste. The walking floor has staff reclaiming recyclables and resale items off it on a daily basis. All clean green waste is diverted to FOGO.*
  - (g) *The CoL waste contractor operates under the CoL direction - awareness and education play a key role in the community shifting behaviours toward zero waste ambitions.*
  - (h) *The Launceston Interim Planning Scheme 2015 requires consideration of vegetation on development sites in a number of instances, particularly where recognised natural values may exist, or in places of recognised scenic quality or on heritage listed places. Outside of these the management of vegetation (and canopy) is left to the discretion of the property owner. Management of forest canopy in rural areas is managed by the Forest Practices systems.*
  - (i) *The CoL manages many parks and reserves with that are protected spaces and will remain carbon sinks. The Council is also investigating enhancing soil carbon capture efficiency through compost addition to the soil.*
- 

**ATTACHMENTS:**

1. Public Questions on Notice - Mr Ray Norman - 14 November 2021
-

**Attachment 1 - Public Questions on Notice - Mr Ray Norman - 14 November 2021**

**Sent:** Sun, 14 Nov 2021 11:49:51 +1100  
**To:** "Contact Us" <contactus@launceston.tas.gov.au>; "Mayor" <Mayor@launceston.tas.gov.au>; "Councillor Danny Gibson" <Danny.Gibson@launceston.tas.gov.au>; "Richard Jamieson" <Richard.Jamieson@launceston.tas.gov.au>  
**Cc:** "Premier Gutwein" <peter.gutwein@parliament.tas.gov.au>; "Minister for State Growth" <minister.jaensch@dpac.tas.gov.au>; "Mr Craig Limkin" <localgovernment@dpac.tas.gov.au>; "Minister for Energy" <guy.barnett@parliament.tas.gov.au>; "Ross Hart" <info@rosshartlaw.com.au>  
**Subject:** QUESTIONS ON NOTICE

Against the background of the City of Launceston Council's declaration of its '**CLIMATE EMERGENCY POLICY**' – <https://www.launceston.tas.gov.au/News-Media/City-of-Launceston-declares-climate-emergency> August 2019 – and in the reality of '*Climate Change*' playing out its consequence in real time in the '*here and now*' a number of questions arise. To reiterate that policy declaration here, Councillor Nick Daking's notice of motion called on the Council to act on four resolutions:

- To acknowledge the urgency created by climate change that requires immediate and collaborative action across all tiers of government;
- That Council writes to all State and Federal parliamentarians whose offices lie within the City of Launceston municipal boundaries, and to the Prime Minister, the federal Opposition Leader and the Tasmanian Premier, expressing its position on the climate emergency;
- Immediately conduct an audit of all City of Launceston operations to obtain current base line Greenhouse gas emission levels; and
- ***To complete the Council's Sustainability Strategy by December for implementation starting in 2020.***

**In 2021** and backgrounded by this "*Council Policy*" what '*proactive decision making*' has Council undertaken to:

- Invest in, and encourage investment in, renewable energy generation in the city/municipality as a component of '*planning*' when acting as a "*Planning Authority*" and considering '*Development Applications*'?
  - Ensure that Council's '*vehicle fleet is electrified*' and within a foreseeable real world timeline?
  - Ensure that Council's operation and policy implementation better facilitates the '*electrification of transport systems*' in the municipality within a foreseeable real world timeline?
-

- Ensure that Council proactively moves towards investing in *'renewable energy generation'* in its operations in order that its ratepayers can benefit from the investment via reducing/minimising rate demands?
  - Ensure that Council desist in investing in expending ratepayer funds in *'expensive land fill cells'* that ultimately result in Council's all too apparent *'anti-resource recovery cum anti-zero waste strategies'* ?
  - Ensure that Launceston Council's *"Waste Management Centre"* is transformed into an efficient and effective *'Resource Recovery Centre'* as has one Regional Local Government in NSW, Nowra specifically, as reported on by the ABC – See *"New waste sorter recovers 90% of waste previously dumped"* ...  
<https://www.abc.net.au/radionational/programs/scienceshow/new-waste-sorter-recovers-90-of-waste-previously-dumped/13597666> ?
  - Ensure that Launceston Council's *'Waste Management Contractor'* is required to move expeditiously towards facilitating a **ZERO WASTE** outcome – *say by 2024?*
  - Ensuring that, as a *'Planning Authority'*, development applicants are required to preserve, maintain and augment the municipality's canopy cover?
  - Ensuring that the *'carbon sequestration'* in the municipality's urban and rural *'cultural landscapes'* are not only preserved but enhanced? And
  - Will Council review and deliberate upon its *'policy determination'* and these questions at its next **Open Council Meeting** for the benefit of the municipality's concerned citizens?
-

## 8.1.2 Public Questions on Notice - Mr Robin Smith - Council Meeting - 18 November 2021

**FILE NO:** SF6381

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

**CHIEF EXECUTIVE OFFICER:** Michael Stretton

### QUESTIONS and RESPONSES:

The following questions, asked at the Council Meeting on 18 November 2021 by Mr Robin Smith, have been answered by Mr Shane Eberhardt (General Manager Infrastructure and Assets Network).

#### Questions:

1. With the Paterson and Charles Streets one-way street conversions, what is the demand for that particular route cutting through the CBD? Has that been quantified where technically going from the Town Hall to Jimmy's Supermarket? Would that extend to the Charles Street section as well?

#### Response:

*The characteristics of traffic using this segment of Paterson Street and the interactions between their destination and route selection are complex. Previous studies have quantified the proportion of traffic on this road segment using the Launceston Traffic Model 2014, whilst volumes have likely changed the proportions are likely to remain relevant:*

<b>Paterson Street (St John - George)</b>	<b>AM Peak</b>	<b>PM Peak</b>
Total Traffic Volume (veh/hr)	670	870
Parking Within City Heart (veh/hr)	165 (25%)	385 (44%)
Travelling Through CBD (veh/hr)	195 (29%)	310 (36%)
Other Destination (veh/hr)	310 (46%)	175 (20%)

*This data implies the theoretical minimum volumes that could be achieved on Paterson Street. Given the location of the car parks directly off Paterson Street, it is likely that those trips defined as parking would likely still need to use Paterson Street. Some 'other destination' trips would also still use Paterson Street. However, much of the through traffic could be reassigned to alternative routes such as Cimitiere Street; such is the objective of this project.*

*It is recognised that reassignment of all of this traffic is unlikely to be achievable in practice.*

**8.1.2 Public Questions on Notice - Mr Robin Smith - Council Meeting - 18 November 2021 ...(Cont'd)**

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*The Launceston Traffic Model has provided indications of the two-way traffic volumes to be expected on this segment, with 615 vehicles per hour in the AM peak and 840 vehicles per hour in the PM peak. This calculates to be an 8.2% total volume reduction in the AM peak and a 3.4% total volume reduction in the PM peak. Whilst these reductions can seem small in percentage terms, it only takes small reductions to achieve large benefits. It must also be recognised that the volumes in the two-way scenario will be spread between two directions, with the existing one-way flows seeing much larger reductions than this when looked at individually.*

*It should be noted that this iteration of modelling included two-way traffic flow on George Street, which is not included in the current proposal. This likely contributes to a larger east-west volume on Paterson Street and it is expected that these volumes would decrease without this provision, further improving traffic volume reductions.*

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**8.1.3 Public Questions on Notice - Mr Lionel Morrell (Tasmanian Ratepayers' Association Inc.) - 24 November 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 questions, submitted to the Council in writing on 24 November 2021 by Mr Lionel Morrell (Tasmanian Ratepayers' Association Inc.), have been answered by Mr Shane Eberhardt (General Manager Infrastructure and Assets Network).

*Note: All questions are asked referencing the Draft Launceston Transport Strategy 2020-2040 - Public Consultation process.*

**Questions:**

1. Can you please confirm that all public submissions were presented to Councillors prior to Councillors' final consideration of the *Launceston Transport Strategy 2020-2040*?

**Response:**

*The community consultation period for the Launceston Transport Strategy 2020-2040 ran for five weeks from 10 May to 16 June 2021.*

*Respondents submitted their feedback via Your Voice Your Launceston (YVYL) (where they marked up their comments directly onto the draft strategy), via Facebook or in writing. All feedback was read and considered. Comments made via YVYL and Facebook were transferred directly into a single document. Written submissions were then summarised and added to the document. Respondents totalled 137:*

- 75 - YVYL
- 52 - Facebook
- 10 - written

*Respondents' commentary was then separated into key categories, resulting in a total of 336 separate comments.*

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**8.1.3 Public Questions on Notice - Mr Lionel Morrell (Tasmanian Ratepayers' Association Inc.) - 24 November 2021 ...(Cont'd)**

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*Comments in each category were assessed against the draft Strategy; resulting in the following actions:*

- *15 minor changes to the Draft Strategy*
- *5 Customer Requests created for inspection and action*
- *Feedback related to general infrastructure matters will be considered as part of the City of Launceston's business as usual operations and through the Council's working relationships with the State Government.*

*On 8 July 2021, Councillors were provided with an overview of the above; followed by a detailed presentation on 14 October 2021 containing the 336 comments.*

2. Can you advise why the public submissions received by Council were not included in the Agenda for the Meeting held on 4 November 2021?

**Response:**

*Agenda Items are prepared by individual Networks, reviewed by the Chief Executive Officer and General Managers and then published in accordance with the Local Government (Meeting Procedures) Regulations 2015 (section 8). There is no requirement to append specific information or documentation relating to individual Agenda Items. The Agenda Item published in the Council Agenda on 4 November 2021 was an endorsement the Launceston Transport Strategy 2020-2040 document.*

3. Who are these people? Are they residents or ratepayers of the municipality?

**Response:**

*The response to Question 1 lists those who participated in the public consultation process as respondents. As with the majority of community feedback mechanisms undertaken by the City of Launceston, such as representations to Development Applications, members of the public who speak and ask questions at Council Meetings and similar forums, information sessions, petitions and submissions, to quantitatively investigate whether respondents are or are not ratepayers of the municipality would be unfeasible.*

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**8.1.3 Public Questions on Notice - Mr Lionel Morrell (Tasmanian Ratepayers' Association Inc.) - 24 November 2021 ...(Cont'd)**

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4. What robust measures have been put in place regarding public consultation for the *Launceston Transport Strategy 2020-2040* to ensure that Councillors were not misled as to the concerns submitted in response to the public consultation?

**Response:**

*As noted in the response to Question 1, with regard to this question, it is advised that on 8 July 2021, Councillors were provided with an overview of the community consultation process which was then followed by a detailed presentation - containing the 336 comments from the submissions - at a Workshop on 14 October 2021.*

5. Can the [*Launceston Transport Strategy 2020-2040*] be regarded as having been subjected to competent and comprehensive rigour and are the steps that have been implemented in accord with the strategy, properly justified?

**Response:**

*The response to Question 1 describes the detailed process undertaken to compile the *Launceston Transport Strategy 2020-2040*. It is felt that the final document has been compiled with competency and accuracy based on information available. Council endorsed the *Launceston Transport Strategy 2020-2040* at its Meeting on 4 November 2021.*

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**ATTACHMENTS:**

1. Public Questions on Notice - Mr Lionel Morrell (Tasmanian Ratepayers' Association Inc.) - 24 November 2021
-



**Attachment 1 - Public Questions on Notice - Mr Lionel Morrell  
(Tasmanian Ratepayers' Association Inc.) - 24 November 2021**

**Tasmanian Ratepayers' Association Inc.**  
P.O. Box 1035,  
LAUNCESTON TAS 7250  
Tel. 03 6331 6144 email [li82303@bigpond.net.au](mailto:li82303@bigpond.net.au)

24 November 2021

Mr. Michael Stretton  
General Manager  
Launceston City Council  
Town Hall  
St John Street  
LAUNCESTON TAS 7250

Dear Sir,

**Re: QUESTIONS ON NOTICE to City of Launceston Council  
GENERAL MEETING and the Draft Launceston Transport Strategy  
2020-2040 : Public Consultation.**

We question whether ratepayers of the City of Launceston should have confidence in the manner in which Councillors and Council's management have conducted the public consultation for the Draft Launceston Transport Strategy 2020 – 2040, and whether this lack of confidence can be extended to the expenditure of ratepayer and public grant monies that will flow from this mal-assessment.

The process has not, in our opinion, been robust.

We are advised that the *City of Launceston Transport Strategy Project* was launched in July 2020 to bring together all the information contained in previous studies, reports and strategies as well as the feedback received as part of *Tomorrow Together*.

Agenda Item 18.1 of Council Meeting 22 April 2021 was resolved by Council agreeing to refer the Draft Launceston Transport Strategy (23 March 2021) for public consultation.

In due course Council published a PUBLIC NOTICE in The Examiner Newspaper on 12 May 2021, inviting public submissions. Our Association made its submission, dated 7 June 2021, and have to hand, copies of other submissions that were made to Council by other parties, and filed with as also for our information and noting.

We sought communications with your Engagement Facilitator Officer, Mr Stuart Carless, as we received no feedback and on July 7, he wrote advising:

The consultation period was extended from June 7 until June 16. The extension was promoted via paid Facebook post.

Very few people made use of the extension.

Ninety one (91) people commented on the strategy using the feature on Your Voice Your Launceston and we received several more detailed submissions.

QUESTIONS ON NOTICE to City of Launceston GENERAL MEETING 2 November 2021.

We also documented the commentary on Facebook to ensure it is captured in feedback.

Moving forward, the draft strategy and the results of the consultation process will be discussed at a council workshop on July 16.

The draft strategy will then be finalised and presented to Council for formal adoption on August 12.

That program was not adhered to, not that we were told anything further.

We remain sceptical about Council's propensity to use social media to communicate with the community and to then seriously rely upon what in many instances are poorly informed, anonymous and somewhat frivolous comments, often from people who are located well-outside the municipal area and who have little understanding of planning principles or matters of civic consequence.

In October 2021, it was reported to us by an owner's representative of 128 Brisbane Street (this owner had made one of the submissions earlier provided to us) that in a telephone call following up their submission and concerns as to a lack of advice as to progress, Council's General Manager, Mr Michael Stretton, said that Council "**had only received a few emails and a couple of letters**" indicating little public interest in the consultation on the Draft Strategy document.

That is clearly not the case, and we again present the formal submissions that we have to hand from just our files, for the public's information, but also for the attention of Councillors.

Can you please confirm that all public submissions were presented to Councillors prior to Councillors' final consideration of the Launceston Transport Strategy 2020 – 2040 ?

We note that when the Agenda for Council's Meeting of November 4 2021 was published (and this was after the date for Questions on Notice to be submitted for the meeting), that the Launceston Transport Strategy 2020-2040 was listed for consideration and endorsement by Council. There had been no advance notification of this to those who had made a submission, the submissions were not included or attached to the Agenda, and apparently as Councillors were unaware of the information contained in the submissions, this resulted in there being no opportunity for the submissions to be addressed, let alone given the respect they deserved.

Can you advise why the public submissions received by Council were not included in the Agenda for the meeting held on November 4 2021 ?

What evidence can you provide that Council received "**overwhelming support from the community**" [ref. General Manager Infrastructure & assets network], given the information we have to hand, and noting the anonymity and unidentifiable comments that may have been received from the Council's *your voice your Launceston* social media site?

Who are these people ? Are they residents or ratepayers of the municipality?

QUESTIONS ON NOTICE to City of Launceston GENERAL MEETING 2 November 2021.

What robust measures have been put in place regarding public consultation for the Transport Strategy 2020 – 2040 were put in place to ensure that Councillors were not misled as to the concerns submitted in response to the Public Consultation?

Can the Transport Study 2021 – 2040 be regarded as having been subjected to competent and comprehensive rigour, and are the steps that have been implemented to accord with the strategy, properly justified?

As part of this submission to Council's General Meeting, we provide our earlier submission dated 7 June 2021, and copies of other submissions that were made by some other parties and we hold on our file, for public information and assessment.

QUESTIONS ON NOTICE to City of Launceston GENERAL MEETING 2 November 2021.

emissions.....but how and by what tangible evidence can this vision be attained?

Council and its planners need to accept that car use is here to stay as the dominant mode of transport in Launceston. It may be regrettable, but public transport simply wont work in Launceston. The terrain of Launceston and the unplanned nature of all of the outer residential areas, means that this is no practical circuit or network with our roads system that can support an economic and efficient public transport bus service in an acceptable timetable. Launceston sits divided by 3 rivers and only 6 vehicular bridge crossings within the city boundaries ( 2 bridges in parallel over the South Esk Cataract – Kings and Paterson; 4 bridges over the North Esk – Charles Street and Victoria, Henry Street and Hoblers). 3 of these bridges are unprotected from flooding. There is one foot/cycle bridge at Seaport (flood prone) and one under construction at Bolland Street. There is one defunct railway bridge (the flood prone Black Bridge).

There is no bridge across the Tamar, other than Batman Bridge, well-north of the municipal boundary. In times of flooding, much of Launceston's transport routes are crippled and inaccessible.

Launceston is also bisected by a significant series of seismic fault lines, and according to the expert reports that have been earlier commissioned by Council, the Charles Street Bridge at least is expect to fail during a seismic event , if not all others across the North Esk River. A catastrophic event, be it flood and/or seismic action, is likely to cut off all access for emergency vehicles from everything east of the Tamar River needing to reach the Launceston General Hospital and isolating the heavy industrial sector at Bell Bay, and should the Trevallyn Dam be breached or damaged, then extreme chaos would occur.

At no point in the Transport Strategy is such a catastrophe or series thereof even acknowledged, let alone accommodated.

- The CEO 'talks' about Launceston being a key transport hub, and talks about engaging WSP consultants (are they the author?), he admits the plan is "**ambitious but not unachievable**", along with motherhood statements and with Council's contribution ..... **to providing shower facilities for employees who walk or cycle and a 20-year program to replace the fleet with zero-emission vehicles**, well at least an undertaking to investigate this ....!

There is no assessment of the promised Tamar Bridge at University Way or any impact assessment of the very-long promised Launceston Eastern Bypass. For many years the Tasmanian Ratepayers Association has promoted the need for adequate east-west traffic routes through Launceston to be constructed, however nothing is ghosted into the Strategy to acknowledge that important element of need.

**Generally, the Draft Strategy is a very great disappointment.**

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**COPY**

**Tasmanian Ratepayers' Association Inc.**  
 P.O. Box 1035,  
 LAUNCESTON TAS 7250  
 Tel. 03 6331 6144 email [1182303@bigpond.net.au](mailto:1182303@bigpond.net.au)

7 June 2021

Mr. Michael Stretton  
 General Manager  
 Launceston City Council  
 Town Hall  
 St John Street  
 LAUNCESTON TAS 7250

By email to [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)  
[michael.stretton@launceston.tas.gov.au](mailto:michael.stretton@launceston.tas.gov.au)

Dear Sir,

**Re: Draft City of Launceston Transport Strategy 2020-2040  
 – Public Consultation.**

Obedient to the Public Notice in The Examiner Newspaper on 12 May 2021, we make the following submission.

In reading through the Draft Strategy Document, we find that there is no author or professional person attributed as author. We find this curious and suspect this is why there is such little credible content. The various reports referred to are hardly current background material, and so really there is no substantiation for the Strategy at all.

The two "messages" at the front from the CEO and Mayor are just 'talk'.

- The Mayor 'talks' about encouraging people to walk, to utilise public transport, to make people less reliant on cars, to ease traffic congestion in the CBD and a commitment to reducing greenhouse gas

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Given Australia's projected targets for reduction/replacement of internal combustion motor vehicle production/sales in Australia, the planned environmental improvements with the change to electric cars (and in all likelihood that the size of personal transport vehicles will be very much reduced in size and speed, the Strategy, although exceeding the 2030 deadline, is mute. 6 new electric cars are actually coming to Australia in 2021 – THIS YEAR !!

- Consumers want to buy electric cars now, but Manufacturers say they're not shipping EVs to Australia due to Government Policy.
- 75% of new car sales by 2030 need to be electric, for Australia to achieve net zero emissions by 2035, according to the latest report by the Climate Council.
- Some car makers are publicly saying the country is becoming a "Third World dumping ground" for outdated petrol-engine technology.

Nowhere is there any data or assessment on present parking levels, vehicle movements, trip patterns, public transport usage or any technical basis for a strategy, let alone what or how this (allegedly) dire situation in Launceston can be addressed or remedied.

- What is an acceptable level for transport services/congestion/pollutant level?
- What are the key factors to attack?

The Utas Northern Transformation Project (Page 16) is viewed by some scholars as dramatically INCREASING transport issues in the central area, not reducing them.

The **Proposed Launceston Interchange** and City Heart CBD Redevelopment (Page 17) is by no means a certainty, and of course does not mention the impact caused by the loss of the most-highly utilised carpark facility in Launceston.

This owner's proposal to increase the capacity of the Paterson Central Carpark to 429 spaces, is ignored.

The drop off in Metro usage (down 50% by 2018) the report says is LIKELY due to dominant car culture and PERCEIVED poor experiences on public transport. The report admits that most of Metro's passengers are concession card patrons, then admitting further that in the United States the bus is the primary choice only for those who can't drive or have fewer opportunities to drive (don't have a car, perhaps, students under 18 anon?).

The report talks about the January 2020 new Launceston Metro Network being a success, but in fact we don't believe it has been a success at all, and part of this "improvement was reversed due to public outcry.

The report does admit **the impact on patronage is not clear** (understatement) and tries to blame COVID-19 (yawn) on likely impact (what

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about a fresh culture of working from home, what will now be that modified impact?)

The report simply proclaims that by having a comfortable waiting area and integration with other vibrant uses in the CBD, the proposed bus interchange will in the long run, increase public transport across the city!

The report repeats this outcome and attributes such to the Department of State Growth's 2020 network (?) Metro is an independent GBE without interference from Government, so how can DoSG say anything!!

The Case Study – City of Ipswich (2019) is frankly, bizarre. Why Ipswich, is that the only experience the author has had?

What is **Advocacy material**?

The report admits (Page 24) that **Driving is Launceston's most popular transport mode. The city has minimal congestion and low parking costs, making driving the most desirable transport mode.**

So why meddle with this??

The heading **Launceston's CBD location means it has to deal with being a through trip corridor as much as an end of trip destination.**

Is not supported by the data and information that follows – During the morning peak, between 50 and 60 percent of trips that started outside inner Launceston [What are the boundaries of Inner Launceston?] finished in the CBD area. But .... A high proportion of trips also bypass Launceston CBD....!!!

The concluding statements are at odds with this.

The report states that driving is unsustainable in the long term, but this is not established at all. Why cannot it be sustained if properly managed and when electric vehicles are the 'norm'?

Justification appears to rely on a need to reduce vehicle exhaust (sic) pipe emissions [What of the expectation for electric vehicles...] and then the report launches into a suggestion that there is some present impediment to access by emergency vehicles .....!!! No evidence, again.

The report does concede the **challenge of providing transport alternatives to driving**.....but it doesn't actually deliver a solution or pathway towards this.

Freight and deliveries.....again COVID-19 gets a run, the trend to online shopping (wouldn't this REDUCE personal shopping, and the increased freight vehicle needs, should actually result in a REDUCED USAGE AND CBD CONGESTION?)

Online shopping doesn't originate transport/traffic in Launceston CBD, it originates from warehouses, usually remote, not only to the CBD, but to

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Launceston, to other States and other Countries and manufacturing hubs....!!! This observation is considered to be quite bizarre.

And then in Launceston Yes, lets initiate drones to solve the problem....

FUTURE TRENDS (Page 25) This is surely Dreamworld.....not related to Launceston at all in fact.

Launceston is a hilly city.

What is MICROMOBILITY CONNECTION (Page 27) ?

The statement that Launceston CBD has many large car parks and more spaces than it currently uses is completely unfounded in this report.

The very popular and well-used Paterson Central Carpark must be the exception?

Page 28 – It is incorrect to state that health facilities tend to be clustered in the CBD and the statement that Education facilities are more evenly spread across the city with 15-minute walking access to at least one education facility in most areas is well, absurd and quite unsubstantiated.

UTAS is moving into the central area (not quite the CBD, though), TAFE is centralizing in the outer northern suburb, Launceston College in the central area, but not quite CBD, but yes, Primary and High Schools are reasonably dispersed but no recognition given to the positioning of PRIVATE SCHOOLS, none of which are in the central area or have been considered when established many, many decades ago.

The CBD also has access to more than 15 health facilities and 30 education facilities. (Page 28) Really? In the CBD? What is a health facility? What is an education facility. We would love to see the actual list/locations. At Page 31 the report shows zero education facilities in the Central Area. "Launceston" (closest area to CBD) has just 2, Launceston College and TAFE (and that is already moving to Newnham).

What is written under the guises of A vision for Launceston ... A Liveable Launceston...A Healthy Launceston ...A Connected Launceston... Future Transport Initiatives, is all just fanciful.

Yours faithfully,

L.J. Morrell

President TASMANIAN RATEPAYERS ASSOCIATION INC.

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We will not add any further commentary to our own submission as we believe it stands on its own.

The next submission is from the owner of Paterson Central Carpark, a property that has been somewhat singled out for the less-than satisfactory conversion from being a public carpark, to a yet-to-be explained in any design detail, Bus Interchange for Metro.

COPY

CAR PARKS SUPER PTY LTD  
ACN 607 566 094  
ATF THE ALLEN FAMILY SUPERANNUATION FUND  
P.O. Box 32  
HAGLEY TAS 7292

7<sup>th</sup> June 2021

Mr Michael Stretton CEO  
City of Launceston Council  
Town Hall 18 St John Street  
LAUNCESTON 7250

by email to [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

Dear Mr Stretton,

Re: Draft Launceston Transport Strategy 2020-2040

We write in response to your Public Notice inviting comment.

As you are well aware, we are the owners of Paterson Central Carpark at 41-55 Paterson Street Launceston, presently providing 125 car parking spaces which are in high demand, and regularly turns over 3-4 times/day, and more in peak retailing periods.

This public car parking facility, operated by Carepark, is an essential asset to the Brisbane Street Mall traders, and should it cease to function, it would render severe impacts on the retailing and commercial activities of the Central Area.

It has always been our intention to retain this car parking facility and as economic circumstances allow, further expand the carparking capacity to as much as 429 spaces (see DA 0687/2007, previously approved for a (then) \$20M Car Park and Retail Development).

We disagree with your assertion from December last year, that "Car parks do not attract people to visit and/or work in the city, will not generate additional employment or activation ..." To the contrary, and whilst it may not be known by you, but at that particular time during my discussions on a joint venture project with Mr Ali Sultan (Hobart's biggest private car park owner/developer), Mr Sulian said



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that PCC **“was the most popular carpark in Tasmania and the income surpasses the best in Hobart”**.

And so it is with little surprise that I read from a Media Release from Metro Tasmania, the following :

**Media Release 10 May 2014**

*Metro believes that relocating Launceston’s CBD bus interchange away from their current position in St Johns St would be detrimental to bus patrons and may hurt city businesses. The vast majority of Metro’s service runs for routes from the city to the surrounding suburbs currently commence or terminate at the St John St interchange. Each year we have more than 470,000 boardings on services from the CBD interchange by commuters, students, shoppers, people coming to the city to access health and other services and visitors.*

*Our concern is that proposals to relocate the bus interchange away from the CBD, as floated by the Launceston City Council at the CityProm Members event last week, could make bus travel less convenient and may deter people from travelling into the city on buses.*

*Among the options floated include retaining the current bus stop and interchange with some relatively minor changes, relocating those services to the Cimitiere Street Transit Centre, making St John Street one-way and locating bus stops and shelters in the centre of the street to remove congestion from footpaths or moving services to some other transit centre location.*

*Crucial to any decision will be to understand what bus patrons, businesses and the Launceston community actually want, so we agree that broad consultation should be a key element of the City Heart Project and encourage bus passengers and others to make their views known to the Council.*

*Mass public transport provides many social, economic and environmental benefits. Public transport helps address social exclusion by making transport to services more accessible. It reduces traffic congestion and pollution and businesses benefit from the number of people who start or finish their journeys in the city.*

*One of Metro’s key goals is to increase bus patronage. We aim to achieve that by making bus travel more convenient and a better experience through initiatives like the introduction of GreenCard, and Journey Planner, the progressive replacement of old buses with modern, low emission and wheelchair accessible buses and security cameras to improve passenger safety.*

*We’re also reviewing routes across the state with the aim of speeding up travel times and improving the reliability of published bus service times. Metro knows from its own surveys of bus patrons that as well as bus fares, convenience and regularity of services are also major factors in people’s choices of whether to use a car or take a bus. Imagine the traffic and parking problems that would arise if many people, instead of travelling on buses, chose to come into the city by car.*

*Or, instead of going into the city at all, decided to go elsewhere to shop. We are currently working with Launceston City Council and CityProm on a Bus Interchange review group and are more than happy to continue to work with them and the*

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*Department of Infrastructure, Energy and Resources to find ways to improve facilities and services in Launceston’s CBD. However, Metro’s strong preference is to retain the current interchange but to improve the service for passengers and the amenity for adjacent businesses and pedestrians.*

I am confident that it is very likely that the city’s traders and businesses would violently disagree, when you say that this car park is not essential to this central city area. I remain of the firm belief that car parking on this site is fundamental to the viability of the Central Business Area, and the Brisbane Street Mall in particular. Removal of this carpark cannot be beneficial, and in fact, if it is replaced by a Metro Bus Interchange so close to the central area, will bring only hostile objections because of the adverse anti-social issues suffered in the present St John Street location, that would be transferred and likely to be magnified.

Yours faithfully,

Donald K. Allen  
Director  
Car Parks Super Pty Ltd.

This next submission is by Tasmanian Academic and expert Bob Cotgrove.

*Robert D M (Bob) Cotgrove,  
BA(Hons), MTransEc, MSc(Econ), BDC,  
Fellow CILT, ESA, Life Member IAG.*

Bob is an urban geographer and transport economist with special interests in urban land use patterns and travel behaviour.

A lecturer in the School of Geography and Environmental Studies at the University of Tasmania from 1970 until 2003, Bob is now retired but maintains an interest in urban affairs.

Bob’s main focus is on the demand side of urban travel, the behavioural reasons explaining the why and how of people’s activity preferences, and related travel patterns in an environment constrained by limited time budgets.

He has a special interest in the global cultural transition to a post-industrial society and its time-space implications, including population trends, the worldwide growth of female employment, the shift to low density urban development, and the increasing preference for personal automobility.

Bob has written numerous newspaper articles on these topics and frequently travels around the world to keep informed of new urban developments.

He is Member of the Economics Society of Australia, a Life Member of the Australian Institute of Geographers and a Fellow of the Chartered Institute of Logistics and Transport in Australia.

Bob is a member of Mensa, a participant in the Tasmanian Healthy Brain Project (Menzies Centre), and recently completed the degree of Bachelor of Dementia Care at the University of Tasmania.

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**COPY**

**SUBMISSION**

to the

**Launceston Transport Strategy, 2020-2040**

by

**Robert D M Cotgrove**

**BA(Hons), MTransEc, MSc(Econ), BDC**

**Fellow Chartered Institute of Logistics and Transport (FCILT)**

**Life Member of the Institute of Australian Geographers (IAG)**

**Member of the Economic Society of Australia (ESA)**

**May 2021**

**4. Context.**

**4. The Post-Industrial Society.**

For more than a century, since the proportion of US workforce employed in manufacturing peaked shortly after the end of World War I, the world has experienced an ongoing transition from primary and secondary industries to tertiary and quaternary industries.

Workers engaged in the production of goods and services involving routine, repetitive operations have been, and are being, replaced by machines and automation, freeing up workers for new jobs in the service sector.

By 1950, for the first time in history, US employment in all services exceeded combined employment in all other sectors. What happened in the United States has been repeated, initially in Western countries but progressively in all other countries.

The transition in employment was acknowledged in Daniel Bell's 1974 book "The Coming of Post-Industrial Society" and then by Alvin Toffler in his 1980 book "The Third Wave" in which Toffler describes the transition as "A new civilisation ..." that "...brings with it new family styles; changed ways of working, loving and living; a new economy; new political conflicts; and beyond all this an altered consciousness as well".

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The initial shifts to service industries were predominantly in the tertiary sector comprising jobs that required little or no formal qualifications.

However it is growth in the quaternary sector, the professional and para-professional occupations requiring post-secondary educational qualifications, that has shown the most impressive increase.

Practically all students graduating from TAFE and university studies aim for employment in educational, legal, medical, business, financial, technical, governmental and trade occupations.

Tertiary and quaternary employment is urban focussed and gender neutral.

Globally, rates of urbanisation were 34% in 1960, rising to 43% in 1990, 56% in 2020 and an expected 70% by 2050. In Australia, an already highly urbanised country, urbanisation is expected to rise from 86% in 2020 to 91% in 2050.

The gender neutrality of service sector jobs has led to a vast increase in female employment. Most of this increase has been due to the entry of women with dependent children into the paid workforce.

The days when men worked and married women stayed home to look after the house and family have long gone.

Today, men and women combine work commitments with the needs of households and other family members, not only children but the growing proportion of elderly parents.

This has resulted in a radical shift in household travel patterns.

**2. Post-industrialism and changing urban travel patterns.**

Travel is a means to an end. The anticipated benefits of travelling to a location must exceed the perceived costs of getting there; otherwise the journey will not take place.

This means that a number of desired activities are not undertaken simply because the costs outweigh the benefits. Reduce the cost, for example with a new road link or bridge, and these marginal latent desired activities are able to be achieved, thus improving social welfare.

The often heard complaint that building more roads only leads to more traffic is true only to the point where the benefits of travel outweigh the reduced costs.

In the declining industrial-era workforce, mass public transport systems ferried armies of mostly male workers to and from factories and office buildings, while their wives stayed home to do the housework or walk to local shops.

Today in post-industrial societies, men and women are busily engaged in combining work commitments with home and family needs. These various activities are scattered throughout the urban environment but are usually subject to tight time constraints.



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Julie has to be at soccer training by 4.00 pm, Johnny has a doctor's appointment at 4.45 pm, Dad has to be checked to see how he is coping after his recent operation, food has to be bought for tonight's dinner, and so on.

For the vast majority of people, the only practical means of achieving these various activities within the short time available from leaving for work in the morning until returning home in the late afternoon is by having the use of a personal car.

All public transport modes, of necessity, carry passengers only to stops along the route and only intermittently at times determined by timetables. They are unable to cover all points in an area at all times and so are unable to satisfy most people's daily travel needs.

The car and the truck have revolutionised the land use structure of cities. The 1960s development of containers transformed freight logistics and handling.

Previously ships had to be laboriously loaded and unloaded at wharves close to cities where goods were stored individually in large warehouses awaiting either distribution by horse and cart or by small flat-tray lorries. Manufacturing was located close to the city centre to provide easy access to markets and workers.

The introduction of containerisation allowed goods to be loaded and unpacked at inland locations and transferred easily and quickly intermodally from ships to trains or trucks, providing direct connections between producers and customers.

Manufacturing was no longer tied to inner city locations and was able to relocate to outer suburban industrial parks. Trucks made it easy to connect with ports, railheads and retail stores.

Residential land use prior to the 1960s was also confined either to crowded inner city locations or adjacent to the linear tram and train lines that provided access to workplaces.

Since then, increasing car ownership had led to the three great social revolutions of the last few decades.

First, from the 1960s it enabled working-class families to relocate to more desirable residential locations on hillslopes, adjacent to rivers and coasts, and importantly to cheaper more affordable land at the urban periphery, where they could enjoy lifestyles previously only enjoyed by the wealthy.

Second, the personal car enabled women to enter into paid professional and para-professional occupations and to combine work commitments with home and family responsibilities. The prospect of entering into paid employment and becoming financially independent encouraged girls to continue studying to gain necessary tertiary education qualifications. As a consequence it caused them to delay or forsake marriage and to have fewer children, reducing birth rates to below replacement levels.

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Third, the car has enabled the growing proportion of elderly in the community to become more physically, socially and mentally active, thereby helping to stave off age-related diseases associated with loneliness and isolation.

Cars have produced a far more efficient economy. Employers no longer have to accept workers from nearby. They can select a workforce that better fits their needs for specialist skills and expertise from across the urban area. Employees benefit by having a wider field from which to choose jobs that satisfy their aptitudes and ambitions.

Urban landscapes have been transformed, with non-residential land uses following manufacturing to low density suburban locations. An increasing proportion of retailing and office establishments are now located in spacious, more accessible regional centres.

Cars have enabled families to live in larger houses with space for vegetable and flower gardens, lawns, play areas, and roof-top areas for solar panels, yet still be able to satisfy daily activities with the time-space flexibility provided by automobility.

The preference for low density residential living and personal car ownership is occurring in all countries and is intrinsic to modern post-industrial economies.

The net effects of these changes on urban traffic is that, instead of making separate trips to work, shop, school and other locations people are increasingly making linked journeys involving multitude trips to connect spatially dispersed locations at particular times.

Trips to and from work and to and from the city centre are decreasing proportionate to trips for non working purposes and to non-central locations.

The time-space flexibility of car use is compatible with the general social trend towards individual autonomy and lifestyles. Post-industrial society is moving away from the rigid, routine, regulated and regimented characteristics of the declining industrial age.

Working from home, online shopping, and online access to educational and medical services are other growth trends facilitated by parallel developments in electronic communications.

### 3. Post-industrialism and urban transport planning.

In the US in the 1950s, when increasing car use in cities first created modern road congestion, engineers thought the solution was to construct urban freeways in crowded downtown areas.

The destruction of neighbourhoods and negative intrusion into people's lives led to a public backlash, epitomised by the halting of the Embarcadero Freeway in San Francisco in 1959.

As an alternative, urban planners looked to European countries where cities were recovering from post-war devastation and people were highly dependent on public

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transport for their travel needs. Planners overlooked that European cities were on the same path to post-industrialism as American cities, with the exception that they had historically important pre-industrial city centres to protect. European cities have expanded outwards and car use dominates over public transport use. Importantly, European cities typically have bypasses around their centres to separate through traffic from city-bound traffic.

In spite of steadily increasing car use and declining patronage of public transport, the planning profession, from the 1960s onwards, has waged an attack on motorists and the other perceived problem of low density suburban settlement.

Motorists are constantly and variously derided as being lazy, selfish, anti-social and environmental vandals, while low density settlement is denigrated as urban sprawl.

The process adopted from the 1970s has been to create "transport oriented development" whereby the planning industry advocated reconstituting cities into high-density settlement aligned to linear public transport corridors.

When none of their prescriptions eventuated, planners turned to global issues to continue the attack on motorists. In the 1990s it was proclaimed that rising oil prices leading to "peak oil" would put an end to car use. From the 2000s the cry has been "climate change" and even the claim of "peak cars". Car use was falsely argued to be a 20<sup>th</sup> century phenomenon that would be rejected by a growing army of millennials.

Planners' arguments have been supported by fraudulent claims, such as referring to small areas of specific cities, usually in Europe, that have created pedestrian-only precincts as evidence of a broader trend. However the most blatant fraud, repeated endlessly, is to show a snap shot of a city street packed with 100 plus cars conveying around 150 passengers and then to show that the same task could be achieved using, say, 2 buses or just 1 light rail carriage. What is not shown is that the 100 drivers have come from different origins and are going to different destinations and have 100 different daily activities to perform. Furthermore, as studies have shown, the continuous stream of car traffic carries far more passengers than the intermittent movement of buses or light rail carriages.

Urban traffic is ugly to observe and to the eye appears chaotic and uncontrolled. Nevertheless, the driver of each car has very valid reasons for being there, reasons that because of the space and time characteristics unique to them in their personal daily activity task cannot be done by other transport modes. Public transport is not a practical substitute for car travel.

People are not fools, nor are they selfish, anti-social and environmentally uncaring. It is up to government authorities, long influenced by the advice of planning professionals, to recognise that universal car use is here to stay and must be accommodated in urban planning schemes.

### **B. Post-Industrialism and the Launceston Transport Strategy.**

**The post-industrial transition in Launceston.**

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In keeping with trends in all cities, Launceston has demonstrated the typical characteristics of post-industrialism described above.

In 1971, women comprised just 36.2% of the Launceston labour force. By 2001, women's share of the Launceston labour force had increased to 46.3%, and by 2016 to 49.2%, almost half the workforce.

In 1971 service sector workers made up 44.1% of the total workforce, whereas in 2016 their share of the workforce has increased to 69.5% which doesn't include the many "tradies" (plumbers, electricians, painters, etc) who deal exclusively with residential customers.

In 1971, 26.6% of households had no motor vehicle and 24.5% had 2 or more vehicles.

By 2001 the proportion of households with no motor vehicle had fallen to 12.9% and by 2016 to just 9.4%, while the proportion of households with 2 or more motor vehicles increased to 44.0% in 2001 and to 50.8% in 2016.

In 2001, 89.0% of commuters travelled to work by car. 6.9% walked and only 1.8% caught a bus. By 2016, the proportion of commuters travelling by car had increased to 90.0%, those walking decreased to 6.1% and those catching the bus fell to just 1.6%.

### **The Launceston Transport Strategy, 2020-2040.**

The Launceston Transport Strategy, 2020-2040, is a typical wish-list of impractical unrealisable policies supposedly designed to make Launceston "more liveable – and more loveable".

To achieve these worthy ideals, the Strategy aims to "encourage more people to walk, to cycle, and to utilise public transport so that they are less car-reliant."

The Strategy conforms to a host of countless other official urban planning schemes that have been produced in numerous other cities.

All have the same end result; they fail!

The Strategy makes the classic mistake, common to all such studies, at looking at current traffic and land use issues without trying to understand the cultural forces that underlie the process.

Nowhere in the document is there any discussion about Toffler's "new civilisation", no mention of the shift to a post-industrial, service-based economy, nor to the associated radical cultural changes in urban travel demands.

Instead the Strategy, without supporting evidence, adopts the current planning phrase of offering "transport choice" on the false assumption that industrial-age public transport systems can deal with the complex post-industrial travel patterns of modern Launcestonians.

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The word "Launceston" is used in different contexts throughout the Strategy and it is not always clear, either explicitly or by assumption, whether the reference is to the Central Business District (CBD), the Central Activities District (CAD) or the Greater Launceston Area (GLA).

The Strategy is also vague in defining other terms used in the document, many of which are purely planning jargon or simply motherhood statements, particularly in the section "Our Strategic Directions" (pages 9 and 41-53).

The Strategy makes frequent mention of the activities of "walking" and "cycling" and regards them as alternatives to car travel. Walking and cycling are to be encouraged where conditions are suitable but they tend to be complements to car use, rather than substitutes and being forms of personal travel are in the same category as the car. Walking is associated with all forms of transport and it is false to regard walking as an alternative to driving. Cycling is predominantly a recreational activity and the time saved by using the car helps to promote recreational cycling. The promotion of the concept of walking and cycling as alternatives to car use illustrates the anti-car sentiment that dominates the Strategy.

### Specific issues.

#### 4. Relocation of the UTAS northern campus.

The relocation of the UTAS northern campus from Newnham to Invermay is seen as a key project of the Strategy (page 16). It claims that easy pedestrian, bike and public transport will reinvigorate life in Launceston's CBD by facilitating the flow of campus life to and from the CBD. Universities need to be accessible not only to students, but to staff, visitors and service vehicles. The activity patterns of students are fundamentally no different from others with connections to the University. They come and go and have a number of other things to attend to during the day. While many younger students will use bikes, most will find that cars are the only practical way of efficiently achieving their daily activities.

#### 2. Proposed Launceston bus interchange.

Another key project referred to in the Strategy is the conversion of part of the Paterson Street Central car park to a new bus interchange (page 17), in association with a new "creative industries precinct", including student accommodation. The Strategy claims that the new interchange, together with "creative industries and inner city living will greatly increase the CBD's vibrancy". It should be noted that the ambitious creative industries precinct, to "house a world-class design and technology education facility" together with commercial offices, retailing and food outlets, is a separate concept from the bus interchange facility. The types of land use envisaged for the creative industries precinct are perfectly compatible with car parks and are not dependent solely on proximity to a bus interchange, which can be located in many other sites surrounding the CBD. The Strategy assumes that buses will deliver more patrons to the area than cars. This assumption is another example of the Strategy's attack on car travel and demonstrably false. Cars provide access for considerably more customers than near-empty

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intermittent buses. Experience shows that bus stations are often subject to vandalism, graffiti, and other anti-social activities likely to impact negatively on the concept of a creative industries precinct.

#### 3. The continual attack on car use.

The Strategy is riddled with anti-car sentiments, and by implication, the motoring community that makes up the vast majority of Launcestonians.

The attack is very explicit and ideologically based as exemplified by the following statement on page 18: "... the Greater Launceston Plan identifies car use as undesirable and makes reducing the proportion of travel by car as one of the key indicators of success."

As detailed in the Context section of this Submission, use of the car is intrinsically associated with the transition to a post-industrial society. Car use has been responsible for the considerable improvement in the welfare of citizens by enabling them to free themselves from the burden of having to live near where they work, allowing women with dependent children to enter the workforce, and providing the growing proportion of elderly people the opportunity to enjoy more socially, mentally and physically active lives.

Nowhere in the Strategy is it discussed that these life-enhancing socio-economic benefits could have developed under the old mass transport systems of the past, nor that they could continue improving, in a post-industrial world, by returning to those superseded systems.

#### 4. The viability of the CBD.

The viability of the CBD is an important concern for the Strategy. In L1, "Support Vibrant Places" (page 41) the incredibly 1 statement is made: "Unlike car drivers who mostly aim to travel as fast as possible, pedestrians often stop and mingle on the streets on their way to destinations". The questions must be asked: How did those pedestrians get there, and where is their destination? For the vast majority of pedestrians in the CBD the answers are that they arrived by car and are returning to a car park.

The effect of restricting car parking in the CBD in the ways presented in the Strategy, if they were to be implemented, would simply strangle the CBD. It would encourage the flight of land uses to the expanding fast-growing suburbs where car parking is positively encouraged as a means of providing easy access by customers. The Strategy, if it is truly interested in the viability of Launceston's CBD would encourage more parking to attract customers and ensure that such parking is as unobtrusive and as attractive as possible.

#### Conclusion.

My life-long professional career as an urban geographer and transport economist informs the comments I've made in this Submission. Although now retired I continue my active research into the important issues of how we live and move in our increasingly urbanised society.

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I conclude that the Launceston Transport Strategy, 2020-2040, is simply just another in a long line of similar strategies commissioned by governments and city authorities that are formulate in style and replete with the planning profession's mantra of getting people out of cars and onto public transport. They have never succeeded in their "visions", "aims" and "strategies" because they neglect the causative changes underlying our changing urban travel behaviour and focus solely on the visible traffic outcomes resulting from those changes.

This submission is by a central Launceston property owner.

### COPY

10 Cameron Street  
Launceston

Mayor Albert Van Zetten & Councillors  
City of Launceston Council  
Town Hall  
St John Street  
LAUNCESTON TAS 7250

By email to [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au)

Attention: Michael Stretton CEO

Dear Sir,

On 12 May 2021 you advertised for comment from the community concerning your DRAFT LAUNCESTON TRANSPORT STUDY.

As owners and developers of Central Launceston properties for several generations, we have always maintained a strong interest in planning and development of Launceston.

On Page 17 of your Strategy document, you describe a KEY PROJECT: PROPOSED LAUNCESTON INTERCHANGE AND CITY HEART CBD DEVELOPMENT. As owner of 128 Brisbane Street (immediately adjoining Birchalls and fronting both Dechainaux Way and the Brisbane Street Mall), we have a direct interest in what you are planning, however, at no stage in the period since Council purchased the Birchalls property or floated this 'creative industries' project, have you contacted us or briefed us directly on your intentions, and we are left to source information from the media and its renditions of the trials and tribulations of the 'Creative Precinct' promoters.

I guess, from our experiences in recent years, we should not have expected that you would have briefed on this, given that we were never briefed on the last redevelopment of the Brisbane Street Mall either.

I do not support any concept to develop a bus interchange on Dechainaux Way or the Paterson Central Carpark.

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Mr Mayor, you will recall a meeting we had with you concerning the significant nuisance our tenants were experiencing along St John Street (at that stage we were owners of 74-84 St John Street and those shops fronting Tatler Arcade). We gained no sympathy from you for the anti-social behaviour patrons of the bus services brought to St John Street or the diesel fume pollution entering our shop properties from the busses. The Council had at that time undertaken a study that canvassed all alternatives for relocating the busses including Paterson Street, and concluded that the busses were to remain as is in St John Street.

Given the difficulties we were experiencing with these nuisances, and their real impact on causing continuing retail vacancies, we were ultimately forced to sell the properties (a series of significant property redevelopments by the family over several stages from the late 1950's), and at a reduced figure below valuation.

And so we will be strenuously opposing any move of busses to the area adjacent to our Brisbane Street property for obvious reasons.

The present carpark known as Paterson Central, originally a smaller area developed as Birchalls Carpark, then expanded by Council and sold to the present operators, is now essential to the economic viability of the Brisbane Street Mall traders, and the Central Area, generally. There is no evidence or justification in your DRAFT Strategy for the proposed removal of this carpark facility or the potential loss of more carparking development on that site, as once approved prior to the Global Financial Crises. I am at a loss to understand why Council purchased the Birchalls properties, and I am dismayed that they remain empty and idle to the present time. The holding costs for these properties and absence of a rates income, must be having a crippling effect on Council's budget, and such losses that are being passed on to other struggling ratepayers.

Accordingly, please register our concerns as part of this community consultation.

Your faithfully,

J. M. Green  
Representative of Owners of 128 Brisbane Street

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In conclusion, we quote from recent communication with eminent expert Robert Cotgrove:

*"What upsets me about all these transport "strategies" (and there are hundreds of them prepared by the same sets of consultants for cities large and small around the world) is not only the jargon used but their repeated use of the term "car dependency" to describe the use of cars by the vast majority of citizens. The term implies (and is meant to imply) that people are dependent on cars only because of the lack of alternatives (that is, bikes, e-scooters, and public transport). As the vast majority of people knows, alternatives to the car are not able to effectively and efficiently enable the various daily activities that people in modern post-industrial societies to be performed within the time limits for them to do so. The car is a mode of choice, not dependency!"*

*The Launceston Transport Strategy will not achieve its objectives and in time will be replaced by another expensive consultant-based "Strategy" saying exactly the same things. In the meantime, motorists will be blamed for the failure of the Strategy because of their laziness, selfishness, anti-social behaviour and lack of concern for the environment!"*

The traffic flow changes to Charles St, Paterson Street and St John St is only to facilitate the ill-conceived Bus Interchange, and will spell disaster for Central Area retailing and community access.

The Ratepayers Association accepts the need to try to reduce pollution, minimise congestion and work to make our city of Launceston a more liveability and healthy environment. However, personalised transport will be an essential factor in maintaining our city centre and the commercial viability of our community. Yes, polluting motor vehicles, transport vehicles and particularly buses, must be dealt with, and new buses to be selected must be smaller and more flexible so that our narrow streets and hilly suburban terrains can be managed.

The Launceston Transport Strategy 2020-2040 fails to achieve this.

Yours faithfully,

*L.J. Morrell*

President  
TASMANIAN RATEPAYERS ASSOCIATION INC.

- (i) Postscript by Robert Cotgrove
- (ii) Published comments by Robert Cotgrove, Mercury & Sunday Examiner

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And, this submission is by a former Alderman, owner of Central Launceston retail property, former retailer, former member of National Retailing Association, and retired accountant.

### COPY

**From:** Ian & Susan Routley  
**Sent:** Monday, 7 June 2021 12:02 PM  
**To:** Michael Stretton  
**Subject:** Transport Strategy 2020/2040

Good morning Michael,

As a 4<sup>th</sup> generation Launcestonian with the family having an interest in the Town Centre since 1926, plus a former member of the Australian Retailers Association and Alderman I am increasingly concerned with the current style of communication by Council.

The decline in Launceston's Town Centre has been brought to the Council table on numerous occasions.

I noted the article by Bob Cotgrove (Examiner 9<sup>th</sup> May) where he made many comments in anticipation that the Council reconsider it's plans and work to make Launceston more lovable and livable.

I do not believe that there was any satisfactory communication between property owners adjacent to the Mall or with 100 metres relating the Paterson Street Central Car Park.

Has the Council had discussions with Bob Cotgrove or any other leading professional?

I have found it more than disappointing that the Council has taken a permissive approach to retail development, and this has fractured the pulse of the inner town sector from about Elizabeth to William and Wellington to George Streets.

When serving as an Alderman I attended a World Town Centre Conference in London and other mainland workshops where the focus was always on safe and livable cities – this information is all recorded on Council records.

Regards,

Ian Routley

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**Post-Industrial Change in Launceston**

By  
**Robert D M Cotgrove**  
**BA(Hons), MTransEc, MSc(Econ), BDC.**

**A Report into the effects on population distribution, labour force participation, the growth of car ownership, and changes in travel behaviour patterns in the Launceston urban area, 2001 to 2016.**

January 2021.

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**1. The Post-Industrial Society.**

Since the end of World War 2 societies across the globe have been undergoing a major shift in civilisation described as a transition from a declining industrial culture to an emerging post-industrial culture (Bell, 1973; Toffler, 1980).

Bell focuses on the shift from manufacturing to service sector employment, emphasising the importance of education, health and human services and the development of information through electronics and digital systems.

Toffler is more comprehensive in his thesis, arguing that the post-industrial transition is the "third wave" of human civilisation following on from the "first wave" established by the agricultural revolution some 10,000 years ago and the "second wave" of the industrial revolution from about 1750. He describes the third wave transition as the emergence of a new civilisation whose dawn "... is the single most explosive fact of our lifetimes." (Toffler, p. 23).

In all employment sectors repetitive routine workplace tasks are being displaced by automation and robotisation.

Unlike male-dominated primary and secondary employment, service jobs tend to be gender neutral. This has resulted in a massive growth of female employment, especially among women with dependent children.

Single women have always participated in the workforce, usually only until they dropped out, either voluntarily or by government regulation, due to marriage or becoming pregnant. In most cities women now have workforce participation rates equal to men. The result is that men and women both share home and family responsibilities (albeit unequally) as well as attending to work commitments.

By recognising the opportunities to enter gender-neutral paid employment, young women are encouraged to pursue tertiary education in order to gain qualifications allowing them to apply for careers in health, education, public service, finance, legal and other professional and para-professional quaternary industries.

Opportunities to work in post-industrial employment have encouraged women to marry later and, with access to effective contraception, to have fewer children, resulting in a world-wide reduction in fertility which is leading to the stabilisation and ultimate decline of the global population.

Service industries deal with people's personal affairs in education, health, legal, financial and administrative matters. Even trades such as electrical, plumbing, gardening and home decorating focus on providing services to people, as do retailing and office functions. This has led to increasing urbanisation and a relative decline in rural populations.

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Although the post-industrial transition is most clearly identified with changes in employment it also brings with it changing population distributions, changes in labour force participation rates, and changes in urban travel and land use patterns.

### 2. The importance of personal automobility (the car).

Cars are vital for the increasingly complex set of daily activities undertaken by people in modern post-industrial societies, where both men and women combine work duties with home and family responsibilities.

At a broader level, firms are able to select a workforce profile better suited to their corporate needs rather, than as before, having to take workers who live nearby. Employees, too, benefit by being able to choose jobs from across the whole urban area that are better suited to their skills and aspirations.

Car ownership and use has been inherently associated with the three great social changes of the latter half of last century.

First, the purchase of a family car enabled families to move away from the necessity to live either close to where they worked or close to the flat corridors occupied by train and tram tracks and instead to relocate to more desirable residences on hillslopes, near beaches or bushland, and importantly at the urban periphery where land was cheaper and where they could afford to build or purchase larger houses on bigger blocks of land. Ordinary families are thus able to enjoy lifestyles previously only available to the wealthy.

Second, as car ownership became more universal, access to a personal car enabled women with dependent children to enter the workforce in large numbers. Without access to their own private vehicle very few mothers would be able to combine working with their regular commitments to home and family.

Third, and more recently, cars are enabling the growing proportion of older people, as a result of increasing longevity, to lead more socially, physically and mentally stimulating lives. Opportunities to play sports, to visit friends and relatives, and to engage in a variety of cultural activities, contribute to the improved health of the elderly and help stave off age-related diseases.

Car ownership and use is also compatible with the direction of social change which, like smart phones, social media and other life-style commodities, is moving towards greater personal choice and autonomy.

Car use is at the control of the user who determines where and when to travel. Public transport, on the other hand, is controlled by remote third party administrators who determine not only routes and timetables but also other service variables such as fare structures, size and capacity of vehicles, comfort, and the configuration of seating, to suit their corporate goals. Rather than the system serving the passenger, the public transport passenger is required to serve the system.

Universal car ownership in post-industrial societies has not only reduced the demand for public transport but has restructured urban land uses to create multi-nuclei low

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density areal spreading settlements making it difficult and uneconomic for public transport systems to serve.

In all major cities public transport's reduced role is now narrowly confined to trips to the central city and mainly to serve the declining proportion of central city workers who have simple travel patterns of going to work until it is time to go home again.

The small proportion of citizens who for various reasons are unable to drive themselves typically have travel demands that are off centre and off peak, therefore unsuited to public transport. Their specific needs are generally met by community transport, school buses and other means.

The advent of electric vehicles will increase the dominance of the car for the vast majority of people.

### 2. Post-industrial employment change in Tasmania, 1966 – 2016.

For the first time in human history, employment in services in the USA in 1950 exceeded the combined employment in all other industries (Molitor, 1981).

Within a relatively short period of time similar changes occurred in other countries around the world, depending on their level of development.

Table 1 shows the changes in Tasmanian employment over the 50 year time span between 1966 and 2016.

The main features identified in Table 1 are the growth of quaternary and to a lesser extent tertiary service employment, the decline of employment in primary and secondary industries (due mainly to larger production units and the replacement of human labour by automation and robotisation), and the growth of female employment.

In 1966 women made up 28% of the workforce. Fifty years later, in 2016, they comprised 49% of the workforce.

Most of this impressive growth occurred in the professional and para-professional jobs of the quaternary sector, with women making up nearly three-quarters of the 67 thousand jobs added to this sector between 1966 and 2016.

This transition to a post-industrial employment pattern is even more apparent in urban centres, as illustrated in Launceston.

### 3. The post-industrial transition in Launceston, 2001 – 2016.

Launceston shows all the typical characteristics of post-industrialism.

Table 2 shows the labour force growth and distribution by gender and suburb.

In 2001 males represented 53.7% of the labour force with women making up 46.3%. By 2016 the proportion of males had reduced to 51.0% while women increased their

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share to 49.0%. The next Census, later this year, will probably show women outnumbering men in the labour force, a situation that already existed in some suburbs in 2016 as shown in the table.

**Table 3** shows the distribution of Launceston's population between 2001 and 2016.

Between the two Census dates the greatest relative increases occurred in the outer areas, the exurban localities of Longford and Evandale, closely followed by the popular north-western suburbs of Riverside and Legana (exhibiting the greatest increase of all suburbs with a massive 55.5% growth in the 15 year period), the southern western suburbs of Prospect Vale, the southern suburb of Youngtown, plus the outer suburbs of the other regions, South Launceston in the central region, Newnham in the north-east, and Newstead in the east.

The data clearly shows a continuing re-distribution of Launceston's population growth to low density outer suburbs and an absolute as well as a relative decline in the inner suburbs of Launceston (SSC) and East Launceston.

These patterns are consistent with the post-industrial preference for people to live in low density suburbs, a characteristic of all Australian cities, and indeed, in all cities around the world.

**Table 4** shows the change in motor vehicle ownership over the 15 year inter-Census period. The proportion of households having no car dropped from 11.6% to just 8.7%, while the proportion of households having a single vehicle (the "family car") dropped slightly from 39.7% to 37.6%. These declines were more than offset by the increase of multi-car owning households, increasing from 43.3% in 2001 to 50.2% in 2016.

Again, multi-car ownership tends to be greatest in low density outer suburbs, not by necessity but by choice. Double income families where both household heads are in the workforce, mostly in higher income professional jobs, means that cars are relatively easier to purchase and use, despite the imposition of massive taxes in the form of petrol excise tax, motor registration fees, compulsory third-party insurance, and sales tax.

**Table 5** shows changes in the mode of travel to work by people in Launceston. The percentages don't add to 100 due to a small proportion of commuters using other modes to get to work, including taxis, trucks and bicycles, and those choosing not to state their travel mode.

Not surprisingly, the car, either as driver or passenger, is the preferred mode of travel by the vast majority of Launceston workers, increasing slightly from 88.5% in 2001 to 89.3% in 2016. Again, residents of the outer suburbs tended to have greater preference for the car compared with those living closer to the centre.

Of interest is the relatively high proportion of the remainder of commuters who chose to walk to work, presumably because it was not too far to travel.

Surprisingly, despite the exhortations of generations of planners and authorities to get people to switch from cars to public transport, and the massive capital costs and

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operating subsidies paid to public transport bodies, the proportion of commuters using a bus declined from a very low 1.7% in 2001 to an even lower 1.6% in 2016.

#### 4. Ideology versus reality.

Since about 1960 when increasing congestion in urban areas due to car use was first recognised, the urban transport profession has adopted an anti-car ideology.

It's dominant planning paradigm is aimed at re-designing urban land use into high density settlements aligned to public transport routes, focussed on a central business district.

According to the dominant paradigm car use is regarded as a "convenience" by lazy self-centred, anti-social, environmentally uncaring citizens while low density settlement is condemned as "urban sprawl".

In calling for people to shift from cars to public transport the dominant paradigm falsely assumes that public transport can substitute for cars in satisfying people's travel patterns and can reduce road traffic congestion by replacing cars by multi-passenger vehicles.

The dominant paradigm ignores changing household travel patterns in post-industrial households where men and women juggle work commitments with home and family responsibilities, resulting in complex urban travel patterns. Most people now undertake linked-trip journeys from when they leave home in the morning until they return in the late afternoon.

The activities they need to access are spatially dispersed and are usually highly time constrained. Jimmy has to be at the doctor's for his appointment at 4:00 pm, Julia has to be at soccer training by 5:00, Mum has to be visited regularly to check on her health issues, and shopping has to be done in time to be home to prepare the evening meal. All these activities need to be done within the few short hours of a typical working day.

Access to a personal car is the only practical way that most people can achieve these activities. Public transport is necessarily constrained to routes and timetables and therefore cannot serve spatially dispersed locations at specific times.

Public transport can only serve points along a line (the route), and only intermittently at times determined by timetables. Cars, and other forms of personal transport, have the potential to cover all points in an area at all times.

Nowhere in the world has the investment and improvement in public transport led to a reduction across the urban area in car use or the revitalisation of central areas. Where stringent measures have been taken to deny vehicle access in central areas, people and land uses have responded accordingly. Low density residential settlement continues to flourish and land uses have relocated to new large suburban business complexes.

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**5. Lessons for Launceston.**

As shown by the accompanying data tables, Launceston exhibits all the typical characteristics of post-industrial societies.

Population is declining in inner areas and expanding in outer areas. Women now have workforce participation rates equal to men, and multi-car owning households are increasing in all suburbs. The car is no longer a family possession but has become a necessary personal asset.

Although bus services are predominantly established to cater for the journeys to work of those employed in central workplaces, the data shows that buses have a very low and declining role in conveying people to work, compared with cars and walking.

The Launceston central business district, in common with the central business districts of other comparable cities, is experiencing a long process of decline as jobs and businesses relocate to the suburbs.

Nevertheless a strong central area is vital to the cultural health of a vibrant city. The best way of doing this is to make the central area accessible for the vast majority of citizens who use cars to satisfy their daily travel needs.

The evidence clearly shows that revitalising the city centre cannot be achieved by improvements to public transport. Instead, revitalisation of the city centre requires additional car parking to enable it to become more accessible to car users.

In European cities underground car parks are common in city centres. In Australian cities the preference is to build multi-level car parks often above a ground floor devoted to retailing and office functions.

**References.**

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- Molitor, G. I. J., 1982. "The information society: the path to post-industrial growth", in Cornish, E. (editor), *Communications Tomorrow*. (Bethesda).
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**Tasmanian Population by Industry, 1966 and 2016**

Industry Sector	1966 (in thousands)			2016 (in thousands)		
	Total	Male	Female	Total	Male	Female
Primary	20.6	18.2	2.3	13.6	12.4	1.2
Secondary	61.2	57.1	4.1	43.0	37.4	5.6
Tertiary	31.5	16.4	14.8	24.3	12.3	12.0
Quaternary	2.9	1.6	1.8	0.8	0.5	0.3
Undeclared/NS	2.9	1.8	1.8	7.4	4.7	2.7
<b>Total Tasmania</b>	<b>117.3</b>	<b>106.6</b>	<b>10.8</b>	<b>216.6</b>	<b>110.5</b>	<b>106.1</b>

Change 2001-2016 (thousands)	% distribution 2001			% distribution 2016		
	Total	Male	Female	Total	Male	Female
- 7.0	- 7.8	0.9	17.1	5.6	9.4	3.0
- 17.2	- 17.4	0.2	50.0	19.9	32.3	7.8
21.8	6.9	15.0	16.3	33.9	22.0	27.1
67.0	18.7	48.5	15.6	36.3	31.9	60.0
- 4.5	3.6	0.9	1.0	4.4	4.3	2.4
<b>69.3</b>	<b>3.9</b>	<b>65.3</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

[Source: 1966 and 2016 ABS Census data]

- Notes:**
1. Primary consists of fishing, hunting, forestry and other rural industries
  2. Secondary consists of manufacturing, construction, electricity, gas, water and waste and similar industries
  3. Tertiary consists of services not requiring post-secondary educational qualifications
  4. Quaternary consists of professional and para-professional services requiring post-secondary educational qualifications
  5. NS means not stated
  6. row and column totals may not add up due to rounding

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Table 1.

Launceston Urban Area Labour Force (LF) Change by Sex, 2001-2016.

State Suburb (SSC)	2001			2016			% distribution	
	Labour Force	% male	% female	Labour Force	% male	% female	2001	2016
<b>Central</b>	<b>6922</b>	<b>52.3</b>	<b>47.7</b>	<b>7060</b>	<b>50.4</b>	<b>49.6</b>	<b>20.9</b>	<b>18.7</b>
Launceston	1943	54.0	46.0	1509	51.6	48.4	5.9	4.0
East Launceston	1149	48.9	51.1	1084	51.7	48.3	3.5	2.9
South Launceston	1758	52.6	47.4	2225	50.1	49.9	5.3	5.9
West Launceston	2072	52.3	47.7	2242	49.3	50.7	6.2	5.9
<b>North-east</b>	<b>7035</b>	<b>55.4</b>	<b>44.6</b>	<b>7948</b>	<b>52.2</b>	<b>47.8</b>	<b>21.2</b>	<b>21.1</b>
Invermay	1258	55.2	44.8	1426	49.5	50.5	3.8	3.8
Mowbray	1229	56.6	43.4	1536	55.2	44.8	3.7	4.1
Ravenswood	1391	57.4	42.6	1307	51.1	48.9	4.2	3.5
Mayfield	406	59.9	40.1	515	52.6	47.4	1.2	1.4
Newnham	2410	52.4	47.6	2867	52.4	47.6	7.3	7.6
Rocherlea	341	58.9	41.1	297	50.8	49.2	1.0	0.8
<b>East</b>	<b>3787</b>	<b>52.4</b>	<b>47.6</b>	<b>4260</b>	<b>48.5</b>	<b>51.5</b>	<b>11.4</b>	<b>11.3</b>
Newstead	1884	51.5	48.5	2345	48.5	51.5	5.7	6.2
Punchbowl	170	57.1	42.9	218	50.5	49.5	0.5	0.6
Norwood	1733	52.9	47.1	1697	48.3	51.7	5.2	4.5
<b>South</b>	<b>2935</b>	<b>55.6</b>	<b>44.4</b>	<b>3569</b>	<b>51.1</b>	<b>48.9</b>	<b>8.8</b>	<b>9.5</b>
Kings Meadows	1488	55.6	44.4	1645	50.5	49.5	4.5	4.4
Youngtown	1447	55.6	44.4	1924	51.6	48.4	4.4	5.1
<b>South-west</b>	<b>4819</b>	<b>53.6</b>	<b>46.4</b>	<b>5490</b>	<b>50.9</b>	<b>49.1</b>	<b>14.5</b>	<b>14.6</b>
Summerhill	1477	54.1	45.9	1544	51.2	48.8	4.4	4.1
Prospect	653	54.5	45.5	840	50.5	49.5	2.0	2.2
Prospect Vale	2059	52.7	47.3	2399	50.4	49.6	6.2	6.4
Blackstone Heights	630	54.6	45.4	707	52.9	47.1	1.9	1.9
<b>North-west</b>	<b>6048</b>	<b>52.8</b>	<b>47.2</b>	<b>7515</b>	<b>51.2</b>	<b>48.8</b>	<b>18.2</b>	<b>19.9</b>
Trevallyn	2265	52.1	47.9	2374	50.5	49.5	6.8	6.3
Riverside	2575	52.8	47.2	3175	50.9	49.1	7.8	8.4
Legana	1208	54.1	45.9	1966	52.2	47.8	3.6	5.2
<b>Exurban (UCL)</b>	<b>1647</b>	<b>55.7</b>	<b>44.3</b>	<b>1866</b>	<b>52.7</b>	<b>47.3</b>	<b>5.0</b>	<b>4.9</b>
Evandale	479	54.7	45.3	488	51.2	48.8	1.4	1.3
Longford	1168	56.2	43.8	1378	53.2	46.8	3.5	3.7
<b>Launceston UA</b>	<b>33193</b>	<b>53.7</b>	<b>46.3</b>	<b>37708</b>	<b>51.0</b>	<b>49.0</b>	<b>100</b>	<b>100</b>

[Source: ABS Census data, 2001 and 2016]

Notes:

- SSC = State Suburbs
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QUESTIONS ON NOTICE to City of Launceston GENERAL MEETING 2 November 2021.

Table 2.

Launceston Urban Area Population Change, 2001-2016.

State Suburb (SSC)	2001	2016	Change	% change	% LUA	
					2001	2016
<b>Central</b>	<b>13402</b>	<b>13,891</b>	<b>489</b>	<b>3.65</b>	<b>18.4</b>	<b>16.9</b>
Launceston	3,491	2,944	- 547	- 15.67	4.8	3.6
East Launceston	2,226	2,143	- 83	- 3.73	3.1	2.6
South Launceston	3,710	4,592	882	23.77	5.1	5.6
West Launceston	3,975	4,212	237	5.96	5.5	5.1
<b>North-east</b>	<b>18,109</b>	<b>19,407</b>	<b>1,298</b>	<b>7.17</b>	<b>24.9</b>	<b>23.7</b>
Invermay	2,996	3,061	65	2.17	4.1	3.7
Mowbray	3,186	3,733	547	17.17	4.4	4.5
Ravenswood	4,056	3,625	- 431	- 10.63	5.6	4.4
Mayfield	1,440	1,454	14	0.97	2.0	1.8
Newnham	5,280	6,453	1,173	22.22	7.3	7.9
Rocherlea	1,151	1,081	- 70	- 6.08	1.6	1.3
<b>East</b>	<b>8,552</b>	<b>9,563</b>	<b>1,011</b>	<b>11.82</b>	<b>11.8</b>	<b>11.7</b>
Newstead	4,357	5,366	1,009	23.16	6.0	6.5
Punchbowl	411	463	52	12.65	0.6	0.6
Norwood	3,784	3,734	- 50	- 1.32	5.2	4.6
<b>South</b>	<b>6,659</b>	<b>7,723</b>	<b>1,064</b>	<b>15.98</b>	<b>9.2</b>	<b>9.4</b>
Kings Meadows	3,714	3,670	- 44	- 1.18	5.1	4.9
Youngtown	2,945	4,053	1,108	37.62	4.0	4.9
<b>South-west</b>	<b>9,815</b>	<b>11,194</b>	<b>1,379</b>	<b>14.05</b>	<b>13.5</b>	<b>13.6</b>
Summerhill	2,897	3,135	238	8.22	4.0	3.8
Prospect	1,463	1,722	259	17.70	2.0	2.1
Prospect Vale	4,314	5,067	753	17.45	5.9	6.2
Blackstone Heights	1,141	1,270	129	11.31	1.6	1.5
<b>North-west</b>	<b>12,316</b>	<b>15,063</b>	<b>2,747</b>	<b>22.30</b>	<b>16.9</b>	<b>18.4</b>
Trevallyn	4,313	4,562	249	5.77	5.9	5.6
Riverside	5,412	6,472	1,060	19.59	7.4	7.9
Legana	2,591	4,029	1,438	55.50	3.6	4.9
<b>Exurban (UCL)</b>	<b>3,888</b>	<b>5,208</b>	<b>1,320</b>	<b>33.95</b>	<b>5.3</b>	<b>6.3</b>
Evandale	1,062	1,345	283	26.65	1.5	1.6
Longford	2,826	3,863	1,037	36.69	3.9	4.7
<b>Launceston Urban Area (LUA)</b>	<b>72,741</b>	<b>82,049</b>	<b>9,308</b>	<b>12.80</b>	<b>100.0</b>	<b>100.0</b>

[Source: ABS Census data, 2001 and 2016]

Notes:

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QUESTIONS ON NOTICE to City of Launceston GENERAL MEETING 2 November 2021.

Table 3.

Launceston Urban Area Number of Motor Vehicles by Household, 2001-2016.

Region State Suburb (SSC)	2001				2016			
	0 %	1 %	2 or more %	Total HHds	0 %	1 %	2 or more %	Total HHds
<b>Central</b>	<b>14.3</b>	<b>42.4</b>	<b>36.5</b>	<b>5728</b>	<b>10.6</b>	<b>42.7</b>	<b>44.0</b>	<b>5633</b>
Launceston	20.0	42.6	30.1	1355	17.1	45.8	34.4	1243
East Launceston	11.4	43.5	40.2	926	7.5	43.2	47.6	836
South Launceston	16.4	44.1	31.0	1766	12.1	42.9	42.0	1870
West Launceston	9.2	40.0	45.5	1681	5.7	40.1	51.6	1684
<b>North-east</b>	<b>16.8</b>	<b>41.9</b>	<b>34.9</b>	<b>7347</b>	<b>13.3</b>	<b>39.4</b>	<b>42.2</b>	<b>7494</b>
Invermay	21.9	40.6	28.0	1413	18.9	41.6	34.8	1377
Mowbray	16.8	43.0	34.3	1360	15.3	38.9	40.7	1403
Ravenswood	18.7	43.0	32.5	1632	14.3	38.4	41.4	1445
Mayfield	21.7	44.3	27.7	575	15.9	38.6	38.7	542
Newnham	10.0	38.7	46.4	1965	7.2	38.6	50.1	2347
Rocherlea	16.2	50.5	25.6	402	16.3	43.7	32.9	380
<b>East</b>	<b>11.2</b>	<b>38.9</b>	<b>45.0</b>	<b>3512</b>	<b>9.5</b>	<b>36.9</b>	<b>50.8</b>	<b>3672</b>
Newstead	13.4	41.9	39.3	1887	12.4	38.3	46.2	2075
Punchbowl	19.0	45.8	28.5	179	9.0	37.2	52.1	188
Norwood	7.5	34.2	54.6	1446	5.3	34.9	57.3	1409
<b>South</b>	<b>11.7</b>	<b>40.8</b>	<b>41.9</b>	<b>2804</b>	<b>7.6</b>	<b>37.2</b>	<b>50.9</b>	<b>3039</b>
Kings Meadows	15.8	43.1	34.3	1637	10.5	38.8	46.0	1488
Youngtown	5.8	37.5	52.6	1167	4.8	35.6	55.6	1551
<b>South-west</b>	<b>6.6</b>	<b>38.8</b>	<b>50.7</b>	<b>3904</b>	<b>6.0</b>	<b>36.3</b>	<b>54.8</b>	<b>4415</b>
Summerhill	5.6	39.5	51.8	1160	6.0	35.9	54.7	1257
Prospect	10.7	44.1	40.5	635	6.5	41.7	48.5	719
Prospect Vale	6.9	40.4	48.1	1748	6.8	38.8	51.4	2030
Blackstone Heights	0.8	19.4	78.1	361	1.0	15.4	83.4	409
<b>North-west</b>	<b>5.6</b>	<b>34.8</b>	<b>55.4</b>	<b>4662</b>	<b>3.9</b>	<b>32.8</b>	<b>61.1</b>	<b>5664</b>
Trevallyn	6.5	39.0	49.4	1775	4.5	36.2	57.1	1773
Riverside	6.5	34.4	55.5	2029	4.3	33.3	60.1	2456
Legana	1.4	27.4	67.2	858	2.6	27.5	67.8	1435
<b>Exurban (UCL)</b>	<b>7.8</b>	<b>36.3</b>	<b>51.4</b>	<b>1534</b>	<b>4.7</b>	<b>35.4</b>	<b>55.0</b>	<b>1791</b>
Evandale	3.6	31.9	60.5	392	2.3	32.0	60.0	438
Longford	9.2	37.8	48.2	1142	5.5	36.5	53.4	1353
<b>Launceston UA</b>	<b>11.6</b>	<b>39.7</b>	<b>43.3</b>	<b>29491</b>	<b>8.7</b>	<b>37.6</b>	<b>50.2</b>	<b>31708</b>

[Source: ABS Census data, 2001 and 2016]

Notes:

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QUESTIONS ON NOTICE to City of Launceston GENERAL MEETING 2 November 2021.

Table 4.

Launceston Urban Area Mode of Travel to Work, 2001-2016.

Region State Suburb (SSC)	2001				2016			
	Car %	Bus %	Walk %	Total 5050	Car %	Bus %	Walk %	Total
<b>Central</b>	<b>79.5</b>	<b>1.3</b>	<b>15.1</b>	<b>5050</b>	<b>77.9</b>	<b>1.4</b>	<b>16.5</b>	<b>5523</b>
Launceston	66.2	1.6	27.6	1318	58.6	2.5	34.7	1152
East Launceston	82.2	0.7	13.1	867	76.4	0.4	18.6	849
South Launceston	81.1	1.9	13.1	1296	81.2	1.5	13.0	1757
West Launceston	88.0	0.9	7.4	1569	87.9	1.0	7.2	1765
<b>North-east</b>	<b>86.4</b>	<b>2.6</b>	<b>7.2</b>	<b>4609</b>	<b>88.8</b>	<b>2.9</b>	<b>4.9</b>	<b>5662</b>
Invermay	79.8	2.1	12.9	845	81.7	3.0	10.5	1019
Mowbray	82.4	3.4	9.5	814	85.5	3.9	7.4	1074
Ravenswood	92.3	1.7	2.8	884	91.4	2.9	1.8	899
Mayfield	90.6	5.6	2.6	234	89.0	5.4	3.0	372
Newnham	87.9	1.9	6.6	1660	92.5	1.8	2.7	2117
Rocherlea	86.6	7.0	3.5	172	92.3	2.8	3.9	181
<b>East</b>	<b>91.0</b>	<b>2.0</b>	<b>4.2</b>	<b>2910</b>	<b>90.7</b>	<b>1.6</b>	<b>4.7</b>	<b>3371</b>
Newstead	87.8	2.0	7.0	1437	88.6	1.9	6.4	1842
Punchbowl	90.0	2.5	0.0	120	86.7	2.7	5.9	188
Norwood	94.5	1.8	1.6	1353	94.0	1.0	2.2	1341
<b>South</b>	<b>89.4</b>	<b>2.2</b>	<b>4.8</b>	<b>2201</b>	<b>93.6</b>	<b>1.6</b>	<b>2.5</b>	<b>2809</b>
Kings Meadows	87.4	2.1	6.4	1102	92.6	1.7	3.8	1281
Youngtown	91.4	2.3	3.3	1099	94.4	1.5	1.4	1528
<b>South-west</b>	<b>94.0</b>	<b>1.4</b>	<b>2.0</b>	<b>3775</b>	<b>94.2</b>	<b>1.1</b>	<b>1.8</b>	<b>4421</b>
Summerhill	93.9	1.4	1.6	1174	94.5	1.5	1.4	1264
Prospect	91.9	2.4	3.2	495	93.5	0.9	2.7	679
Prospect Vale	94.1	1.2	2.3	1603	94.2	0.9	1.9	1919
Blackstone Heights	96.2	0.6	0.8	503	93.9	0.9	0.9	559
<b>North-west</b>	<b>93.6</b>	<b>1.2</b>	<b>2.4</b>	<b>4600</b>	<b>93.1</b>	<b>1.2</b>	<b>2.5</b>	<b>5865</b>
Trevallyn	92.2	0.9	4.0	1721	90.3	1.0	4.0	1819
Riverside	94.2	1.6	1.7	1943	93.9	1.3	2.0	2454
Legana	95.0	1.0	0.7	936	95.0	1.1	1.6	1592
<b>Exurban (UCL)</b>	<b>89.1</b>	<b>0.8</b>	<b>5.4</b>	<b>1185</b>	<b>92.6</b>	<b>0.8</b>	<b>4.3</b>	<b>1439</b>
Evandale	91.0	0.8	5.2	365	95.3	0.0	3.9	363
Longford	88.3	0.7	5.5	820	91.7	1.0	4.5	1076
<b>Launceston UA</b>	<b>88.5</b>	<b>1.7</b>	<b>6.5</b>	<b>24330</b>	<b>89.3</b>	<b>1.6</b>	<b>5.9</b>	<b>29900</b>

[Source: ABS Census data, 2001 and 2016]

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Published in The Mercury Newspaper Saturday December 5 2020

## Why public transport won't work

We went through two revolutions, both

connected to the car, says **Bob Cotgrove**

If there was a prize for the sexiest song ever written, Bert Bacharach and Hal David's 1963 hit, *Wives and Lovers* would be a strong contender:

*Hey! Little girl comb your hair, fix your makeup, Soon he will open the door.*

*Don't think because there's a ring on your finger, You shouldn't try anymore*

*For wives should always be lovers too.*

*Run to his arms the moment he comes home to you, I'm warning you*

*Day after day there are girls at the office, And men will always be men*

*Don't send him off with your hair still in curlers, you may not see him again.*

Scotland's Sheena Easton wrote similar sentiments in 1980's *Morning Train*:

*My baby takes the morning train, he works from 9 till 5 and then*

*He takes another home again to find me waitin' for him.*

The culture of a stay-at-home wife and mother was personified in 1950s sit-com *The Donna Reed show*. For eight successful years, Reed starred as Donna Stone, a glamorous housewife to her paediatrician husband Alex, played by Carl Betz. As well as super wife and mum Donna was a housekeeper, cook, laundress, seamstress, PTA officer, choir singer and Scout leader who managed to do the housework wearing stylish frocks, pearls and high heels, waiting for her man to come through the doors so she could fetch his pipe and slippers.

The idea that a woman's place was in the home while the man pursued a career was common in all industries.

Until 1966, the marriage bar meant women in the Australian public service had to resign once they married, a discriminatory policy supported by their union, the Administrative and Clerical Officers' Association. Single women were not trained because it was assumed they would marry and be forced to leave. Fortunately, for the sake of equity and economy, society has moved on from that chauvinistic era. Today, married women have workforce participation rates equal to men and are likely to choose careers in education, law, medicine, health, business, finance and public administration. Working men and women share house and family responsibilities, though surveys show women do most of the shopping, cooking, housework and caring for children, including ferrying them around for medical appointments, haircuts, sports and other activities. Women do most social visiting of friends and relatives, and are the primary carers for elderly parents, who form an increasing proportion of the population.

Nevertheless, modern males participate in work, home and family far more than the sole breadwinners depicted in popular culture of the 1950s and 1960s.

Two social revolutions contributed. The first was an effective contraceptive (the Pill) in 1960. For the first time, women could determine the number and spacing of children. Girls could extend their education to obtain the qualifications needed to pursue a career. The result was a reduction in fertility below replacement levels so widespread that within a few decades the world's population will begin to fall.

The second revolution was availability of the personal car. The car can service all points in an area at all times, vital for carrying out home, work and family responsibilities. Public transport, confined to stops along fixed routes and available intermittently, is too inflexible to service dispersed and time-dependent activities.

Yet government and their advisers continue to ignore these important social changes and related travel behaviours.

Guided by ideology, unsupported by credible evidence, they falsely assume massive investment in new and improved buses, trains and ferries will significantly reduce road congestion.

It won't.

**Bob Cotgrove is an urban geographer and transport economist with degrees from UTas (BA (Hons), MTransEc,BDC) and an MSC (Econ) from University College London.**



Published in The Examiner Sunday Newspaper May9 2021

## City of Launceston must include the role of cars in planning

The LCC and its planners need to accept that car use is here to stay as the dominant mode of transport

**Bob Cotgrove**

The recently released draft City of Launceston Transport Strategy 2020-2040 opens with the rhetorical question: "How do we make Launceston more liveable – and more loveable?"

The answer, reinforced throughout the Strategy, is to "encourage more people to walk, to cycle and to utilise public transport so that they are less car reliant."

The strategy of getting people out of their cars and onto public transport is not new, having started in the 1960s. The strategy was combined in the 1970s with the concept of "transport oriented development" (TOD) intended to solve another perceived problem, low density urban "sprawl".

The idea that re-designing cities to create compact high density settlements along public transport corridors would solve the twin problems of urban sprawl and excessive car use. Despite the adoption of TOD by countless municipal authorities it has never succeeded in achieving its aims. Car use and low density settlement have continued in all cities in all countries.

For example, the proportion of households in the Launceston urban area having no car declined from 11.6% in 2001 to 8.7% in 2016, while those with two or more vehicles increased from 43.3% to 50.8%. During that time Launceston's population increased 12.8%. Of that growth, 93.1% accrued to low density outer suburbs.

Riverside/Legana, Mowbray/Newnham, Prospect/Prospect Vale and Youngtown together accounted for more than two-thirds of Launceston's growth, despite having only one-third of its population.

It is said that the definition of insanity is saying the same thing over and over again and expecting a different outcome.

So why do planning professionals and authorities they advise keep repeating the same old formula without any credible evidence that it works? The fundamental reason is that planners and governments ignore changing urban travel behaviour.

Since the 1950s all countries have experienced a radical shift in employment from primary and secondary industries to fast growing service industries. Professional and para-professional occupations now dominate employment.

Because service employment is gender neutral the transition has led to a massive increase in the paid workforce of women, especially those with dependant children.

In 2001 women made up 46.3% of the Launceston workforce. By 2016 the proportion had increased to 49%.

In modern societies work commitments along with home and family responsibilities are shared (although not equally) by men and women. Typically daily activities need to be accomplished within the few hours available between leaving home in the morning to returning late afternoon.

Activities are scattered across the urban landscape yet most are subject to tight time constraints. Julie needs to be at soccer practice by 4pm. Johnny has a dentist appointment at 4.45pm. Dad has to be checked to see how his health is, and food has to be bought for tonight's dinner.

Accomplishing complex travel patterns requires the use of personal transport, which for the vast majority of people means the car.

Public transport is not a substitute for personal automobility because of necessity it is restricted to points on a line (stops along the route) and is available only intermittently at times determined by timetables.

It lacks the time-space flexibility of the car to cover all points in an area at all times.

The draft Strategy aims to restrict car parking and prioritise buses over cars in the central business district, despite the very low ratio of bus to car passengers.

The policy, if implemented, would accelerate the shift of shopping and employment to the growing regional centres and hasten the decline of the CBD.

The anti-car prescriptions of the draft Strategy ignore the economic benefits of car use, not only on a daily basis but over time.

Cars have been directly responsible for the three great socio-economic revolutions of the post-WW2 period.

Cars enabled families to escape dense inner city living and choose more desirable residential sites on hillslopes, along the river front and, importantly, on cheaper land at the urban fringes. Cars enabled women to enter the workforce and combine work commitments with home and family responsibilities.

And, more recently, cars have enabled elderly people to live more socially, physically and mentally active lives and to defer age-related illnesses such as isolation and dementia. People are not fools. They know what activities they have to do each day and the best way of achieving them in the limited time available.

The LCC and its planners need to accept that car use is here to stay as the dominant mode of transport. They should plan for a liveable and loveable Launceston based on that fundamental reality. **Bob Cotgrove is an urban geographer and transport economist.**

**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 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots into 14 Lots and Associated Infrastructure**

**FILE NO:** SF7379/DA0506/2021

**AUTHOR:** Iain More (Town Planner)

**ACTING GENERAL MANAGER:** Richard Jamieson (Community and Place Network)

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#### **DECISION STATEMENT:**

1. To decide whether to reject or exhibit Amendment 68 for a partial rezoning of land at Launceston Golf Club at 27-99 Opossum Road, Kings Meadows from Recreation to General Residential of the Launceston Interim Planning Scheme 2015 to allow subdivision and residential use; and
2. To determine Development Application DA0506/2021 to subdivide two lots into 14 lots and associated works, road, drainage and electricity infrastructure.

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

Applicant: Woolcott Surveys  
Area of the Site: 27-99 Opossum Road, King Meadows  
(CT198059/1 and Unnamed Title)  
Existing Zone: Recreation  
Existing Use: Launceston Golf Club  
Receipt Date: 10 September 2021  
Decision Due: 3 December 2021

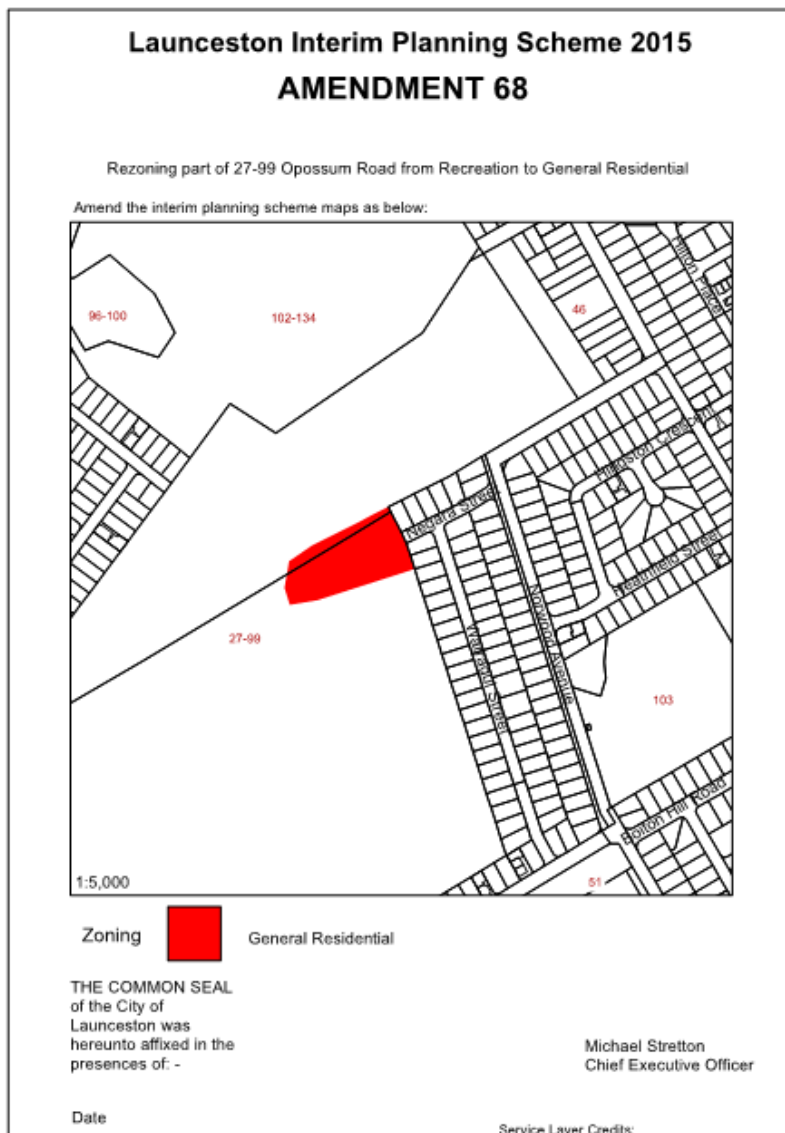
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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

**RECOMMENDATION:**

That Council:

1. pursuant to the former sections 33(3) and 34 of the *Land Use Planning and Approvals Act 1993*, initiates Amendment 68 to the Launceston Interim Planning Scheme 2015 for a partial rezoning of land from Recreation to General Residential at 27-99 Opossum Road, Kings Meadows (CT198059/1 and Unnamed Title) as shown below:





**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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2. pursuant to the former section 35(1) of the *Land Use Planning and Approvals Act 1993*, certifies the draft amendment 68.
3. in accordance with former section 38(1)(a) of the *land Use Planning and Approvals Act 1993* determines the period for public exhibition to be 28 days.
4. pursuant to the former section 43A of the *Land Use Planning and Approvals Act 1993*, approves DA0506/2021 to subdivide two lots into 14 lots and associated works, road, drainage and electricity infrastructure at 27-99 Opossum Road, Kings Meadows (CT198059/1 and Unnamed Title) 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 Manager City Development unless modified by a condition of the Permit:

- a. S43A - Planning Scheme Amendment and Development Application, prepared by Woolcott Surveys, dated September 2021.
- b. Bushfire Hazard Report, Job No. L191207, prepared by Accredited Practitioner James Stewart BFP-157, dated August 2021.
- c. Natural Values Assessment, prepared by Environmental Consulting Options Tasmania, dated 17 November 2021.
- d. Traffic Impact Assessment (TIA), Revision B, prepared by A Howell, dated August 2021.
- e. Rezone Plan, Job No. L191207, Sheet 1/3, Edition 2, prepared by Woolcott Surveys, dated 04/10/2021.
- f. Subdivision Plan, Job No. L191207, Sheet 6/7, Edition 7, prepared by Woolcott Surveys, dated 15/11/2021.
- g. Existing Stormwater Infrastructure, Job No. L191207, Sheet 1/1, Edition 2, prepared by Woolcott Surveys, dated 15/11/2021.
- h. Road Layout and Concept Services Plan, Drawing No. 332.31-SK01, Revision B, prepared by Hydrodynamica, dated 23/07/2021.

**2. LEGAL TITLE**

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

**3. HOURS OF CONSTRUCTION**

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

Monday to Friday - 7am to 6pm

Saturday - 8am to 5pm

No works on Sunday or Public Holidays

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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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**4. TASWATER**

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2021/01548-LCC, 16/09/2021 and attached to the Permit.

**5. 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.

**6. NO FURTHER VEGETATION REMOVAL**

Tree and vegetation removal must be limited to those specifically identified. No other tree or vegetation is to be felled, lopped, topped, ring-barked, uprooted or otherwise wilfully destroyed or removed, without the further written consent of the Council.

**7. COVENANTS ON SUBDIVISIONS**

Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision permitted by this permit unless:

- a. such covenants or controls are expressly authorised by the terms of this permit; or
- b. such covenants or similar controls are expressly authorised by the consent in writing of the Council.
- c. such covenants or similar controls are submitted for and receive written approval by the Council prior to submission of a Plan of Survey and associated title documentation is submitted to the Council for sealing.

**8. FINAL PLAN OF SURVEY**

The Final Plan will not be sealed until all conditions have been complied with.

**9. PAYMENT IN LIEU OF PUBLIC OPEN SPACE**

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

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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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**10. 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.

**11. 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 Infrastructure and Engineering 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.

**12. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS**

Where a service connection to a public main or utility is to be relocated/upsized or removed then the trench within the road pavement is to be reinstated in accordance with LGAT-IPWEA Tasmanian Standard Drawing TSD-G01 *Trench Reinstatement Flexible Pavements* and the Council's policy 27-Rfx-012 *Standards for Surface Reinstatement of Works in the Road Service*. The asphalt patch is to be placed to ensure a water tight seal against the existing asphalt surface. Any defect in the trench reinstatement that becomes apparent within 12 months of the works is to be repaired at the cost of the applicant.

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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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**13. 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.

**14. RETICULATED SERVICES**

Prior to the commencement of the use, reticulated water, sewerage and electricity must be available to each lot shown on the endorsed plans.

**15. SUBMISSION AND APPROVAL OF PLANS**

Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to the General Manager Infrastructure and Assets Network for approval. Such plans and specifications must:

- a. include all infrastructure works required by the permit or shown in the endorsed plans and specifications including:
    - i. electricity infrastructure including street lighting.
    - ii. communications infrastructure and evidence of compliance with the *fibre-ready* requirements of National Broadband Network.
    - iii. evidence of assessment by TasGas Networks regarding provision of reticulated gas network.
  - b. be prepared strictly in accordance with the Tasmanian Subdivision Guidelines and the LGAT-IPWEA Tasmanian Standard Drawings applicable at the date of submission of the plans.
  - c. be prepared by a suitably qualified and experienced engineer or Engineering Consultancy.
  - d. be accompanied by:
    - i. an estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
    - ii. a fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion and Final inspections.
-

**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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## **16. CONSTRUCTION OF WORKS**

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

- a. Stormwater
    - i. provision of a public drainage system to drain all roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve;
    - ii. the provision of a DN100 connection to the lowest point of each lot; and
    - iii. provision of an overland flow path for flows up to a 100 year ARI storm event.
  - b. Roads
    - i. provision of a fully constructed road 15.25m wide (measured from the face of kerb to the face of kerb) for the entire length of all the property frontages, complete with KC type kerb and channel;
    - ii. provision of a 1500mm wide footpath located on one side of the road and all necessary pedestrian kerb ramps;
    - iii. provision of a single vehicular crossing for each lot within the subdivision;
    - iv. provision of a sealed temporary turning head of a suitable size for incomplete roads; and
    - v. all necessary line marking, signage and other traffic control devices.
  - c. Public Open Spaces
    - i. all public open space lots must be landscaped, provided with works to restrict traffic, provided with a 25mm water connection, connecting footpaths and all necessary drainage.
  - d. Electricity, Communications and Other Utilities
    - i. an underground reticulated electricity system and public street lighting scheme must be provided to service all lots and installed to the approval of the Responsible Authority;
    - ii. an underground telecommunications system must be provided to service all lots and installed to the approval of the Responsible Authority;
    - iii. provision of a suitably sized conduit/corridor for the future provision of broadband internet infrastructure; and
    - iv. provision of reticulated gas network to service all lots and installed to the approval of the Responsible Authority.
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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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

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

**17. ACCESS OVER ADJACENT LAND**

Where it is necessary, for the construction of the public works, to gain access to land not in the ownership of the developer the supervising engineer must:

- a. advise the Council 21 days before access is required onsite so that notices pursuant to the *Urban Drainage Act 2013* can be issued to the landowner; then
- b. contact the adjacent land owners to advise them of the proposed works and assess any of their (reasonable) requirements which should be incorporated in the works; and
- c. ensure that client provides a signed statement advising the Council that they will pay all compensation cost for the easements and the Council's out-of-pocket costs (ie. legal, valuation, etc. if any). If the compensation claims appears unacceptable then the process under the *Land Acquisition Act 1993* will be followed.

**18. WORKS REQUIRED FOR EACH LOT IN A STAGE**

Where it is proposed to release the subdivision in multiple stages, each lot in a stage must be provided with the following infrastructure and/or services in order to be included in the stage to be released:

- a. fully constructed public road along all frontages, including the secondary frontage where a corner lot;
- b. a sealed vehicular crossing and driveway from the public road to the property boundary, unless a common internal driveway has been specified whereby the common driveway must also be constructed to the extent specified in the relevant construction condition;
- c. a stormwater connection to the public drainage system;
- d. access to underground electricity and communications infrastructure; and
- e. where applicable, reticulated gas infrastructure.

**19. CONSTRUCTION DOCUMENTATION**

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

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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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- a. an *as constructed* plan in accordance with the Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from Infrastructure and Assets Network.
- b. a Closed Circuit Television inspection report for all sewers or drains constructed or incorporated in the works.
- c. compaction and soil test results for all earthworks or pavement works.
- d. an engineer's certificate that each component of the works comply with the approved engineering plans and the Council's standards.

## **20. EASEMENTS**

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

## **21. SEALING PLANS OF SUBDIVISION**

No Plan of Survey shall be sealed until the following matters have been completed to the satisfaction of the General Manager Infrastructure and Assets Network:

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

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

## **22. CONVEYANCE OF ROADS**

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

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- 9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**
- 

## **23. COMPLETION OF WORKS**

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

## **24. AS CONSTRUCTED PLANS**

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

### **Notes**

#### **A. General**

*This permit was issued based on the proposal documents submitted for DA0506/2021. You should contact the Council with any other use or developments, as they may require the separate approval of the Council. The Council's planning staff can be contacted on 6323 3000.*

*This permit takes effect after:*

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

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

#### **B. Restrictive Covenants**

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

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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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*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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*Note: Councillors are advised that under Schedule 6 - Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015 - Parts 2A and 3 of the former provisions remain in force until a Local Planning Schedule comes into effect for the municipal area and this application assessment and recommendation has therefore been made under those transitional provisions.*

**REPORT:**

**PART A - APPLICATION FOR PLANNING SCHEME AMENDMENT**

**1.1 Introduction**

An application was lodged under sections 31(1) and 43A of the former *Land Use Planning and Approvals Act 1993* (the Act), by Woolcott Surveys, for:

- an amendment to the Launceston Interim Planning Scheme 2015, proposing to partially rezone land from Recreation to General Residential; and
  - a planning permit seeking approval to subdivide two lots into 14 lots and associated works, road, drainage and electricity infrastructure.
-

**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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The *section 43A - Planning Scheme Amendment and Development Application, Partial Rezone and subdivision of land at 27-99 Opossum Road, Kings Meadows*, prepared by Woolcott Surveys, is contained in Attachment 2. This will be referred to as the *Planning Submission* throughout the report.

The specialised reports forming part of the application are also contained in Attachment 2. These reports will be referred to individually as required.

The *Launceston Interim Planning Scheme 2015* will be generally referred to as *the Scheme* in this report.

## **1.2 Act Requirements**

The legislation allows for a combined application for a permit and a planning scheme amendment to be considered jointly in accordance with Section 43A of the *Land Use Planning and Approvals Act 1993* (the Act).

*43A. Application for a permit when amendment requested.*

- (1) A person who requests a planning authority to amend a planning scheme may also request the planning authority to consider, in accordance with this Division, an application for a permit which would not be allowed if the planning scheme were not amended as requested.*
- (2) Where a planning authority has decided to initiate an amendment under section 33(3), it may consider the application for a permit referred to in subsection (1) concurrently with the preparation of the requested amendment to the planning scheme.*
- (3) An application may be made for a permit under this section even if it could not be granted under the existing planning scheme.*

The amendment must be decided under Section 33(3) which reads:

*33. Request for amendment of planning scheme*

- (3) A planning authority must, within 42 days of the receipt of a request or such longer time as the Commission may allow, make a decision as to whether or not to initiate an amendment of the planning scheme and serve on the person who made the request notice of its decision within 7 days of making the decision.*

*(3AA) If the planning authority decides under subsection (3) to initiate an amendment of a planning scheme after receipt of a request from a person under subsection (1), it must –*

- (a) initiate the amendment under section 34; and*
-

**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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*(b) certify the draft amendment under section 35 - within 42 days of receiving the request or such longer time as the Commission allows.*

The matters which the Council must consider when making a decision whether to reject or exhibit the application are listed in sections 32 and 43C of the Act and are set out in detail in section 5.1 of this report.

Section 38 of the Act sets out that after making a decision on an application made under Section 43A it is to be publicly advertised for a period of 28 days:

*38. Public exhibition of draft amendment*

- (1) After giving to the Commission a copy of a draft amendment of a planning scheme and the instrument certifying that the amendment meets the requirements specified in section 32, the planning authority must –*
  - (a) cause a copy of the draft amendment to be placed on public exhibition for a period of 28 days or a longer period agreed to by the planning authority and the Commission; and*
  - (b) advertise, as prescribed, the exhibition of the draft amendment.*
- (2) If the period referred to in subsection (1)(a) includes any days on which the office of the planning authority is closed during normal business hours in that part of the State where the planning scheme to be amended applies, that period is to be extended by the number of those days.*

## **2. Subject Site and Surrounding Uses**

The subject site is located at 27-99 Opossum Road, Kings Meadows and comprises of two titles with an area of approximately 54.91ha. The irregular shaped site has frontages to Leith Street, Norwood Avenue, Negara Street, Opossum Road and Morshead Street. It also shares a common boundary with *Punchbowl Reserve*.

The site is home to the *Launceston Golf Club*, a public golf course with associated facilities. Primary access is gained via Opossum Road.

The site is located south of Launceston CBD in the suburb of Kings Meadows. The surrounding area is of a mixed use nature. To the north are residential areas and *Punchbowl Reserve*. To the east is more residentially zoned land. To the southern is *Carr Villa*, and to the west is a mix of residential, retail, commercial and industrial zoned land.

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9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)

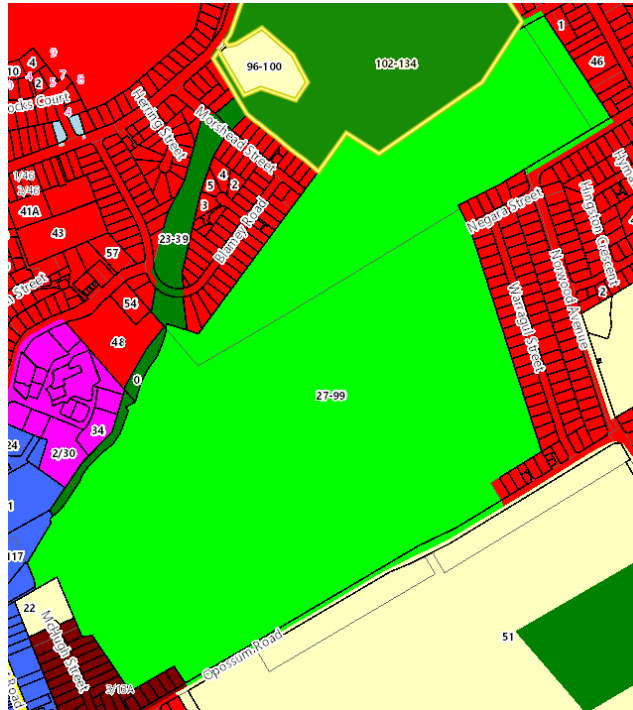


Figure 1 - Subject site and zoning (source: SAM mapping)

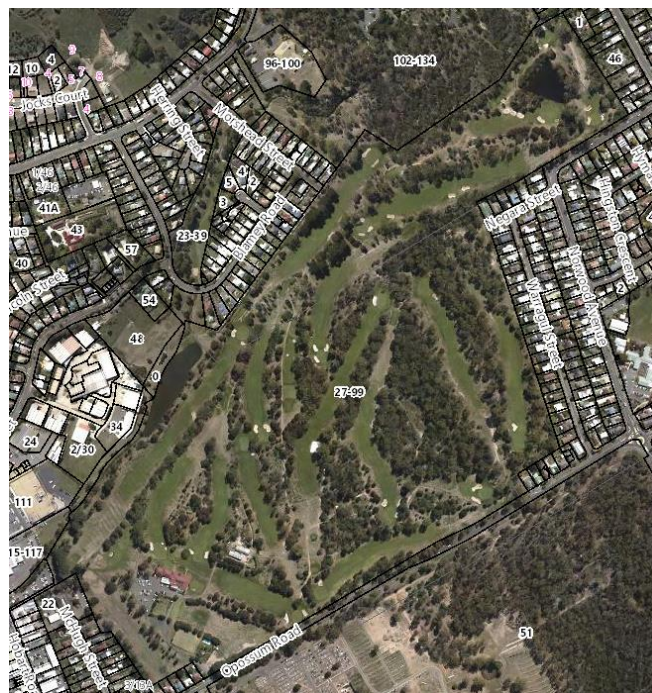


Figure 2 - Subject site aerial (source: SAM mapping)

- 9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**
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### **3. Existing Conditions on the Site**

#### **3.1 Heritage Values**

The site is not listed in the Local Historic Heritage Code under the Scheme or within a state listed property on the Tasmanian Heritage Register. There is no identified or known Aboriginal or cultural heritage on the site or adjoining land.

#### **3.2 Scenic Values**

The subject site is located within the Local Scenic Management Area - *Carr Villa* and *Punchbowl Reserve* Precinct 4.

#### **3.3 Natural Values**

The northern portion of the site is mapped as having some biodiversity value. In particular, unreserved threatened native vegetation communities excluding areas overlapped by TASVEG mapping.

A Natural Values Assessment, prepared by ECOtas, dated 18 August 2021 was prepared in support of this application as no threatened species were found on site.

#### **3.4 Land capability**

The site is not subject to any land capability assessment.

#### **3.5 Environmental Hazards**

##### **3.5.1 Bushfire**

The subject site is shown on the Scheme overlay maps to be within a bushfire prone area and contains bushfire prone vegetation (refer to Figure 3). A Bushfire Hazard Management Report, prepared by Accredited Bushfire Practitioner James Stewart (BFP-157) dated August 2021 was prepared in support of this application.

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**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**



Figure 3 - Bushfire and Scenic Protection Overlays (source: SAM mapping)

**3.5.2 Flood Hazard**

The development area of the subject site is not shown as being subject to a flood risk on the Scheme overlay maps.

**3.5.3 Landslip**

The subject site is shown on the Hazard Planning Maps produced by the Department of Premier and Cabinet to be subject to Low and Medium hazard bands (refer to Figure 4).

**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**



Figure 4 - Landslide Risk (source: SAM mapping)

The hazard management areas are not located within the areas subject to assessment.

**3.6 Infrastructure**

The subject site is located within an area that is serviced by reticulated sewerage, water, and stormwater infrastructure.

**4. Proposal**

The proposal seeks:

- to amend the Launceston Interim Planning Scheme 2015 (the Scheme), rezoning a portion of the land from Recreation to General Residential; and
- a planning permit to subdivide two lots into 14 lots, new road, drainage and electricity infrastructure (refer to Figure 5).

**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

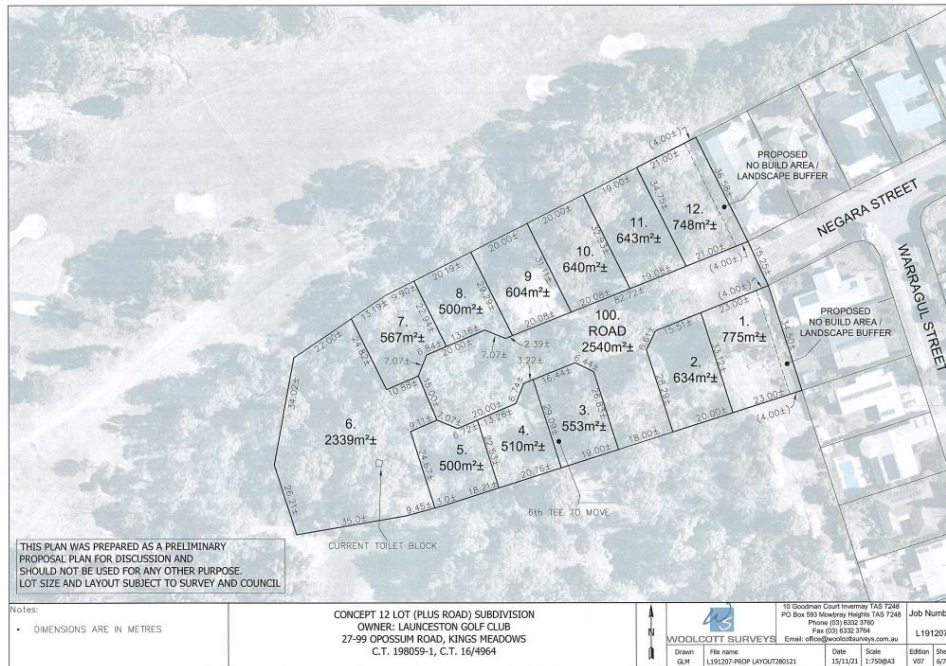


Figure 7: Proposed Plan of Subdivision

Twelve of these lots will be zoned General Residential and utilised for residential purposes, the remaining two lots will be utilised by the *Launceston Golf Club* and are currently zoned Recreation. The 12 lots and road will be over a 1.16ha sized area.

Road Lot: 2,540m<sup>2</sup>

Residential Lots (new)

- Lot 1: 775m<sup>2</sup>
- Lot 2: 634m<sup>2</sup>
- Lot 3: 553m<sup>2</sup>
- Lot 4: 510m<sup>2</sup>
- Lot 5: 500m<sup>2</sup>
- Lot 6: 2,339m<sup>2</sup>
- Lot 7: 567m<sup>2</sup>
- Lot 8: 500m<sup>2</sup>
- Lot 9: 604m<sup>2</sup>
- Lot 10: 640m<sup>2</sup>
- Lot 11: 643m<sup>2</sup>
- Lot 12: 748m<sup>2</sup>



**9.1 Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**

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Existing lots (*Launceston Golf Club*)

Lot 13 (CT4964/16): 11.69ha reduced from 12.57ha

Lot 14 (CT198059/1): 41.46ha reduced from 42.34ha

The subdivision includes a future connection into the *Launceston Golf Club* to allow for potential future development as well as informal public access into the *Launceston Golf Club*.

As part of the proposal, approximately 1.16ha of existing vegetation will be removed, as well as a small toilet block. All relevant earthworks and servicing connections will be required to accommodate the proposal.

**4.1 Landowner Consent**

The land is owned by *Launceston Golf Club Ltd* and consent was provided on 10 September 2021.

**4.2 Considerations for an Amendment**

The relevant requirements of Section 32(1) of the Act are outlined below:

32. *Requirements for preparation of amendments*

(1) *A draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A)–*

(a) . . . . .

(b) .. . . .

(c) . . . . .

(d) . . . . .

(e) *must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and*

(ea) *must not conflict with the requirements of section 300; and*

(f) *must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.*

**Response:**

(e) The subject site is in a location where there is an established residential character. Rezoning and development of 12 new residential lots is consistent to the residential nature of the surrounding area. The reduction in recreation land from the golf course is considered acceptable to permit this new compatible use.

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The proposed amendment will avoid the potential for land use conflicts with the adjacent area.

***In regard to (ea), Section 300 is considered in detail below.***

*300. Amendments under Divisions 2 and 2A of interim planning schemes*

- (1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker within the meaning of section 20(2A), practicable, consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the scheme applies.*
- (2) An amendment, of a planning scheme, that would amend a local provision of the scheme or insert a new provision into the scheme may only be made under Division 2 or 2A if -*
  - (a) the amendment is not such that the local provision as amended or inserted would be directly or indirectly inconsistent with the common provisions, except in accordance with section 30EA, or an overriding local provision; and*
  - (b) the amendment does not revoke or amend an overriding local provision; and*
  - (c) the amendment is not to the effect that a conflicting local provision would, after the amendment, be contained in the scheme.*
- (3) Subject to section 30EA, an amendment may be made to a local provision if -*
  - (a) the amendment is to the effect that a common provision is not to apply to an area of land; and*
  - (b) a planning directive allows the planning scheme to specify that some or all of the common provisions are not to apply to such an area of land.*
- (4) An amendment may not be made under Division 2 or 2A to a common provision of a planning scheme unless the common provision, as so amended, would not be inconsistent with a planning directive that requires or permits the provision to be contained in the planning scheme.*
- (5) Subject to section 30EA, an amendment of a planning scheme may be made under Division 2 or 2A if the amendment consists of -*
  - (a) taking an optional common provision out of the scheme; or*
  - (b) taking the provision out of the scheme and replacing it with another optional common provision.*

***Response:***

- (ea) The amendment concerns a local provision of the Scheme. An assessment of the Northern Tasmania Regional Land Use Strategy (RLUS) June 2018 has been undertaken, where it is determined to be consistent.*
-

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The amendment does not propose to modify, remove or insert a common provision. The proposed rezoning is considered to be a local provision and is able to be amended under Division 2 or 2A.

The amendment must also consider the requirements of section 20(1) of the Act as set below:

- (1) *A relevant decision -marker, in preparing, accepting, declaring or making a relevant scheme, or giving approval in relation to the making or approving of a relevant scheme, must, in the opinion of the relevant decision-maker –*
  - (a) *seek to further the objectives set out in Schedule 1 within the area covered by the scheme;*
  - (b) *prepare the scheme in accordance with State Policies made under section 11 the State Policies and Projects Act 1993; and*
  - (c) *.....*
  - (d) *have regard to the strategic plan of a council referred to in Division 2 of Part 7 of the Local Government Act 1993 as adopted by the council at the time the planning scheme is prepared; and*
  - (e) *have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.*

Additionally, the planning authority must also have regard to Section 43C with respect to the proposed subdivision.

**43C. Applications referred to in section 43A**

- (1) *In determining an application referred to in section 43A, a planning authority, in its opinion –*
  - (a) *must seek to further the objectives set out in Schedule 1; and*
  - (b) *must take into consideration such of the prescribed matters as are relevant to the use or development subject of the application.*

Section 20(1) and 43C(1)(a) requires the objectives set out in Schedule 1 to be considered. A response to the objectives is provided below:

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- 9.1 **Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**
- 

**Schedule 1, Part 1 - Objectives of the Resource Management and Planning System of Tasmania**

- (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity**

**Response:**

The amendment concerns land mapped as threatened vegetation as listed in Schedule 3a of the *Nature Conservation Act 2002*. The Natural Values Assessment concludes that the removal of vegetation will not have a significant impact on the priority vegetation communities.

- (b) to provide for the fair, orderly and sustainable use and development of air, land and water**

**Response:**

The area to be redeveloped already joins existing general residential land, and the extension of Negara Street to facilitate the development is considered a logical extension.

- (c) to encourage public involvement in resource management and planning**

**Response:**

The public will have the opportunity to comment on this proposal during the exhibition period which will run for three weeks, should the Council decide to exhibit the application. The public has the opportunity to lodge a written representation to the application during the public exhibition period. The Tasmanian Planning Commission may also decide to hold a public hearing to deal with the representations if any are received.

- (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)**

**Response:**

The development of 12 new residential lots will stimulate economic growth through the construction industry and purchasing of the land. At a time where housing is in high demand, the development of new, vacant residential lots is highly encouraged to help stimulate the economy.

- (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State**

**Response:**

This application was referred to TasWater. There are no other relevant agency referrals required. If initiated the Amendment will also be advertised and assessed by the Tasmanian Planning Commission consistent with this objective.

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- 9.1 **Amendment 68 - Partial Rezoning of Land at Launceston Golf Club 27-99 Opossum Road, Kings Meadows from Recreation to General Residential and Development Application DA0506/2021 to Subdivide Two Lots Into 14 Lots and Associated Infrastructure ...(Cont'd)**
- 

**Schedule 1, Part 2 - Objectives of the planning process established by the Act**

The objectives of Part 2 must also be considered:

- (a) to require sound strategic planning and co-ordinated action by State and local government.**

**Response:**

The amendment is consistent with the objectives of the Northern Tasmania Regional Land Use Strategy, Launceston Residential Strategy 2009-2029 and the Scheme. Being within the urban growth area, its development is contiguous to a residential neighbourhood.

- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.**

**Response:**

An application made pursuant to section 43A of the Act must be considered against the objectives of the Act and the planning system of Tasmania more broadly for compliance. The application of the General Residential zone will enable the land to be assessed against the relevant provisions of the Scheme.

- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.**

**Response:**

The assessment of the proposed amendment and subsequent subdivision have considered the effects on the natural values of the subject site and water resources.

- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.**

**Response:**

The proposed amendment is consistent with the local, regional and state policies as assessed by this report.

- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals.**

**Response:**

The application is made under former Section 43A of the Act and includes a rezoning of land to the Scheme to facilitate consideration of the proposed subdivision. This process allows for the concurrent assessment of an application which would otherwise require two separate processes.

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**(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.**

**Response:**

The amendment facilitates housing choice and diversity. The subdivision creates 12 new residential lots in an efficient and safe environment.

**(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.**

**Response:**

The site is not listed as a local heritage place by the Tasmanian Heritage Council or by the City of Launceston.

**(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.**

**Response:**

As part of the application all new lots will connect into existing infrastructure in a sustainable manner. Comments and conditions from TasWater will help form part of the permit conditions and will allow these connections to occur sufficiently.

**(i) to provide a planning framework which fully considers land capability.**

**Response:**

The land is within an urban area and will not be utilised for agricultural purposes.

## 4.3 State Policies

### **State Policy on the Protection of Agricultural Land 2009**

The policy only applies to rural land. The subject site is located outside of the rural area and is, therefore, not applicable.

### **State Coastal Policy 1996**

The State Coastal Policy applies to Tasmania's coastal area, including all islands except for Macquarie Island. The coastal zone includes State Waters (as defined in the *Living Marine Resources Management Act 1995*) and all land to a distance of 1km from the high water mark. The subject site is located outside of this distance and is, therefore, is not applicable

### **State Policy on Water Quality Management 1997**

The provisions of this Policy are reflected in the E9.0 Water Quality Code in the planning scheme and is considered as part of the assessment of the proposed planning permit application. The assessment of the application addresses this Code and will be appropriately conditioned to achieve the objectives of this Policy.

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### **National Environment Protection Measures**

Section 12A of the *State Policies and Projects Act 1993* states that a National Environment Protection Measure (NEPM) is taken to be a State Policy. The following, therefore, require consideration:

- Ambient air quality 2002
- Diesel vehicle emissions 2001
- Assessment of site contamination 1999
- Used packaging materials 1999
- Movement of controlled waste between States and Territories 1998
- National pollutant inventory 2000

The Codes within the planning scheme deal in detail with the relevant matters listed above.

### **5. City of Launceston Corporate Strategic Plan 2014-2024**

The City of Launceston Corporate Strategic Plan 2014-2024 (LSP) is prepared under the *Local Government Act 1993* (Tas). The assessment of the application has had regard to the LSP and is generally consistent with the principles and goals:

- To promote Launceston as a unique place to live, work, study and play;
- To reduce the impacts on our natural environment and to build resilience to the changing intensity of natural hazards;
- To drive appropriate development opportunities as well as infrastructure, land use planning and transport solutions;
- To develop a strategic and dedicated approach to securing economic investment in Launceston;
- Supports housing choice and diversity in a planned location;
- Stimulates population growth in the municipal area; and
- Considers the impacts on the natural values of the site.

The Amendment and development at hand will assist in achieving these goals. This will occur by:

- Developing new vacant residential land within an attractive and liveable environment;
  - Ensuring vegetation removal only occurs through necessity, respecting the natural environment, and ensuring bushfire and stormwater flooding is contained and managed appropriately;
  - Investing in the local community by creating new vacant residential lots which will allow future development to occur, as well as increase population numbers.
-

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**6. *Gas Pipelines Act 2000***

The gas pipeline is not available in proximity to the site. Therefore, the *Gas Pipelines Act 2000* is not applicable to the proposed development.

**7. Planning Strategies**

**7.1 Launceston Residential Strategy 2009-2029**

The Launceston Residential Strategy 2009-2029 (LRS) provides a strategy for housing within the Launceston municipality over the next 20 years. The strategy focuses on five tiers of development. The most relevant to the current proposal is Tier 1 - Urban redevelopment for new houses in accessible locations.

The current zoning of the land is Recreation, which prohibits residential use. A change to the General Residential zoning would allow residential development to occur through application. The site is within a fully serviced area.

The site is located within the area of Kings Meadows, noted as a major district centre and is within proximity to identified centres. The rezoning and location is considered to meet this tier, as it is within proximity to public transport and centre nodes, and is achieving a mix of lot sizes and shapes to encourage higher density development in an appropriately located area.

The current demand for residential lots has not been predicted by the strategy. However, projections for a high level growth scenario estimate a general population of 72,903 by 2024, whereas, the current population of Launceston, in 2021 is 80,916 according to the last census (Australian Bureau of Statistics, 2020). Accordingly, identifying brownfield development sites such as this that are fully serviced land accessible to identified centres, helps meet the requirements of the strategy.

It is evident that a growing population is a current trend and the provision of suitable land for residential development is paramount. The amendment generally is accepting of the positive attributes and therefore is consistent with the LRS.

**7.2 Northern Tasmania Regional Land Use Strategy**

The Northern Tasmania Regional Land Use Strategy (RLUS) provides the strategic direction for the region (made up of eight municipal areas), over a 20-year time frame until 2032 and supports residential opportunities in appropriate locations.

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The site is located within the Supporting Consolidation Area, an urban growth area, within the regional framework. This land is within the developed urban settlement or in areas intended for urban development. G2.1.1 of the strategy identifies this area as:

- Comprising land in established suburbs which is separate from Priority;
- Consolidation Areas as shown in the Regional Framework Plan Maps G.1, G.2 and G.3;
- Support reliable and effective transportation and reduce vehicle dependency;
- Physically connect new urban settlements to existing communities wherever possible, or otherwise provide new development with direct transport linkages to established urban areas;
- Promote cohesive communities;
- Support a wide range of services and facilities;
- Support access to existing or planned activity centres; and
- Comprise a suitable and complementary mix of land uses to support the Regional Settlement Hierarchy and the Regional Activity Centre Hierarchy.

In order to ensure the above is considered, there are a number of policies and actions within the strategy. Relevant to this assessment:

- Regional Settlement Networks
- Housing Dwellings and Densities
- Integrated Land use and Transport
- Regional Infrastructure Network
- Regional Environment Policy

The Planning Submission has assessed the policies and actions relevant to the amendment in detail, referencing specialised reports and strategic information. The relevant policies and actions in the RLUS are detailed as follows:

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**E2. Regional Settlement Network Policy  
E2.4 Specific Policies and Actions**

<b>Regional Settlement Networks</b>	
<p><b>RSN-P1</b> Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).</p>	<p><b>RSN-A1</b> Provide an adequate supply of well-located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.</p> <p><b>RSN-A2</b> Land supply will be provided in accordance with the Key Principles through local strategy for Urban Growth Areas which include:</p> <ul style="list-style-type: none"> <li>• Priority Consolidation Areas</li> <li>• Supporting Consolidation Areas</li> <li>• Growth Corridor</li> <li>• Future Investigation Areas.</li> </ul> <p><b>RSN-A3</b> Apply zoning that provides for the flexibility of settlements or precincts within a settlement and ability to restructure underutilised land.</p>
<p><b>RSN-P2</b> Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.</p>	<p><b>RSN-A4</b> Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity - both residential and industrial.</p>

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Regional Settlement Networks	
	<p><b>RSN-A5</b> Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing <i>communities as housing needs change</i>; <i>ageing in home</i> options should be provided.</p> <p><b>RSN-A6</b> Encourage urban residential expansion in- and-around the region’s activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.</p> <p><b>RSN-A7</b> Ensure all rural and environmental living occurs outside Urban Growth Areas.</p> <p><b>RSN-A8</b> Identify areas with existing mixed land use patterns, and/ or <i>Brownfield</i> areas adjacent to activity centres, for mixed use Redevelopment and apply zones that provide for flexibility of use to support the activity centre and the role of the settlement.</p>

**Response:**

The proposal is for a change to residential zoning to allow a pathway for 12 new residential lots to be created. These lots will be able to be serviced by the existing reticulated systems. Being within a supporting consolidation area, the site is identified as an urban growth area. By permitting the General Residential Zone within this area, there will be a greater flexibility to restructure the existing underutilised land. The amendment is deemed to be consistent with the policies and actions detailed in the above table.

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<b>Housing Dwellings and Densities</b>	
<p><b>RSN-P5</b> Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region's Urban Growth Areas to meet residential demand.</p>	<p><b>RSN-A10</b> Apply zoning provisions which provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.</p>
<p><b>RSN-P7</b> In new development areas include a diversity in land uses, employment opportunities and housing types at densities that support walkable communities, shorter vehicle trips and efficient public transport services.</p>	<p><b>RSN-A12</b> Encourage well-designed new urban communities through detailed planning provisions.</p>

**Response:**

The proposal is for 12 lots, all of which will be capable of supporting diversity in dwelling types. Proposed Lot 6, being the largest lot at 2,339m<sup>2</sup>, will ensure there is at least one lot capable of future multiple dwelling development.

The General Residential zone provisions will need to be adhered to in future development applications, ensuring that the development pattern of the area remains consistent, whilst adding more land supply to meet the current residential demand. The site is conveniently located to take advantage of walkable areas, shorter vehicle, trips, and taking advantage of existing local public transport. The Amendment is deemed to be consistent with the policies and actions detailed in the above table.

<b>Integrated Land use and Transport</b>	
<p><b>RSN-P8</b> New development is to utilise existing infrastructure or be provided with timely transport infrastructure, community services and employment.</p>	<p><b>RSN-A14</b> Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit oriented development outcomes in activity centres and identified transit nodes on priority transit corridors</p>

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**Response:**

The proposal is within an existing growth area, with easy access to existing transport infrastructure. The amendment is deemed to be consistent with the policies and actions detailed in the above table.

**E.4 Regional Infrastructure Network Policy  
E4.4 Specific Policies and Actions**

<b>Infrastructure Network Planning</b>	
<p>RIN-P6 Facilitate and encourage active modes of transport through land use planning.</p>	<p>RIN-A10 Roads created in new subdivisions are to be designed and constructed to meet the needs of all users and to reinforce the function, safety and efficiency of the road.</p> <p>RIN-A11 Future subdivision design is to allow for permeability and connectivity in the transportation network.</p> <p>RIN-A16 Facilitate increased use of active transport modes for short trips by providing for subdivisions that allow for pedestrian connectivity to open spaces, trails, and cycle and bus routes.</p>
<p>RIN-P7 Facilitate an efficient and convenient public transport system through land use planning.</p>	<p>RIN-A18 Provide for future higher density residential areas, mixed use developments and new commercial areas to be integrated with public transport services.</p> <p>RIN-A22 Encourage residential densities in new urban development that supports more cost effective delivery of public transport services.</p> <p>RIN-A23 Provide for new urban development to be located adjacent to existing, and preferably mixed-use areas to reduce travel requirements and distances.</p>

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	<p>RIN-A24                  With reference to the Regional Framework Plan Maps D.1, D.2 and D.3 identify higher density residential areas, mixed-use development and new commercial areas to support greater access and use of public transport services, particularly in areas that have higher frequency services.</p>
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**Response:**

A new 100m+ road will be incorporated into the subdivision to allow access. From this new road there will also be a future access for any further future development and connectivity into the transportation network. The surrounding public transport routes include bus stops along Norwood Avenue and Hobart Road, which are reachable through pedestrian access. Pedestrian walkways will allow connectivity into the new area.

The site is located within a short drive to a major retail precinct, being Kings Meadows and also the Norwood Activity Centre. These will also be accessible via public transport, or a longer walk. The General Residential Zone is considered to be appropriate for the area. Whilst there is no known future public transport upgrades, it is considered that by providing new residential land as an extension of the existing suburban area, there will be more opportunity for upgrades to occur in the future.

The amendment is deemed to be consistent with the policies and actions detailed in the above table.

**E.7 Regional Environment Policy  
 E.7.4 Specific Policies and Actions**

<b>Biodiversity and Native Vegetation</b>	
<p>BNV-P01                  Implement a consistent regional approach to regional biodiversity management, native vegetation communities and native fauna habitats including comprehensive spatial regional biodiversity mapping.</p>	<p>BNV-A01                  Apply appropriate zoning and/or overlays through planning schemes to protect areas of native vegetation.</p>



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<b>Biodiversity and Native Vegetation</b>	
<p><b>BNV-P02</b> Except where planning scheme provisions provide for exemptions, restrict land clearing and disturbance of intact natural habitat and vegetation areas, including areas of forest and non-forest communities declared under the <i>Nature Conservation Act</i>, coastal wetlands and remnant and appropriate cultural vegetation within settlement areas.</p> <p><b>BNV-P03</b> Land use planning is to minimise the spread and impact of environmental weeds.</p> <p><b>BNV-P04</b> Land use planning processes are to be consistent with any applicable conservation area management plans or natural resource management strategy.</p>	<p><b>BNV-A02</b> Implement a planning assessment approach consistent with the <i>avoid, minimise, mitigate, offset</i> hierarchy.</p> <p><b>BNV-A03</b> Provide for environmental assessments through planning schemes for development proposals with the potential to impact on the habitats of native species of local importance.</p> <p><b>BNV-A04</b> Accept offsets as a last resort and only where there is a net conservation benefit, security of the offset in perpetuity and based upon the relevant State guidelines.</p>

**Response:**

Only the very northern section of the site is located within an identified area of biodiversity, containing unreserved threatened native vegetation communities, as identified through TASVEG mapping.

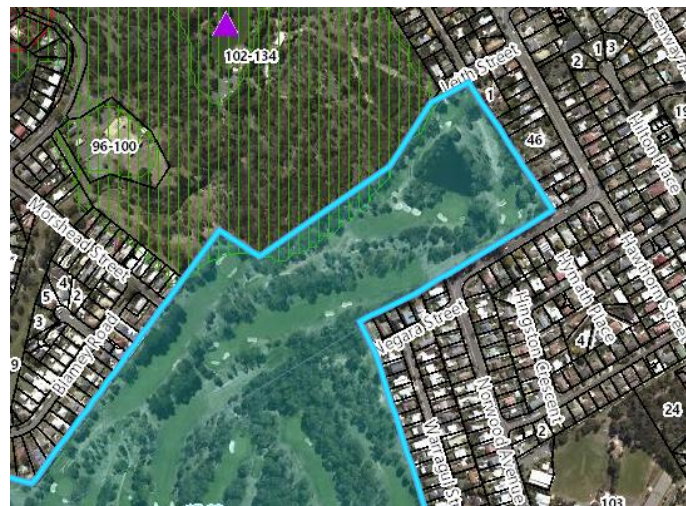


Figure 8 - unreserved threatened native vegetation communities in the green hatching.

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The Natural Values Assessment undertook a review of the area to be affected, some 100m south of the identified area. The report reviewed the TASVEG mapping and identified that there was no threatened flora or fauna species are part of their assessment.

To allow the development to occur part of the site will be required to be cleared. However, the extent of clearing is limited to the bushfire hazard management areas identified within the Bushfire Risk Assessment.

This approach is considered acceptable given the findings of the Natural Values Report, and consistent with the policy. The amendment is deemed to be consistent with the policies and actions detailed in the above table.

<b>Landscape and scenic amenity</b>	
<p><b>LSA-PO1</b> Consider the value of protecting the scenic and landscape amenity of key regional tourism routes having regard to the routes identified in Map E3 and local circumstances, as well as the:</p> <ul style="list-style-type: none"> <li>• Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the tourism industry as well as local visual amenity;</li> <li>• Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and</li> <li>• Need to protect skylines and prominent hillsides from obtrusive development/works.</li> </ul>	<p><b>LSA-A02</b> Develop a regionally consistent approach to determining scenic corridor overlays around identified tourism routes.</p> <p><b>LSA-A03</b> Include performance criteria in planning schemes for development within scenic corridor overlays that address following considerations:</p> <ul style="list-style-type: none"> <li>• The impact of development skylines, ridgelines and prominent locations;</li> <li>• The establishment and/or retention of existing vegetation to provide screening in combination with other requirements for hazard management;</li> <li>• The bulk and form of buildings and earthworks and the ability of development to blend with the landscape;</li> <li>• The impact of materials, finishes and colours of buildings on the landscape setting; and</li> <li>• Whether existing native or significant exotic vegetation within the corridor is managed to retain the visual values of the tourism route.</li> </ul>

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Landscape and scenic amenity	
LSA-PO2 Protect specific topographic or natural features of significant scenic/landscape significance.	LSA-A04 Planning schemes may identify visually significant topographic, natural features and landscapes (eg. Cataract Gorge) in an overlay, including objectives and discretionary criteria relating to the visual impact of use and development.

**Response:**

The entirety of the site is located within a Scenic Management area, specifically the *Carr Villa and Punchbowl Reserve* Precinct 4, as identified on the Planning Scheme overlay mapping.



Figure 9 - Scenic Management area is blue hatching

Assessment against the provisions of the Scenic Management Code have been undertaken in Part B of this report.

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To summarise, the removal of vegetation is not considered to have an unreasonable impact on the surrounding skylines or the management objectives of the precinct. Future development will also be subject to this code and once the subdivision is developed, there will be opportunity for new landscaping to occur.

The Amendment is deemed to be consistent with the policies and actions detailed in the above table.

**8. Referral Agencies**

**8.1 TasWater**

The application was referred to TasWater under section 17 of the *Land Use Planning and Approvals Regulations 2004*. TasWater has issued its Submission to Planning Authority Notice (TWDA 2021/01548-LCC) dated 16/09/2021 stating the following:

*TasWater does not object to the draft amendment to the planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.*

**8.2 TasNetworks**

TasNetworks were referred the application in accordance with section 44L of the *Electricity Supply Industry Act 1995*. TasNetworks issued a response on 20/09/2021 which states:

*Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.*

**PART B. DEVELOPMENT APPLICATION**

**8. Planning Scheme Requirements**

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 use 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>
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<p>10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.</p>
<p><b>Consistent</b> Consistency with the Zone Purpose has been achieved as the proposal provides for residential use that is able to accommodate a range of dwelling types, on land zoned for residential development.</p>

10.4.12 Earthworks and retaining walls

<p>Objective: To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.</p>
<p><b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.</p>
<p>A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:</p> <ul style="list-style-type: none"> <li>(a) be located no less than 900mm from each lot boundary;</li> <li>(b) be no higher than 1m (including the height of any batters) above existing ground level;</li> <li>(c) not require cut or fill more than 1m below or above existing ground level;</li> <li>(d) not concentrate the flow of surface water onto an adjoining lot; and</li> <li>(e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.</li> </ul>
<p><b>Relies on Performance Criteria</b> Whilst no specific information has been provided regarding earthworks, it can be reasonably assumed that more than 1m of cut and fill will be required to accommodate the subdivision. As such reliance on the performance criteria is required.</p>
<p>P1 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the appearance, scale and extent of the works;</li> <li>(c) overlooking and overshadowing of adjoining lots;</li> <li>(d) the type of construction of the works;</li> <li>(e) the need for the works;</li> <li>(f) any impact on adjoining structures;</li> <li>(g) the management of groundwater and stormwater; and</li> <li>(h) the potential for loss of topsoil or soil erosion.</li> </ul>

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**Complies**  
 It is considered that all earthworks will be designed and so located as not to unreasonably impact on the amenity of adjoining lots.

The area requiring the earthworks is undulating, with some areas of recesses requiring larger amount of fill, noting that areas adjoining the surrounding residential lots will require minimal cut and fill. The scale of works may be considered substantial, namely due to the amount of vegetation that will be removed and the requirements to flatten the new residential lots. However, the need for the works is necessary for the subdivision to occur. Any earthworks will need to manage stormwater and groundwater and ensure there is no impact on adjoining structures.

Accordingly the proposal meets the performance criteria.

10.4.15 Lot size and dimensions

**Objective:**  
 To ensure the area and dimensions of lots are appropriate for the intended use of the lots.

**Consistent**  
 A1.1 Each lot, or a lot proposed in a plan of subdivision, must:  
 (a) have a minimum area of no less than 500m<sup>2</sup> ; and  
 (b) be able to contain a rectangle measuring 10m by 15m; or  
 A1.2 Each lot, or a lot proposed in a plan of subdivision, must:  
 (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or  
 (b) be required for the provision of public utilities; or  
 (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and  
 A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.

**Complies**  
 The following outlines the lot sizes within the Residential Zone:

Road Lot:	1,963m <sup>2</sup>
Lot 1:	775m <sup>2</sup>
Lot 2:	634m <sup>2</sup>
Lot 3:	553m <sup>2</sup>
Lot 4:	510m <sup>2</sup>
Lot 5:	500m <sup>2</sup>
Lot 6:	2,339m <sup>2</sup>



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Lot 7:	567m <sup>2</sup>
Lot 8:	500m <sup>2</sup>
Lot 9:	604m <sup>2</sup>
Lot 10:	640m <sup>2</sup>
Lot 11:	643m <sup>2</sup>
Lot 12:	748m <sup>2</sup>

Each lot exceeds 500m<sup>2</sup> in site area and is able to contain a rectangle measuring 10m x 15m.

10.4.16 Frontage and access

Objective: To ensure that lots provide: (a) appropriate frontage to a road; and (b) safe and appropriate access suitable for the intended use.
<b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures each lot is able to provide appropriate frontage.
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.
<b>Complies</b> Each lot will have frontage to a road maintained by a road authority of no less than 3.6m.
A2 No acceptable solution.
<b>Relies on Performance Criteria</b> P2 Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the character of the area; and (e) the advice of the road authority.
<b>Complies</b> Each lot will have frontage to a road maintained by a road authority of no less than 3.6m. This will be achieved through an extension to Negara Street through the formation of a cul-de-sac. Each lot will be provided with a crossover onto this road, complying with the performance criteria.

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10.4.17 Discharge of stormwater

Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.
<b>Consistent</b> A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.
<b>Complies</b> Each lot is capable of connecting to a public stormwater system.
A2 The Council’s General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.
<b>Complies</b> Advice has been provided that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.

10.4.18 Water and sewerage services

Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.
<b>Consistent</b> A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.
<b>Complies</b> Each lot will be connected to a reticulated water supply.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.
<b>Complies</b> Each lot will be connected to a reticulated sewerage system.

10.4.19 Integrated urban landscape

Objective: To provide landscaping of lots, roads and public open spaces that contributes to the character and identity of urban places and the character of the surrounding area.
<b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures that public roads contribute to the character and identity of the surrounding area.
A1 Subdivision does not create any new road, public open space or other reserves.
<b>Relies on Performance Criteria</b> As the subdivision is proposing a new road reliance on the performance criteria is required.

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<p>P1 Subdivision must be designed to enhance the amenity of the area having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) any significant natural and cultural features of the site;</li> <li>(c) access to public open spaces and roads;</li> <li>(d) the retention of existing vegetation;</li> <li>(e) linking areas of significant local habitat; and</li> <li>(f) the character of the surrounding area.</li> </ul>
<p><b>Complies</b></p> <p>The new road will form an extension of Negara Street to end in a cul-de-sac, and is necessary for each new lot to obtain access to a Council maintained road. It is acknowledged that to make way for the subdivision and new road, a significant amount of vegetation is proposed to be removed. Whilst this may be considered a significant natural feature of the site, a Natural Values assessment was provided as part of the application. The report concluded that no threatened flora or fauna were identified, but instead the area of investigation found six species of declared weeds. As such, the removal of this vegetation is considered appropriate to allow for the new road and subdivision to occur.</p> <p>It is noted that the golf course will still retain a significant amount of vegetation and still be viewed as a <i>green</i> space due to the nature of its use. The development will also seek to retain as much vegetation as possible to contribute to the character of the area. In the future, once development of the lots occurs, it is expected that residential plantings and landscaping will continue to enhance the surrounding area.</p> <p>The proposal complies with the performance criteria.</p>

10.4.20 Walking and cycling network

<p>Objective:</p> <p>To:</p> <ul style="list-style-type: none"> <li>(a) provide safe and convenient movement through and between neighbourhoods by pedestrians and cyclists;</li> <li>(b) design footpaths, shared path and cycle path networks that are safe and accessible; and</li> <li>(c) accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</li> </ul>
<p><b>Consistent</b></p> <p>Consistency with the objective has been achieved as the proposal provides safe and convenient movement through and between the neighbourhood.</p>
<p>A1 Subdivision does not create any new road, footpath or public open space.</p>
<p><b>Relies on Performance Criteria</b></p> <p>As a new road is proposed, reliance on the performance criteria is required.</p>

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<p>P1 Subdivision provides roads, footpaths or public open spaces that are designed to provide safe and convenient walking and cycling networks, having regard to:</p> <ul style="list-style-type: none"> <li>(a) linkages to any existing pedestrian and cycling networks;</li> <li>(b) connection of footpaths, shared paths, cycle paths and bicycle lanes;</li> <li>(c) access for cycling and walking to activity centres, community facilities, bus stops and public transport routes and public open spaces;</li> <li>(d) the road network and public open spaces; and</li> <li>(e) passive surveillance.</li> </ul>
<p><b>Complies</b>                  The proposed road will extend Negara Street to result in a cul-de-sac. No new pedestrian footpaths along the road reserve are proposed as there are no existing linkages to connect into. The applicant has proposed two new pedestrian linkages into the golf club however. This will allow residents within the Norwood area to still access the site via Negara Street. This is considered a safe and effective linkage from what is already existing and will continue the existing linkage of Norwood to the golf club without needing to access the site via Opossum Road.</p> <p>The proposal complies with the performance criteria.</p>

10.4.21 Lot diversity

<p><b>Objective:</b>                  To provide a range and mix of lot sizes to suit a variety of dwelling and household types.</p>
<p><b>Consistent</b>                  Consistency with the objective has been achieved as the proposal provides a range and mix of lot sizes to suit a variety of dwelling and household types.</p>
<p>A1 Subdivision is for 10 lots or less.</p>
<p><b>Relies on Performance Criteria</b>                  As more than 10 lots are proposed reliance on the performance criteria is required.</p>
<p>P1 Subdivision provides a range and mix of lot sizes suitable for the development of a variety of dwelling and household types, having regard to:</p> <ul style="list-style-type: none"> <li>(a) lot sizes suitable for single dwellings, multiple dwellings and other forms of residential use;</li> <li>(b) the topography of the site;</li> <li>(c) demand for a variety of housing types;</li> <li>(d) the proximity of activity centres;</li> <li>(e) the proximity and access to public open space;</li> <li>(f) the proximity, availability and accessibility of pedestrian, cycling, and bus stops and public transport, routes; and</li> <li>(g) the character of the surrounding area.</li> </ul>

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**Complies**  
 Of the 12 residential lots proposed, one of them will be able to accommodate a single dwelling through a permitted pathway. Lot 6 is 2,339m<sup>2</sup> in size and will be able to accommodate a range of multiple dwelling development in the future, subject to a development application. There is currently a demand for housing and the provision of 12 new lots will assist in contributing to demand.

The area of development is close to Norwood Primary School (370m to the south), areas of public open space being *Norwood Bushland Park* (650m to the east), Norwood Activity Centre (1km) and Kings Meadows Activity Centre (1.78km to the west). Multiple public transport bus stops are located along Norwood Avenue in close proximity to the site.

The surrounding area is a typical residential suburban area, defined as predominantly single dwellings on 600m<sup>2</sup> lots. This area is defined by the golf club to the west and north and *Carr Villa* to the south. The proposed subdivision will not change the nature of the area.

The proposal complies with the performance criteria.

10.4.23 Neighbourhood road network

**Objective:**  
 To provide for convenient and safe movement, through and between neighbourhoods, for motor vehicles, pedestrians, cyclists and public transport using the road network.

**Consistent**  
 Consistency with the objective has been achieved as the proposal provides for convenient and safe movement, through and between neighbourhoods, for motor vehicles, pedestrians, cyclists and public transport using the road network.

A1 Subdivision does not create any new road.

**Relies on Performance Criteria**  
 As a new road is proposed reliance on the performance criteria is required.

P1 The road network provides for convenient and safe movement for motor vehicles, pedestrians, cyclists and public transport, having regard to:

- (a) the existing network of roads, cycle paths and bicycle lanes, shared paths, footpaths and public transport routes;
- (b) the function of the road and its relationship to arterial and neighbourhood road types;
- (c) the speed limits on roads in the area;
- (d) the location of activity centres;
- (e) the volume of traffic in the area;
- (f) access for service and emergency vehicles; and
- (g) the topography of the site.

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**Complies**  
 The subdivision includes an extension to Negara Street, ending in a cul-de-sac. The road will be approximately 110m in length and extend west. The new road will join the existing road network, with no new footpaths or bicycle lanes proposed. The speed limit is reduced at 50km/h with enough room for service and emergency vehicles to enter the street, based on the 15.25m width. The volume of traffic within the area is limited to a suburban residential suburb noting, however, the traffic does increase at school drop-off and pick-up times. However, being a 12 lot subdivision, the increase in traffic is considered manageable.

The proposal meets the performance criteria.

10.4.24 Public transport network

**Objective:**  
 To provide for access to public transport.

**Consistent**  
 Consistency with the objective has been achieved as the proposal provides access to public transport.

A1 Subdivision does not create any new road.

**Relies on Performance Criteria**  
 As a new road is proposed reliance on the performance criteria is required.

P1 The subdivision provides for adequate access to public transport, having regard to:  
 (a) the number of lots proposed;  
 (b) the walking distances from the lots to public transport route;  
 (c) any public transport strategy or plan for the area; and  
 (d) the likelihood of the provision of public transport for the area.

**Complies**  
 Within 200m of the site there is a bus stop located along Norwood Avenue. Within 60m there are an additional two stops. This is considered suitable for the use, and complies with the performance criteria.

18.0 Recreation Zone

18.1.1 Zone Purpose Statements  
 18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.  
 18.1.1.2 To provide for the amenity of residential uses on land adjoining the zone.

**Consistent**  
 Consistency with the zone purpose has been achieved as the proposal maintains the existing organised recreational use of the land.



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18.4.3 Lot size and dimensions

<p>Objective: To ensure:</p> <ul style="list-style-type: none"> <li>(a) the area and dimensions of lots are appropriate for the zone; and</li> <li>(b) adjoining land, especially residential zones, is protected from adverse impacts.</li> </ul>
<p><b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures the area and dimensions of lots are appropriate for the zone.</p>
<p>A1.1 Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or</li> <li>(b) be required for the provision of public utilities; or</li> <li>(c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and</li> </ul> <p>A1.2 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.</p>
<p><b>Relies on Performance Criteria</b> As a result of the changes to the titles all new lot boundaries satisfy the relevant acceptable solutions for setbacks complying with A1.2. As the subdivision is not required on behalf of the crown, for public utilities, or consolidation, the proposal is unable to meet A1.1 and is reliant on the performance criteria.</p>
<p>P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use having regard to:</p> <ul style="list-style-type: none"> <li>(a) the relevant acceptable solutions for development of buildings on the lots;</li> <li>(b) the likely location of buildings on the lots;</li> <li>(c) the likely provision of onsite parking and manoeuvrability for vehicles;</li> <li>(d) the topography of the site;</li> <li>(e) the presence of any natural hazards;</li> <li>(f) the existing pattern of development in the area; and</li> <li>(g) public safety.</li> </ul>
<p><b>Complies</b> The proposal will alter the boundaries of two existing recreation lots, noting no new lots will be created. Existing lot CT4964/16 will have a new site area of approximately 11.69ha reduced from 12.57ha whilst CT198059/1 will have a new site area of approximately 41.46ha reduced from 42.34ha. The adjustment is required to allow the creation of 12 new residential lots within the General Residential Zone as part of the amendment. The changes will have minor alterations to one of the holes within the golf course, but other than that there will be no change to the operation of the golf club. Accordingly the proposal complies with the performance criteria.</p>

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18.4.4 Frontage and access

<p>Objective: To ensure that lots provide:</p> <ul style="list-style-type: none"> <li>(a) appropriate frontage to a road; and</li> <li>(b) safe appropriate access suitable for the intended use of the new lot.</li> </ul>
<p><b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures appropriate frontage is maintained.</p>
<p>A1 No acceptable solution.</p>
<p><b>Relies on Performance Criteria</b> P1 Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-of-carriageway, of no less than 3.6m width, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the width of frontage proposed, if any;</li> <li>(b) whether any other land has a right-of-carriageway as its sole or principal means of access over the frontage;</li> <li>(c) the number of immediately adjacent rights-of-carriageway;</li> <li>(d) the topography of the site;</li> <li>(e) the proposed use of the lot;</li> <li>(f) the construction and maintenance of the road;</li> <li>(g) the existing pattern of development in the surrounding area;</li> <li>(h) the functionality and usability of the frontage;</li> <li>(i) the anticipated nature of the vehicles likely to access the site;</li> <li>(j) the ability to manoeuvre vehicles on the site;</li> <li>(k) the accessibility for vehicles;</li> <li>(l) public safety; and</li> <li>(m) the advice of the road authority.</li> </ul>
<p><b>Complies</b> The site will maintain its primary frontage and access via Opossum Road. The main change will be to the Negara Street frontage which will remove a standard vehicle access, but will maintain pedestrian and/or golf buggy access through a future access lot. The proposal complies with the performance criteria.</p>
<p>A2 No acceptable solution.</p>
<p><b>Relies on Performance Criteria</b> P2 Each lot, or a lot proposed in a plan of subdivision, must be capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the length of the access;</li> <li>(c) the distance between the lot or building area and the carriageway;</li> <li>(d) the nature of the road and the traffic, including pedestrians;</li> <li>(e) the character of the area; and</li> <li>(f) the advice of the road authority.</li> </ul>

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**Complies**  
 Each lot will maintain frontage and access through Opossum Road, Norwood Avenue, Leith Street and Morshead Street, complying with the performance criteria.

**18.4.6 Water and sewerage services**

**Objective:**  
 To ensure each lot provides for appropriate water supply and wastewater disposal.

**Consistent**  
 A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.

**Complies**  
 The lots will be able to connect into a reticulated water supply.

A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.

**Complies**  
 The lots will be able to connect into a reticulated sewerage system.

**E1.0 Bushfire-Prone Areas Code**

E1.1 The purpose of this code is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

**Consistent**  
 Consistency with the code purpose has been achieved as the proposal ensures any risk to bushfire is able to be mitigated. The applicant provided a *Bushfire Hazard Management Report*, prepared by Accredited Bushfire Practitioner James Stewart (BFP-157) dated August 2021. For the lots zoned Recreation, there is an insufficient increase in risk and those lots are exempt from the code in accordance with E1.4(a).

**E1.6 Development Standards**

**E1.6.1 Subdivision: Provision of hazard management areas**

Subdivision provides for hazard management areas that:

- (a) facilitate an integrated approach between subdivision and subsequent building on a lot;
- (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and
- (c) provide protection for lots at any stage of a staged subdivision.

**Consistent**  
 Consistency with the objective has been achieved as the proposal provides for hazard management.

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<p>A1</p> <ul style="list-style-type: none"> <li>(a) Tasmania Fire Service (TFS) or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</li> <li>(b) The proposed plan of subdivision:             <ul style="list-style-type: none"> <li>(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</li> <li>(ii) shows the building area for each lot;</li> <li>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 - 2009 Construction of buildings in bushfire-prone areas; and</li> <li>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots, and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 - 2009 Construction of buildings in bushfire-prone areas; and</li> </ul> </li> <li>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</li> </ul>
<p><b>Complies</b>          An accredited practitioner has demonstrated compliance with A1(b), and as such the proposal complies with the acceptable solution.</p>
<p>P1 A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the dimensions of hazard management areas;</li> <li>(b) a bushfire risk assessment of each lot at any stage of staged subdivision;</li> <li>(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</li> <li>(d) the topography, including site slope;</li> <li>(e) any other potential forms of fuel and ignition sources;</li> <li>(f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;</li> <li>(g) an instrument that will facilitate management of fuels located on land external to the subdivision; and</li> <li>(h) any advice from the TFS.</li> </ul>
<p><b>Not Applicable</b></p>

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E1.6.2 Subdivision: Public and fire-fighting access

Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, firefighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and
- (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.

**Consistent**

Consistency with the objective has been achieved as the proposal provides for hazard management.

A1

- (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire-fighting; or
- (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas is included in a bushfire hazard management plan that:
  - (i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and
  - (ii) is certified by the TFS or an accredited person.

**Relies on Performance Criteria**

As the TFS or an accredited person has not certified that there is an insufficient increase in risk, reliance on the performance criteria is required.

P1 A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:

- (a) appropriate design measures, including:
  - (i) two way traffic;
  - (ii) all weather surfaces;
  - (iii) height and width of any vegetation clearances;
  - (iv) load capacity;
  - (v) provision of passing bays;
  - (vi) traffic control devices;
  - (vii) geometry, alignment and slope of roads, tracks and trails;
  - (viii) use of through roads to provide for connectivity; (ix) limits on the length of cul-de-sacs and dead-end roads; (x) provision of turning areas; (xi) provision for parking areas; (xii) perimeter access; and (xiii) fire trails;

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<p>(b) the provision of access to:</p> <ul style="list-style-type: none"> <li>(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and</li> <li>(ii) fire-fighting water supplies; and</li> </ul> <p>(c) any advice from the TFS.</p>
<p><b>Complies</b> An accredited bushfire practitioner has demonstrated compliance with P1 in that the proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires. The proposal complies with the performance criteria.</p>

**E1.6.3 Subdivision: Provision of water supply for fire-fighting purposes**

<p>Adequate, accessible and reliable water supply for the purposes of fire-fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.</p>
<p><b>Consistent</b> Consistency with the objective has been achieved as the proposal provides for hazard management.</p>
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <ul style="list-style-type: none"> <li>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire-fighting purposes;</li> <li>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</li> <li>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire-fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</li> </ul>
<p><b>Complies</b> The accredited bushfire practitioner has demonstrated compliance with A1(b), and as such the proposal is compliant against the acceptable solution.</p>

**E4.0 Road and Railway Assets Code**

<p>E4.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> <li>(a) protect the safety and efficiency of the road and railway networks; and</li> <li>(b) reduce conflicts between sensitive uses and major roads and the rail network.</li> </ul>
<p><b>Consistent</b> Consistency with the code purpose has been achieved as the proposal protects the safety and efficiency of the road. The applicant provided a <i>Traffic Impact Assessment</i> (TIA), prepared by Andrew Howell, Revision B, dated August 2021 to assist in the assessment of the code.</p>



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**E4.5 Use Standards**

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

<p>Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.</p>
<p><b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.</p>
<p><b>Relies on Performance Criteria</b> The subdivision will result in more than 40 vehicle movements per day and as such is reliant on the performance criteria.</p>
<p>P3 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature and efficiency of the access or the junction;</li> <li>(d) the nature and category of the road;</li> <li>(e) the speed limit and traffic flow of the road;</li> <li>(f) any alternative access to a road;</li> <li>(g) the need for the use;</li> <li>(h) any traffic impact assessment; and</li> <li>(i) any written advice received from the road authority.</li> </ul>
<p><b>Complies</b> The performance criteria requires that any increase in traffic must not unreasonably impact on the efficiency of the road network having regard to certain criteria.</p> <p>The proposal will generate residential traffic on a 50km/h suburban road. To accommodate the subdivision there is no appropriate alternative access. The new access, which will be an extension to Negara Street is a Council owned and maintained road, of which road authority consent has been provided. There is an appropriate level of need for the use as residential land is currently in short supply.</p> <p>The applicant provided a TIA, prepared by Andrew Howell, Revision B, dated August 2021 to assist in potential traffic impacts. It is estimated there will be up to 119 new vehicle trips per day. Based on these movements and the layout of the surrounding streets, it is accepted that the road network will be able to accommodate the traffic increase.</p> <p>The proposal, therefore, complies with the performance criteria.</p>

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**E4.6 Development Standards**

**E4.6.2 Road accesses and junctions**

<p>Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.</p>
<p><b>Consistent</b> Compliance with the objective has been achieved as the proposal ensures that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.</p>
<p>A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</p>
<p><b>Relies on Performance Criteria</b> The development will result in an extension to Negara Street and the provision of twelve new crossovers into each new lot. As such reliance on the performance criteria is required.</p>
<p>P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.</p>
<p><b>Complies</b> Consent from the road authority has been provided with regard to the new crossovers. The new crossovers will be for residential use, on the extension to Negara Street. This extension will be for a suburban street with a 50km/h speed limit. Noting that the extension will be a cul-de-sac which will ensure traffic will generally be slower, ensuring safety is maintained. There are no other options for access.  The proposal complies with the performance criteria.</p>

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

<p>Objective: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>
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<p><b>Consistent</b>                  Consistency with the objective has been achieved as the proposal ensures that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>
<p>A1 Sight distances at:                  (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and                  (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>
<p><b>Relies on Performance Criteria</b>                  As some of the new driveways will not be able to meet the sight distances listed in Table E4.6.4, reliance on the performance criteria is sought.</p>
<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:                  (a) the nature and frequency of the traffic generated by the use;                  (b) the frequency of use of the road or rail network;                  (c) any alternative access;                  (d) the need for the access, junction or level crossing;                  (e) any traffic impact assessment;                  (f) any measures to improve or maintain sight distance; and                  (g) any written advice received from the road or rail authority.</p>
<p><b>Complies</b>                  As stated within the provided Traffic Impact Assessment:</p> <p style="padding-left: 40px;"><i>Sight distance to the West from Warragul Street, currently to the existing termination of Negara West is around 38m - following road extension this will be able to continue for the majority of the cul-de-sac, out to around 135m in this direction.</i></p> <p>The report continues by stating that satisfactory sight distance is able to be achieved and as such compliant with the performance criteria.</p>

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

<p>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;</p>
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(e) ensure that parking spaces and accesses meet appropriate standards; and (f) provide for the implementation of parking precinct plans.
<b>Consistent</b> Whilst the code is applicable to all development, as the proposal is for a subdivision, the clauses within the code are not applicable to the applications assessment.

**E7.0 Scenic Management Code**

E7.1 The purpose of this provision is to: (a) ensure that siting and design of development protects and complements the visual amenity of scenic road corridors; and (b) ensure that siting and design of development in scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape; and (c) ensure that vegetation is managed for its contribution to the scenic landscape.
<b>Consistent</b> Consistency with the code purpose has been achieved as the proposal ensures the visual amenity of the area will be maintained.

**E7.6.2 Scenic management areas**

Objective: The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.
<b>Consistent</b> Consistency with the objective has been achieved as the proposal ensures the siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.
A3 Subdivision is in accordance with a specific area plan.
<b>Relies on Performance Criteria</b> As the subdivision is not in accordance with a specific area plan, reliance on the performance criteria is required.
P3 Subdivision must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the size, shape and orientation of the lot; (c) the density of potential development on lots created; (d) the need for the clearance or retention of vegetation; (e) the need to retain existing vegetation; (f) the requirements for any hazard management; (g) the need for infrastructure services; (h) the specific requirements of the subdivision; (i) the extent of works required for roads or to gain access to sites, including any cut and fill; (j) the physical characteristics of the site and locality;

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- (k) the existing landscape character;
- (l) the scenic qualities of the site; and
- (m) any agreement under section 71 of the Act affecting the land.

**Complies**

The site is located within the *Carr Villa and Punchbowl Reserve* Precinct 4. The area is dominated by a treed character. New residential development is characterised by large bulky houses with limited opportunity to establish trees and vegetation.

The objectives of the precinct aim to maintain and enhance vegetation with trees encouraged. Increased residential density is encouraged, but only where development does not lesson the ability of the site to maintain significant vegetation. Development must be sited to have minimal impact on existing vegetation, in particular vegetation links between the *Carr Villa and Punchbowl Reserve*, which provide an important wildlife corridor and are to be preserved or enhanced.

An assessment against the criteria is as follows, understanding that the subdivision must have regard to the following to ensure it is unobtrusive in the landscape.

**(a) the scenic management precinct existing character statement and management objectives in clause E7.6.3;**

Approximately 1.16ha of land is proposed to be cleared of vegetation. This land currently contains areas of thick vegetation, dispersed with rough vehicle tracks, pedestrian tracks and areas of open grassed land which make up part of the golf course. Whilst acknowledging that this may be considered substantial in terms of its visual amenity, the proposal will still maintain a connecting vegetative buffer surrounding the subdivision, allowing the wildlife corridor and link to continue. A natural values report has been provided which assesses the impact of clearing the area, and as such there are no threatened species to be impacted. The subdivision will allow for eleven new lots capable of providing single dwellings, and one lot with the potential for multiple dwellings. The vegetation removal, and in particular the view of the new subdivision will be visible from Negara Street, and some houses on the western side of Warragul Street. It is considered that the location has been chosen and assessed to ensure that the visual impact as a result of the proposal is appropriate to its location and respectful of the existing vegetation.

**(b) the size, shape and orientation of the lot;**

The size, shape, and orientation of the lots is consistent with that of the surrounding area and will retain a natural extension from Negara Street.

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**(c) the density of potential development on lots created;**

Eleven of the 12 new lots are being created for single dwellings. Lot 6 will have the capability to permit more intensive development. This is considered appropriate for the area and meets the objectives of the scheme, as the overall residential subdivision will not permit an unreasonable density increase. This will also allow future lots to be landscaped.

**(d) the need for the clearance or retention of vegetation;**

There is a need to remove vegetation to allow the subdivision to occur so that future development will be available. Further, as part of bushfire hazard management an area surrounding the lots will also need to be removed. This is considered to be reasonable.

**(e) the need to retain existing vegetation;**

There will still be a significant amount of vegetation remaining should the subdivision occur. This will continue to screen the development from the golf course and surrounding area.

**(f) the requirements for any hazard management;**

Bushfire hazard management is required as the site is within a bushfire prone area.

**(g) the need for infrastructure services;**

The site will connect into the reticulated systems. This will require some removal of vegetation.

**(h) the specific requirements of the subdivision;**

The subdivision will require connection to reticulated services as well as bushfire hazard management area. A road connection and extension will also be needed off Negara Street. Being a general residential zone, and a logical extension of surrounding residential development, there is a requirement that vegetation be removed. Whilst the removal will be noticeable, it will not be unreasonable.

**(i) the extent of works required for roads or to gain access to sites, including any cut and fill;**

Earthworks will be required due to the terrain and the establishment of a residential subdivision requires almost a complete removal of vegetation.

**(j) the physical characteristics of the site and locality;**

The site is currently a heavily vegetated golf course, adjoining residential land. The removal of the vegetation from the golf course to allow the development to occur is considered acceptable and there will be future opportunities for landscaping.

**(k) the existing landscape character;**

Currently the site set for development is a vegetated section of the golf course.

**(l) the scenic qualities of the site; and**

When viewing the site from the rear yards of Warragul Street residents, it could be considered scenic due to the large trees within the development site. Whilst these will be removed, there is still a significant amount of vegetation that will be retained for the scenic qualities of the site to remain intact.



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**(m) any agreement under section 71 of the Act affecting the land.**  
 There is no section 71 agreement affecting the land.  
  
 The proposal complies with the performance criteria.

**E8.0 Biodiversity Code**

**E8.1** The purpose of this provision is to:  
 (a) support the conservation of biodiversity in the planning scheme area and the northern region, including the extent, condition and connectivity of important habitats and priority vegetation communities, and the number and status of threatened species; and  
 (b) consider and manage the impact of use or development on biodiversity through:  
 (i) minimisation of vegetation and habitat loss or degradation; and  
 (ii) appropriate location of development.

**Consistent**  
 Consistency with the objective has been achieved as the proposal ensures the biodiversity of the area is protected.

**E8.6.1 Habitat and vegetation management**

**Objective:**  
 To appropriately protect or manage vegetation identified as priority habitat and priority vegetation communities.

**Consistent**  
 Consistency with the objective has been achieved as the proposal appropriately protects and manages vegetation identified as priority habitat and priority vegetation communities.

**A1** Clearance or disturbance of priority habitat is in accordance with a certified Forest Practices Plan.

**Relies on Performance Criteria**  
 As the clearance is not in accordance with a certified Forest Practices Plan, reliance on the performance criteria is required.

**P1** Clearance or disturbance of native vegetation within priority habitat or areas identified as priority vegetation communities does not compromise the adequacy of representation of species or vegetation communities, having regard to:  
 (a) the quality of the site to provide habitat of significance to the maintenance or protection of biodiversity in the planning scheme area;  
 (b) the need for the clearance or disturbance of the vegetation;  
 (c) the method of clearance or disturbance of the vegetation;  
 (d) the extent and quality of the vegetation or habitats affected by the proposal;  
 (e) the value of the vegetation as a wildlife corridor;  
 (f) the value of riparian vegetation to the protection of habitats and wildlife corridors;  
 (g) any rehabilitation and maintenance measures;

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<p>(h) the impacts of development and vegetation clearance, in proximity to the priority habitat or priority vegetation communities;</p> <p>(i) any conservation outcomes achieved and the long term security of any offset for the loss of the vegetation, provided in accordance with the General Offset Principles document published by the Department of Primary Industries, Parks, Water and Environment, available at <a href="http://dpiwve.tas.gov.au/Documents/General-Offset-Principles.pdf">http://dpiwve.tas.gov.au/Documents/General-Offset-Principles.pdf</a> ;</p> <p>(j) any agreement under section 71 of the Act relating to vegetation management;</p> <p>(k) any conservation covenant made under the <i>Nature Conservation Act 2002</i>, that exists on or adjacent to the site of the proposed development; and</p> <p>(l) any recommendations or advice contained in a flora and fauna report.</p>
<p><b>Complies</b></p> <p>The applicant provided a Natural values Assessment, prepared by ECOtas, dated 18 August 2021 to assist in the assessment of the application. The assessment included surveying the land against the proposed subdivision, undertaking investigations into threatened flora and fauna as well as declared weeds and animal diseases. It is noted that there were no threatened flora or fauna identified.</p> <p>The site is a logical extension to Negara Street into an area of vegetation that is in very poor condition. The proposed development should not affect the value of the study area of surrounding areas as a <i>wildlife corridor</i>, noting this term is nebulous. Future rehabilitation will occur through the placement of vegetation once the sites are developed. No formal offsets are proposed for the loss of approximately 6,000m<sup>2</sup> of vegetation. There are no agreements of covenants over the site that would limit the removal of the vegetation.</p> <p>It has been considered that the habitat is appropriately managed to allow for the subdivision to occur, and the proposal is therefore compliant with the performance criteria.</p>

**E10.0 Open Space Code**

<p>E10.1 The purpose of this provision is to:</p> <p>(a) Ensure that the location and area of land required for public open space in subdivisions meets the reasonable ongoing needs of the community.</p>
<p><b>Not Applicable</b></p> <p>The code is exempt under E10.4.1(a) as a payment in lieu of public open space is required.</p>

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**4. REFERRALS**

REFERRAL	COMMENTS
<b>INTERNAL</b>	
Infrastructure Assets	Conditions recommended.
Environmental Health	Conditions recommended.
Heritage/Urban Design	N/A
Building and Plumbing	N/A
<b>EXTERNAL</b>	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2021/01548-LCC, 16/09/2021.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

**5. CONCLUSION**

The application seeks to partially rezone land at 27-99 Opossum Road, Kings Meadows from Recreation to General Residential under the Launceston Interim Planning Scheme and to facilitate a 15 lot subdivision including road, drainage and electricity infrastructure.

The amendment and planning permit application has been assessed to be consistent with all requirements of the *Land Use Planning and Approvals Act 1993* as set out in this report.

The planning permit application satisfies all the relevant provisions of the Scheme including the code provisions and the performance criteria.

**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.

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**ENVIRONMENTAL IMPACT:**

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

**SOCIAL IMPACT:**

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

**STRATEGIC DOCUMENT REFERENCE:**

Launceston Interim Planning Scheme 2015

**BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

**DISCLOSURE OF INTERESTS:**

The officer has no conflict of interest in this item.

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



**Richard Jamieson - Acting General Manager Community and Place Network**

**ATTACHMENTS:**

1. Locality Map - Amendment 68 (*electronically distributed*)
  2. Amendment 68 - Application Documents (*electronically distributed*)
  3. Amendment 68 - Draft Instrument (*electronically distributed*)
  4. Amendment 68 - TasWater SPAN (*electronically distributed*)
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**9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston**

**FILE NO:** DA0486/2021

**AUTHOR:** Maria Lasso (Town Planner)

**ACTING GENERAL MANAGER:** Richard Jamieson (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:	Commercial Project Delivery Pty Ltd
Property:	89 Cimitiere Street and 34 Cameron Street, Launceston
Zoning:	Urban Mixed Use
Receipt Date:	1/09/2021
Validity Date:	8/09/2021
Further Information Request:	17/09/2021
Further Information Received:	8/10/2021
Deemed Approval:	2/12/2021
Representations:	12

**STANDARDS REQUIRING COUNCIL DISCRETION**

15.3.5 Retail impact  
15.4.1 Building height, setback and siting  
E2.6.2 Excavation  
E5.6.1 Development subject to flooding  
E13.6.4 Site coverage  
E13.6.5 Height and bulk of buildings  
E13.6.6 Site of buildings and structure  
E13.6.8 Roof form and materials  
E13.6.10 Outbuildings and structures

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**9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(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 DA0486/2021 - Business and Professional services, General Retail and Hire, Food Services - Construction of a mixed use development involving partial demolition of existing buildings at 89-93 Cimitiere Street, Launceston (CT90992/1, CT248431/1 and CT112123/1) including the construction of a pedestrian walkway across 34 Cameron Street, Launceston (CT226231/1) 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 Manager City Development unless modified by a condition of the Permit:

- (a) Development Application, Prepared by Commercial Project Delivery, Pages 1-57, Dated 8/10/2021, Attachments listed separately.
  - (b) Flood Assessment, Prepared by Pitt & Sherry, Pages 1-12, Appendix A and Appendix B, Dated 13/8/2021.
  - (c) Preliminary Site Assessment, Prepared by es&d, Project No. 7526, Pages 1-24 and Appendix 1, Dated 18/7/2021.
  - (d) Architectural Statement, Prepared by Terroir, Pages 1-24, Dated 5/10/2021.
  - (e) Cover Page, Prepared by Terroir, Project No. 21304, Drawing DA-10.00, Revision G, Dated 4/10/2021.
  - (f) Location Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.01, Revision D, Dated 13/08/21.
  - (g) Existing Site Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.02, Revision E, Dated 4/10/2021.
  - (h) Proposed Demolition Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.03, Revision E, Dated 4/10/2021.
  - (i) Proposed Level -1 Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.04, Revision E, Dated 21/08/2021.
  - (j) Proposed Level 0 (Ground) Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.05, Revision G, Dated 4/10/2021.
  - (k) Proposed Level 1 Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.06, Revision E, Dated 4/10/2021.
  - (l) Proposed Level 2 -5 (Typical) Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.07, Revision E, Dated 4/10/2021.
  - (m) Proposed Level 6 Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.08, Revision E, Dated 4/10/2021.
  - (n) Proposed Level 7 Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.09, Revision E, Dated 4/10/2021.
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- (o) Proposed Roof Plan, Prepared by Terroir, Project No. 21304, Drawing DA-10.10, Revision E, Dated 4/10/2021.
  - (p) Proposed Elevations - Sheet 1, Prepared by Terroir, Project No. 21304, Drawing DA-20.01, Revision G, Dated 4/10/2021.
  - (q) Proposed Elevations - Sheet 2, Prepared by Terroir, Project No. 21304, Drawing DA-20.02, Revision G, Dated 4/10/2021.
  - (r) Proposed Elevations - Sheet 3, Prepared by Terroir, Project No. 21304, Drawing DA-20.03, Revision G, Dated 4/10/2021.
  - (s) Proposed Elevations - Sheet 4, Prepared by Terroir, Project No. 21304, Drawing DA-20.04, Revision G, Dated 4/10/2021.
  - (t) Proposed Sections - Sheet 1, Prepared by Terroir, Project No. 21304, Drawing DA-30.01, Revision E, Dated 4/10/2021.
  - (u) Proposed Sections - Sheet 2, Prepared by Terroir, Project No. 21304, Drawing DA-30.02, Revision D, Dated 4/10/2021.
  - (v) Proposed Sections - Sheet 3, Prepared by Terroir, Project No. 21304, Drawing DA-30.03, Revision D, Dated 4/10/2021.
  - (w) Photomontage View - Sheet 1, Prepared by Terroir, Project No. 21304, Drawing DA-40.01, Revision G, Dated 4/10/2021.
  - (x) Photomontage View - Sheet 2, Prepared by Terroir, Project No. 21304, Drawing DA-40.02, Revision G, Dated 4/10/2021.
  - (y) Photomontage View - Sheet 3, Prepared by Terroir, Project No. 21304, Drawing DA-40.03, Revision G, Dated 4/10/2021.
  - (z) Photomontage View - Sheet 4, Prepared by Terroir, Project No. 21304, Drawing DA-40.04, Revision G, Dated 4/10/2021.
  - (aa) Photomontage View - Sheet 5, Prepared by Terroir, Project No. 21304, Drawing DA-40.05, Undated.
  - (ab) Photomontage View - Sheet 5, Prepared by Terroir, Project No. 21304, Drawing DA-40.06, Revision G, Dated 4/10/2021.
  - (ac) Interior Renders - Sheet 1, Prepared by Terroir, Project No. 21304, Drawing DA-40.07, Revision E, Dated 27/08/2021.
  - (ad) Interior Renders - Sheet 2, Prepared by Terroir, Project No. 21304, Drawing DA-40.08, Revision F, Dated 20/09/2021.
  - (ae) Solar Studies - Sheet 1, Prepared by Terroir, Project No. 21304, Drawing DA-50.01, Revision G, Dated 4/10/2021.
  - (af) Solar Studies - Sheet 2, Prepared by Terroir, Project No. 21304, Drawing DA-50.02, Undated.
  - (ag) Solar Studies - Sheet 3, Prepared by Terroir, Project No. 21304, Drawing DA-50.03, Revision G, Undated.
  - (ah) Solar Studies - Sheet 4, Prepared by Terroir, Project No. 21304, Drawing DA-50.04, Revision G, Dated 4/10/2021.
  - (ai) Solar Studies - Sheet 5, Prepared by Terroir, Project No. 21304, Drawing DA-50.05, Undated.
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- (aj) Solar Studies - Sheet 6, Prepared by Terroir, Project No. 21304, Drawing DA-50.06, Undated.
  - (ak) Solar Studies - Sheet 7, Prepared by Terroir, Project No. 21304, Drawing DA-50.07, Revision G, Dated 4/10/2021.
  - (al) Solar Studies - Sheet 8, Prepared by Terroir, Project No. 21304, Drawing DA-50.08, Revision G, Dated 4/10/2021.
  - (am) Solar Studies - Sheet 9, Prepared by Terroir, Project No. 21304, Drawing DA-50.09, Revision G, Dated 4/10/2021.
  - (an) Solar Studies - Sheet 10, Prepared by Terroir, Project No. 21304, Drawing DA-50.10, Undated.
  - (ao) Solar Studies - Sheet 11, Prepared by Terroir, Project No. 21304, Drawing DA-50.11, Undated.
  - (ap) Solar Studies - Sheet 12, Prepared by Terroir, Project No. 21304, Drawing DA-50.12, Revision G, Dated 4/10/2021.
  - (aq) Solar Studies - Sheet 13, Prepared by Terroir, Project No. 21304, Drawing DA-50.13, Undated.
  - (ar) Solar Studies - Sheet 14, Prepared by Terroir, Project No. 21304, Drawing DA-50.14, Undated.
  - (as) Solar Studies - Sheet 15, Prepared by Terroir, Project No. 21304, Drawing DA-50.15, Revision G, Dated 4/10/2021.
  - (at) Solar Studies - Sheet 16, Prepared by Terroir, Project No. 21304, Drawing DA-50.16, Revision G, Dated 4/10/2021.
  - (au) Solar Studies - Sheet 17, Prepared by Terroir, Project No. 21304, Drawing DA-50.17, Revision G, Dated 4/10/2021.
  - (av) Solar Studies - Sheet 18, Prepared by Terroir, Project No. 21304, Drawing DA-50.18, Undated.
  - (aw) Solar Studies - Sheet 19, Prepared by Terroir, Project No. 21304, Drawing DA-50.19, Undated.
  - (ax) Solar Studies - Sheet 20, Prepared by Terroir, Project No. 21304, Drawing DA-50.20, Revision G, Dated 4/10/2021.
  - (ay) Solar Studies - Sheet 21, Prepared by Terroir, Project No. 21304, Drawing DA-50.21, Undated.
  - (az) Solar Studies - Sheet 22, Prepared by Terroir, Project No. 21304, Drawing DA-50.22, Undated.
  - (ba) Solar Studies - Sheet 23, Prepared by Terroir, Project No. 21304, Drawing DA-50.23, Revision G, Dated 4/10/2021.
  - (bb) Solar Studies - Sheet 24, Prepared by Terroir, Project No. 21304, Drawing DA-50.24, Revision G, Dated 4/10/2021.
  - (bc) Development Servicing Report, Prepared by Gandy and Roberts Consulting Engineers, Project No. 21.0228, Revision B, Pages 1 to 7 and Appendix 1, Dated 20 September 2021.
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- (bd) Noise Assessment, Prepared by NVC, Reference 1511-1, Pages 1 to 5, Dated 20 September 2021.
- (be) Traffic Impact Assessment, Prepared by GHD, Project No. 12551634, Revision 1, Pages 1 to 12, Dated 27/09/2021.
- (bf) Statement from Landscape Architects, Pages 1 to 2, Dated 27 September 2021.
- (bg) Boundary Identification Survey, Prepared by Survey Alignment Services, Reference 2021041, Dated 4/10/2021.
- (bh) Site Survey Plan, Prepared by Survey Alignment Services, Undated.
- (bi) Response to RFI - DA0486/2021, Prepared by Commercial Project Delivery, Pages 1 to 5, Dated 8/10/2021.

## **2. LEGAL TITLE**

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

## **3. CONSOLIDATION OF LOTS**

Prior to the issuing of the Occupancy Certificate, lots CT90992/1, CT248431/1 and CT112123/1 must be consolidated into a single lot. The plan must be certified by the Council and lodged with the Land Titles Office for approval.

## **4. HOURS OF CONSTRUCTION**

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

Monday to Friday - 7am to 6pm

Saturday - 8am to 5pm

No works on Sunday or Public Holidays

## **5. TASWATER**

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2021/01496-LCC, 21/09/2021 and attached to the permit.

## **6. ROLLER DOOR**

Notwithstanding plans endorsed, the roller door located on the southern façade (Drawing No. 20.03 Rev G) must be deleted.

## **7. SITE LANDSCAPING PLAN**

Prior to the commencement of works, a landscape plan must be submitted for approval by the Manager City Development. The plan must be prepared by a suitably qualified person, must be drawn to scale and must include the following details:

- a. proposed garden areas and plantings (including a schedule of all proposed trees, shrubs and groundcover including common name, botanical name and like size at maturity).
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- b. all proposed garden beds, fences, retaining walls, lawn, hard surfaces and pathways.
- c. all garden areas and plantings proposed along the proposed pedestrian crossing on Level 0, climbing plants along the façade on Level 0 and outdoor areas on Level 6.
- d. the outdoor areas on Level 6 must be planted with at least six trees capable of reaching a mature height of 3 - 4m.
- e. the landscaping plan must be accompanied by a report prepared by a suitably qualified person demonstrating that the proposed trees and vegetation can survive in the proposed conditions and can be permanently maintained and retained. This report should detail the soil volumes and irrigation systems required.

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

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

## **8. MATERIALS DETAILS**

Prior to the commencement of any works, the material's manufacturing specifications for the proposed glazed curtain wall must be provided to the Manager City Development for approval. The selected material must display at least the same level of transparency and reflectivity shown in the photomontage views endorsed as part of the permit.

## **9. PLANT EQUIPMENT**

Plant and equipment must be screened from public viewpoints, and finished in muted colours compatible with the proposed building, to the satisfaction of the Manager City Development.

## **10. BICYCLE SPACES**

Bicycle parking spaces must:

- a. have minimum dimensions of:
    - (i) 1.7m in length; and
    - (ii) 1.2m in height; and
    - (iii) 0.7m in width at the handlebars;
  - b. have unobstructed access with a width of at least 2m and a gradient of no more than 5% from a road, cycle path, bicycle lane, shared path or access way; and
  - c. include a rail or hoop to lock a bicycle to that meets AS2890.3 1993 Parking facilities - Bicycle parking facilities
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## **11. LIGHTING OF BICYCLE AREAS**

The bicycle parking areas and storage facilities must be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

## **12. LIGHT SPILL AND ILLUMINATION**

The building must contain direct light from external light sources within the boundaries of the site.

## **13. NO SIGNAGE APPROVED**

Notwithstanding plans endorsed, the signs shown in plans are not approved. The installation of signage may be subject to planning approval.

## **14. 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.

## **15. APPLICATION TO ALTER A STORMWATER SERVICE**

An application must be made using the Council's eServices web portal, or on the approved form, and accompanied by the prescribed fee to install a new connection, or physically remove/relocate or alter an existing service connection.

All work must be carried out by a suitably experienced contractor and in accordance with the Council's standards. All costs associated with these contractors are to be borne by the applicant.

## **16. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS**

Where a service connection to a public main or utility is to be relocated/upsized or removed then the trench within the road pavement is to be reinstated in accordance with LGAT-IPWEA Tasmanian Standard Drawing TSD-G01 Trench Reinstatement Flexible Pavements. The asphalt patch is to be placed to ensure a water tight seal against the existing asphalt surface. Any defect in the trench reinstatement that becomes apparent within 12 months of the works is to be repaired at the cost of the applicant.

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## **17. 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.

## **18. OCCUPATION OF ROAD RESERVE (COMPLEX)**

Where it is necessary for works to occur within the road reserve or for the occupation of the road reserve, the express written permission of the General Manager Infrastructure and Assets Network is required. Application for the occupation of Cimitiere Street must be made 14 days prior to date of the scheduled occupation or works and detailing (but not limited to:

- a. the nature, dates and duration of the occupation and/or works,
- b. the contractor's name and registration number,
- c. the traffic management works that must be employed to provide for the continued safe use of the road reserve by pedestrians and vehicles (noting that Cimitiere Street is designated as a heavy vehicle route and may require additional measures to be implemented).
- d. any alternative pedestrian routes to be provided where the existing footpath in Cimitiere Street is unavailable for use due to the delivery of materials such as the precast concrete panels.
- e. any temporary works required to maintain the serviceability of the road or footpath.

A permit issued for any occupation and/or works may be subject to conditions specifying or limiting:

- a. the nature, dates and duration of the occupation and/or works;
- b. the traffic management works that must be employed to provide for the continued safe use of the road reserve by pedestrians and vehicles;
- c. Any alternative pedestrian routes to be provided where the existing footpath in Cimitiere Street is unavailable for use due to the delivery of materials such as the precast concrete panels;
- d. Any temporary works required to maintain the serviceability of the road or footpath; and
- e. All remedial works required to repair any damage to the road reserve resulting from the occupation and/or works.

Inspections must be arranged for prior to the commencement of the occupation and at the completion of the works.

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## **19. CAPPING OF SERVICES**

Unused service connections must be capped for possible future use, or permanently sealed with concrete plugs and the disused portion of pipe filled with an approved medium. The location of any capped services must be located on a site plan and provided to Council.

## **20. SUBMISSION AND APPROVAL OF PLANS**

Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to the General Manager Infrastructure and Assets Network for approval. Such plans and specifications must:

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

## **21. CONSTRUCTION OF WORKS**

Private and public infrastructure works must be constructed in accordance with plans and specification approved by the General Manager Infrastructure and Assets Network.

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

- a. Roads
  - i. The satisfactory reinstatement of all trenches within the road reserve including but not limited to the new water main.
  - ii. The removal of any existing crossovers rendered redundant by the proposed development.
  - iii. All necessary line marking, signage and other traffic control devices.

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

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

## **22. VAPOUR ASSESSMENT**

Prior to the commencement of excavation, earthworks or construction, a vapour assessment prepared by a suitably qualified environmental practitioner must be submitted to Council to the satisfaction of the manager of Health and Compliance demonstrating that the development does not adversely impact on health and the environment. The assessment must include:

- a. The assessment of the internal building including the basement in order to determine any vapour intrusion that may occur during construction and over the life of the completed building. The vapour intrusion recommendations included in this assessment report must be implemented.
- b. If vapour intrusion risks are identified, recommendations to prevent the intrusion of vapours into the building structure, including the basement.
- c. A statement that confirms the site is suitable for the intended use or will be suitable upon implementation and completion of the recommendations of the report.

## **23. VAPOUR MONITORING**

Monitoring for vapour intrusion must be undertaken annually by a suitably qualified environmental practitioner specialising in vapour intrusion, unless otherwise directed in writing by the Manager of Health and Compliance. The Council must be notified within 24 hours if vapour intrusion occurs. Annual vapour records must be kept and made available to the Council upon request.

## **24. POTENTIAL SITE CONTAMINATION**

Prior to the commencement of works, an environmental site assessment (ESA) prepared by a suitably qualified environmental practitioner must be submitted to the Council to the satisfaction of the Manager of Health and Compliance demonstrating that the development does not adversely impact on health and the environment in accordance with Clause E2.6.2 of the Launceston Interim Planning Scheme. The applicant must comply with the ESA report including any required protection measures in relation to dermal contact of soil specified.

## **25. POTENTIAL SITE CONTAMINATION - LOW CONTAMINATION**

Notwithstanding the findings of the ESA, prior to the commencement of excavation, earthworks or construction, a construction environmental management plan (CEMP) prepared by a suitably qualified environmental practitioner must be submitted to the Council to the satisfaction of the Manager Health and Compliance demonstrating that the proposal does not adversely impact on health and the environment. The CEMP must address as a minimum:

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- a. The management of environmental risk during construction;
- b. How the supervisor will check for odour or soil discolouration;
- c. How the work is to stop if contamination is detected;
- d. The type of protective clothing (disposable) to be used including dust masks (P2); gloves, eye protection etc;
- e. The method for stockpiling and sampling soil to determine disposal process;
- f. How sediment and dust generation is to be monitored and mitigated.

**26. POTENTIAL SITE CONTAMINATION - CONTAMINANTS CONFIRMED**

If contaminants are confirmed at levels assessed to pose an unacceptable risk to human health or the environment, the following is required:

- a. Prior to the commencement of excavation, earthworks or construction, a remediation and protection plan (RPP) prepared by a suitably qualified environmental practitioner must be submitted to the satisfaction of the Manager of Health and Compliance. The plan must include any remediation or protection measures needed, specific to the identified contamination, to ensure protection of both human health and the environment. Mitigation measures can be used in situations where remediation is not possible to protect receptors. This may include minor modifications to the development to prevent vapour intrusion via passive venting or vapour barriers. Whatever the case the risk must be acceptable for all receptors. The remediation and protection plan must demonstrate that the proposal does not adversely impact on human health or the environment and must include, as a minimum:
    - i. Remediation goal(s), with acceptable residual contamination levels.
    - ii. Remediation process(s) and methodologies.
    - iii. Protective measures and design
    - iv. A plan for validating successful remediation of the site.
  - b. Prior to the commencement of excavation, earthworks or construction, a construction containment management plan (CCMP) prepared by a suitably qualified environmental practitioner must be submitted to the satisfaction of the Manager of Health and Compliance. The CCMP must include the following:
    - i. Specify each contaminant and its location;
    - ii. If required, outline the remediation and protection measures that must be implemented in accordance with the completed ESA and the National Environmental Protection Measures;
    - iii. Specify the volumes of soil (if any) to be removed and to what depth soil will be removed;
    - iv. Outline the process for containing contaminated soils onsite after excavation and prior to disposal;
    - v. Describe the disposal process for soils that are to be removed from site, including any testing to be undertaken;
    - vi. Specify the final ground levels and the required compaction;
    - vii. If groundwater is to be remediated, outline the remediation process;
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- viii. Outline the type of volatile organic compound (VOC) gas meters required to monitor exposure to VOC and explosive gasses.
- c. Once remediation is completed, a remediation and validation report prepared or reviewed by a suitably qualified environmental practitioner must be provided to the satisfaction of the Manager Health and Compliance. This report must include as a minimum:
  - i. A statement confirming that the land is suitable for the intended use;
  - ii. A statement confirming that the proposal does not adversely impact on health and the environment.
- d. Notwithstanding the findings of the ESA, prior to the commencement of excavation, earthworks or construction, a construction environmental management plan (CEMP) prepared by a suitably qualified environmental practitioner must be submitted to the satisfaction of the Manager of Health and Compliance demonstrating that the proposal does not adversely impact on health and the environment. The CEMP must address as a minimum:
  - i. The management of environmental risk during construction;
  - ii. How the supervisor will check for odour or soil discolouration;
  - iii. How the work is to stop if contamination is detected;
  - iv. The type of protective clothing (disposable) to be used including dust masks (P2); gloves, eye protection etc.
  - v. The method for stockpiling and sampling soil to determine disposal process;
  - vi. How sediment and dust generation is to be monitored and mitigated.

**27. POTENTIAL SITE CONTAMINATION - NEW INFORMATION**

Any new information which comes to light during demolition or construction works and has the potential to alter previous conclusions about site contamination must be notified to Council (and the Environmental Protection Authority if relevant) immediately upon discovery. Any works on site should cease until the new information has been appropriately assessed and approved by a suitably qualified environmental practitioner.

**28. CONTROL OF DUST EMISSIONS**

- a. Dust emissions from the land must be controlled to prevent environmental nuisance beyond the boundary of the land during development and use.
- b. Prior to the use commencing the site is to be fully sealed, other than approved landscaping.
- c. The person responsible it to maintain the site seal in good condition over the life of the operation.

**29. EXTERIOR AND SECURITY LIGHTING PLANNING**

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

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### **30. WASTE MATERIALS**

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

### **31. DEMOLITION**

The Developer must:

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

### **Notes**

#### **A. General**

*This permit was issued based on the proposal documents submitted for DA0486/2021. You should contact the Council with any other use or developments, as they may require the separate approval of the Council. The Council's planning staff can be contacted on 6323 3000.*

*This permit takes effect after:*

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

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

#### **B. Restrictive Covenants**

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

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**9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)**

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*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.*

**E. Food Premises**

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

**F. Noise Nuisance**

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

**G. Heat Pump Use**

*Use of the heat pump will be subject to the Environmental Management and Pollution Control (Noise) Regulations 2016 or as amended.*

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**9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)**

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**REPORT:**

**1. THE PROPOSAL**

The proposal is for the construction of an eight-storey office building (plus basement), partial demolition of the existing buildings at 89-93 Cimitiere Street and the construction of a pedestrian walkway across 34 Cameron Street, Launceston. The proposed building will have a maximum building height of 31.01m including an area for plant equipment of 1.7m.

*Ground Level*

The ground level will accommodate commercial uses and public areas as follow:

- 611m<sup>2</sup> of gross floor area for flexible public space. This space provides a pedestrian connection between Cimitiere Street and George Street and Cameron Street via 34 Cameron Street (*Holy Trinity Church*) as well as associated landscaping.
- 493m<sup>2</sup> of gross floor area for a café (Food services).
- 311m<sup>2</sup> of gross floor area for retail uses divided in two separate tenancies (General Retail and Hire).
- 140m<sup>2</sup> of gross floor area for staff amenities and storage including toilets, showers, locker rooms and bicycle parking.

This level also includes a services room for water meters and booster assembly, three sets of egress stairs, two lifts and associated building services.

Alterations to the rear façade of the building are also proposed which include an awning, a pedestrian entry and a roller door for café deliveries.

*Level 1*

The first level will accommodate 620m<sup>2</sup> of commercial offices (Business and Professional Services) and associated building services.

*Levels 2 to 5*

Levels two to five will accommodate 1,025m<sup>2</sup> of commercial offices (Business and Professional Services) and associated building services per level.

*Level 6*

Level six will accommodate 756m<sup>2</sup> of commercial offices (Business and Professional Services) and associated building services. A roofed outdoor terrace of 272m<sup>2</sup> is also proposed at this level extending along the north, west and south faces of the building. The outdoor areas at this level will be landscaped. The applicant has provided a suggested planting palette including a mix of shrubs and ground covers as well as native trees. The statement from the landscape architect confirms that the landscaping shown in the

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photomontage is achievable and that a minimum of six trees will be planted capable of reaching a height of 3 - 4m.

*Level 7*

Level six will accommodate 619m<sup>2</sup> of commercial offices (Business and Professional Services) and associated building services.

*Roof Level*

Roof mounted PV panels, roof access and other services are provided at the roof level including a services plant equipment zone 1.7m in height.

*Basement*

A basement of 100m<sup>2</sup> is proposed to accommodate building services.

Building Setbacks

The ground level is to remain as is, built to the boundaries on all sides. Levels 1 to 7 including the roof level are setback 3m from the east boundary and 6.4m to the west boundary. These levels will have a staggered front setback from 0.9m to approximately 2.3m. The rear setback of these levels is also staggered from 0.4m to approximately 3m.

Building Materials

*Ground Level*

The existing brickwork for the front façade at the ground level along the front and east elevations will be retained. The south elevation will also incorporate the existing brickwork and concrete wall at the ground level, however, the rear facade is proposed to include a pedestrian entry and roller door for café deliveries and will incorporate metal cladding and glazing materials.

*Levels 1 to 7 - Glazed Curtain Wall*

Visible structural timber and a glazed curtain wall is proposed for the majority of the building.

The applicant has submitted that to meet Environmentally Sustainable Design (ESD) requirements, the building needs to achieve a modelled thermal comfort level of Predicted Mean Vote (PMV) of -1 to +1 across not less than 95% of the area of all occupied zones for not less than 98% of the annual operation hours. It is submitted that the building achieves the above by using glazing with the following performance specifications:

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- U-Value 2.80 and SHGC 0.23.

The applicant is currently considering National Glass SOL-R Low-E coated glass 12.76mm SOL-XT Grey 33/12mm/6mm clear.

The photomontage views to be endorsed have been prepared taking into account the above reflectivity levels. The applicant submits that the renders accurately reflect the reflectivity of the glazed curtain wall. A condition will be included for the provision of the material's manufacturing specifications for the Council's approval, particularly, the details of the type of glass to ensure the level of transparency and reflectivity is generally in accordance with the photomontage views provided.

The eastern and southern face of the building are partially covered by glazed spandrel panels with colour black film.

#### *Roof*

The roof will be a metal deck roof in black and the services plant equipment zone will be screened in a perforated metal screen also in black.

## **2. LOCATION AND NEIGHBOURHOOD CHARACTER**

#### *Subject site*

The subject site is located on the southern side of Cimitiere Street between Tamar Street and George Street, Launceston. It is composed of three titles (CT90992/1, CT248431/1 and CT112123/1) for a total area of approximately 1,681m<sup>2</sup>. The site is currently developed with two industrial buildings. One buildings is currently used as a café trading as *Bread and Butter*, the other building is currently vacant. A pedestrian access is proposed over 34 Cameron Street (CT226231/1) which is a lot currently developed as a private carpark associated with the *Holy Trinity Church*.

A description of the character of the area is contained in later sections of the report.

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- 9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)

**3. PLANNING SCHEME REQUIREMENTS**

**3.1 Zone Purpose**

15.0 Urban Mixed Use Zone

15.1.1 Zone Purpose Statements

15.1.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.

15.1.1.2 To provide for a diverse range of urban uses and increased intensity of development including residential densities that support the role of activity centres.

15.1.1.3 To encourage residential, visitor accommodation and tourist operation uses as a means of increasing activity outside normal business hours.

15.1.1.4 To create:

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

**Consistent**

The proposed uses are classified in accordance with the use class table as:

- Business and Professional Services (offices) - *No permit required* use class when above ground floor level.
- Food Services (café) - *No permit required* use class.
- General Retail and Hire (retail tenancies) - Discretionary use class for gross floor areas between 250m<sup>2</sup> and 1400m<sup>2</sup>.

In accordance with Clause 8.10.2, assessment of the proposal against the zone purpose is only required when a use proposed is discretionary. In this case, the majority of the building is to be used for business and professional services (offices) which is a *No permit required* use class, however, the general retail and hire component of the proposal is a discretionary use, accordingly, the proposed use requires assessment against the zone purpose. The proposal is consistent with the zone purpose statements above as follows:

15.1.1.1 and 15.1.12

The intensification of business and professional services within the CBD contribute to the maintenance of Launceston as the business and commercial heart of the region. Launceston's CBD is the dominant centre and the Principal Activity Centre within the northern region of the state. It is a retail, business and employment centre. The Scheme objectives at 3.2.1 and 3.2.1.1 seek to ensure that significant retail and business developments are located following the hierarchy of activity centres. In this case, the proposal supports this hierarchy by providing significant retail, business and employment centres within the Principal Activity Centre.

15.1.1.4

The proposal creates two active frontages and pedestrian connections between buildings. Pedestrian access to the building is improved and vehicle access is not provided in accordance with the requirements of the CBD parking exemption.

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**15.3 Use Standards**

15.3.1 Hours of operation

Objective: To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses.
<b>Consistent</b> The acceptable solution is met.
A1 Commercial vehicles must only operate between 6am and 10pm.
<b>Complies</b> Commercial deliveries are proposed between 6am and 10pm as stated in the applicant's submission.

15.3.2 Mechanical plant and equipment

Objective: To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.
<b>Consistent</b> The acceptable solution is met.
A1 Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.
<b>Complies</b> Except for the <i>Verge Hotel</i> at 50 Tamar Street, no planning approvals have been granted for sensitive uses adjoining or immediately opposite the site. A search of the Council's planning and building records shows that the nearest properties with building approvals for sensitive uses are located south of Cameron Street at 84 George Street (over 200m from the subject site). Notwithstanding this, the applicant has provided a noise assessment prepared by NVC Consulting which assumes a worst-case scenario and estimates noise levels received immediately opposite the site and along the western and southern boundary. The noise levels generated by the rooftop mechanical plant are predicted by the noise assessment to be below the background levels.  All mechanical plant is located at the top of the rooftop level which provides adequate distance to neighbouring buildings. The mechanical plant is estimated to include a commercial kitchen exhaust fan with no silencer fitted, six commercial A/C outdoor units and two commercial refrigeration compressors.  The proposed mechanical plant and equipment are considered to be designed and located to prevent emissions from being received by adjoining buildings.

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15.3.3 Light spill and illumination

<p>Objective: To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.</p>
<p><b>Consistent</b> The acceptable solution is met.</p>
<p>A1 The use must: (a) not include permanent, fixed floodlighting where the zone adjoins the boundary of the General Residential, Inner Residential, and Low Density Residential zones; and (b) contain direct light from external light sources within the boundaries of the site.</p>
<p><b>Complies</b> (a) The subject site does not adjoin a residential zone. (b) It is submitted by the applicant that external light sources will be contained within the boundaries of the site. A condition will be included to ensure compliance with the acceptable solution.</p>

15.3.4 Noise level

<p>Objective: To ensure that noise levels from uses do not unreasonably impact on the amenity of nearby sensitive uses.</p>
<p><b>Consistent</b> The acceptable solution is met.</p>
<p>A1 Noise generated by a use on the site must: (a) not exceed a time average A-weighted sound pressure level (L<sub>aeq</sub>) of 5dB(a) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site; or (b) be in accordance with any permit conditions required by the Environment Protection Authority or an environmental protection notice issued by the Director of the Environment Protection Authority.</p>
<p><b>Complies</b> The applicant has provided a noise assessment prepared by NVC Consulting which assumes a worst-case scenario and estimates noise levels received immediately opposite the site and along the western boundary. Noise predictions estimate that the main noise sources of the proposal are the mechanical plant as previously described and the noise generated by pedestrians on the outdoor area. The maximum combined sound level is estimated to be 32dBA. The background levels were estimated to be 51dBA during the day and 39dBA during the night.</p> <p>The proposal meets the acceptable solution as the noise levels estimated are below the background noise measurements.</p>

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15.3.5 Retail impact

<p>Objective: To ensure that the economic, social and environmental impact of significant new retail use and development is consistent with the activity centre hierarchy.</p>
<p><b>Consistent</b> Launceston's CBD is the dominant centre and the Principal Activity Centre within the northern region of the state. The proposed retail tenancies are considered to have a positive impact on the viability of the CBD. The intensification of business and professional services within the CBD contribute to the maintenance of Launceston as the business and commercial heart of the region.</p>
<p>A1 If for no permit required or permitted use class.</p>
<p><b>Relies on the Performance Criteria</b> The proposed uses are classified in accordance with the use class table as:</p> <ul style="list-style-type: none"> <li>• Business and Professional Services (offices) - <i>No permit required</i> use class when above ground floor level.</li> <li>• Food Services (café) - <i>No permit required</i> use class.</li> <li>• General Retail and Hire (retail tenancies) - Discretionary use class for gross floor areas between 250m<sup>2</sup> and 1400m<sup>2</sup>.</li> </ul> <p>The partial use of the site for General Retail and Hire must be assessed against the performance criteria.</p>
<p>P1 Uses must have acceptable impacts on the viability of the activity centre hierarchy, having regard to the extent that the proposed use:</p> <ol style="list-style-type: none"> <li>(a) improves and broadens the commercial or retail choice within the area;</li> <li>(b) improves the urban design outcome for an activity centre including its amenity;</li> <li>(c) contributes to an attractive environment for pedestrians;</li> <li>(d) contributes to loss of investment, blight or disinvestment for a particular centre;</li> <li>(e) includes environmentally sustainable design principles; and</li> <li>(f) is accessible by public transport.</li> </ol>
<p><b>Complies</b> Two retail tenancies are proposed, tenancy 1 has a gross floor area of 158m<sup>2</sup> and tenancy 2 has a gross floor area of 153m<sup>2</sup> for a total of 311m<sup>2</sup>.</p> <p>The proposed retail tenancies are considered to have a positive impact on the viability of the CBD. The intensification of business and professional services within the CBD contribute to the maintenance of Launceston as the business and commercial heart of the region. Launceston's CBD is the dominant centre and the Principal Activity Centre within the northern region of the State. It is a retail, business and employment centre. The Scheme objectives at 3.2.1 and 3.2.1.1 seek to ensure that significant retail and business developments are located following the hierarchy of activity centres. In this case, the proposal supports this hierarchy by providing significant retail, business and employment centres within the Principal Activity Centre.</p>

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- (a) Details of the type of retail proposed are not available at this stage, however, any type and scale of retail activity will support the CBD as the Principal Activity Centre.
- (b)(c) The location of the retail tenancies at the ground level immediately next to the pedestrian link proposed is considered a positive urban design outcome as it increases pedestrian activity at the ground levels.
- (d) The proposal is a social and economic investment in the central area of the City. The core sectors of Launceston's economy are retail, industry and tourism. The retail component of the proposal is welcomed in the CBD.
- (e) The applicant has identified the following environmental sustainable initiatives of the development:
  - The Green Building Council of Australia has assessed the reduction of upfront carbon emissions associated with the proposal to be 28.8% when compared with *standard practice*.
  - Sustainably sourced timber is likely to be used (PEF or FSC certified)
  - The majority of the external structures of the buildings on site will be retained, reducing the upfront carbon impact of the project.
  - A PV Solar system capable of generating 100 to 150kW is proposed which is to be connected to the grid to allow excess power to be exported.
- (f) The subject site is located in the central area of the City, directly north to the CBD. Various bus routes service the central area of the City, the nearest bus stops are located within walking distance from the site along Cimitiere and Williams Streets.

**15.4 Development Standards**

**15.4.1 Building height, setback and siting**

<p>Objective: To ensure that building bulk and form, and siting:</p> <ul style="list-style-type: none"> <li>(a) is compatible with the streetscape and character of the surrounding area;</li> <li>(b) protects the amenity of adjoining lots; and</li> <li>(c) promotes and maintains high levels of public interaction and amenity.</li> </ul>
<p><b>Consistent</b> The proposal meets the relevant acceptable solution and performance criteria under this provision.</p>
<p>A1 Building height must be no greater than:</p> <ul style="list-style-type: none"> <li>(a) 12m; or</li> <li>(b) 1m greater than the average of the building heights on the site or adjoining lots; whichever is higher.</li> </ul>
<p><b>Relies on the Performance Criteria</b> The proposed building height is approximately 29m (excluding the plant equipment) and 31.01m measured at the top of the mechanical plant from the lowest point of the site. The proposal relies on the performance criteria, the proposed building height is greater than 12m. It is also greater than the average building heights on the site and adjoining lots.</p>



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<p>P1 Building height must be compatible with the streetscape and character of the surrounding area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the height of buildings on the site, adjoining lots and adjacent lots;</li> <li>(c) the bulk and form of existing and proposed buildings;</li> <li>(d) the apparent height when viewed from roads and public places; and</li> <li>(e) any overshadowing of adjoining lots or public places.</li> </ul>
<p><b>Complies</b> Please refer to Attachment 2.</p>
<p>A2 Setback from a frontage:</p> <ul style="list-style-type: none"> <li>(a) must be built to the frontage at ground level; or</li> <li>(b) be setback a distance that is not more or less than the maximum and minimum setbacks of the buildings on adjoining lots.</li> </ul>
<p><b>Complies</b> The proposal will be built to the front boundary at the ground level.</p>
<p>A3 Setback from a side boundary:</p> <ul style="list-style-type: none"> <li>(a) must be built to the side boundaries at ground level; or</li> <li>(b) be setback a distance that is not more or less than the maximum and minimum setbacks of the buildings on adjoining lots.</li> </ul>
<p><b>Complies</b> The proposal will be built to the side and rear boundaries at the ground level.</p>

15.4.3 Active ground floors

<p>Objective: To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity.</p>
<p><b>Consistent</b> The proposal meets the relevant acceptable solutions.</p>
<p>A2 Alterations to ground floor facades of non-residential buildings must not:</p> <ul style="list-style-type: none"> <li>(a) reduce the level of glazing on a facade to a road, mall, laneway or arcade that is present prior to alterations;</li> <li>(b) have security grilles or screens that obscure the ground floor facade;</li> <li>(c) introduce new or additional mechanical plant or equipment such as air-conditioning units or heat pumps located on the facade; and</li> <li>(d) increase blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades.</li> </ul>
<p><b>Complies</b> The only changes to the façade are:</p> <ul style="list-style-type: none"> <li>• The inclusion of a pedestrian entry which will replace the existing garage door in CT112123/1.</li> <li>• The restoration of the brick to natural brick colours.</li> </ul>

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<p>The numbers 89 and 93 indicating the address of the site shown in plans are not part of the application. Further planning approval may be needed for the installation of signs. The proposed changes to the ground floor façade:</p> <ul style="list-style-type: none"> <li>(a) Do not reduce the level of glazing of the existing buildings facing Cimitiere Street.</li> <li>(b) Do not introduce security grills or screens.</li> <li>(c) Do not introduce new or additional mechanical plant or equipment on the façade.</li> <li>(d) Do not increase blank walls, signage panels or blocked out windows.</li> </ul>
<p>A3 The building must:</p> <ul style="list-style-type: none"> <li>(a) provide a direct access for pedestrians from the road or publicly accessible areas; and</li> <li>(b) be orientated to face a road, mall, laneway or arcade, except where the development is not visible from these locations.</li> </ul>
<p><b>Complies</b></p> <ul style="list-style-type: none"> <li>(a) The proposal provides direct access for pedestrians from the road and publicly accessible areas.</li> <li>(b) The proposed building is oriented to Cimitiere Street.</li> </ul>

**E2.0 Potentially Contaminated Land Code**

<p>E2.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> <li>(a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.</li> </ul>
<p><b>Consistent</b></p> <p>The subject site and adjoining lots have been known to be used for potentially contaminating activities, including:</p> <ul style="list-style-type: none"> <li>• Petroleum or oil storage on the subject site.</li> <li>• Tyre Manufacturing at 83-87 Cimitiere Street.</li> <li>• Engine works (Commercial engine and machinery repairs) at 95 Cimitiere Street</li> <li>• Service Station (Petroleum storage) at 28-32 Cameron Street.</li> </ul> <p>The Preliminary Site Investigation prepared by es&amp;d dated 18/7/2021 submitted with the application identifies additional potentially contaminating activities.</p> <p>Subject to a number of conditions recommended, the proposal is considered to meet the relevant performance criteria under this code.</p>

**E2.6 Development Standards**

**E2.6.2 Excavation**

<p>Objective:</p> <p>To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.</p>
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<p><b>Consistent</b> The proposal is considered to meet the relevant performance criteria subject to compliance with the conditions recommended.</p>
<p>A1 No acceptable solution.</p>
<p><b>Relies on the Performance Criteria</b> P1 Excavation does not adversely impact on health and the environment, having regard to:</p> <ul style="list-style-type: none"> <li>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</li> <li>(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</li> <li>(c) a plan to manage contamination and associated risk to human health and the environment that includes:             <ul style="list-style-type: none"> <li>(i) an environmental site assessment;</li> <li>(ii) any specific remediation and protection measures required to be implemented before excavation commences; and</li> <li>(iii) a statement that the excavation does not adversely impact on human health or the environment.</li> </ul> </li> </ul>
<p><b>Complies</b> A Preliminary Site Investigation (PSI) prepared by es&amp;d and dated 18/7/2021 has been submitted to support the proposal. The PSI identifies that No .93 was first developed as a warehouse in the 1880s by Lindsay Tulloch and Co for the wholesale and distribution of agricultural fertilisers and chemicals. No. 89 and 91 were first developed as residential properties in the late 1800s and at some point the houses were demolished and warehouses were constructed. No. 93 was also occupied by a saddlers, ironmongery and general hardware store. No. 89 was recently occupied by a motorcycle retailer and then a café. No. 93 has been recently used as a car sales business. A vapour check was conducted. No Volatile organic compounds (VOCs) were detected above background. No soil analysis or physical site assessment was conducted. Potential contaminants and receptors are identified and summarised in Table 3 of the PSI. Receptors include construction workers and future occupants of the building.</p> <p>It is concluded in the PSI that the site is suitable for the intended development subject to the following precautionary management measures:</p> <ul style="list-style-type: none"> <li>• <i>Prior to any excavation, soil should be analysed for dermal risk and disposal approvals.</i></li> <li>• <i>Vapour checks are required prior to pouring concrete to confirm that the building will not be subject to vapour intrusion.</i></li> </ul> <p>No physical site contamination assessment has been carried out, therefore, conditions have been included to ensure the proposal does not adversely impact on health and the environment and to manage the contamination process.</p>

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E5.0 Flood Prone Areas Code

E5.1 The purpose of this provision is to:

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

**Consistent**

The subject site is not shown as a flood risk area on the planning scheme overlay maps, however, the subject site is identified in the Launceston Flood Map as potentially subject to a 1% annual exceedance probability flood. A Flood Assessment prepared by Pitt & Sherry and dated 13 August 2020 has been submitted with the application in response to the relevant standards under this code. Whilst not required to meet the relevant standards, the assessment submitted also includes flood event studies under 2050 and 2090 Climate Conditions.

**E5.6 Development Standards**

E5.6.1 Development subject to flooding

Objective:

To minimise the risk of injury to, or loss of human life, or damage to property or the environment, by avoiding areas subject to flooding where practicable, or mitigating the adverse impacts of inundation to an acceptable level.

**Consistent**

The proposal meets the relevant performance criteria under this clause.

A1 No acceptable solution.

**Relies on Performance Criteria**

P1 It must be demonstrated that the risk of injury to or loss of human life or damage to property or the environment is minimised, having regard to:

- (a) the need for the location;
- (b) the nature and characteristics of the development;
- (c) the scale and intensity of the development;
- (d) the characteristics of the inundation of the land that is subject to the risk;
- (e) the nature and frequency of the inundation;
- (f) the need for and the availability of infrastructure, including access and reticulated services;
- (g) accessibility to the development during flooding;
- (h) the capacity of the development to withstand flooding;
- (i) the capacity of the owner or occupants to respond to or manage the flood risk;
- (j) the location of effluent disposal or sewerage reticulation or storage of materials;
- (k) the nature of any works required to mitigate the risk;
- (l) any mitigation works proposed to be carried out outside the boundaries of the site;

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- (m) any works interfering with natural watercourse processes or restrictions or changes to flow;
- (n) any works resulting in an increase in risk to other buildings, including buildings outside the boundaries of the land; and
- (o) any recommendations or advice contained in a report by a suitably qualified person.

**Complies**

The Flood Assessment provided by the applicant evaluates the flood risk of the proposed development and provides recommendations to adequately manage the risk having regard to:

(a) *the need for the location.*

The site is currently developed and is located within the Launceston central area where a range of services are available to support the intensification of commercial and business and professional uses.

(b) *the nature and characteristics of the development.*

The proposal is for a mixed use building to be used primarily as an office building. It will not include any sensitive uses.

(c) *the scale and intensity of the development.*

The scale and intensity of the development is considered high. The proposed building will have seven storeys above ground level. Approximately 70% of the building will accommodate commercial offices, followed by public areas (13%) and a cafe (10%). Staff amenities and building services account approximately 7% of the building. Notwithstanding this, in terms of risk to life, the flood assessment provided states that the existing regional flood emergency response arrangements can be applied to the development.

(d) *the characteristics of the inundation of the land that is subject to the risk and e) the nature and frequency of the inundation.*

The Flood Report considered the following scenarios:

(i) 1% AEP under existing conditions

Under existing conditions the 1% AEP flood event is contained within the river and therefore, does not present a flood risk to the proposed development.

(ii) 1% AEP Flood Levee Breach Scenario

The Flood Assessment estimates that a levee breach in the area during a 1% AEP event will cause flood levels to rise to 5.1m AHD which would inundate the front of the building and is likely to fully submerge the basement. The on-set of flood water is estimated to be approximately 2.5 hours after initial breach. The ground level is considered safe whilst the basement is considered unsafe for persons. All people should be evacuated from flood liable land by the time the river levels reaches the forecast level.

Whilst not required to meet the performance criteria above, the assessment submitted also includes flood event studies under 2050 and 2090 Climate Conditions.

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(iii) 1% AEP under 2050 Climate Condition

Under this scenario, the Launceston Levee and Inveresk Levee are expected to overtop. The estimated peak level is 4.0 m AHD which would not inundate the site.

(iv) 1% AEP under 2090 Climate Condition

Under this scenario the flood level at the site is 5.4m AHD which would inundate the basement and reach the ground level. Design recommendations are included for this scenario.

Impacts are considered to be limited to flood damage on level 0 and -1 subject to compliance with recommendations.

(f) *the need for and the availability of infrastructure, including access and reticulated services.*

The report submitted recommends that all critical infrastructure be located at or above 5.85m AHD. It is also recommended that the entries to the basement have sufficient flood protection.

(g) *accessibility to the development during flooding.*

Various routes are available to access the site during a flood event, however, it is not recommended to be accessed other than for emergency rescue.

(h) *the capacity of the development to withstand flooding.*

Design and construction recommendations are included. Mainly, the entire structure of the building must be design to withstand flood forces.

(i) *the capacity of the owner or occupants to respond to or manage the flood risk.*

A flood emergency plan management must be developed and maintained by the operators of the building.

(j) *the location of effluent disposal or sewerage reticulation or storage of material.*

The site is and will continue to be connected to reticulated sewerage. Specific recommendations are provided for the location of essential plant and equipment.

(k) *the nature of any works required to mitigate the risk.*

Recommendations are provided for the worse-case scenario, the 2090 1% AEP event.

(l) any mitigation works proposed to be carried out outside the boundaries of the site;  
No mitigation works are proposed outside the site boundaries of the site.

(m) any works interfering with natural watercourse processes or restrictions or changes to flow;

(n) any works resulting in an increase in risk to other buildings, including buildings outside the boundaries of the land; and

(n) the site is not covered by any water features.

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(o) any recommendations or advice contained in a report by a suitably qualified person. Recommendations are provided based on the 2090 climate scenario as follow:

*Essential plant and equipment.*

- *Substation located on level 0 at approximately 5.85m AHD which if raised 50mm will meet the desired 5.9m;*
- *Main Switchboard on level 0 approximately 5.65m AHD, which if suitably elevated off the ground will be above the 5.9m desired elevation; and*
- *Other services are proposed in the same room (5.65m to 5.85m floor level) which should similarly be elevated to 5.9m preferably.*

*Hydraulic Behaviour*

- *A 1% AEP levee breach event will result in the building being inundated on the lower portion of level 0 and the whole of level -1. The flood velocity is expected to be low (less than 0.5m/s) and peak depth also relatively shallow (less than 300mm). It is recommended that the design of the proposed development locates all critical infrastructure at a level of at least the 2090 1% AEP flood level plus 0.5m (freeboard). Critical infrastructure could include but not limited to electrical services, communication, HVAC and any data storage (both hardcopy and digital).*
- *All internal building components below the 2090 1% AEP flood level plus 0.5m (freeboard) should be water proofed or constructed from flood compatible materials. All steel components should be stainless or galvanised steel. It is recommended to adopt 2090 1% AEP River flood level (5.4m AHD) plus 500mm freeboard for structural design.*
- *Underground areas are not considered appropriate in flood affected areas. They can rapidly fill with water and expose people to a hazardous flood condition which may threaten human life. For reference, the City of Sydney, Interim Floodplain Management Policy requires entrances to below ground car parking to be the greater of the 1% AEP +0.5m or the PMF (probable maximum flood). In Launceston, the PMF level is approximately 18m AHD. Based on these conditions, for the site, an underground area would require an entrance level of the at least 5.9m AHD (1% AEP + 0.5m).*
- *A flood emergency management plan should be developed for both the site. It should be consistent with current the current Launceston Municipal Emergency Plan and Launceston Evacuation Plan Issue - 2 2011; and*
- *The business operator must have an officer responsible for the management of the flood emergency response plan. All employees should be made aware of the flood emergency response plan and their role in the event of a flood emergency.*

These recommendations have been conditioned as part of the endorsed documents.

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**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 meets the relevant acceptable solutions and performance criteria under this code.

**E6.5 Use Standards**

**E6.5.1 Car parking numbers**

Objective:

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

**Consistent**

A1 The number of car parking spaces must:

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

**Complies**

The site is located within the Launceston Central Business District Parking Exemption Area.

Under this precinct, the relevant acceptable solution (A1) is:

*On-site car parking is:*

- (a) *not provided; or*
- (b) *not increased above existing parking numbers*

The proposal does not include the provision of car parking spaces and therefore, meets the relevant acceptable solution.



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E6.5.2 Bicycle parking numbers

Objective: To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.		
<b>Consistent</b> A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.		
<b>Complies</b> Bicycle requirements under Table E6.1 state that: Business and professional services uses (office) require: <i>One bicycle space per 500m<sup>2</sup> of gross floor area</i> Food Services require: <i>One bicycle space per 75m<sup>2</sup> of gross floor area</i> General retail and hire uses require: <i>One space per 100m<sup>2</sup> of gross floor area</i>  A total of five bicycle spaces are required as estimated below:		
<b>Use class</b>	<b>Floor area</b>	<b>Number of bicycle spaces</b>
Business and professional services uses (offices)	1,376m <sup>2</sup>	2.75 = 3
Food Services	493m <sup>2</sup>	0.98 = 1
General retail and hire	311m <sup>2</sup>	0.62 = 1
	<b>Total</b>	<b>5</b>
Sixteen bicycle spaces are proposed at the ground level. The acceptable solution is met.		

E6.5.5 Loading bays

Objective: To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.
<b>Consistent</b> Standard E.6.5.5 only applies to use and development in the following use classes: Bulky goods sales, General retail and hire and Manufacturing and processing and Storage. The General Retail and hire component of the proposal needs to be assessed against this standard.

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A1 A loading bay must be provided for uses with a gross floor area greater than 1,000m <sup>2</sup> in a single occupancy.
<b>Complies</b> Two retail tenancies are proposed with a total area of 311m <sup>2</sup> (less than 1,000m <sup>2</sup> ). Therefore, a loading bay is not required.

**E6.6 Development Standards**

**E6.6.5 Bicycle facilities**

Objective: To ensure that cyclists are provided with adequate facilities.
<b>Consistent</b> The acceptable solution is met.
A1 Uses that require five or more bicycle spaces by Table E6.1 must provide one shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.
<b>Complies</b> Two showers and change room facilities are provided at the ground level.

**E6.6.6 Bicycle parking and storage facilities**

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.
<b>Consistent</b> The acceptable solution is met.
A1 Bicycle parking and storage facilities for uses that require five or more bicycle spaces by Table E6.1 must: <ul style="list-style-type: none"> <li>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</li> <li>(b) be located within 50m from the main entrance;</li> <li>(c) be visible from the main entrance or otherwise signed; and</li> <li>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</li> </ul>
<b>Complies</b> The proposed bicycle parking areas and storage facilities proposed: <ul style="list-style-type: none"> <li>(a) are accessible from Cimitiere Street and also via Cameron Street.</li> <li>(b) are located within 40m of the main entrance on Cimitiere Street.</li> <li>(c) are visible from the main entrance</li> <li>(d) are located inside the building at the ground level and are likely to be lit in accordance with the relevant Australian Standard. Notwithstanding this, a condition is recommended as follows:</li> </ul>

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<p><i>Lighting of Bicycle Areas</i>  <i>The bicycle parking areas and storage facilities must be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</i></p>
<p>A2 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) have minimum dimensions of:             <ul style="list-style-type: none"> <li>(i) 1.7m in length; and</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> </li> <li>(b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and</li> <li>(c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.</li> </ul>
<p><b>Complies</b>                  There is sufficient space for bicycle spaces to be provided in accordance with the acceptable solution. Notwithstanding this, the following condition is recommended:</p> <p><i>Bicycle Spaces</i>  <i>Bicycle parking spaces must:</i></p> <ul style="list-style-type: none"> <li>(a) have minimum dimensions of:             <ul style="list-style-type: none"> <li>(i) 1.7m in length; and</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> </li> <li>(b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and</li> <li>(c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.</li> </ul>

**E6.7 Parking Precinct Plans**

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

**E6.7.1.3 Local area provisions**

<p>Objective:                  To limit on-site car parking within the Launceston Central Business District Parking Exemption Area.</p>
<p><b>Consistent</b>                  The acceptable solution is met.</p>
<p>A1 On-site car parking is:</p> <ul style="list-style-type: none"> <li>(a) not provided; or</li> <li>(b) not increased above existing parking numbers.</li> </ul>

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**Complies**  
No car parking spaces are proposed.

**E13.0 Local Historic Cultural Heritage Code**

**E13.1** The purpose of this provision is to:

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

**Consistent**  
29-93 Cimitiere Street is composed of three titles. None of these titles is listed in Table E13.2 as a local heritage place or listed in the Tasmanian Heritage Register.

34 Cameron Street is composed of two titles CT226231/1 and CT226232/1. Development is only proposed over CT226231/1 which is listed in Table E13.2 as a local heritage place part of the *Holy Trinity Church*. This place is also listed in the Tasmanian Heritage Register.

An awning and a pedestrian crossing are proposed over CT226231/1. Only these elements of the proposal are assessed against this code.

The proposal has been referred to the Tasmanian Heritage Council who have issued a *Notice of No Interest* under section 36(3)(a) of the *Historic Cultural Heritage Act 1995*. The notice states that:

*The heritage works within the registered place will have no appreciable impact on the place's historic cultural heritage values.*

**E13.6 Development Standards**

**E13.6.4 Site coverage**

**Objective:**  
To ensure that site coverage is compatible with the historic cultural heritage significance of local heritage places.

**Consistent**  
A1 No acceptable solution.

**Relies on the Performance Criteria**  
The proposal will change the site coverage of the site and there is no acceptable solution.

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P1 The site coverage is compatible with the historic cultural heritage significance of local heritage places or their settings, having regard to:

- (a) the topography of the site;
- (b) the cultural heritage values of the local heritage place and setting;
- (c) the site coverage of buildings on sites in the surrounding area; and
- (d) the pattern of development in the surrounding area.

**Complies**  
 The existing site coverage of the site is approximately 24.2%. The proposed awning has a gross floor area of approximately 94m<sup>2</sup> of which approximately 32m<sup>2</sup> are constructed over CT226231/1 for a proposed site coverage of 24.9%. The marginal increase in site coverage is considered negligible and compatible with the historic cultural heritage significance of the place.

**E13.6.5 Height and bulk of buildings**

**Objective:**  
 To ensure that the height and bulk of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.

**Complies**  
 The proposed awning is considered compatible with the historic heritage significance of the local place and its setting.

A1 No acceptable solution.

**Relies on the Performance Criteria**  
 P1 The height and bulk of buildings are compatible with the historic cultural heritage significance of a place and its setting, having regard to:

- (a) the cultural heritage values of the local heritage place and setting;
- (b) the character and appearance of the existing building or place;
- (c) the height and bulk of other buildings in the surrounding area;
- (d) the historic cultural heritage significance of adjacent places; and
- (e) the streetscape.

**Complies**  
 The proposed awning will have a maximum height of approximately 2.6m. It will have a maximum width of 3m and a maximum length of 11m. The awning will have a gable roof form and will be constructed with a metal panel paint finished to match colour bond *black ace*. The proposed structure is considered compatible with the cultural heritage values of the local heritage place and setting having regard to the height and bulk of existing listed buildings.  
 Site area of CT226231/1 = 3,278m<sup>2</sup> and site area of CT226232/1 = 1,308m<sup>2</sup> for a total of 4,586m<sup>2</sup>. Existing buildings estimated to have a gross floor area of 1,110m<sup>2</sup>.

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E13.6.6 Site of buildings and structure

<p><b>Objective:</b> To ensure that the siting of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p><b>Complies</b> The proposed awning is considered compatible with the historic heritage significance of the local place and its setting.</p>
<p>A1 No acceptable solution.</p>
<p><b>Relies on the Performance Criteria</b> P1 The front, side and rear setbacks must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the topography of the site; (c) the size, shape, and orientation of the lot; (d) the setbacks of other buildings in the surrounding area; (e) the historic cultural heritage significance of adjacent places; and (f) the streetscape.</p>
<p><b>Complies</b> The proposed awning will have a maximum height of approximately 2.6m. It will have a maximum width of 3m and a maximum length of 11m. The awning will have a gable roof form and will be constructed with a metal panel paint finished to match colour bond <i>black ace</i>. The proposed structure is considered compatible with the cultural heritage values of the local heritage place and setting having regard to the setbacks of existing listed buildings.</p>

E13.6.8 Roof form and materials

<p><b>Objective:</b> To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.</p>
<p><b>Compatible</b> The proposed awning is considered compatible with the historic heritage significance of the local place and its setting.</p>
<p>A1 No acceptable solution.</p>
<p><b>Relies on the Performance Criteria</b> P1 Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant roofing style and materials in the setting; and (d) the streetscape.</p>

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**Complies**

The proposed awning will have a maximum height of approximately 2.6m. It will have a maximum width of 3m and a maximum length of 11m. The awning will have a gable roof form and will be constructed with a metal panel paint finished to match colour bond *black ace*. The dark and muted colours, modest height and dimensions will result in a low profile structure that will not interfere with the views and appearance of the heritage place. The proposed structure is considered compatible with the cultural heritage values of the local heritage place and setting.

**E13.6.10 Outbuildings and structures**

**Objective:**

To ensure that the siting of outbuildings and structures are compatible with the historic heritage significance of local heritage places and their settings.

**Consistent**

The proposed awning is considered compatible with the historic heritage significance of the local place and its setting.

**A1 Outbuildings and structures must:**

- (a) not be located in the front setback;
- (b) not visible from any road, or public park or reserve;
- (c) have no side longer than 3m;
- (d) have a gross floor area less than 9m<sup>2</sup> and a combined total area not exceeding 20m<sup>2</sup>;
- (e) have a maximum height less than 2.4m above natural ground level;
- (f) not have a maximum change of level as a result of cut or fill of greater than 1m; and
- (g) not encroach on any service easement or be located within 1m of any underground service.

**Relies on the Performance Criteria**

The proposed awning is visible from George Street and Cameron Street, one of its sides is longer than 3m, it has a gross floor area over 9m<sup>2</sup> and exceeds 2.4m in height. Reliance on the performance criteria is required.

**P1 Outbuildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to:**

- (a) the cultural heritage values of the local heritage place and setting;
- (b) the location of existing infrastructure services;
- (c) the bulk, form and size of buildings on the site;
- (d) the bulk, form and size of the outbuilding or structure;
- (e) the external materials, finishes and decoration of the outbuilding or structure; and
- (f) the visibility of the outbuilding or structure from any road, public park or reserve.

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**Complies**

The proposed awning is considered compatible with the historic cultural heritage significance of the registered place.

- (a) The statement of significance for the *Holy Trinity Church* at 34 Cameron Street describes the church as an *imposing grand-scale yet incomplete church of Gothic-Revival design*. The statement acknowledges the existence of a second church on the site but does not provide further details (Australian Heritage Register Database). The proposed awning is to be installed along the northern boundary of the site. It is to be attached to the proposed building at 89-93 Cimitiere Street and will appear as a structure associated with a different building.
- (b) The installation of the awning does not interfere with the infrastructure services of the site.
- (c) The church will continue to be the most dominant building on the site.
- (d)(e) The proposed awning will have a maximum height of approximately 2.6m. It will have a maximum width of 3m and a maximum length of 11m. It will be constructed with a metal panel paint finished to match colour bond *black ace*. The dark and muted colours, modest height and dimensions will result in low profile structure that will not interfere with the views and appearance of the heritage place.
- (f) The awning will be mostly visible from George Street but as discussed previously will appear as a structure associated with the proposed building at No. 89-93. Some views of the awning will be available from Cameron Street, however, the structure is not considered to impact the significance values of the heritage place.

**4. REFERRALS**

REFERRAL	COMMENTS
	<b>INTERNAL</b>
Infrastructure Assets	Conditions recommended.
Environmental Health	Conditions recommended.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.



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REFERRAL	COMMENTS
	<b>EXTERNAL</b>
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA TWDA 2021/01496-LCC.
State Growth	N/A
TasFire	N/A
Tasmanian Heritage Council	The THC has issued a 'Notice of No Interest'
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora - TasNetworks	Referred
Launceston Flood Authority	Referred

**5. REPRESENTATIONS**

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993* (the Act), the application was advertised for a 14 day period from 16 October to 1 November 2021. An extension of time under section 57(5) of the Act allowed the receipt of additional representations until the 3 November 2021. Twelve 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.

**Issues that relate to a planning matters:**

<p><b>Issue 1</b>  <b>The proposed building height will compromise the setting of surrounding heritage buildings. The proposed building is not in keeping with the streetscape. The proposed building height should be reduced. The proposal should be in keeping with the planning scheme, preferably 15m or no more than the <i>Verge Hotel</i>.</b></p>
<p><i>Response 1</i>  <i>Clause 15.4.1 is the relevant provision under the planning scheme to assess the impact of height on the character of the surrounding area and the streetscape. The proposed building height has been assessed against the performance criteria and considered compatible.</i></p>

- 9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)

<p><b>Issue 2</b>  <b>The external glass with black finish will mask the structural wood components.</b></p>
<p><i>Response 2</i>                  Visible structural timber and a glazed curtain wall is proposed for the majority of the building. The applicant has submitted that to meet Environmentally Sustainable Design (ESD) requirements, the building needs to achieve a modelled thermal comfort level of Predicted Mean Vote (PMV) of -1 to +1 across not less than 95% of the area of all occupied zones for not less than 98% of the annual operation hours. It is submitted that the building achieves the above by using glazing with the following performance specifications:</p> <ul style="list-style-type: none"> <li>• U-Value 2.80 and SHGC 0.23.</li> </ul> <p>The applicant is currently considering National Glass SOL-R Low-E coated glass 12.76mm SOL-XT Grey 33/12mm/6mm clear.</p> <p>A condition has been included for the provision of the material's manufacturing specifications for the Council's approval, particularly details of the type of glass to ensure the level of transparency and reflectivity is generally in accordance with the photomontage views provided.</p>
<p><b>Issue 3</b>  <b>The building has no State or local heritage listing. Conditions should be included to prevent the existing buildings to be removed.</b></p>
<p><i>Response 3</i>                  The planning scheme allows planning authorities to include conditions on a permit generally having regard to the purpose of the zone and applicable codes. The condition should relate to the proposal being assessed, it should not aim to regulate potential future developments such as the potential demolition of existing buildings. Further, the existing buildings are not listed and the relevant Heritage Code under the Scheme does not apply. Future owners/occupants of the building can legally demolish existing buildings from a planning perspective, subject to approval, notwithstanding any conditions imposed. Having said that, the existing buildings on the site are proposed to be retained.</p>
<p><b>Issue 4</b>  <b>Please advise what the local area objectives are or desired future character statements.</b></p>
<p><i>Response 4</i>                  The Launceston Interim Planning Scheme does not contain any local area objectives or desired future character statements.</p>

- 9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)

<p><b>Issue 5</b>  <b>The proposal will overshadow the solar panels of No. 95 Cimitiere Street. The solar panel strings cannot generate power until all cells receive sunlight.</b></p>
<p><i>Response 5</i>                  In midwinter, the shadows will cover the majority of the solar panels at 10am, the shadows will move to the southwest reducing the overshadowing significantly at 11am. No additional shadows will be cast over No. 95 on 21 June. On 21 September the solar panels will be shadowed for a longer period, between 9am and 11am, however, the panels will receive sunlight during afternoon hours.</p> <p><i>The above levels of overshadowing are not considered unreasonable, particularly when assessing the impacts of a permitted building. In this case, a building as per the acceptable solution would have a building height of 12m with no setbacks to front, side and rear boundaries. Under this scenario the shadows impact to the solar panels of No. 95 is very similar and at times greater than the impact caused by the proposed building (refer to Attachment 5). This is because the proposed building is setback over 6m from the common boundary with No. 95, whilst a permitted building can be built to the boundary up to 12m.</i></p>
<p><b>Issue 6</b>  <b>The surrounding area is classed as Industrial. How can St Lukes Health be classed as industrial?</b></p>
<p><i>Response 6</i>                  The subject site is located within the Urban Mixed Use Zone. The building is to accommodate mixed uses including business and professional services (offices), general retail and hire and food services. These uses are allowed under the Urban Mixed Use Zone.</p>
<p><b>Issue 7</b>  <b>It is incorrect to use proposals that have not been built to justify the proposed development.</b></p>
<p><i>Response 7</i>                  The assessment of building height compatibility at Clause 15.4.1 allows for the consideration of the height of existing and proposed buildings. This includes approved buildings not yet constructed.</p>

- 9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)

Issues that do not relate to planning matters:

<p><b>Issue 8</b>  <b>The proposed construction methods includes timber framing. There is no indication whether this construction methods is capable of withstanding the earthquake activity. The building could collapse in the case of a seismic event.</b></p>
<p><i>Response 8</i>  <i>The regulation of the structural safety of buildings falls under building legislation and the building code, it is not a planning matter.</i></p>
<p><b>Issue 9</b>  <b>The subject site is composed of three different lots, the application does not include the consolidation of lots and therefore, the development cannot occur until the consolidation occurs.</b></p>
<p><i>Response 9</i>  <i>A planning application for the consolidation of lots was submitted and approved earlier this year (DA0228/2021). A condition will be included to ensure the lots are consolidated prior to the commencement of the use.</i></p>
<p><b>Issue 10</b>  <b>The Church does not consent to the use of the car park for deliveries.</b></p>
<p><i>Response 10</i>  <i>The applicant has discussed the above with the representatives of the Church and has requested the Council to include a condition requiring the removal of the roller door from the proposal to avoid deliveries within these areas. Such a condition has been included.</i></p>
<p><b>Issue 11</b>  <b>The subject site contains the grave of Archdeacon Rev. Francis Hale and his wife. The graves are located within the paved areas in the Church grounds. The application does not intend to undertake any archaeological investigation of the site. No permit should be issued for the land until a comprehensive archaeological investigation is undertaken.</b></p>
<p><i>Response 11</i>  <i>The application has been referred to the Tasmanian Heritage Commission (THC) and a Notice of No Interest has been issued. The Launceston Interim Planning Scheme does not contain provisions that regulate the need for archaeological studies. The THC has been notified of the issue raised by the representor. The construction of the pedestrian crossing and landscaping planting is unlikely to require disturbance of the subsoil levels within the car park as they are designed to match the existing ground levels of the car park.</i></p>

- 9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(Cont'd)**
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## **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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- 9.2 DA0486/2021 - 89-93 Cimitiere and 34 Cameron Street, Launceston - Business, Professional Services, General Retail, Hire and Food Services - Construction - Mixed Use Development Involving Partial Demolition of Existing Buildings at 89-93 Cimitiere Street, Launceston ...(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.



**Richard Jamieson - Acting General Manager Community and Place Network**

**ATTACHMENTS:**

1. Locality Map - 89-93 Cimitiere Street and 34 Cameron Street, Launceston  
*(electronically distributed)*
  2. Assessment against Clause 15.4.1 (P1) *(electronically distributed)*
  3. Plans to be Endorsed - 89-93 Cimitiere Street and 34 Cameron Street, Launceston  
*(electronically distributed)*
  4. Representations - 89-93 Cimitiere Street and 34 Cameron Street, Launceston  
*(electronically distributed)*
  5. Applicant's response to representations - 89-93 Cimitiere Street and 34 Cameron Street, Launceston *(electronically distributed)*
  6. TasWater SPAN - 89-93 Cimitiere Street and 34 Cameron Street, Launceston  
*(electronically distributed)*
  7. Tasmanian Heritage Council Notice of No Interest - 89-93 Cimitiere Street and 34 Cameron Street, Launceston *(electronically distributed)*
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**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding****FILE NO:** DA0608/2021**AUTHOR:** Duncan Payton (Town Planner)**ACTING GENERAL MANAGER:** Richard Jamieson (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:	Gene Alexander McLaren
Property:	24 Mayne Street, Invermay
Zoning:	General Residential
Receipt Date:	15/10/2021
Validity Date:	18/10/2021
Further Information Request:	N/A
Further Information Received:	N/A
Deemed Approval (extension granted):	06/12/2021
Representations:	Three

**PREVIOUS COUNCIL CONSIDERATION:**

The existing outbuilding, to be demolished, was approved under BA537/97. Planning approval was not required at that time.

**STANDARDS REQUIRING COUNCIL DISCRETION**

10.4.11 Outbuildings, swimming pools and fences

**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 DA0608/2021 - Residential - demolition of outbuilding and construction of an outbuilding at 24 Mayne Street, Invermay, subject to the following conditions:

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**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

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**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 Manager City Development unless modified by a condition of the Permit:

- a. Cover Page, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A00, dated 12/10/2021.
- b. Demolition Site Plan, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A01, dated 12/10/2021.
- c. Site and Drainage Plan, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A02, dated 12/10/2021.
- d. Floor Plan, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A03, dated 12/10/2021.
- e. Roof Plan, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A04, dated 12/10/2021.
- f. South Elevation, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A05, dated 12/10/2021.
- g. Lighting Calculation and Corrosion Table, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A06, dated 12/10/2021.
- h. General Requirements, prepared by Plans to Build, project no. 21053, alterations and additions at 24 Mayne Street, Invermay, revision 0 page A07, dated 12/10/2021.

**2. AMENDED PLANS REQUIRED**

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

- a. the western end of the proposed building enclosed.
- b. the installation of sound mitigating insulation.

Amended plans should include identification information such as updated revision numbers, revision date and revision description. The changes are to be highlighted in red clouds or a format agreed with the planning officer.

**3. 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.

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**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

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**4. LEGAL TITLE**

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

**5. 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

**6. OUTBUILDINGS**

The use of outbuildings is not permitted for human habitation and is limited to residential storage and related residential activities, including up to 40m<sup>2</sup> for a home occupation, only.

**7. 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.

**8. 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 Infrastructure and Engineering 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.

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## 9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)

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### 9. 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.

### 10. DEMOLITION

The Developer must:

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

### 11. PROTECTION OF STREET TREES

Existing street trees must be satisfactorily protected both by the design of the building and during construction work by barriers and similar devices in accordance with *Australian Standard 4970: Protection of Trees on Development Sites*. The protection works are to be installed prior to the commencement of any other works on the site and are to remain in place until the completion of all other works.

### Notes

#### A. General

*This permit was issued based on the proposal documents submitted for DA0608/2021. You should contact the Council with any other use or developments, as they may require the separate approval of the Council. The Council's planning staff can be contacted on 6323 3000.*

*This permit takes effect after:*

- a. *The 14 day appeal period expires; or*
  - b. *Any appeal to the Resource Management and Planning Appeal Tribunal is withdrawn or determined; or*
  - c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
  - d. *Any other required approvals under this or any other Act are granted.*
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**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

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

**B. Restrictive Covenants**

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

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

**C. Appeal Provisions**

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

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

*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.*

**E. No Approval for Alterations to Driveway Crossover**

*No approval to install a new, or alter an existing, driveway crossover in any way has been granted or is implied by the issue of this Planning Permit.*

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

It is proposed to demolish the existing 72m<sup>2</sup> outbuilding at the rear of 24 Mayne Street, Invermay and to construct a new outbuilding on generally the same location.

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## **9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

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The new outbuilding includes a shed of 84m<sup>2</sup>, plus an open roofed area of 24m<sup>2</sup> on the western end of the shed and a 27m<sup>2</sup> attached carport in front of the shed (south-west side).

The proposed outbuilding will have a skillion roof, with the low point adjacent to the rear boundary, having a height of 2.6m and rising to 3.8m over the 7m width of the building.

In response to issues raised by representors, the applicant acknowledges that part of the current outbuilding and the open area at the western end is used for a home occupation (garden sculpture) and that up to 40m<sup>2</sup> of the proposed shed will be similarly used. The balance of the shed will be for vehicle and general storage.

Further, the applicant submits that to minimise potential impact on the neighbours, a condition requiring the enclosure of the western end of the shed and the installation of sound mitigating insulation bats is welcomed.

## **2. LOCATION AND NEIGHBOURHOOD CHARACTER**

The subject site is a generally level, rectangular lot of 779m<sup>2</sup>. It contains a dwelling, setback approximately 5m from the frontage, and a 72m<sup>2</sup> outbuilding located at the rear of the lot.

The site is surrounded by residential zoned land developed for single dwellings. Many of these surrounding dwellings have outbuildings ranging in size from 9m<sup>2</sup> to over 90m<sup>2</sup>.

Reticulated water and sewer services are connected to the site and the site is within the combined sewerage and stormwater area.

The area displays a clear suburban residential character.

## **3. PLANNING SCHEME REQUIREMENTS**

### **3.1 Zone Purpose**

#### **10.0 General Residential Zone**

##### **10.1.1 Zone Purpose Statements**

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

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

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

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**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

<p>10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character.</p> <p>10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.</p>
<p><b>Consistent</b></p> <p>The proposal to demolish the existing outbuilding and construct a larger outbuilding associated with the residential use of the dwelling and catering for the sculpture <i>hobby</i> of the resident, is consistent with the purpose of the zone to provide for residential use and development.</p> <p>The use class of the site is single dwelling, which is permitted without permit in the zone. The application has become discretionary as a result of the size of the proposed shed. The acceptable solution at clause 19.4.11 sets a maximum gross floor area of outbuildings of 45m<sup>2</sup>. The proposed new shed has a gross floor area of 84m<sup>2</sup> and relies upon performance criteria.</p>

**10.4 Development Standards for Dwellings**

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

<p>Objective:</p> <p>That dwellings are compatible with the amenity and character of the area and provide:</p> <ul style="list-style-type: none"> <li>(a) for outdoor recreation and the operational needs of the residents;</li> <li>(b) opportunities for the planting of gardens and landscaping; and</li> <li>(c) private open space that is conveniently located and has access to sunlight.</li> </ul>
<p><b>Consistent</b></p> <p>The proposal satisfies the acceptable solutions.</p>
<p>A1 Dwellings must have:</p> <ul style="list-style-type: none"> <li>(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and</li> <li>(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).</li> </ul>
<p><b>Complies</b></p> <p>Site coverage is calculated as the total area covered by roofed buildings. With the proposed shed, the site will contain a roofed footprint of approximately 324m<sup>2</sup>, which represents around 39.8% of the 814m<sup>2</sup> site.</p>
<p>A2 A dwelling must have private open space that:</p> <ul style="list-style-type: none"> <li>(a) is in one location and is not less than:             <ul style="list-style-type: none"> <li>(i) 24m<sup>2</sup>; or</li> <li>(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);</li> </ul> </li> <li>(b) has a minimum horizontal dimension of not less than:             <ul style="list-style-type: none"> <li>(i) 4m; or</li> </ul> </li> </ul>

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<p>(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);</p> <p>(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and</p> <p>(d) has a gradient not steeper than 1 in 10.</p>
<p><b>Complies</b> The proposal does not alter the current private open space at the rear of the dwelling and which currently complies with the prescribed measures.</p>

10.4.11 Outbuildings, swimming pools and fences

<p>Objective: To ensure that:</p> <p>(a) outbuildings, swimming pools and fences:</p> <p>(i) do not detract from the character of the surrounding area; and</p> <p>(ii) are appropriate to the site and respect the amenity of neighbouring lots;</p> <p>(b) dwellings remain the dominant built form.</p>
<p><b>Consistent</b> The proposal satisfies the performance criteria.</p>
<p>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.</p>
<p><b>Relies on Performance Criteria</b> Whilst the proposed new shed is to replace the existing 72m<sup>2</sup> shed, it has a floor area of 84m<sup>2</sup> and relies upon performance criteria.</p>
<p>P1 Outbuildings must not detract from the character of the surrounding area or the amenity of adjoining lots, having regard to:</p> <p>(a) the visual impact on the streetscape;</p> <p>(b) any overshadowing of adjoining lots;</p> <p>(c) the size and location of outbuildings on adjoining lots;</p> <p>(d) existing buildings on the site; and</p> <p>(e) the topography of the site.</p>
<p><b>Complies</b></p> <p>(a) The proposed new shed is to be clad in colorbond and located at the rear of the property. It will be visible from the street only when viewed down the driveway and will present as a garage. Visual impact on the streetscape will be minimal.</p> <p>(b) The proposed shed will cast a morning shadow onto the rear yard of 26 Mayne Street and a late afternoon shadow onto 22 Mayne Street. This shadow is not likely to impact upon the formal open space areas of these properties, rather it will be confined to open or treed areas.</p> <p>(c) The adjoining properties have a varied number and gross floor area of outbuildings. Relevantly, the adjoining property to the east (22 Mayne Street) has a single outbuilding of around 95m<sup>2</sup>, whilst the adjoining property to the west (26 Mayne</p>

**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

Street) has three outbuildings with a footprint of some 64m<sup>2</sup>.

(d) The site currently contains a single dwelling, a small (3m x 3m) shed and the 72m<sup>2</sup> shed proposed to be demolished and replaced.

(e) The topography of the site is generally level and has no impact upon the proposal. Having regard to the above, it is considered that the proposed new shed is compatible with other sheds in the broader surrounding area and will not, of itself, detract from the amenity of the adjoining lots. Whilst it is noted that representors have raised concern with the possible use of the shed, this does not affect consideration of this development standard.

It is considered that the performance criteria are satisfied.

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 complies with the acceptable solution.

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**  
Car parking for the dwelling is located in the proposed shed and under the carport at the front of the shed, as it is currently, and is not within the primary front setback.

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 does not alter the requirement for or provision of car parking on the site and further consideration of the code is not warranted.

**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

E16.0 Invermay/Inveresk Flood Inundation Area Code

<p>E16.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> <li>(a) reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area;</li> <li>(b) ensure that new development is sited and designed to minimise the impact of flooding; and</li> <li>(c) ensure that consideration is given in the siting, design and emergency response capability of new development on land subject to flood inundation.</li> </ul>
<p><b>Consistent</b> The proposal is exempt from the provisions of the code as the proposed shed is not a habitable building.</p>

**4. REFERRALS**

REFERRAL	COMMENTS
<b>INTERNAL</b>	
Infrastructure and Assets	Conditions recommended
Environmental Health	Conditions recommended
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
<b>EXTERNAL</b>	
TasWater	N/A
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

**5. REPRESENTATIONS**

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 23 October to 9 November 2021. 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.



**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

<p><b>Issue 1</b>  <b>The noise from the current shed impacts our quality of life during warmer months when windows and doors are open.</b></p>
<p><i>Response 1</i>                  The application is for development, not use. The use of the shed now and possible changes to that use in the future do not form part of the application. Whilst the applicant advises that, as a hobby, he manufactures various items of garden sculpture in metal and stone and sells these at markets, his use of up to 40m<sup>2</sup> of the existing and proposed sheds means it remains within the definition of home occupation and is exempt from the provisions of the planning scheme.</p>
<p><b>Issue 2</b>  <b>There is a metal work fabrication business operating well into the evening and on weekends from the shed. No soundproofing is provided in the proposed shed to mitigate the noise.</b></p>
<p><i>Response 2</i>                  Whilst the use of the shed is not part of the application, the applicant has advised that following consideration of these issues, he is happy for a condition requiring enclosure of the proposed open area on the western end of the shed and for the installation of insulation bats for sound mitigation.</p>
<p><b>Issue 3</b>  <b>The new outbuilding appears to be much larger and suggests increased production and noise.</b></p>
<p><i>Response 3</i>                  The applicant operates a home occupation from the existing shed and proposed to continue to do so from the new shed. Home occupation is limited to an area of 40m<sup>2</sup> and the increased size of the shed does not alter this.</p>
<p><b>Issue 4</b>  <b>There may be safety issues with the welding and grinding and the storage of accelerants and gas bottles.</b></p>
<p><i>Response 4</i>                  This is not a matter considered by the planning scheme.</p>
<p><b>Issue 5</b>  <b>A colorbond clad building will be noisier than the existing timber clad building.</b></p>
<p><i>Response 5</i>                  Whilst not applicable to the current proposal, the applicant has offered to line the shed with sound attenuating insulation bats.</p>
<p><b>Issue 6</b>  <b>At times there is a considerable amount of cement and stone dust from grinding. Often we cannot hang clothes on the line or have to rewash.</b></p>
<p><i>Response 6</i>                  Whilst not applicable to the current proposal, the applicant has advised that future grinding of stone will use a wet process to eliminate dust.</p>

**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of an Outbuilding ...(Cont'd)**

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**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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**9.3 DA0608/2021 - 24 Mayne Street, Invermay - Residential - Demolition of Outbuilding and Construction of 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.



**Richard Jamieson - Acting General Manager Community and Place Network**

**ATTACHMENTS:**

1. Locality Map - 24 Mayne Street, Invermay (*electronically distributed*)
  2. Plans to be Endorsed - 24 Mayne Street, Invermay (*electronically distributed*)
  3. Representations - 24 Mayne Street, Invermay (*electronically distributed*)
-

## 10 ANNOUNCEMENTS BY THE MAYOR

### 10.1 Mayor's Announcements

FILE NO: SF2375

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#### Thursday 18 November 2021

- Officiated at the grand opening of the *Polytec Launceston Selection Studio*
- Attended the *Art Evening*, a celebration of Kings Meadows High School student works

#### Friday 19 November 2021

- Welcomed delegates to the *Institute of Public Works Engineering Australia* conference

#### Saturday 20 November 2021

- Attended the *Citizen Advocacy Launceston* annual Christmas barbeque
- Attended *Illuminate* by *TasDance*

#### Sunday 21 November 2021

- Delivered the welcome speech at the *Thai Food and Cultural Festival*

#### Monday 22 November 2021

- Visited the *John Calvin School* to speak with Grade 7/8 students

#### Tuesday 23 November 2021

- Attended the *Children's University* graduation ceremony

#### Wednesday 24 November 2021

- Attended *Resurgence* (14<sup>th</sup> Anniversary of *Dance Fever*)

#### Thursday 25 November 2021

- Officiated at the grand opening of *RDO Equipment*
- Hosted a civic function to mark the 30<sup>th</sup> Anniversary of *Yemaya*

#### Friday 26 November 2021

- Officiated at the lighting of the City's Christmas tree
-

**10.1 Mayor's Announcements ...(Cont'd)**

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**Saturday 27 November 2021**

- Attended the *Vietnam Veterans Association Launceston Sub Branch* Christmas dinner

**Tuesday 30 November 2021**

- Attended the *Launceston Chamber of Commerce's* Christmas cocktail evening
-

**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 - Brisbane Street Mall Christmas Tree - Council Meeting - 18 November 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 18 November 2021 by Councillor P S Spencer, has been answered by Mr Shane Eberhardt (General Manager Infrastructure and Assets Network).

**Questions:**

1. Why did the electrical contractor who undertook work last year on the Christmas tree in the Brisbane Street Mall - both in paid and volunteer capacities - not get an opportunity to quote work for this year?

**Response:**

*The Christmas tree establishment is undertaken in partnership with CityProm. The City of Launceston installs the Christmas tree with internal labour and CityProm arranges the relevant electrical contractors in accordance with their procurement processes.*

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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 Sister City Committee Meeting - 18 November 2021****FILE NO:** SF0175**AUTHOR:** Kelsey Hartland (Team Leader Governance)**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

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**DECISION STATEMENT:**

To receive and consider a report from the Sister City Committee Meeting held on 18 November 2021.

**RECOMMENDATION:**

That Council receives the report from the Sister City Committee Meeting held on 18 November 2021.

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**REPORT:**

At its Meeting held on 18 November 2021, the Sister City Committee discussed the following:

1. Request from State Government and Putian for the City of Launceston to be involved in the 40<sup>th</sup> anniversary celebrations for the Tasmania-Fujian relationship.
    - an overview of the request for Launceston to participate in the 40<sup>th</sup> anniversary celebrations was provided and a proposal for utilisation of the grant funding was discussed.
  2. Letters to our Sister Cities.
    - Letters have been drafted to the Sister Cities advising that the City of Launceston is reviewing our sister city relationships with a view to identify and agree on expectations for the relationships moving forward.
    - The letters are currently being translated.
  3. Request from Ikeda for students and teachers to visit Launceston in 2022.
    - In light of the impact of COVID-19 pandemic on travel nationally and internationally, travel to Launceston by the students and teachers from Ikeda is not currently being considered.
    - the committee asked that this decision be reviewed in six months.
-

**13.1 Sister City Committee Meeting - 18 November 2021 ...(Cont'd)**

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**4. General Business**

- Draft measurables for Sister City relationships to be prepared by the Council's officers and circulated to the Committee prior to the next meeting in February 2022.

**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 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.

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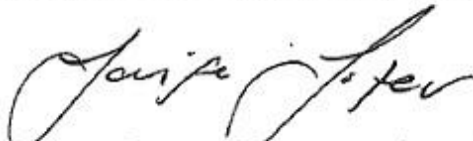
13.1 Sister City Committee Meeting - 18 November 2021 ...(Cont'd)

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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.



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

**13.2 Heritage Advisory Committee Meeting - 28 October 2021****FILE NO:** SF2965**AUTHOR:** Fiona Ranson (Place and Heritage Officer)**ACTING GENERAL MANAGER:** Richard Jamieson (Community and Place Network)

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**DECISION STATEMENT:**

To receive and consider a report from the Heritage Advisory Committee Meeting held on 28 October 2021.

**RECOMMENDATION:**

That Council receives the report from the Heritage Advisory Committee Meeting held on 28 October 2021.

---

**REPORT:**

The Heritage Advisory Committee, at its meeting held on 28 October 2021, discussed the following items:

1. Resignation of Community Representation - Margot Smart  
The Chairman acknowledged the resignation of Margot Smart from the Committee due to ill health. Margot was formally thanked for her valued contribution and service to the Committee and as an outstanding and much appreciated contributor. It was also noted Margot had been a member of the Committee since its inception in 2008.
2. Terms of Reference  
The Committee's current Terms of Reference was adopted at the 5 March 2021 Council Meeting which included reference to a Meeting Quorum:

*An absolute majority is considered a quorum, including one Councillor and one Community Representative....*

The August meeting of the Committee did not reach the quorum. The Committee resolved to amend the Terms of Reference relating to the Meeting Quorum and recommend a report is prepared for Council to approve the change. This is now scheduled for this same Council meeting as this report.

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**13.2 Heritage Advisory Committee Meeting - 28 October 2021 ...(Cont'd)**

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**3. *Places of Launceston* Heritage Awards**

Following the success of the *Places of Launceston - In Conversation* event which launched the 2021 Heritage Awards and *Open House Launnie* programs on 12 August 2021, another successful *Open House* event including tours of buildings and spaces around the city and surrounds was held on Saturday, 31 August 2021. A presentation event for the winning and commended entrants of Heritage *Snap!* and the open Highlighting Heritage categories is scheduled for mid-November.

**4. Heritage Planning Review**

Report on current status included:

- The Stage 1 work is included in Launceston's new planning scheme which was recently advertised and closed 18 September 2021.
- Draft datasheets for Stage 2, 3 and 4 Local Heritage Places are complete and ready for review in line with feedback from the Tasmanian Planning Commission.
- Details and mapping for Stage 5 Local Heritage Places (outside of precincts) are being prepared. This is the final stage of research and datasheet preparation for existing and nominated individual place listings across the municipality.

**5. Macquarie House Explanatory Signage**

The Committee will consider if support may be given to the development of a plaque or sign outlining the history of Macquarie House.

**6. Significant Development Applications**

Updates were provided on a number of recent and current Development Applications which included relevant heritage matters.

**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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**13.2 Heritage Advisory Committee Meeting - 28 October 2021 ...(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.



**Richard Jamieson - Acting General Manager Community and Place Network**

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**13.3 Northern Youth Coordinating Committee Meeting - 2 November 2021****FILE NO:** SF0136**AUTHOR:** Claudia Taylor (Community Development Officer Youth)**ACTING GENERAL MANAGER:** Richard Jamieson (Community and Place Network)

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**DECISION STATEMENT:**

To receive and consider a report from the Northern Youth Coordinating Committee's regular Meeting held on 2 November 2021.

**RECOMMENDATION:**

That Council receives the report from the Northern Youth Coordinating Committee Meeting held on 2 November 2021.

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**REPORT:**

The Northern Youth Coordinating Committee (NYCC) met on Tuesday, 2 November 2021 and the following business was conducted:

- An overview of the *JCP Empowering Youth* (JCP) organisation was delivered by founder Will Smith. JCP's main program, known as *BEAST*, is a mentorship program, working with young people at risk. Young people involved in the program go through a range of content through to a graduation where they become a JCP Youth Leader. JCP has a self-funded model - the support for school based programs, corporate groups and businesses helps to deliver the program based model. An overview was given on their new volunteer based program called *Street Teams*. It operates every night from 4pm-9pm at the Tailrace Centre in Riverside, where volunteers dedicate an afternoon with a young person, participating in recreational activities in the community, that they may not normally get the opportunity to do.
- A presentation from *City Mission's - Mish Youth Services Team* was provided detailing their *Young People Living Well Framework*. The framework has been developed using evidence based practice from Tasmanian Council of Social Service Inc. and with support and input from *Cornerstone Youth Services*.

The framework focuses on three domains - living skills, social and emotional management and work and study skills.

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## **13.3 Northern Youth Coordinating Committee Meeting - 2 November 2021 ...(Cont'd)**

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The main target group for service delivery will be young people leaning into independent living with the aim will be to support young people in these categories so they can live with practical skills. *City Mission* is seeking any collaborative partnerships where funding can be shared to deliver specific programs or any community partnerships to deliver specific workshops.

- An update was provided on research from the University of Tasmania regarding *Headspace's - Engaging Family and Friends* project. A review of current practices *Engaging Family and Friends* project at *Headspace*, Launceston has been conducted during 2021, where feedback and recommendations were presented to *Headspace's* national team. Outcomes of this research has resulted in:
  - improved communications via a bimonthly e-newsletter, reaching family and friends and webinars focusing on psycho education;
  - ensuring there are dedicated events such as *Headspace* open day, where family and friends can attend to go and ask questions and create rapport with the *Headspace* team; and
  - a formal proposal for a dedicated engagement officer role to liaise with family and friends working with youth.

### **ECONOMIC IMPACT:**

Not considered relevant to this report.

### **ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

### **SOCIAL IMPACT:**

Consideration contained in report.

### **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.
-



**13.3 Northern Youth Coordinating Committee Meeting - 2 November 2021  
...(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.



**Richard Jamieson - Acting General Manager Community and Place Network**

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**13.4 Tender Review Committee Meeting - 11 November 2021****FILE NO:** SF0100/CD.026/2021/CD.035/2021/CD.027/2021**AUTHOR:** Anthea Rooney (Council and Committees Officer)**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

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**DECISION STATEMENT:**

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

**RECOMMENDATION:**

That Council notes the decision of the Tender Review Committee to accept the tenders submitted by:

1. Crossroads Civil Contracting Pty Ltd for the Olive Street Rehabilitation, Contract Number CD.026/2021 for \$365,306.51 (exclusive of GST).
  2. Crossroads Civil Contracting Pty Ltd for the Churchill Park Car Park Stage 3, Contract Number 035/2021 for \$238,973.91 (exclusive of GST).
  3. Zanetto Civil Pty Ltd for the Leachate Rising Main Replacement - Launceston Waste Centre, Contract Number CD.027/2021 for \$559,066.00 (exclusive of GST).
- 

**REPORT:**

The Tender Review Committee Meeting, held on 11 November 2021, determined the following:

That the sums submitted by:

1. Crossroads Civil Contracting Pty Ltd for the Olive Street Rehabilitation, Contract Number CD.026/2021 for \$365,306.51 (exclusive of GST).
2. Crossroads Civil Contracting Pty Ltd for the Churchill Park Car Park Stage 3, Contract Number 035/2021 for \$238,973.91 (exclusive of GST).
3. Zanetto Civil Pty Ltd for the Leachate Rising Main Replacement - Launceston Waste Centre, Contract Number CD.027/2021 for \$559,066.00 (exclusive of GST).

be accepted.

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**13.4 Tender Review Committee Meeting - 11 November 2021 ...(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

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

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

Focus Areas:

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

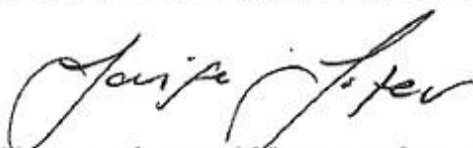
**BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

**DISCLOSURE OF INTERESTS:**

The officer has no conflict of interest in this item.

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



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

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**14 COUNCIL WORKSHOPS**

*Local Government (Meeting Procedures) Regulations 2015 - Regulation 8(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 8(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 25 November and 2 December 2021:

**University of Tasmania Development Update**

*Councillors received an update on the University of Tasmania's Northern Transformation Program.*

**World Cup Training Sites (FIFA)**

*Councillors received a presentation on the World Cup Training Sites (FIFA).*

**Communities Tasmania Housing Presentation**

*Councillors received an update from Communities Tasmania, including a briefing on the Launceston Youth at Risk Centre proposed in Brisbane Street, Launceston.*

**Urban Forestry Strategy - Project Briefing**

*Councillors were provided with a project briefing on the City of Launceston's Urban Forest Strategy.*

**Micro-Mobility Legislation and Options**

*Councillors discussed relevant Tasmanian legislation and options that the Council will have as road managers with regards to micro-mobility devices.*

**Naming of University of Tasmania Assets**

*Councillors discussed naming conventions for the assets in the Inveresk Precinct.*

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

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**Proposed Traffic Safety Measures - Trevallyn and Gorge Roads, Trevallyn**

*Councillors discussed the proposed traffic management recommendations for Trevallyn and Gorge Roads, Trevallyn.*

**South Launceston Health Precinct Parking Implementation Plan**

*Councillors received a presentation and provided comment on the South Launceston Health Precinct Parking Implementation Plan.*

---

**REPORT:**

Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015* says that the Agenda of an Ordinary Council Meeting is to include the date and purpose of any Council Workshop held since the last Meeting.

**ECONOMIC IMPACT:**

Not considered relevant to this report.

**ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

**SOCIAL IMPACT:**

Not considered relevant to this report.

**STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

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

**BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

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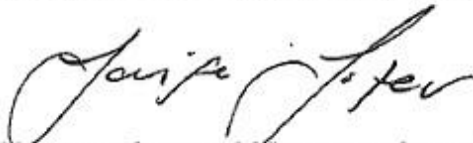
14.1 Council Workshop Report ...(Cont'd)

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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.



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

**15 NOTICES OF MOTION**

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

**15.1 Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston**

**FILE NO:** SF5547

**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**DECISION STATEMENT:**

To consider a Notice of Motion submitted by Councillor N D Daking regarding a proposed change to traffic direction in Paterson and Charles Streets, Launceston.

**RECOMMENDATION:**

That Council:

1. agrees to change traffic from one-way to two-way traffic in Paterson Street (between Charles Street to St John Street) and Charles Street (between York Street to Paterson Street) as a priority and make the necessary provisions for works in the 2021/2022 and 2022/23 budgets.
  2. asks the Chief Executive Officer to complete the necessary work to enact these changes, as part of the City Heart Master Plan, by end of 2023.
- 

**REPORT:**

Whilst the day-time CBD seems to be undergoing a small renaissance with the impact of COVID-19 and increased inwards migration, there are several important longer-term strategic initiatives currently being implemented or planned with a primary aim of encouraging much more people focused CBD, increased visitation and more importantly a significantly increased night-time economy.

These include:

- UTAS city campus development - encouraging inner-city living and business;
  - The sporting precinct redevelopment in Inveresk;
  - The goal of becoming *great regional city* - attracting visitors based on culture, creativity and living heritage;
  - UNESCO gastronomy recognition;
  - Encouraging inner city living;
  - Greening the City initiatives via the potential establishment of LUGA;
-

## **15.1 Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston ...(Cont'd)**

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- Planning policies to promoter nighttime venues, festivals and markets via initiatives such as North.

The current traffic flow around Charles, Paterson, George and York Streets has a negative impact on business and amenity as outlined in the motion. It is worth noting that the most vibrant and enjoyable streets in the CBD such as upper Charles and St John Streets noticeably have two way directional traffic.

There is increasing evidence that both current and potential business investors, residents and visitors are being turned off Launceston by some behaviors that come from the current the one-way nature of these streets in the middle of the CBD.

Accepting this motion would also draw on previous reports that contain specific recommendations and/or references to introducing two-way traffic in Paterson and Charles Streets as well as reducing CBD speed limits.

These include but are not limited to:

- *Launceston Public Spaces and Public Life Report* - Gehl report 2011 and follow up GHD study 2013;
- Launceston Bike plan 2005 - 2010;
- Launceston Bike and Pedestrian Strategy 2012;
- Greater Launceston Metropolitan Passenger Transport Plan 2015;
- City Heart Project Consultation and Stage 1 and 2 2015 - 2021;
- Launceston City Deal; 2017
- Sustainable Mobility Plan 2019;
- Transport Strategy 2021;
- Launceston Networks Operations Plan 2021.

The Council has devoted considerable resources over the last decade to producing reports and strategies on the creating a CBD for the future.

Notwithstanding the uncertainty around the Transport Hub, its planned development provides the basis for introducing the key long proposed traffic change in the first instance. It would enable the broader community to gain a first-hand experience of the potential benefits that two-way directional streets create. This is not likely to alter the *blockie route* as cars would still be able to travel the routes that they always have, albeit in single rather than dual lanes.

This motion is designed to bring forward the street changes a priority within the CBD retransformation. Importantly, to be completed before the larger strategic developments of St John Street, Transport hub and Birchall's Building.

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**15.1 Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston ...(Cont'd)**

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**OFFICER COMMENTS**

*Michael Stretton (Chief Executive Officer)*

The Council has been exploring changes to traffic directions in the Launceston Central Business District (CBD) for some time as part of the Launceston City Heart (LCH) Project.

In 2015 the Council completed a broad community engagement process to understand whether there is community support for traffic flow in the CBD to be changed from one-way to two-way in the following manner:

1. Kingsway - traffic to flow one way in a northerly direction;
2. Charles Street (Central) South - traffic to flow two-way between Brisbane and York Streets; and
3. Paterson Street (Central) - traffic to flow two-way between Charles and St John Streets.

At its Meeting on 14 December 2015, Council resolved to adopt the direction changes for inclusion in the City Heart Master Plan.

The St John Street re-development is a vitally important element of the Launceston City Heart (LCH) project which connects directly with the Brisbane Street Mall, Quadrant Mall and the highly successful Avenue. The redevelopment of this street will improve the area's attractiveness, pedestrianisation and connectivity, improve the retail environment, unlock development potential of the properties and provide traffic calming outcomes.

In early 2017 the Council considered the initial design for the St John Street redevelopment. After initially endorsing the design at its Meeting on 24 April 2017, Council subsequently passed a rescission motion at its Meeting on 21 August 2017:

*...That the Council place a hold on only that portion of the following determination of the Council at its ordinary meeting held on 24 April 2017 which relates to the relocation of the St John Street Bus Stop.*

In December 2017, GHD released its final report entitled, *Launceston Central Bus Interchange Options Technical Feasibility Assessment*, which documented the potential issues associated with the bus stop relocation including a review of the operational feasibility of each option, the resulting transport impacts and the design considerations required to achieve a workable solution. Following consideration of this report, in 2019 Council resolved to create a bus interchange on the Paterson Street Central Carpark site.

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## **15.1 Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston ...(Cont'd)**

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A new purpose built bus interchange within the Launceston CBD will serve to create a safer, more desirable public transport experience, which will grow public transport usage from its current low base of around 2%. Similar experiences elsewhere in the world, such as the Christchurch Bus Interchange development in New Zealand, has seen public transport usage in that City grow from a base of 2% to its current level of around 6%.

Negotiations commenced with the landowner of the Paterson Street Central Carpark site in 2018, with a view to securing the site for the bus interchange and a large mixed use cultural precinct, however, this process has become protracted and has resulted in a legal process which is currently before the Federal Court.

In anticipation of a resolution to the issues around the ownership of the Paterson Street Central Carpark site, the Council re-commenced engagement on the City Heart (Stage 2) redevelopment plans for St John Street (without the bus stops) and Paterson Street in 2020. This re-design is being prepared on the basis of the following traffic flow changes (**in bold**), which are currently under active consideration:

1. Paterson Street
  - a. Charles Street to St John Street: **two-way**
  - b. St John Street to George Street: one-way (existing), but requires further investigation
2. George Street
  - a. Paterson Street to York Street: one-way (existing)
3. Charles Street
  - a. York Street to Paterson Street: **two-way**

Notably, the only difference between the current proposal and the proposed changes approved by Council in 2015, is the fact that the two-way section of Charles Street is extended from York to Paterson Streets to accommodate the bus interchange, where it previously only extended from York to Brisbane Streets.

The Council is currently in the process of finalising the re-development plans for St John Street and Paterson Street in order to reaffirm funding from the State and Federal Government for the development to occur. It is intended that there will be further public engagement in respect to these designs, together with the proposed bus interchange and the necessary traffic flow changes.

The Notice of Motion is seeking to *fast-track* the implementation of the two-way traffic flow changes in Paterson Street and Charles Street.

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**15.1 Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston ...(Cont'd)**

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The intent of the traffic changes as part LCH is to give greater equity to pedestrians and cyclists by removing the vehicles that are travelling through the CBD rather than into the CBD. Creating two-way streets will reduce capacity for motor vehicles through having a less efficient route for the vehicles travelling west to east through the City. It will lower speeds, reduce travel distance as vehicles will have a more direct route and create more direct route for cyclists. Having more two-way roads will increase conflict points for motor vehicles and pedestrians which will hopefully be offset by lower speeds and less potential red light running.

Given the intent of the changes are to reduce the number of vehicles in the CBD, the changes need to be supported by an alternate west - east route, which Cimitiere Street can provide. Preliminary investigations indicate this can be achieved through improved directional signage off West Tamar Highway, a clearway for morning peaks on Cimitiere Street, improved signal operations to manage peak periods and facilitation of an improved right turn from Cimitiere Street to Tamar Street.

It will be important for the Council to engage with the community over the proposed traffic changes before they are enacted. It is recommended that this occur through the finalisation of the CHP Stage 2 designs. There is still a great deal of consultation that needs to occur on the proposed traffic changes with impacted services such as waste management, public transport, deliveries, businesses and the like.

Councillors also need to consider the fact that while the Launceston Transport Strategy and the Four Year Delivery Plan include the progression of the two-way streets, they are based on a balanced approach to implementation of all directions within the Strategy. Acceleration of two-way street conversion will have a significant impact on the adopted delivery of the Strategy and future capital programs. If this motion is successful, officers will workshop delivery implications and seek a future Council decision to adjust current delivery plans together with the Council's Long Term Financial Plan. Officers would then prepare a project management plan to outline the process, risk, stakeholder management and delivery timeframes for future consideration by Council. It needs to be recognised that the timeframe proposed in the motion is ambitious, however, it may be achievable if some of delivery components, such as community engagement, are condensed.

**ECONOMIC IMPACT:**

Not considered relevant to this report.

**ENVIRONMENTAL IMPACT:**

Not considered relevant to this report.

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**15.1 Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston ...(Cont'd)**

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**SOCIAL IMPACT:**

Not considered relevant to this report.

**STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

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

**BUDGET & FINANCIAL ASPECTS:**

Not considered relevant to this report.

**DISCLOSURE OF INTERESTS:**

The officer has no conflict of interest in this item.

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



**Michael Stretton - Chief Executive Officer**

**ATTACHMENTS:**

1. Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston
-

***Attachment 1 - Notice of Motion - Councillor N D Daking - Proposed Change to Traffic Direction - Paterson and Charles Streets, Launceston***

## CITY OF LAUNCESTON

### MEMORANDUM

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FILE NO: SF1848 : SF1264  
ND  
DATE: 24 November 2021

**TO:** Michael Stretton Chief Executive Officer  
**c.c.** Committee Clerks

**FROM:** Nick Daking Councillor

**SUBJECT:** **Notice of Motion - Proposed change to traffic direction - Paterson and Charles Streets**

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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 2 December 2021.

#### **Motion**

1. Agree to change traffic from one-way to two-way traffic in Paterson Street (between Charles Street to St John Street) and Charles Street (between York Street to Paterson Street) as a priority and make the necessary provisions for works in the 2021/2022 and 2022/23 budgets; and
2. Ask the Chief Executive Officer to complete the necessary work to enact these changes, as part of the City Heart Master Plan by end of 2023.

#### **Background**

Whilst the day-time CBD seems to be undergoing a small renaissance with the impact of COVID and increased inwards migration, there are several important longer-term strategic initiatives currently being implemented or planned with a primary aim of encouraging much more people focused CBD, increased visitation and more importantly a significantly increased night-time economy.

These include:

- UTAS city campus development - encouraging inner-city living and business;
- The sporting precinct redevelopment in Inveresk;
- The goal of becoming "great regional city"- attracting visitors based on culture, creativity and living heritage;
- UNESCO gastronomy recognition;
- Encouraging inner city living;
- Greening the City initiatives via the potential establishment of LUGA;
- Planning policies to promoter nighttime venues, festivals and markets via initiatives such as North.

The current traffic flow around Charles, Paterson, George and York Streets has a negative impact on business and amenity as outlined in the motion.

## CITY OF LAUNCESTON

### MEMORANDUM

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It is worth noting that the most vibrant and enjoyable streets in the CBD such as upper Charles and St John Streets are noticeably have two way directional traffic.

There is increasing evidence that both current and potential business investors, residents and visitors are being turned off Launceston by some behaviors that come from the current the one-way nature of these streets in the middle of the CBD.

Accepting this motion would also draw on previous reports that contain specific recommendations and/or references to introducing two-way traffic in Paterson and Charles Streets as well as reducing CBD speed limits.

These include but are not limited to:

- Launceston Public Spaces and Public Life Report – Gehl report 2011 and follow up GHD study 2013;
- Launceston Bike plan 2005 – 2010;
- Launceston Bike and Pedestrian Strategy 2012;
- Greater Launceston Metropolitan Passenger Transport Plan 2015;
- City Heart Project Consultation and Stage 1 and 2 2015 – 2021;
- Launceston City Deal; 2017
- Sustainable Mobility Plan 2019;
- Transport Strategy 2021;
- Launceston Networks Operations Plan 2021.

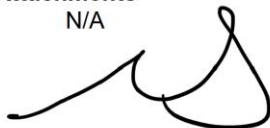
Council has devoted considerable resources over the last decade to producing reports and strategies on the creating a CBD for the future.

Notwithstanding the uncertainty around the Transport Hub, its planned development provides the basis for introducing the key long proposed traffic change in the first instance. It would enable the broader community to gain a first-hand experience of the potential benefits that two-way directional streets create. This is not likely to alter the 'blockie route' as cars would still be able to travel the routes that they always have, albeit in single rather than dual lanes.

This motion is designed to bring forward the street changes a priority within the CBD retransformation. Importantly to be completed before the larger strategic developments of St John Street, Transport hub and Birchall's Building.

**Attachments**

N/A



**Councillor Nick Daking**

**16 COMMUNITY AND PLACE NETWORK ITEMS****16.1 Heritage Advisory Committee - Terms of Reference****FILE NO:** SF2965**AUTHOR:** Fiona Ranson (Place and Heritage Officer)**ACTING GENERAL MANAGER:** Richard Jamieson (Community and Place Network)

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**DECISION STATEMENT:**

To consider the revised Terms of Reference for the Heritage Advisory Committee.

**PREVIOUS COUNCIL CONSIDERATION:**

Council - 25 March 2021 - Agenda Item 15.1 - Heritage Advisory Committee - Terms of Reference

Council - 28 November 2016 - Agenda Item 15.1 - Heritage Advisory Committee - Terms of Reference

Council - 24 October 2011 - Agenda Item 13.2 - Heritage Advisory Committee - Terms of Reference

**RECOMMENDATION:**

That Council amends the existing Heritage Advisory Committee (14-ToR-002) by changing the reference to Meeting Quorum as listed below:

***Launceston Heritage Advisory Committee - Terms of Reference***

The Launceston Heritage Advisory Committee is a Special Committee of Council as defined under section 24 of the *Local Government Act 1993* (Tas).

***ROLE/PURPOSE:***

The primary purpose of the Launceston Heritage Advisory Committee is to provide advice to the Council on heritage matters and to promote the value of heritage places within the municipality.

***ROLE/OBJECTIVES:***

The role of the Launceston Heritage Advisory Committee is to:

- provide advice and recommendations on the development of the Council's policy relating to heritage matters;
-

**16.1 Heritage Advisory Committee - Terms of Reference ...(Cont'd)**

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- provide advice on and participate in the overview of heritage studies undertaken by the Council;
- provide advice and recommendations on applications made by the Council for heritage funding;
- consult with stakeholders to determine community aspirations relating to heritage places and objects;
- promote the Council's objectives and the principles of reuse of heritage assets in the City;
- promote community participation in and awareness of heritage activities; and
- provide advice to the Council in regard to development proposals involving and/or impacting on heritage values on properties either heritage registered or covered by heritage precinct or overlay.

***MEMBERSHIP:***

The Launceston Heritage Advisory Committee will consist of the following positions:

- City of Launceston Councillors (two) nominated and endorsed by Council
- One of the endorsed City of Launceston Councillors to chair the Committee
- A representative from Heritage Tasmania
- A representative from the National Trust of Australia (Tasmania)
- A representative from the University of Tasmania's School of Architecture and Design
- A representative from the Real Estate Institute of Tasmania
- A representative from the Launceston Historical Society
- Community Representation (a minimum of two) with relevant experience to participate in performing the role of the Committee to be nominated by the Committee and approved by Council

The Councillors' role will be for a four year period to coincide with Local Government Council elections, subject to a review after two years. Following the review process, the Chair and Deputy Chair are to be elected by the Committee.

The Place and Heritage Officer, Liveable Communities will provide advice and/or assistance to the Committee. Relevant officers of the City of Launceston will attend Meetings as necessary.

Community Representative will be filled in accordance with the Community Appointments to Advisory Committees Policy (14-Plx-029).

***MEETING ARRANGEMENTS:***

The Heritage Advisory Committee will generally meet six times per year (and at other times as required).

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**16.1 Heritage Advisory Committee - Terms of Reference ...(Cont'd)**

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***MEETING QUORUM:***

An absolute majority is considered a quorum including one Councillor. If a quorum cannot be achieved, the Meeting is to be postponed and reconvened at a later date.

***MEETING NOTICES***

Meeting Agendas, Minutes and supporting papers will be distributed to all Committee members via email at least four clear days of the scheduled Meeting.

***HOW THE COMMITTEE WILL OPERATE:***

The Committee's role regarding Development Applications (DAs) involving heritage properties is as follows

- 1. Pre-lodgement** - Where an applicant requests, or is offered the opportunity to air ideas and intentions prior to submission of a DA, to investigate issues and/or the likelihood of support from heritage interested bodies, the applicant may be invited to a Meeting of the Committee.
- 2. During advertising period** - Committee members will be individually notified that a DA may be of interest and individuals or the groups represented may make representations during the allotted time (for or against) for the consideration of the assessing officers and the Council. The Committee shall not collectively form a view on individual DAs.
- 3. Post-assessment** - The Committee may be notified that a DA is being forward to Council and the Agenda report may be sent out for the information of member organisations.

In regard to Pre-lodgement Meetings:

- this is the most effective means of input and the Council's officers will endeavour to facilitate this process when it appears to be useful.
- Meetings dealing with advice in regard to future proposals should be chaired by City of Launceston officers to avoid potential for conflicts of interest.
- the content of these Meetings are confidential and not to be used outside the Meeting.

***CODE OF CONDUCT:***

All Committee members must adhere to the Code of Conduct for Committees. Councillors and the Council's officers must also adhere to their own relevant Codes of Conduct.

***CONFLICT OF INTEREST:***

A Committee Member who has an actual, potential or perceived conflict of interest in a matter to be considered must declare the nature of the interest prior to discussion of the matter and if required, withdraw from the meeting during that discussion.

***RESOURCES:***

The Personal Assistant, Community and Place Network will organise Meetings, take Minutes and distribute follow-up actions.

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**16.1 Heritage Advisory Committee - Terms of Reference ...(Cont'd)**

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**HONORARIUMS:**

The Council will not pay any honorariums or expenses to any member on the Heritage Advisory Committee.

**REVIEW:**

The Terms of Reference will be reviewed every two years after the date of approval or more frequently, if dictated by operational demands, election cycle, etc. and with the Council's approval.

**RELATED POLICIES AND PROCEDURES:**

*14-Plx-029 Community Appointments to Advisory Committees Policy*

*14-Plx-032 Code of Conduct for Councillors*

*14-Plx-033 Code of Conduct for Members of Special Committees*

*22-PI-030 Code of Conduct Policy*

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**REPORT:**

The Heritage Advisory Committee began operation in February 2008. The current Terms of Reference was approved by Council on 25 March 2021.

Under the Committee's current Terms of Reference, which were adopted at the 25 March 2021 Council Meeting, the following wording in the Terms of Reference for a Meeting Quorum is as follows:

*An absolute majority is considered a quorum, including one Councillor and one Community Representative....*

At the August Meeting of the Committee a quorum was not met due as there were no Community Representatives present.

At the Heritage Advisory Committee Meeting held on 28 October, the Committee resolved to amend the Terms of Reference relating to a Meeting Quorum to read as follows and to recommend a report be prepared for Council to approve the change.

**MEETING QUORUM:**

*An absolute majority is considered a quorum including one Councillor. If a quorum cannot be achieved, the Meeting is to be postponed and reconvened at a later date.*

**ECONOMIC IMPACT:**

Not considered relevant to this report.

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## 16.1 Heritage Advisory Committee - Terms of Reference ...(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

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

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

Focus Areas:

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

### BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

### DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



**Richard Jamieson - Acting General Manager Community and Place Network**

### ATTACHMENTS:

1. 14-ToR-Plx029 - Heritage Advisory Committee Terms of Reference

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**Attachment 1 - 14-ToR-Plx029 - Heritage Advisory Committee Terms of Reference**

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## **Launceston Heritage Advisory Committee - Terms of Reference**

The Launceston Heritage Advisory Committee is a Special Committee of Council as defined under section 24 of the *Local Government Act (TAS) 1993*.

### **ROLE/PURPOSE:**

The primary purpose of the Launceston Heritage Advisory Committee is to provide advice to the Council on heritage matters and to promote the value of heritage places within the Municipality.

### **ROLE/OBJECTIVES:**

The role of the Launceston Heritage Advisory Committee is to:

- Provide advice and recommendations on the development of Council policy relating to heritage matters;
- Provide advice on and participate in the overview of heritage studies undertaken by Council;
- Provide advice and recommendations on applications made by Council for heritage funding;
- Consult with stakeholders to determine community aspirations relating to heritage places and objects;
- Promote Council's objectives and the principles of reuse of heritage assets in the City;
- Promote community participation in and awareness of heritage activities; and
- Provide advice to Council in regard to development proposals involving and/or impacting on heritage values on properties either heritage registered or covered by heritage precinct or overlay.

### **MEMBERSHIP:**

The Launceston Heritage Advisory Committee will consist of the following positions:

- City of Launceston Councillors (two) nominated and endorsed by Council.
- One of the endorsed City of Launceston Councillors to chair the Committee
- A representative from Heritage Tasmania
- A representative from the National Trust of Australia (Tasmania)
- A representative from the UTAS School of Architecture and Design
- A representative from the Real Estate Institute of Tasmania
- A representative from the Launceston Historical Society
- Community Representation (a minimum of two) with relevant experience to participate in performing the role of the Committee to be nominated by the Committee and approved by Council

The Councillors' role will be for a four year period to coincide with Local Government Council elections, subject to a review after two years. Following the review process, the Chair and Deputy Chair are to be elected by the Committee.

The Place and Heritage Officer, Liveable Communities will provide advice and/or assistance to the Committee. Relevant officers of the City of Launceston will attend meetings as necessary.

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Community Representative will be filled in accordance with the Community Appointments to Advisory Committees Policy (14-Plx-029).

The Councillors' role will be for a four year period to coincide with Local Government Council elections, subject to a review after two years.

### **MEETING ARRANGEMENTS:**

The Heritage Advisory Committee will generally meet six times per year (and at other times as required).

### **MEETING QUORUM:**

An absolute majority is considered a quorum, including one Councillor, ~~and one Community Representative, for meetings of the Heritage Advisory Committee.~~ If a quorum cannot be achieved, the Meeting is to be postponed and reconvened at a later date.

### **MEETING NOTICES**

Meeting Agendas, Minutes and supporting papers will be distributed to all Committee members via email at least four clear days of the scheduled Meeting.

### **HOW THE COMMITTEE WILL OPERATE:**

The Committee's role regarding Development Applications (DAs) involving heritage properties is as follows

- 1. Pre-lodgement** - Where an applicant requests or is offered the opportunity to air ideas and intentions prior to submission of a DA to investigate issues and/or the likelihood of support from heritage interested bodies, the applicant may be invited to a meeting of the Committee.
- 2. During advertising period** - Committee members will be individually notified that a DA may be of interest and individuals or the groups represented may make representations during the allotted time (for or against) for the consideration of the assessing officers and the Council. The Committee shall not collectively form a view on individual DAs.
- 3. Post-assessment** - The Committee may be notified that a DA is going to Council and the Agenda report may be sent out for the information of member organisations.

In regard to Pre-lodgement Meetings:

- This is the most effective means of input and Council officers will endeavour to facilitate this process when it appears to be useful.
- Meetings dealing with advice in regard to future proposals should be chaired by City of Launceston officers to avoid potential for conflicts of interest.
- The content of these meetings are confidential, and not to be used outside the meeting.

**CODE OF CONDUCT:**

All Committee members must adhere to the Code of Conduct for Committees. Councillors and Council Officers must also adhere to their own relevant Code of Conduct.

**CONFLICT OF INTEREST:**

A Committee Member who has an actual, potential or perceived conflict of interest in a matter to be considered must declare the nature of the interest prior to discussion of the matter and if required, withdraw from the meeting during that discussion.

**RESOURCES:**

The Personal Assistant, Community and Place Network will organise Meetings, take Minutes and distribute follow-up actions.

**HONORARIUMS:**

Council will not pay any honorariums or expenses to any member on the Heritage Advisory Committee.

**REVIEW:**

The Terms of Reference will be reviewed every two years after the date of approval or more frequently, if dictated by operational demands, election cycle, etc. and with the Council's approval.

**RELATED POLICIES AND PROCEDURES:**

[14-Plx-029 Community Appointments to Advisory Committees Policy](#)

[14-Plx-032 Code of Conduct for Councillors](#)

[14-Plx-033 Code of Conduct for Members of Special Committees](#)

[22-Pl-030 Code of Conduct Policy](#)

**17 CREATIVE ARTS AND CULTURAL SERVICES NETWORK ITEMS**

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

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## 18 INFRASTRUCTURE AND ASSETS NETWORK ITEMS

### 18.1 Launceston Waste Centre Bicycle Tyre Fee for 2021-2022

**FILE NO:** SF0628

**AUTHOR:** Rachael Eberhardt (Waste Management Officer Operations)

**GENERAL MANAGER:** Shane Eberhardt (Infrastructure and Assets Network)

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#### **DECISION STATEMENT:**

To consider a new fee to accept bicycle tyres for recycling at the Launceston Waste Centre.

#### **RECOMMENDATION:**

That Council:

1. pursuant to section 205 of the *Local Government Act 1993* (Tas) sets a fee of \$2 per bicycle tyre (GST inclusive) for the period ending 30 June 2022.
  2. notes that Council's Fees and Charges 2021/2022 and relevant signage at the Launceston Waste Centre will be updated to reflect the fees determined at Recommendation 1.
- 

#### **REPORT:**

The Council's Officers have recently been approached by bike retail shops in Launceston requesting a recycling service for bicycle tyres.

Currently, *Tyrecycle* is collecting the City of Launceston's motor vehicle tyres and has agreed to accept bicycle tyres at a cost of \$2.00 per tyre including GST.

The Launceston Waste Centre's Transfer Station is the appropriate location to collect and store the tyres until a sufficient volume is reached for *Tyrecycle* collection.

The tyres are processed so that the rubber can be recycled into road, athletic and playground surfaces.

As this is a new service commencing this financial year, there is no current fee in the 2021/2022 Fees and Charges. Therefore, a new fee needs to be considered for the remainder of this financial year. The bicycle tyre fee will not incur a waste levy as the items are being diverted from landfill and will be recycled.

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**18.1 Launceston Waste Centre Bicycle Tyre Fee for 2021-2022 ...(Cont'd)**

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**ECONOMIC IMPACT:**

The bike retailers within Launceston have requested this service and have indicated that a \$2.00 per tyre including GST is an acceptable fee. The \$2.00 per tyre fee will cover the costs of the recycling program.

**ENVIRONMENTAL IMPACT:**

It is estimated that between 5,000 to 10,000 bicycle tyres are landfilled in Launceston per annum. The tyres are a resource that can be processed into roads, athletic and playground surfaces.

Every tonne of tyres recycled replaces the annual production of 35 rubber trees.

**SOCIAL IMPACT:**

Not considered relevant to this report.

**STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

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

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

Focus Areas:

1. To reduce our and the community's impact on the natural environment.

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:

5. To maintain a financially sustainable organisation.

**BUDGET & FINANCIAL ASPECTS:**

The General Manager Organisational Services Network and Manager Finance have been consulted in the preparation of this report.

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18.1 Launceston Waste Centre Bicycle Tyre Fee for 2021-2022 ...(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.



**Shane Eberhardt - General Manager Infrastructure and Assets Network**

## 19 ORGANISATIONAL SERVICES NETWORK ITEMS

### 19.1 Local Government Association of Tasmania General Meeting - 3 December 2021

**FILE NO:** SF0331/SF2217

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

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

#### DECISION STATEMENT:

To provide voting direction to the Council's delegate for the items listed for decision at the Local Government Association of Tasmania General Meeting to be held on 3 December 2021.

#### PREVIOUS COUNCIL CONSIDERATION:

Workshop - 25 November 2021 - Items for Discussion/Decision at LGAT General Meeting - 3 December 2021

#### RECOMMENDATION:

That, in respect of the items listed for decision at the Local Government Association of Tasmania's General Meeting on 3 December 2021, Council directs the Council's delegate to vote as follows:

Ag Item	Pg. No	Items for Decision	Submitting Body	City of Launceston Comment
1.1	6	<b>Confirmation of Minutes</b> <i>That the Minutes of the Meetings held on 5 August and 4 November 2021, as circulated, be confirmed.</i>	LGAT	Confirmed
1.2	6	<b>Business Arising</b> <i>That Members note the information.</i>	LGAT	Noted
1.3	7	<b>Confirmation of Agenda</b> <i>That consideration be given to the Agenda items and the order of business.</i>	LGAT	Consideration at the Meeting
1.4	7	<b>Follow Up of Motions</b> <i>That Members note the following report.</i>	LGAT	Noted

**19.1 Local Government Association of Tasmania General Meeting - 3 December 2021 ...(Cont'd)**

1.5	7	<b>President's Report</b> <i>That Members note the report on the President's activity from 2 July to 19 November 2021.</i>	LGAT	Noted
1.6	8	<b>Chief Executive Officer's Report</b> <i>That the Meeting note the report on the CEO's activity from 2 July to 19 November 2021.</i>	LGAT	Noted
1.7	9	<b>Council Round Ups</b> <i>That Members determine who will present briefings at the next Meeting.</i>	LGAT	Noted
2.1	10	<b>Motion - Single Use Plastics</b> <i>That LGAT:</i> 1. <i>Develop a policy on the phasing out of single use plastics in Tasmania by 2022.</i> 2. <i>that such a policy is put to LGAT members for voting as soon as practical.</i> 3. <i>That such a policy is recommended to the State Government for action.</i>	Burnie City	Shane Eberhardt (Manager Infrastructure and Assets Network)  <b>Supported</b>  <i>It is reasonable for the Council to be involved in the ongoing lobbying for a State Government led approach to phasing out single use plastics. However, LGAT believe that if local government wish to expedite the phase out (to 2022) that Councils would need to introduce by-laws that ban single use plastics in their municipal areas as per the Hobart City Council approach. This would become problematic as it would be unwieldy, expensive and difficult for Councils across the State to resource.</i>
2.2	12	<b>Motion - Councillor Vacancy</b> <i>That the Local Government Association of Tasmania call upon the Tasmanian State Government to amend the Local Government Act 1993 to provide a mechanism that when a Councillor changes their House of Assembly electoral enrolment to an</i>	Huon Valley	Louise Foster (General Manager Organisational Services Network)  <b>Not Supported</b>  <i>The concern raised by Huon Valley is valid but the proposal does not address all the gaps in the legislation.</i>

**19.1 Local Government Association of Tasmania General Meeting - 3 December 2021 ...(Cont'd)**

		<p>address outside the Municipal Area to which they are elected, that the General Manager and the Councillor are notified within 7 days of that change of enrolment or, as an alternative, that once the General Manager becomes aware of the change of enrolment and the Councillor is otherwise eligible to be enrolled on the General Manager's electoral roll, the Councillor is to be given 7 days notice to rectify their enrolment before the office of Councillor becomes vacant.</p>		<p><i>In the absence of legislative reform, the onus is on an elected representative to understand the legislative framework within which they hold office, including those things that may disqualify them from holding office.</i></p>
2.3	14	<p><b>Motion - Tiny Houses</b> That the Local Government Association of Tasmania call upon the Tasmanian State Government to address the use of Tiny Houses and Self Contained Caravans for alternative accommodation with appropriate standards in planning schemes or other legislation to provide for the safe and healthy use and addressing needs for affordable housing whilst balancing the potential poor planning and environmental outcomes.</p>	Huon Valley	<p>Richard Jamieson (Acting General Manager Community and Place Network)</p> <p><b>Supported</b></p> <p><i>This proposal has the potential to support the provision of additional flexible and affordable housing options for our communities.</i></p>
2.4	17	<p><b>Motion - Infrastructure Charges</b> That LGAT advocate to the State Government for the introduction of a consistent State-wide approach to infrastructure charges to ensure that the burden of public infrastructure provision is shared equitably between developers and communities.</p>	Kingborough	<p>Shane Eberhardt (General Manager Infrastructure and Assets Network)</p> <p><b>Supported</b></p> <p><i>A sectoral approach is needed to provide equitably between developers and communities and is an important mechanism to assist local government with financial sustainability.</i></p>

**19.1 Local Government Association of Tasmania General Meeting - 3 December 2021 ...(Cont'd)**

2.5	20	<b>Motion - LUPAA Amendment</b> <i>Conflicts of Interest</i> <i>That LGAT lobby the State Government to investigate amending the Land Use Planning and Approvals Act 1993 to provide alternative mechanisms for consideration of the development applications submitted by elected members as a means to removing any perception of bias or conflict of interest. The investigation shall provide the pros and cons of any (alternative) solutions.</i>	Clarence City	Richard Jamieson (Acting General Manager Community and Place Network)  <b>Not Supported</b>  <i>This is a matter that can be adequately dealt with by policy at an individual Council level.</i>
2.6	22	<b>LGAT Strategic Plan</b> <i>That Members endorse the draft LGAT Strategic Plan 2022 - 2025 and note the LGAT Annual Plan 2022.</i>	LGAT	Louise Foster (General Manager Organisational Services Network)  <b>Supported</b>
4.1	24	<b>Local Government Review</b> <i>That Members not a verbal update will be provided at the Meeting.</i>	LGAT	Noted
4.2	24	<b>Waste and Resource Recovery</b> <i>That Members note the report on waste and resource recovery.</i>	LGAT	Noted
4.3	26	<b>TasWater Expert Advisory Group</b> <i>That Members note the update on TasWater.</i>	LGAT	Noted
4.4	28	<b>Climate Change Update</b> <i>That Members note the update on climate change.</i>	LGAT	Noted
4.5	30	<b>Infrastructure Contributions</b> <i>That Members note the following report.</i>	LGAT	Noted
4.6	32	<b>Planning - Phase 2 Reforms and Housing</b> <i>That Members note the following report.</i>	LGAT	Noted

**19.1 Local Government Association of Tasmania General Meeting - 3 December 2021 ...(Cont'd)**

4.7	34	<b>Stormwater - Regulation Development</b> <i>That Members note the following report.</i>	LGAT	Noted
4.8	35	<b>Emergency Management Update</b> <i>That Members note the update on Emergency Management.</i>	LGAT	Noted
4.9	38	<b>Health and Wellbeing Report</b> <i>That Members note the update on the LGAT Health and Wellbeing Project.</i>	LGAT	Noted
4.10	40	<b>LGAT Procurement</b> <i>That Members note the following update on procurement support for councils.</i>	LGAT	Noted
4.11	42	<b>LGAT Performance and Improvement</b> <i>That Members note the report on LGAT's performance and improvement work.</i>	LGAT	Noted
4.12	42	<b>Policy Update</b> <i>That Members note the following updates on various policy matters.</i>	LGAT	Noted
4.13	43	<b>LGAT Events Update</b> <i>That Members note the report on LGAT events.</i>	LGAT	Noted
4.14	45	<b>Annual Plan Reporting</b> <i>That Members note the report against the Annual Plan.</i>	LGAT	Noted

**REPORT:**

A Local Government Association of Tasmania (LGAT) General Meeting will be held on 3 December 2021 (Attachment 1). An outline of the General Meeting's Agenda Items, with recommended voting direction for consideration of Councillors, is included in this report's Recommendation. The Minutes of the General Meeting held on 5 August 2021 and the Special General Meeting Minutes held on 4 November 2021 and other Attachments to the Agenda for the General Meeting on 3 December 2021 are included as Attachment 1.

**19.1 Local Government Association of Tasmania General Meeting - 3 December 2021 ...(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

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

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Focus Areas:

2. To fairly and equitably discharge our statutory and governance obligations.
3. To ensure decisions are made on the basis of accurate and relevant information.

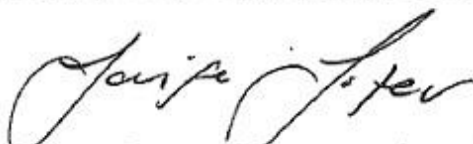
**BUDGET & FINANCIAL ASPECTS:**

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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**19.1 Local Government Association of Tasmania General Meeting - 3 December 2021 ...(Cont'd)**

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**ATTACHMENTS:**

1. Local Government Association of Tasmania - General Meeting Agenda -3 December 2021; General Meeting Minutes - 5 August 2021; Special General Meeting Minutes - 4 November 2021 and Attachments - General Meeting - 3 December 2021  
*(electronically distributed)*
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**19.2 2021/2022 Budget - Budget Amendments****FILE NO:** SF6817/SF7334**AUTHOR:** Nathan Williams (Manager Finance)**GENERAL MANAGER:** Louise Foster (Organisational Services Network)

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**DECISION STATEMENT:**

To consider:

1. changes to the Council's 2021/2022 Statutory Estimates.

*A decision for Recommendation 1. requires an absolute majority of Council in accordance with section 82(4) of the Local Government Act 1993 (Tas).*

2. adjustments made during 1 October to 31 October 2021 by the Chief Executive Officer to the 2021/2022 Budget.

**RECOMMENDATION:**

That Council:

1. pursuant to section 82(4) of the *Local Government Act 1993* (Tas) and by an absolute majority, approves the following changes to the 2021/2022 Statutory Estimates:
    - (a) Expenses
      - i. the net increase in operations expenditure of \$43,046.
    - (b) Capital Works Expenditure
      - i. the decrease in the Council's funded expenditure of \$43,046.
  2. notes that amendments from Recommendation 1. result in:
    - (a) the operating surplus being amended to \$11,354,409 (including capital grants of \$18,542,049) for 2021/2022.
    - (b) the capital budget being decreased to \$41,556,382 for 2021/2022.
  3. pursuant to section 82(7) of the *Local Government Act 1993* (Tas), receives the Chief Executive Officer's report on adjustments to the 2021/2022 budget for the period 1 October to 31 October 2021.
- 
-

**19.2 2021/2022 Budget - Budget Amendments ...(Cont'd)**

**REPORT:**

**1. Budget Amendments**

The budget amendments are changes to the Statutory Estimates which require a Council decision. The changes relate to external grant revenue and transfers between Operations and Capital projects.

	<b>Operations \$'000</b>	<b>Capital \$'000</b>
<b>Statutory Budget as at 01/07/2021</b>	(5,371)	24,831
Adjustments approved by Council to 30/09/2021	16,769	16,769
Balance Previously Advised as at 30/09/2021	<u>11,398</u>	<u>41,600</u>
 <u>Amendments</u>		
Additional Council Funds	0	0
Capital to Operations	(50)	(50)
Operations to Capital	7	7
External Funds	0	0
External Funds Not Received	0	0
<b>Statutory Budget as at 31/10/2021</b>	<b><u>11,355</u></b>	<b><u>41,557</u></b>
Deduct Capital Grants and Contributions	<u>(18,542)</u>	
<b>Underlying Operating Budget Surplus/(Deficit)</b>	<b><u>(7,187)</u></b>	

The table summarises all other Budget Agenda Items and includes reconciliations of the budgeted operating result and capital expenditure.

Details of the amendments are as follows:

**1(a) The following items need to be reallocated from Capital to Operations.**

<b>Project Number</b>	<b>Project Description</b>	<b>Current Approved Amount</b>	<b>Transfer From</b>	<b>Transfer To</b>	<b>New Budget</b>
CP24238	Wellington/Norwich/Rose Intersection	\$50,000	\$50,000	\$0	\$0
OPM25063	Roads Transfers from Capital 2021/2022	\$0	\$0	\$50,000	\$50,000
	<b>TOTALS</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$50,000</b>

## 19.2 2021/2022 Budget - Budget Amendments ...(Cont'd)

**The project scope of works:**

Work undertaken on the Wellington/Norwich/Rose Intersection project do not meet the requirements of the Council's Capitalisation Framework Document.

As these costs cannot be capitalised, expenditure and the matching budget will need to be transferred to Operations.

<b>Capital to Operations</b>	<b>Operations</b>	<b>Capital</b>
Wellington/Norwich/Rose Intersection	\$50,000	(\$50,000)
<b>TOTAL</b>	<b>\$50,000</b>	<b>(\$50,000)</b>

**1(b) The following items need to be reallocated from Operations to Capital.**

<b>Project Number</b>	<b>Project Description</b>	<b>Current Approved Amount</b>	<b>Transfer From</b>	<b>Transfer To</b>	<b>New Budget</b>
OP22934	QVMAG Redevelopment	\$10,000	\$6,954	\$0	\$3,046
CP24271	Creative Arts and Cultural Services IT Minor Capital Expenditure 2021/2022	\$0	\$0	\$6,954	\$6,954
	<b>TOTALS</b>	<b>\$10,000</b>	<b>\$6,954</b>	<b>\$6,954</b>	<b>\$10,000</b>

**The project scope of works:**

Purchase of new IT Equipment for the newly appointed General Manager of Creative Arts and Cultural Services.

<b>Operations to Capital</b>	<b>Operations</b>	<b>Capital</b>
Creative Arts and Cultural Services IT Minor Capital Expenditure 2021/2022	(\$6,954)	\$6,954
<b>TOTAL</b>	<b>(\$6,954)</b>	<b>\$6,954</b>

**19.2 2021/2022 Budget - Budget Amendments ...(Cont'd)**

**1(c) The following items need to be reallocated between Capital projects but do not alter the operating surplus.**

<b>Project Number</b>	<b>Project Description</b>	<b>Current Approved Amount</b>	<b>Transfer From</b>	<b>Transfer To</b>	<b>New Budget</b>
23398	Launceston City Heart St John Street Central North Redevelopment	\$2,161,500	\$1,000,000	\$0	\$1,161,500
24350	CBD Street Furniture Upgrade	\$0	\$0	\$800,000	\$800,000
24343	Macquarie House Landscape Project	\$0	\$0	\$200,000	\$200,000
	<b>TOTALS</b>	<b>\$2,161,500</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$2,161,500</b>

**The project scope of works:**

Due to approved variations to the Launceston City Heart Grant Deeds, funding has become available to be used for the CBD Street Furniture Upgrade and Macquarie House Landscape Project.

It is, therefore, required that these funds are transferred to the relevant capital projects from the Launceston City Heart St John Street Central North Redevelopment.

**2. Chief Executive Officer's Report on Adjustments**

Pursuant to section 82(6) of the *Local Government Act 1993* (Tas), Council has authorised the General Manager (Chief Executive Officer) to adjust budgets up to \$500,000 so long as the adjustments do not alter revenue, expenditure, borrowings or capital works estimates in total. The Budget Management Policy (12-PI-001), adopted by Council on 13 October 2014, refers to section 82(7) of the *Local Government Act 1993* (Tas) which requires the Chief Executive Officer to report any adjustment and an explanation of the adjustment at the first Ordinary Meeting of the Council following the adjustment.

**19.2 2021/2022 Budget - Budget Amendments ...(Cont'd)**

The following capital project adjustments have occurred in the period 1 October to 31 October 2021:

Project Number	Project Description	Current Approved Amount	Transfer From	Transfer To	New Budget
24175	Accelerated Capital Works Program (COVID-19)	\$339,455	\$339,445	\$0	\$0
23398	Launceston City Heart St John Street Central North Redevelopment	\$1,161,500	\$120,545	\$0	\$1,040,955
24140	Albert Hall Upgrade and Refurbishment	\$10,000,000	\$0	\$460,000	\$10,460,000
	<b>TOTALS</b>	<b>\$11,500,955</b>	<b>\$460,000</b>	<b>\$460,000</b>	<b>\$11,500,955</b>

**The project scope of works:**

Additional funding of \$460,000 is required to undertake the Albert Hall Upgrade and Refurbishment project.

It has been determined that these funds can be sourced from the Accelerated Capital Works Program project funds, along with council funding allocated against the Launceston City Heart St John Street Central North Redevelopment project which has not progressed yet.

Project Number	Project Description	Current Approved Amount	Transfer From	Transfer To	New Budget
24328	Major Road Reconstruction Program	\$1,410,930	\$482,435	\$0	\$928,495
24199	Olive Street Pavement Rehabilitation	\$0	\$0	\$482,435	\$482,435
	<b>TOTALS</b>	<b>\$1,410,930</b>	<b>\$482,435</b>	<b>\$482,435</b>	<b>\$1,410,930</b>

**The project scope of works:**

The Olive Street Pavement Rehabilitation project is to be funded out of the Major Road Reconstruction Program project.

**ECONOMIC IMPACT:**

Not considered relevant to this report.

**19.2 2021/2022 Budget - Budget Amendments ...(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:**

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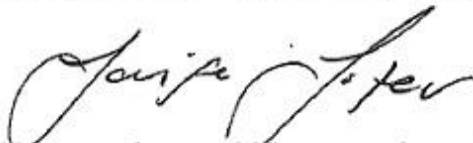
**BUDGET & FINANCIAL ASPECTS:**

As per the 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**

No Items have been identified as part of this Agenda

**21 CLOSED COUNCIL**

No Closed Items have been identified as part of this Agenda

**22 MEETING CLOSURE**