



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
THURSDAY 5 MAY 2022
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: 5 May 2022

Time: 1.00pm

Certificate of Qualified Advice

Background

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

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

Certification

I certify that:

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



Michael Stretton
Chief Executive Officer

AUDIO of COUNCIL MEETINGS

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

This Council Meeting will be streamed live to and can be accessed at:
www.launceston.tas.gov.au/Council/Meetings/Listen .

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.

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, 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.

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.

ORDER OF BUSINESS

1. OPENING OF MEETING - ATTENDANCE AND APOLOGIES	7
2. MAYORAL ACKNOWLEDGEMENTS	7
3. DECLARATIONS OF INTEREST	7
4. CONFIRMATION OF MINUTES	7
5. COUNCIL WORKSHOPS.....	8
5.1. Council Workshop Report - 5 May 2022	8
6. COUNCILLORS' LEAVE OF ABSENCE APPLICATIONS.....	10
7. COMMUNITY REPORTS	10
8. PUBLIC QUESTION TIME	11
8.1. Public Questions on Notice.....	11
8.1.1. Public Questions on Notice - Kirsten Ritchie - Homelessness in Launceston - 21 April 2022.....	11
8.2. Public Questions Without Notice	14
9. PLANNING AUTHORITY	15
9.1. DA0108/2022 - 45-55 Tamar Street, Launceston - Community Museum and Entertainment and Food Services - Redevelop the Eastern Wing of Albert Hall Involving Demolition, Construction of a New Building Extension to Provide Upgraded Facilities, Interior AI	15
9.2. DA0093/2022 - 16 Clovis Court, St Leonards - Retrospective Application - Residential - Change of Use to a Respite Centre.....	34
9.3. DA0098/2022 - 2A My Street, Launceston - Residential - Demolish Two Outbuildings and Construction of a Dwelling.....	42
10. ANNOUNCEMENTS BY THE MAYOR	55
11. COUNCILLORS' REPORTS	56
12. QUESTIONS BY COUNCILLORS.....	56
12.1. Councillors' Questions on Notice	56
12.2. Councillors' Questions Without Notice	56

13. NOTICES OF MOTION.....	57
13.1. Notice of Motion - Councillor D G Gibson - Launceston Pump Track - 13 April 2022	57
13.2. Notice of Motion - Councillor A G Harris - Waiving of Development Application Fees for Public Art - 27 April 2022	60
13.3. Notice of Motion - Councillor T G Walker - Homelessness Action Plan - 27 April 2022	63
14. COMMITTEE REPORTS	66
14.1. Cultural Advisory Committee Meeting - 6 April 2022	66
15. INFRASTRUCTURE AND ASSETS NETWORK	68
15.2. Proposed Traffic Safety Measures, Windermere and Swan Bay Areas	70
16. ORGANISATIONAL SERVICES NETWORK.....	89
16.1. Lease - Tasmanian Dog Training Club Inc.	89
17. CHIEF EXECUTIVE OFFICER NETWORK.....	92
17.1. Local Government Board Review	92
17.2. Launceston Chamber of Commerce - Greening Launceston Memorandum of Understanding	95
18. MEETING CLOSURE	99
19. NEXT COUNCIL MEETING DATE	99

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 21 April 2022 be confirmed as a true and correct record.

5. COUNCIL WORKSHOPS

Local Government (Meeting Procedures) Regulations 2015 - Regulation 8(2)(c)

5.1 Council Workshop Report - 5 May 2022

FILE NO: SF4401

AUTHOR: Anthea Rooney (Council and Committees Officer)

GENERAL MANAGER APPROVAL: Louise Foster (Organisational Services Network)

DECISION STATEMENT:

To consider Council Workshops conducted since the last Council Meeting.

RELEVANT LEGISLATION:

Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015*

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 28 April 2022:

Veolia Australia

Veolia Australia provided Councillors with an update of current operations.

UTAS Stadium Redevelopment and AFL Taskforce Updates

Councillors were provided with updates on the redevelopment at UTAS Stadium and the AFL Taskforce.

Youth Advisory Group 2021 Annual Report

Councillors received the Youth Advisory Group's 2021 Annual Report.

Cityprom (Central Launceston Marketing Inc.) Futures Project

Councillors received an update on the progress of the Cityprom (Central Launceston Marketing Inc.) Futures Project.

Salary and Wages - Impacts on Long Term Financial Plan

Councillors discussed the impact of salary and wages on the Long Term Financial Plan.

Homelessness in Launceston Discussions

Councillors discussed the issues of homelessness in Launceston.

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.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

Nil

6. COUNCILLORS' LEAVE OF ABSENCE APPLICATIONS

Local Government (Meeting Procedures) Regulations 2015 - Regulation 8(2)

No Councillors' Leave of Absence Applications have been identified as part of this Agenda.

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).

7.1 Ben Clark (Volunteer Coordinator) and Julie Sanderson (Mobilisation Coordinator) - Australian Red Cross

Ben and Julie will provide information to Council on the Australian Red Cross' 50 ways to do more good community action and the launch of this campaign at the *Hands up for Humanity* event on 17 May 2022.

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)

8.1.1 Public Questions on Notice - Kirsten Ritchie - Homelessness in Launceston - 21 April 2022

FILE NO: SF6381

AUTHOR: Anthea Rooney (Council and Communities Officer)

CHIEF EXECUTIVE OFFICER: Michael Stretton

QUESTIONS and RESPONSES:

The following question, asked at the Council Meeting on 21 April 2022 by Kirsten Ritchie, has been answered by Dan Ryan (General Manager Community and Place Network).

Questions:

1. When is action going to start to happen - what is the date and how long is this going to take?

Response:

The City of Launceston (CoL) sincerely thanks the various community members who took the opportunity to speak at the most recent Council Meeting held on 21 April 2022. Those who spoke brought a very wide range of issues relating to homelessness to the attention of Councillors and the general public.

Many of these issues lie outside the standard remit of local councils, however, the CoL has committed to exploring actions to ease the burden of those sleeping rough in Launceston.

Currently support service organisations like St Vincent de Paul, the Salvation Army, Launceston City Mission, the Launceston Benevolent Society, Strike it Out, Headspace, and others provide a wide range of assistance to the homeless community in Northern Tasmania, including food parcels, financial assistance, employment assistance, family and domestic violence support, clothing, outreach trailers, emergency transport and advocacy.

Whilst the responsibility for the provision of public housing and mental health services rests with the State Government, the CoL is actively seeking to partner with the State Government and crisis and support service providers to:

- *develop an evidence base for the scale and causes of homelessness in Northern Tasmania;*
- *better understand which demands are not currently being met by crisis and community support services or the State Government; and*
- *assist in the development of a strategic multi-agency approach to support those sleeping rough in our community.*

Homelessness is a complex issue and there are many factors which need to be considered when determining potential solutions.

The CoL believes that the best outcomes will be achieved through a collaborative approach which includes leveraging the skills, experience and knowledge of service providers that are currently working so passionately within this area, and importantly seeking the input of those who are most directly impacted - Launceston's homeless community. The CoL understands and appreciates the need for timely action.

A range of short term solutions are currently being instigated. This includes the provision of fully serviced, portable toilets, portable shower units, bins and waste management at designated locations across the City.

The CoL will seek to formalise the existing Homelessness Response Committee, on which City of Launceston is represented, by transitioning into a formal Council Committee. It is intended that this approach will support an increased level of visibility, accountability and collaboration between the various stakeholders in its continued efforts to address the issue of homelessness in Launceston.

The CoL has also commenced an audit of the Council's-owned infrastructure across the municipality which may identify potential spaces for service providers to utilise in the provision of support initiatives.

Through an educated, collaborative and needs focussed approach, the CoL is eager to play a constructive role in the provision of short-, medium- and long-term solutions for the homeless community.

Housing Connect is the key point of contact for Tasmanians requiring a range of housing assistance. Housing Connect provides immediate assistance, assessment and referral for Tasmanians in need. Housing Connect identifies and prioritises peoples' housing needs, provides information about their housing options and choices and connects them to additional services as required.

Housing Connect can help with:

- *applying for social housing and other housing assistance.*
- *support and advice with private rental, including bond and rent arrears.*
- *finding a bed for the night.*
- *support and advice on how to stay in your home.*
- *seeking assistance following family violence.*
- *information and advice on housing options.*

Housing Connect operates 24 hours a day, seven days a week, and can be contacted on 1800 800 588. More information can be found at:

<https://www.communities.tas.gov.au/housing/housing-connect>

8.2 Public Questions Without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(2)(b)

9. PLANNING AUTHORITY

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.

9.1 DA0108/2022 - 45-55 Tamar Street, Launceston - Community Museum and Entertainment and Food Services - Redevelop the Eastern Wing of Albert Hall Involving Demolition, Construction of a New Building Extension to Provide Upgraded Facilities, Interior Alterations to the Hall, Vegetation Removal and Alterations to Car Parking and Pedestrian Access at 45-55 Tamar Street, Launceston

FILE NO: DA0108/2022

AUTHOR: Ashley Brook (Planning Consultant)

GENERAL MANAGER APPROVAL: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

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

PLANNING APPLICATION INFORMATION:

Applicant:	Commercial Project Delivery
Property:	45-55 Tamar Street, Launceston
Zoning:	Recreation
Receipt Date:	4/03/2022
Validity Date:	8/03/2022
Further Information Request:	17/03/2022
Further Information Received:	23/03/2022
Deemed Approval (extension granted):	5/05/2022
Representations:	Six

RELEVANT LEGISLATION:

Land Use Planning and Approvals Act 1993
Launceston Interim Planning Scheme 2015
Food Act 2003
Environment Protection and Biodiversity Conservation Act 1999
Historic Cultural Heritage Act 1995

STANDARDS REQUIRING PLANNING DISCRETION:

Standard

- 18.3.1 Hours of operation P1
- 18.4.1 Building height, setback and siting P1
- 18.4.2 Landscaping P1
- E6.5.1 Car parking numbers P1.1
- E6.6.5 Bicycle facilities P1
- E7.6.2 Scenic management areas P1
- E13.6.1 Demolition P1
- E13.6.4 Site coverage P1
- E13.6.5 Height and bulk of buildings P1
- E13.6.6 Site of buildings and structure P1
- E13.6.8 Roof form and materials P1
- E13.6.9 Wall materials P1
- E13.6.10 Outbuildings and Structures P1
- E13.6.11 Driveways and parking P1
- E13.6.12 Tree and vegetation removal P1

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 DA0108/2022 - Community Museum and Entertainment and Food Services - Redevelop the Eastern Wing of Albert Hall involving Demolition, Construction of a New Building Extension to Provide Upgraded Facilities, Interior Alterations to the Hall, Vegetation Removal and Alterations to Car Parking and Pedestrian Access at 45-55 Tamar Street, Launceston, subject to the following conditions:

1. ENDORSED PLANS AND DOCUMENTS

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

- a. Development Application submission, Prepared by Commercial Project Delivery, Project Name: Albert Hall Renewal Project, Dated March 2022.
- b. Heritage Impact Assessment, Prepared by Purcell, Project Ref. Albert Hall HIA, Dated 22/03/2022.
- c. Proposal Plans, Prepared by TERROIR, Project No. 20336, Revision A, Dated 3/03/2022, including:
 - i. Cover Sheet, Drawing No. 00-00;
 - ii. Context Plan - Existing, Drawing No. 00-01;
 - iii. Context Plan - Proposed, Drawing No. 00-02;
 - iv. Site Plan - Existing, Drawing No. 00-05
 - v. Site Plan - Demolition, Drawing No. 00-06;
 - vi. Site Plan - Proposed, Drawing No. 00-07;
 - vii. Basement Plan - Existing, Drawing No. 00-10;
 - viii. Ground Floor Plan - Existing, Drawing No. 00-11;
 - ix. First Floor Plan - Existing, Drawing No. DD-00-12;
 - x. Roof Plan - Existing, Drawing No. DD-00-13;
 - xi. Basement Plan - Demolition, Drawing No. 00-20;

- xii. Ground Floor Plan - Demolition, Drawing No. 00-21;
 - xiii. First Floor Plan - Demolition, Drawing No. 00-22;
 - xiv. Roof Plan - Demolition, Drawing No. DD-00-23;
 - xv. Basement Plan - Proposed, Drawing No. 00-30;
 - xvi. Ground Floor Plan - Proposed, Drawing No. 00-31;
 - xvii. First Floor Plan - Proposed, Drawing No. 00-32;
 - xviii. Roof Plan - Proposed, Drawing No. DD-00-33;
 - xix. External Elevations 01, Drawing No. 10-01;
 - xx. External Elevations 02, Drawing No. 10-02;
 - xxi. Building Sections 01, Drawing No. 10-20;
 - xxii. Building Sections 02, Drawing No. 10-21;
 - xxiii. Photomontage View 01, Drawing No. 40-01;
 - xxiv. Photomontage View 02, Drawing No. 40-02;
 - xxv. Materials Schedule, Drawing No. SCH-01, Pages 1 to 3.
- d. Development Application - Architectural Statement, Prepared by TERROIR, Project Name: Albert Hall Renewal, Dated 21/03/2022.
 - e. Landscape Design Report, Prepared by rush\white associates, Project Name; Albert Hall Renewal Project, Dated 3/03/2022.
 - f. Albert Hall Redevelopment - Traffic Impact Statement, Prepared by GHD, Project No. 12554315, Revision 2, Dated 17/03/2022.
 - g. Albert Hall Site Services Sketch, Prepared by JMG, Drawing No. SK-H01, Dated 1/09/2021.

2. HERITAGE

The development must be carried out in accordance with the conditions included on the Tasmanian Heritage Council's *Notice of Heritage Decision* for THC Works Ref. 6839, dated 22 April 2022 and attached to the permit, and specifically:

- a. (i) *Construction documentation must be developed with input of a suitably qualified heritage consultant to regard for the recommendations on page 19 of the Heritage Impact Assessment (Purcell, March 2022), and must include a methodology for dealing with the unanticipated discovery of archaeological material in the construction process.*
- (ii) *This documentation must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before construction work commences.*
Reason for Condition
To address details as yet insufficiently resolved that may otherwise result in detrimental impacts on the place's historic cultural heritage significance.
- b. (i) *Photo-voltaic panels installed on areas of roof that are visible from public vantage points must be laid parallel with the roof plane and be configured to complement the architectural composition; and,*
- (ii) *Details showing how this work is to be achieved must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before installation of the photo-voltaic panels commences.*
Reason for Condition
To ensure that the placement of photo-voltaic panels does not detract from the architectural quality of the proposed new addition and visually intrude on the heritage place.

3. PERFORATED METAL SCREENS

Prior to the issuing of any Building Approval, the specification of the final design of the perforated metal screens including aperture and patterning must be submitted to the Manager City Development for approval.

4. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2022/00354-LCC, Dated 21/03/2022 and attached to the permit.

5. LEGAL TITLE

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

6. HOURS OF CONSTRUCTION

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

Monday to Friday - 7am and 6pm

Saturday - 8am to 5pm

No works on Sundays and Public Holidays

7. HOURS OF OPERATION

Operating hours for the use, except for office and administrative tasks, must be between 6am and midnight; and

Operating hours for delivery vehicles must be between 8am and 10pm.

8. 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.

9. PARKING AREAS

The areas set aside for parking vehicles and access aisle as shown on the endorsed plans must be designed to be consistent with the following:

- a. AS/NZS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site;
- b. AS/NZS 2890.3 - 1993 Parking facilities - Bicycle parking facilities;
- c. AS/NZ 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities; and
- d. 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.

10. PARKING AREA CONSTRUCTION

Prior to the commencement of the use, the areas set aside for parking vehicles and access aisle as shown on the endorsed plans must:

- a. be properly constructed to such levels that they can be used in accordance with the plans;
- b. be surfaced with an impervious all weather seal;

- c. be adequately drained to prevent stormwater being discharged to neighbouring property;
- d. be line-marked or otherwise delineated to indicate each car space and access lanes.

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

11. 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.

12. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

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

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

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

13. 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. FACILITIES AND HIGHWAYS BY-LAW

Prior to the placement of any skip bin, security fencing, hoarding, shipping containers, site offices or amenities within a local highway, the person, corporation or other legal entity must seek and have issued a permit pursuant to the Facilities and Highways By-Law (No. 1 of 2021). No such items are to be placed within the road reserve without approval.

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 re provision of reticulated gas network.
- b. be prepared strictly in accordance with the Tasmanian Subdivision Guidelines and the LGAT-IPWEA Tasmanian Standard Drawings applicable at the date of submission of the plans.
- c. be prepared by a suitably qualified and experienced engineer or engineering consultancy.
- d. be accompanied by:
 - i. an estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
 - ii. a fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections, practical completion and final inspections.

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. Cimitiere Street
 - i. provision of a two raised accessible parking spaces located on the southern side of Cimitiere Street adjacent to the entrance to City Park complete with all necessary signage and linemarking in accordance with AS2890.6.
 - ii. relocation of the inbound Metro bus stop on the southern side of Cimitiere Street to the east.
 - iii. all necessary alterations of the existing on street parking bays and associated signage to facilitate the above provision.
- b. City Park
 - 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.

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; and
- d. practical completion and after a 12 months defects liability period the final inspection and hand-over.

17. 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 DA0108/2022. 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 Tasmanian Civil and Administrative Appeal Tribunal (TASCAT) is withdrawn or determined; or*
- c. Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. Any other required approvals under this or any other Act are granted.*

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

B. Restrictive Covenants

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

If the proposal is non-compliant with any restrictive covenants, those restrictive covenants should be removed from the title prior to construction commencing or the owner will carry the liability of potential legal action in the future.

C. Appeal Provisions

A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Tasmanian Civil and Administrative Tribunal (TASCAT).

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 Tasmanian Civil and Administrative Tribunal (TASCAT) website www.tascat.tas.gov.au <<http://www.tascat.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

Design and fit-out of food premises must comply with the National Construction Code TAS Part H102 and be approved by council as part of the Building Application process. All food businesses must also be registered with the Council in accordance with the Food Act 2003 prior to commencing operations.

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

REPORT:

1. THE PROPOSAL

The development application relates to Stage 3 of the Albert Hall Renewal Project. Stages 1 and 2 relate to other maintenance and upgrades internally within the Hall, which are undergoing a separate design and approval process.

Stage 3 will redevelop the eastern wing of the Hall to provide improved facilities and connectivity with City Park. It will include demolition works, construction of a new building extension, interior alterations to the Hall, vegetation removal and alterations to car parking and pedestrian access.

Specific details of the proposed use and development included in the application are provided below.

Demolition

The demolition associated with the proposed redevelopment will mostly relate to the existing eastern wing (circa 1980s) of the Albert Hall. This will include demolition of existing facilities within the eastern wing such as the foyer, Pioneer's Lobby and Victoria's Café (including kitchen) at ground floor level, the Settler's Lobby and Tamar Valley Centre at first floor level and amenities, storage and circulation on each level.

The proposed demolition works seek to retain most of the footprint of the basement level. This will mitigate inground work within an area marked *potential for survival of structural remains* in the *Launceston City Park: Conservation Management Plan Vol.1* (Knaggs, Sheridan, Austral Archaeology and Skeggs, 2006) (referred to hereafter as the *City Park CMP* (2006)).

The demolition works will also include non-original fabric in the northern wing including the female and accessible toilets adjacent to the George Bass Foyer at ground floor level and male toilets and basement level. This will likely extend to the removal of non-original fixtures and finishes such as carpets, false ceilings and building services.

Additionally, the demolition associated with the proposal will involve fabric of significance, including removal of:

- an external fire stair and door to basement level of the eastern wing, which is within the expanded footprint of the new extension (at ground floor level) and will be replaced by a new fire exit to the south of the basement;
- partition walls below the stairs connecting the ground and first floor levels of the northern wing, which is required as part of a fire engineered solution; and
- doors, windows and sections of brick wall at ground floor level, and a section of brick wall at basement level, in the eastern elevation of the Main Hall associated with improved stage access.

Construction of a New Building Extension to Provide Upgraded Facilities

The proposed extension will involve the construction of a new eastern wing to the Albert Hall. This will include a new reception, foyer, café and function kitchen at ground floor level, a new foyer and meeting room at first floor level and amenities, storage and circulation on each level.

The changes in floor area associated with the redevelopment of the eastern wing are summarised in the following table.

Facility	Floor level	Floor area		
		Existing	Proposed	Change
Reception	Ground floor	0m ²	33m ²	33m ²
Foyer		160m ²	389m ²	229m ²
Café		266m ²	94m ²	-172m ²
Function Kitchen		0m ²	58m ²	58m ²
Foyer	First floor	70m ²	130m ²	60m ²
Meeting Room		132m ²	112m ²	-20m ²

The redevelopment will result in a net increase of approximately 146m² of internal floor area excluding plant rooms, amenities and storage areas. The net change in floor area associated with the Food Service use class (ie. café) will be a reduction of 172m². The net change associated with the Community Meeting and Entertainment use class (ie. all other facilities listed in the table above) will be an increase of 360m².

Much of the floor area increase will be associated with the new foyer at ground floor level which will include a new entrance to the east and a vestibule linking into the eastern side of northern wing (George Bass Foyer).

The new extension will have a maximum building height of 9.35m. It has been designed to provide a more sympathetic relationship between the Hall and City Park. It will have a lower building height than the existing eastern wing and has been designed to sit below the parapet and cornice line of the Albert Hall, and below its eaves.

The new extension will be articulated in a manner that moderates towards City Park and Cimitiere Street. In particular, the curved form associated with the upper level will narrow towards the Park and provide visual separation from the northern and southern wings of the Hall. The roof associated with the new eastern foyer will lower in a north-easterly direction towards Cimitiere Street.

Interior Alterations to the Hall

The interior alterations will involve:

- opening up of the George Bass Foyer at ground floor level in the northern wing including demolition of the female and accessible toilets to create a single large entrance foyer, and replacement of amenities with storage space at basement level; and
- provision of universal access to the stage from within the redeveloped eastern wing.

Vegetation Removal

The proposed redevelopment will involve vegetation removal within or adjacent to the footprint for the new building extension and new ramp and walkway access to the eastern entrance. This includes 10 existing trees that will be completely removed, two which will be transplanted and relocated off-site by the Council and one tree that will be transplanted within proposed landscaping area. The trees identified for removal are not identified as being significant or commemorative plantings in the *City Park CMP (2006)*.

The application includes a landscape design within an accompanying Landscape Design Report. The key design objective is to re-establish the connection between the Hall and the Park. This includes the reinstatement of key views to the rear of the Hall through a combination of vegetation removal and establishment of new landscaped areas including a park terrace, lawn area and garden beds.

Alterations to Car Parking and Pedestrian Access

The proposal will retain the existing vehicle accesses adjacent to the Hall in Cimitiere Street and Tamar Street.

The nine existing parking spaces to the north-east of the Hall will be removed and two accessible spaces will be reinstated. Additionally, four bicycle hoops with two General Power Outlet (GPOs) for e-bike charging will be provided adjacent to the pedestrian access closest to the Hall in Cimitiere Street.

A redeveloped loading bay is proposed at the existing site of the loading dock to the south of the eastern wing, accessed from Tamar Street.

The proposal includes a new ramp and walkway access to the eastern entrance to the new extension which will integrate with an existing pedestrian access within the park. The ramp will provide DDA compliant access into the George Bass Foyer via the ground floor foyer and vestibule in the new extension.

Additionally, accessibility will be improved by shifting the eastern entrance and amenities centrally within the redeveloped eastern wing. The new lift will provide equal access between all levels including the stage level.

2. LOCATION AND NEIGHBOURHOOD CHARACTER



Albert Hall, 45-55 Tamar Street, Launceston (not to scale)

The Albert Hall is located in the north-west corner of the land at 45-55 Tamar Street, Launceston. The land is comprised in Certificate of Title Volume 50902 Folio 1 and encompasses an area of 6ha, including City Park. It is bounded by Tamar Street to the west, Cimitiere Street to the north, Lawrence Street to the east and Brisbane Street to the south.

The buildings and their immediate surrounds in the western portion of the site, including the Albert Hall, Park Superintendent's Cottage, Macaque Enclosure and Design Centre of Tasmania, are within a Recreation Zone. The remaining land within the site, associated with City Park, is zoned Open Space.

The entire site is within a Scenic Management Area - Central Hills Precinct as shown on the Planning Scheme overlay maps.

The Albert Hall is listed on the Tasmanian Heritage Register (THR) as part of the consolidated City Park Complex (Place ID 11799). The entire site also forms part of a listing in Table E13.2 Local Heritage Places in the Local Historic Cultural Heritage Code of the Planning Scheme.

The THR datasheet, which is informed by the *City Park CMP* (2006) includes the following description for the Hall:

The Albert Hall is a three-storey Victorian Academic Classical building purpose built as an exhibition hall in 1891. It features a highly decorative parapet, prolific use of pediment detail and rendered banding. The roof features a domed tower and gilded ball finial. The interior includes a stage, decorative ceiling and balconies with cast iron decorative treatment. The interior of the Albert Hall contains a Brindley water-organ dating to 1861, rare on a national scale. At the rear of the hall is a 1980 extension which is not considered of heritage significance. Adjacent are three outbuildings including the building said to be former stables (Artist in Residence building in Knaggs, Sheridan et al, 2006:64), circa 1948 radio station building and circa 1962 Crib Room building. The exact nature/relationship between these three buildings and the Albert Hall/Superintendent's Cottage seems fluid throughout their history.

The Albert Hall is owned by the City of Launceston and includes a number of spaces that are available for meetings, functions, conferences, exhibitions and performances. This includes the Main Hall, the Pioneer Lobby and Tamar Valley Room in the eastern wing and the John Duncan Room in the northern wing. The eastern wing also includes a café.

The site is located to the north-east of the central business district. The land immediately opposite the Albert Hall in Tamar Street and Cimitiere Street is zoned Urban Mixed Use. In Tamar Street, this includes predominantly a mix of commercial uses (retail establishments, food services, offices and visitor accommodation), whilst residential dwellings are also present.

In Cimitiere Street, it includes retail uses and offices near the intersection with Tamar Street (Milledge Lane) and the former Gasworks site that is progressively being converted into a mixed use precinct. The land on the eastern side of Tamar Street, further to the north of Milledge Lane, includes a day respite centre and a childcare centre.

The land surrounding the overall site, including City Park, similarly includes a mix of uses. This includes the University of Tasmania facilities currently being developed to the east of Willis Street and commercial uses further to the north-east along Cimitiere Street.

Residential dwellings within the Inner Residential Zone are located to the east of Lawrence Street. The land to the south of Brisbane Street is predominantly zoned Inner Residential. It includes a mix of residential and visitor accommodation uses primarily, and other commercial uses involving food services, retail and offices.

3. PLANNING SCHEME REQUIREMENTS

The assessment against the Launceston Interim Planning Scheme 2015 is detailed in Attachment 1.

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure and Assets Network	Conditions recommended.
Environmental Health	Conditions recommended.
Heritage/Urban Design	Comments provided in relation to additional information requirements, which have been addressed, and ensuring the recommendations in the Heritage Impact Assessment are incorporated into the permit. Additionally, it was recommended that the final design of the perforated metal screens should be provided.
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2022/00354-LCC, dated 21/03/2022.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	Application referred to the Tasmanian Heritage Council and conditional consent provided by <i>Notice of Heritage Decision</i> for the THC Works Ref. 6839, dated 22/04/2022.
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 26 March to 11 April 2022. The Council's website experienced technical difficulties on 9 April 2022 and the application was unavailable for viewing for a period of approximately 36 hours, therefore, the period for representations was subsequently extended until 14 April 2022.

Representations were received from six different persons or entities. This included multiple representations from some persons and entities. The issues raised in the representations 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.

Issue 1

Concern that the draft Albert Hall Conservation Management Plan (2021), cited in the accompanying Heritage Impact Assessment and prepared by the same consultant, has not yet endorsed by Council or been subject to public comment.

Response 1

The Heritage Impact Assessment (HIA) includes a single reference to the draft Albert Hall Conservation Management Plan (2021) in the Introduction on p1 of the document. The references otherwise are exclusively to the City Park CMP (2006), including in the consideration of the Local Historic Cultural Heritage Code in the Planning Scheme and The Works Guidelines for Historic Heritage Places (2015) prepared by the Tasmanian Heritage Council. The City Park CMP (2006) has informed the THR datasheet for the place, which includes the Albert Hall, and the HIA that accompanies the application.

Issue 2

Concern that The Albert Hall Conservation Management Plan (2011), which is endorsed by Council, is not supportive of the demolition of the existing eastern wing (c.1980s).

Response 2

The Albert Hall Conservation Management Plan (2011), on page 25, identifies that “The addition of the East Wing convention centre in 1980 although noted, does not form part of the Conservation Management Plan fabric and has not been recorded in any detail”. Further, on page 43, the existing eastern wing is identified as having “Little” significance which according to the definition on page 41 of the documents means it relates to “Components which neither detract from nor contribute to the overall significance of the place”.

Issue 3

Concern that the existing eastern wing is described in the application as not being sympathetic to the original design of the Albert Hall or City Park.

Response 3

As identified in the accompanying Heritage Impact Assessment, the City Park CMP (2006) states that opportunities should be explored for a more sympathetic and mutually beneficial relationship between the Albert Hall and City Park. Additionally, the City Park CMP (2006) on page 14 states that “Redesign of the conference and cafe extensions to the Albert Hall may enhance heritage values and strategic outcomes through adopting a more sympathetic treatment”.

Issue 4

Concern that the new building extension will not be a sensitive addition to the Albert Hall, and does not comply with the relevant Planning Scheme provisions of the Historic Cultural Heritage Act 1995.

Response 4

The proposed redevelopment has been assessed against the applicable standards in the Local Historic Cultural Heritage Code of the Planning Scheme. The accompanying Heritage Impact Assessment also includes consideration of The Works Guidelines for Historic Heritage Places (2015), which have been prepared under the provisions of the Historic Cultural Heritage Act 1995. The redevelopment has been subject of an assessment process by the Tasmanian Heritage Council.

Issue 5

The place is also recognised nationally and there are requirements under the Environment Protection and Biodiversity Conservation Act 1999.

Response 5

The place is not included on National Heritage List or the Commonwealth Heritage List and there are no applicable requirements under the Environment Protection and Biodiversity Conservation Act 1999.

Issue 6

Concern that funding for the project, which mostly originates from the lead-up to last Federal Election, would be better allocated to projects of greater community interest.

Response 6

A development application has been lodged for the proposal under the Land Use Planning and Approvals Act 1993. Under the Planning Scheme, the planning authority may only consider matters that are relevant to the permit application. These are identified under the applicable provisions in the Planning Scheme, which have been considered. It is noted that while the representation does not agree with the allocation of funding for the proposal, this is not a matter that bears upon the application in terms of the planning assessment.

Issue 7

Query whether the identified Stages 1 and 2 are covered by the current funding arrangements.

Response 7

Having regard to the comments in Response 6, it is noted that the funding arrangements referred to in the representation encompass Stages 1, 2 and 3.

Issue 8

Concern regarding to the vegetation removal associated with the proposal.

Response 8

The proposed redevelopment will involve vegetation removal within or adjacent to the footprint for the new building extension and new ramp and walkway access to the eastern entrance. The trees identified for removal are not identified as being significant or commemorative plantings in the City Park CMP, 2006.

The application includes a landscape design within an accompanying Landscape Design Report. The key design objective is to re-establish the connection between the Hall and the Park. This includes the reinstatement of key views to the rear of the Hall through a combination of vegetation removal and establishment of new landscaped areas including a park terrace, lawn area and garden beds.

The proposed vegetation removal has been identified to comply with the applicable Planning Scheme standards including Performance Criteria P1 in Clause 18.4.2 (Landscaping), Clause E7.5.2 (Scenic management areas) and Clause E13.6.12 (Tree and vegetation removal).

Issue 9

Concern regarding the reduction in the parking area to the north-east of the Albert Hall.

Response 9

Parking in the identified area will be limited to two accessible spaces associated with the provision of DDA compliant access and is intended to respond to limitations on such parking provision in the area. The accompanying Landscape Design Report identifies new garden beds surrounding the reduced parking area.

An appropriate level of off-site parking will be available to meet the needs of the uses associated with the Albert Hall. This includes the availability of off-street parking spaces located in the vicinity within four car parks, and on-street parking located in the vicinity. A survey undertaken in conjunction with preparing the accompanying TIA identified that an acceptable number of on-street parking vacancies was present throughout the survey period which represents time periods with higher external parking demand.

The proposal has been identified to comply with the applicable Planning Scheme standards including Performance Criteria P1 in Clause E6.5.1 (Car parking numbers).

Issue 10

Concern regarding the absence of secure bicycle storage and end-of-trip shower facilities.

Response 10

The proposed bicycle parking will comprise four hoops to lock a bicycle to in accordance with AS 2890.3 - 1993.

The proposed redevelopment does not include dedicated shower and change room facilities. It is intended that toilet facilities would be used as changing facilities, if required. This is considered adequate and reasonable taking account of the nature of the uses, which predominantly involve persons attending site for short-medium term periods for meetings, functions, conferences, exhibitions and performances or visits to the café.

The proposal has been identified to comply with the applicable Planning Scheme standards including Acceptable Solution A2 in Clause E6.6.6 (Bicycle parking and storage facilities) and Performance Criteria P1 in Clause E6.6.5 (Bicycle facilities).

Issue 11

Concern regarding the loading dock facilities are not accessible for large vehicles.

Response 11

The applicable Planning Scheme provision in Clause E6.2.3.5 identifies that the provision of a loading bay is not required for uses within the Community Museum and Entertainment use class or Food Services uses class. Notwithstanding, delivery vehicles do access the site and there is an existing loading bay. The existing access arrangements will not be altered; however, the loading bay will be redeveloped in accordance with the acceptable solution requirements in Clause E6.6.4 (Loading bays) including the relevant AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

Issue 12

Concerns regarding the process and apparent lack of impartiality.

Response 12

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

In relation to a perceived lack of impartiality involving the author of the accompanying Heritage Impact Assessment, it is noted that the application has been subject of an assessment process by the Tasmanian Heritage Council.

Issue 13

Concern regarding lack of access to information relevant to the application.

Response 13

The application was placed on public exhibition in accordance with the requirements of the Land use Planning and Approvals Act 1993. This included the placing of the application documents on the Council's website for viewing by the public.

Issue 14

Concern that the proposal does not meet contemporary needs with a reference to matters including energy provision, water management, waste/resource management, cultural sensibilities and environmental impacts.

Response 14

As identified in the comments in Response 6, the planning authority may only consider matters that are relevant to the permit application. With the exception of vegetation removal, which is referred to in the representation in relation to environmental impacts, the matters do not bear upon the application in terms of the planning assessment. Vegetation removal is considered in the comments in Response 8.

Issue 15

Concerns/comments relating to the design including:

- **The apparent absence of multiple design options.**
- **The proposal is *squashed* into the north-east corner.**
- **The stage and its associated acoustics should be upgraded.**
- **The roof design is complicated and should be simplified to assist buildability.**
- **Difficulties arising from the long corridor at ground floor level between the function kitchen/amenities and Main Hall, and the location of the stair to the first floor level.**
- **Absence of any development in the void space (externally) to the south of the proposed meeting at first floor level.**
- **Opportunity to establish a permanent place to within the landscape area the east of the Albert Hall to acknowledge the Tasmanian Exhibition 1891/92.**
- **The roof line for the new building extension should be the same design of the original for the Exhibition.**

Response 15

Further to the comments in Response 6, the proposal described in the development application must be considered against the relevant matters under the Planning Scheme.

Notwithstanding, it is noted that:

- *It is understood that multiple concept designs were considered before the development application was prepared.*
- *Alternate siting options are limited by the corner site location, adjacent structures and landscapes of significance (City Park and outbuildings) and the importance of retaining a relationship with the historic entrances and street presentation of the Albert Hall.*
- *Upgrades involving the stage and its associated acoustics form part of Stages 1 and 2.*
- *Considering potential changes to the design concept, internally or externally, are matters that do not bear upon the application in terms of the planning assessment.*

Issue 16

Concern/comments regarding the absence of information on the proposal plans relating to mechanical services, and the existence of noise issues associated with the existing ventilation system for the Albert Hall.

Response 16

Mechanical services within the eastern wing will be redeveloped as part of the new extension. The plant room will remain at basement level of the redeveloped eastern wing. Other existing mechanical plant at ground floor level to the south-east of the redevelopment will be retained.

Mechanical plant and equipment will have adequate separation from sensitive uses nearby to the Albert Hall and surrounding City Park. It will not cause an unreasonable loss of amenity to sensitive uses.

The application has been identified to comply with the applicable Planning Scheme standards including Acceptable Solution A1 in Clause 18.3.2 (Mechanical plant and equipment).

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.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 the economic, environmental and social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Land Use Planning and Approvals Act 1993
Launceston Interim Planning Scheme 2015

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

1. DA0108/2022 - 45-55 Tamar Street, Launceston - Planning Scheme Assessment [9.1.1 - 26 pages]
2. DA0108/2022 - 45-55 Tamar Street, Launceston - Plans to be Endorsed [9.1.2 - 184 pages]
3. DA0108/2022 - 45-55 Tamar Street, Launceston - Notice of Heritage Decision [9.1.3 - 2 pages]
4. DA0108/2022 - 45-55 Tamar Street, Launceston - TasWater SPAN [9.1.4 - 2 pages]
5. DA0108/2022 - 45-55 Tamar Street, Launceston - Representations [9.1.5 - 38 pages]

9.2 DA0093/2022 - 16 Clovis Court, St Leonards - Retrospective Application - Residential - Change of Use to a Respite Centre

FILE NO: DA0093/2022

AUTHOR: Duncan Payton (Town Planner)

GENERAL MANAGER APPROVAL: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

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

PLANNING APPLICATION INFORMATION:

Applicant:	6ty° Pty Ltd
Property:	16 Clovis Court, St Leonards
Zoning:	General Residential
Receipt Date:	24/02/2022
Validity Date:	21/03/2022
Further Information Request:	N/A
Further Information Received:	N/A
Deemed Approval:	9/05/2022
Representations:	Three

RELEVANT LEGISLATION:

Land Use Planning and Approvals Act 1993
Launceston Interim Planning Scheme 2015

STANDARDS REQUIRING PLANNING DISCRETION:

10.4.13 Location of car parking

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 DA0093/2022 - Residential - Change of use to a respite centre at 16 Clovis Court, St. Leonards, subject to the following conditions:

1. ENDORSED PLANS AND DOCUMENTS

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

- a. Cover Sheet, prepared by MJ Architecture, project no. 2117, change of use at 16 Clovis Court, St Leonards, page D00.00, revision 00, dated 15/12/2021.
- b. Site Plan, prepared by MJ Architecture, project no. 2117, change of use at 16 Clovis Court, St Leonards, page D01.01, revision 00, dated 15/12/2021.

- c. Existing Ground Floor Plan House, prepared by MJ Architecture, project no. 2117, change of use at 16 Clovis Court, St Leonards, page D01.02, revision 00, dated 15/12/2021.
- d. Existing First Floor Plan House, prepared by MJ Architecture, project no. 2117, change of use at 16 Clovis Court, St Leonards, page D01.03, revision 00, dated 15/12/2021.
- e. Existing Ground and First Floor Plans Garage, prepared by MJ Architecture, project no. 2117, change of use at 16 Clovis Court, St Leonards, page D01.04, revision 00, dated 15/12/2021.

2. PARKING PROHIBITION

Parking or storage of vehicles is prohibited in the area north of the driveway and east of the garage without the further written approval of the Manager City Development.

3. BICYCLE PARKING

Within one month of the permit taking effect, secure parking for two bicycles must be provided within or adjacent to the garage or residential building.

4. LEGAL TITLE

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

5. DRIVEWAY AND PARKING AREA CONSTRUCTION

Within one month of the permit taking effect, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must:

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

Parking areas and access lanes must be kept available for these purposes at all times and maintained for the life of the development.

6. 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.

7. 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.

Notes

A. General

This permit was issued based on the proposal documents submitted for DA0093/2022. 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 Tasmanian Civil and Administrative Appeal Tribunal (TASCAT) is withdrawn or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

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

B. Restrictive Covenants

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

If the proposal is non-compliant with any restrictive covenants, those restrictive covenants should be removed from the title prior to construction commencing or the owner will carry the liability of potential legal action in the future.

C. Appeal Provisions

A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Tasmanian Civil and Administrative Tribunal (TASCAT).

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 *Tasmanian Civil and Administrative Tribunal (TASCAT)* website www.tascat.tas.gov.au <<http://www.tascat.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.

REPORT:

1. THE PROPOSAL

Retrospective approval is sought for the change in use from single dwelling to respite centre at 16 Clovis Court, St Leonards. The respite centre will provide six bedrooms for clients and will also provide day time activity and professional care for those clients.

It is noted that the use as a single dwelling ceased around one year ago and the use as a respite centre started shortly thereafter. Upon being brought to the Council's attention, the proponents were advised of the requirement for planning approval and the current application was lodged.

Relevantly, the use of the premises as a base for service provision by staff members to off-site clients is not proposed in this application and that use has been transferred to another site, the subject of a separate application.

It is relevant to note that, as a change in use, from one residential activity to another residential activity, the majority of the use and development provisions of the General Residential zone do not apply pursuant to Tables 10.3 and 10.4 of the scheme.

2. LOCATION AND NEIGHBOURHOOD CHARACTER



16 Clovis Court, St Leonards (not to scale)

The subject site is an irregularly shaped lot of 4448m², located at the south-western end of 115m cul-de-sac known as Clovis Court.

The site contains a large two-storey dwelling and a separate two-storey garage building, both located in the relatively level front half of the lot. The rear half of the lot falls to the south-west with a gradient of around 14 %.

The site is connected to the public stormwater, water and sewerage systems.

Clovis Court is a short cul-de-sac, of thirteen single dwellings, located on the western side of St. Leonards Road, immediately south of the St Leonards Primary School. The character of the immediate area is suburban residential.

3. PLANNING SCHEME REQUIREMENTS

The assessment against the Launceston Interim Planning Scheme 2015 is detailed in Attachment 1.

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure and Assets Network	Conditions recommended.
Environmental Health	N/A
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	N/A
State Growth	N/A
TasFire	N/A
Tas Heritage Council	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 26 March to 11 April 2022. 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.

Issue 1

Until No.16 started operating, without approval, as an NDIS facility, Clovis Court was a quiet and peaceful street. The volume of traffic to this facility has changed the nature of the street.

Response 1

It is acknowledged that the use of the premises started without approval and without the knowledge of the Council. That use included five bedrooms of respite care plus a more extended office component providing for the off-site care of a number of other clients. This function included five staff members travelling to and from the site several times per day. As this component is proposed to be operated from another site, the applicants anticipate around 28 vehicle movements per day. Whilst this number of average daily movements is what would be expected from three dwellings, it is noted that the site is some 4448m² and could potentially accommodate ten multiple dwellings as a permitted use and development, generating around 90 vehicle movements daily. Clovis Court presents as a quiet residential street and notwithstanding that, the use of number 16 has clearly increased the daily traffic volume, this is well within the capacity of the street.

Issue 2

The operation of this facility without the residents in the street having an opportunity to object is unacceptable.

Response 2

Agreed. The current application is the result of action undertaken by the Council's compliance team following queries from members of the public.

Issue 3

There are errors in the applicants supporting report that make it difficult to consider the proposal and lodge objections.

Response 3

The two examples provided in the representation are incorrect and the applicants report is correct in these instances.

Issue 4

Traffic movements are likely to be greater than those predicted in the applicants report. Perhaps around 100 movements and this will greatly impact upon the amenity and quality of life in Clovis Court.

Response 4

The suggestion of up to 100 daily vehicle movements is based on the applicant's advice that the facility will have up to eight staff members on site at any one time. The representor has projected this to mean three shifts of eight staff and made further allowance for additional day care recipients and car providers coming to the site. The applicants advise that no additional clients come for day activities and that the maximum of eight staff at any one time includes the provision of specialist services. Out of hours and overnight there will only be two or three staff members on site. As a result, the average number of vehicle movements daily is estimated to be less than 40.

Issue 5

Provision of respite care to people suffering permanent and significant disabilities is not appropriate in a quiet suburban street.

Response 5

Respite care is specifically included within the definition of residential use within the planning scheme and is, therefore, specifically considered an appropriate use for a residential area. If operated appropriately, there is no reason why the use of the premises for respite care will have any greater impact in a residential street than any other group or share house.

Issue 6

Is the principal use really Business and Professional Services, imposing even greater stress upon Clovis Court.

Response 6

No. The application is specifically for respite care. The administrative activities also proposed are incidental to the residential use of the premises for the provision of respite care.

Issue 7

The administrative space above the separate garage overlooks the adjoining rear yard and clothes line.

Response 7

The windows in the upstairs section of the garage are setback some 5m from the property boundary. The planning scheme considers a 3m setback from a side boundary to be sufficient to maintain privacy.

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.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 the economic, environmental and social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Land Use Planning and Approvals Act 1993
Launceston Interim Planning Scheme 2015

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

1. DA0093/2022 - 16 Clovis Court, St Leonards - Planning Scheme Assessment [9.2.1 - 5 pages]
2. DA0093/2022 - 16 Clovis Court, St Leonards - Plans to be Endorsed [9.2.2 - 5 pages]
3. DA0093/2022 - 16 Clovis Street, St Leonards - Representations [9.2.3 - 9 pages]

**9.3 DA0098/2022 - 2A My Street, Launceston - Residential -
Demolish Two Outbuildings and Construction of a Dwelling**

FILE NO: DA0098/2022

AUTHOR: Catherine Mainsbridge (Senior Town Planner)

GENERAL MANAGER APPROVAL: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

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

PLANNING APPLICATION INFORMATION:

Applicant:	Natalie Jayne Castle and Milan Paul Zizek
Property:	2A My Street, Launceston
Zoning:	Inner Residential
Receipt Date:	1/03/2022
Validity Date:	2/03/2022
Further Information Request:	04/03/2022
Further Information Received:	07/03/2022
Deemed Approval:	5/05/2022
Representations:	Six

RELEVANT LEGISLATION:

Land Use Planning and Approvals Act 1993
Launceston Interim Planning Scheme 2015

STANDARDS REQUIRING PLANNING DISCRETION:

11.4.22 Earthworks and retaining walls
11.4.3 Building envelope for single dwellings

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 DA0098/2022 Residential - Demolish two outbuildings and construction of a dwelling at 2A My Street, Launceston 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. Cover Page, Prepared by Building Designs and Drafting, Drawing No. P01, Sheet 1 of 12, Rev P2, Date: Feb 2022.

- b. Existing Site Plan, Prepared by Building Designs and Drafting, Drawing No. P02, Sheet 2 of 12, Scale 1:300@A3, Rev P2, Date: Feb 2022.
- c. Proposed Site Plan, Prepared by Building Designs and Drafting, Drawing No. P03, Sheet 3 of 12, Scale 1:200@A3, Rev P2, Date: Feb 2022.
- d. Ground Floor Plan, Prepared by Building Designs and Drafting, Drawing No. P04, Sheet 4 of 12, Scale 1:100@A3, Rev P2, Date: Feb 2022.
- e. First Floor Plan, Prepared by Building Designs and Drafting, Drawing No. P05, Sheet 5 of 12, Scale 1:100@A3, Rev P2, Date: Feb 2022.
- f. Second Floor Plan, Prepared by Building Designs and Drafting, Drawing No. P06, Sheet 6 of 12, Scale 1:100@A3, Rev P2, Date: Feb 2022.
- g. Typical Section, Prepared by Building Designs and Drafting, Drawing No. P07, Sheet 7 of 12, Scale 1:100@A3, Rev P2, Date: Feb 2022.
- h. Elevations, Prepared by Building Designs and Drafting, Drawing No. P08, Sheet 8 of 12, Scale 1:100@A3, Rev P2, Date: Feb 2022.
- i. Heights and Building Envelope, Prepared by Building Designs and Drafting, Drawing No. P09, Sheet 9 of 12, Scale 1:100@A3, Rev P2, Date: Feb 2022.
- j. Landscaping Plan, Prepared by Building Designs and Drafting, Drawing No. P10, Sheet 10 of 12, Scale NTS, Rev P2, Date: Feb 2022.
- k. Earthworks/Retaining Walls Plan, Prepared by Building Designs and Drafting, Drawing No. P12, Sheet 12 of 12, Scale 1:150 and 1:100@A3, Rev P2, Date: Feb 2022.

2. AMENDED PLANS REQUIRED

Prior to the commencement of any work, amended plans must be submitted to the satisfaction of the Council to delete the roof off the upper level deck and to replace the balustrading along the southern side of the decks with glass. Once approved, the amended plans will be endorsed by the Council and will then form part of the Permit.

3. LEGAL TITLE

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

4. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2022/00290-LCC, dated 18/03/2022 and attached to the permit.

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. SITE LANDSCAPING

The hedge along the rear boundary is to remain intact and be maintained (and replaced when necessary) as part of the residential development.

7. OVERLOOKING

Prior to the lodgement of the building plans the W5 and W15 on the eastern elevation must be shown to be non-openable.

8. DAMAGE TO THE COUNCIL'S INFRASTRUCTURE

The developer is liable for all costs associated with the repair of damage to the Council's infrastructure resulting from non-compliance with the conditions of the Planning Permit and any by-law or legislation relevant to the development activity on the site. Damage may also include the undertaking of unauthorised works to the Council's infrastructure such as driveways, footpaths and stormwater infrastructure. The developer will also be liable for all reasonable costs associated with the enforcement of compliance with the conditions, by-laws and legislation relevant to the development activity on the site.

9. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

The explicit permission of 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.

10. SINGLE STORMWATER CONNECTIONS

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

11. 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 Council 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.

12. SOIL AND WATER MANAGEMENT PLAN

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

13. AMENITY

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

14. NO BURNING OF WASTE

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

15. 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 DA0098/2022. 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 Tasmanian Civil and Administrative Appeal Tribunal (TASCAT) is withdrawn or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

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

B. Restrictive Covenants

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

If the proposal is non-compliant with any restrictive covenants, those restrictive covenants should be removed from the title prior to construction commencing or the owner will carry the liability of potential legal action in the future.

C. Appeal Provisions

A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Tasmanian Civil and Administrative Tribunal (TASCAT).

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 Tasmanian Civil and Administrative Tribunal (TASCAT) website www.tascat.tas.gov.au <<http://www.tascat.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. Heat Pump Use

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

F. 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.

REPORT:

1. THE PROPOSAL

Two outbuildings on the residential site are to be demolished and a single dwelling constructed.

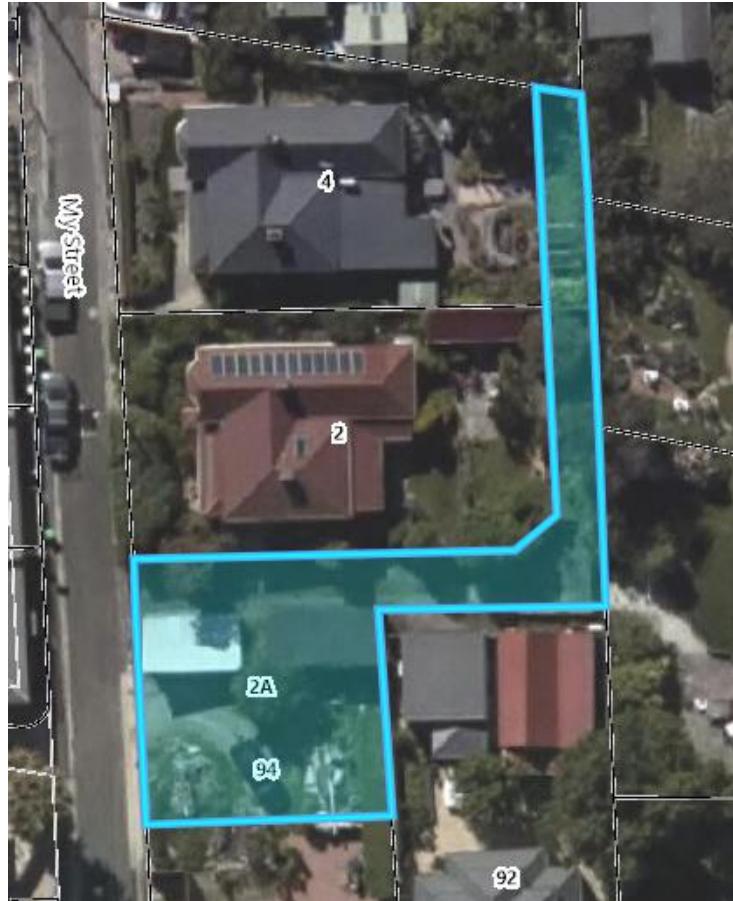
The site rises to the east from the street and is to be excavated up to a depth of 2.3m to allow the construction. The dwelling extends over three storeys but the upper levels occupy smaller footprints than the ground floor.

The ground floor has a footprint of approximately 98.6m² and is to contain a two car garage, the main entry, two bedrooms, a bathroom, laundry, toilet and store as a future lift. Stairs lead to the floors above.

The first floor contains an open plan kitchen, dining and living area with an approximate footprint of 74.5m² with a 31.9m² deck surrounding the north and west elevations.

Occupying an approximate area of only 43.8m², with a width to the frontage of only 4.77m, the upper level contains the main bedroom suite with a 2.125m wide deck off the front.

2. LOCATION AND NEIGHBOURHOOD CHARACTER



2a My Street, Launceston (not to scale)

The site is located just west of the ridge of the hill to the east of the central City between Arthur and Adelaide Street, Launceston. It was created following the subdivision of 94 Arthur Street, which is sited on the north-eastern corner of Arthur and My Street. The property has full frontage to My Street.

The property is on the higher side of the street, and rises through its depth. It contains two outbuildings and an L-shaped right of way which extends along the northern side boundary, adjoining 2 My Street and heads further north between the rear of 2 and 4 My Street and 12, 10 and 8 Stewart Street and the side of 6 My Street.

Development in the area is predominantly residential in the form of single dwellings. Some residential sites are utilised as visitor accommodation. As the area is close to the City centre there is also a number of heritage listed properties in the vicinity. At the northern end of My Street is Windmill Hill Reserve which contains a number of municipal recreation facilities.

3. PLANNING SCHEME REQUIREMENTS

The assessment against the Launceston Interim Planning Scheme 2015 is detailed in Attachment 1.

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure and Assets Network	Conditions recommended.
Environmental Health	Conditions recommended.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2022/00290-LCC, dated 18 March 2022.
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 March to 6 April 2022. Six representations were received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the representations received which are attached to this report.

<p>Issue 1 Visual impact of the when viewed from adjoining lots especially as the height of 8.5m at the front reaches the limit.</p>
<p><i>Response 1</i> <i>The maximum height of the top point of the skillion roof over the top level deck is 8.5m which meets the acceptable solution. The applicants removal of the roof over the upper level deck and alteration of the balustrading on the southern sides of the balcony decks to glass will reduce the bulk of the development fronting My Street.</i></p>

Issue 2

The third storey rear portion extends beyond the building envelope and as the block is narrow, it will be lesser setback than other houses in the street. As the upper level is not stepped in from the lower levels the visual bulk will not be reduced to adjoining lots and westerly views to the Gorge will be impacted. The proposed dwelling will be on a lot adjoining and directly down slope to the west and will not appear low level in nature as other buildings on adjacent lot and does not meet P1(a)(iii) in Clause 11.4.3.

Response 2

The rear of the third storey does encroach the rear setback for a width of 5m. At that point it adjoins an outbuilding on the neighbouring site at 92 Arthur Street and is approximately 31m away from the dwelling located on the property beyond fronting Stewart Street. Both properties are located on more elevated sites than the subject property. While view does form part of the amenity experience and warrants consideration, the proposal will not prevent any neighbouring property from retaining a wide western view across the City. The Stewart Street property does not adjoin the subject property but has a property between. The living areas within the dwelling are elevated and are orientated with direct views to Trevallyn over the vicinity of Tamar Marine. The lounge room aligns with the right of way along the northern side of 2a My Street. A view to the Gorge entrance is to the south-west and should not be totally lost from this more elevated property.

Issue 3

The name My Street was chosen by James Bennell as it was an access lane for houses he designed in Welman and Adelaide Street in the 1850s. Most houses in the street are older and although two more modern homes at 7 and 8 My Street have been built that does not justify another.

Response 3

The history of the street name is not a planning consideration. The site is vacant and is entitled to contain a dwelling.

Issue 4

Concern is raised of a loss of privacy due to the reduced rear setback and the size of windows W5 and W15.

Response 4

Windows with the rear elevation meet the acceptable solution. The windows will be fitted with obscure glass.

Issue 5

A number of representations were lodged when the block was subdivided. The size of the block includes associated right of ways but which should not be included.

Response 5

The lot size at 402m² does include the right of ways. At the same time, the density of development is approximately 24.16%. When the rights of way are excluded the density is 47.96% which is less than 50% and complies with the planning scheme.

Issue 6

The proposal will create a significant impact on the habitable rooms and private open space of 94 Arthur Street especially because of its bulk and height on such a small site.

Response 6

The proposed dwelling is directly north of the 94 Arthur Street, from which the subject site was subdivided and it will partially overshadow the undeveloped open space and three windows in the rear wall of the existing dwelling. The exhibited shadow drawings demonstrate at least three hours of sunlight to those windows and the rear yard between 9am and 5pm. The applicant has proposed to remove the roof off the upper level deck to alleviate the shadowing effect.

Issue 7

The proposal states the development is two storey (excavated into the ground) would be similar to a single storey dwelling. This is incorrect as the south western corner is excavated only 500mm. The first storey is 60% out of the ground.

Response 7

The extent of excavation increases with depth through the site and along the southern elevation (the common boundary with 94 Arthur Street) increases to 1.7m. The wall closest to 94 is only two storey. The top third storey is located on the northern side of the site, 3m from the southern wall of the floor below.

Issue 8

The shadow diagrams are not accurate.

Response 8

The initial shadow diagrams have been supplemented by some additional detail to further clarify the impacts of the proposal. The further drawings include the removal of the roof to the upper level deck. The applicants have considered concerns raised in the representations and to minimise impacts of overshadowing and impacts on the streetscape, have decided to remove the deck. A condition has been imposed to remove this element.

Issue 9

The property will have significant visual impact on adjoining properties and will create a sense of visual domination when viewed from 94 Arthur Street.

Response 9

As noted, the dwelling will only present as a two storey adjoining 94 Arthur Street. The proposed mid-level floor is similar to the ground floor level of 94 Arthur Street. A result of the site excavation the height above natural ground level is a maximum of 5.4m at the front south-western corner closest to the street, and decreases to 4.1m at the rear south eastern corner. The wall is 2.24m off the common boundary and complies with the side boundary envelope other than at the rear the top of the south-eastern corner encroaches on the rear setback. This will not have a domineering impact on 94 Arthur Street. The upper level is setback a further 3m from the southern wall, which limits its impact, both of building bulk and height.

Issue 10

There is some significant overlooking and loss of privacy for some neighbours primarily on the western side of My Street and 2 My Street. The written submission includes photo views of nearby properties but these are biased as they are only at ground level.

Response 10

The proposed dwelling is opposite one of three cottages constructed up to the street and the driveway to their rear and to south of the dwelling at 2 My Street which is over 6m away and has one relatively narrow window orientated to the proposed dwelling. There will be little impact on those properties with views only possible from ground level at this stage.

Issue 11

The proposal attempts to compare the property with 8 My Street which is on larger site where the street is wider and included greater extents of excavation. This proposal does not have regard to the streetscape qualities and will dominate the streetscape.

Response 11

The proposal is determined on its merits against the relevant planning scheme requirements. The front setback requirements are complied with and does not have to be further considered. In respect of the streetscape, the dwelling presents as a part two/part three storey dwelling with a stepped setback from the street. The southern two storey section with the greater setback is totally enclosed. The northern three storey section is closest to the street for the ground floor section of the garage but the upper floors both have decks which are open to the street. The applicant has agreed to replace the side screens (shown on page P08) on the southern side of the decks with glass to match the front and to open the deck spaces and minimise visual impact and to remove the roof from the upper level deck. The current view of the street is of dwellings built to the frontage along the western side and an unkempt area at the rear of 94 Arthur St and a garage at the northern end of the site.

Issue 12

The development is an unsuitable addition to My Street in its design, height, the proximity to the street and as part of the overall streetscape. My Street is an intact access lane with the rear of buildings of historic significance at 1-13 Welman Street off the western side of the northern end of My Street.

Response 12

The application has been assessed against the planning scheme and is considered appropriate. The street contains a variety of building styles and forms and the proposal adds to that mix. It will not impact on the significant buildings at the northern end of the street.

Issue 13

The dwelling is oversized and inappropriately dominant over neighbouring properties.

Response 13

The application has been assessed against the planning scheme and is considered appropriate including site cover and impact on adjoining properties.

Issue 14

My Street was constructed for horse and cart traffic and already as issues with work and service vehicles using the one-way street.

Response 14

The lot is vacant and is entitled to be developed with a dwelling which has the necessary two on-site car spaces.

Issue 15 The proposal does not meet the zone purpose, Clause 11.1.1.
<i>Response 15</i> <i>A residential single dwelling is a no-permit required use. The purpose of the zone must be specifically considered for a Discretionary use subject to Clause 8.10.2</i>
Issue 16 The proposed front setback is less than 4.5m.
<i>Response 16</i> <i>Subject to clause 11.4.1 A1 (c) the front setback complies.</i>
Issue 17 We question whether TasNetworks has been consulted as part of this process given the proximity of the dwelling to overhead lines and pole.
<i>Response 17</i> <i>The applicant is consulting with TasNetworks regarding the location of the pole.</i>
Issue 18 While the land is within the Inner Residential zone we understand it will be zoned General Residential which will require development to be more aligned with the zone.
<i>Response 18</i> <i>Under the General Residential Zone, the development would comply with the building envelope and site coverage.</i>
Issue 19 The encroachment on the rear setback will impact upon the amenity of the property immediately to the rear in respect of overshadowing, loss of privacy by the ability to open the opaque windows to the stairs in the eastern elevation, its visibility from their private open space, kitchen living area and upper floor bedroom deck
<i>Response 19</i> <i>The proposal will have a limited overshadowing impact on the rear property. The planning scheme does not comment on the ability of windows to be openable and while the dwelling will be visible it will not have a significant visual impact especially evident by the Figure 4 within the representation where the only view lost will be the dwelling over the road. The applicant is agreeable to use fixed windows to this elevation with this to be conditioned.</i>
Issue 20 The impact will be increased by the loss of the hedge along the rear boundary and bulk of the third storey.
<i>Response 20</i> <i>The applicant does intend to retain the hedge and this will form a condition of permit. In respect of the third storey it is only 5m wide and will be a maximum of 7m above ground level 4m off the common boundary. This aligns with the outbuildings at the rear of 92 Arthur Street and is not considered to have a significant loss of amenity,</i>
Issue 21 Shouldn't E3.0 the Landslip code apply. The site is in low/medium risk as shown on the hazard bands which will form part of the upcoming Scheme.

Response 21

The current scheme does not rely on the hazard bands and the site is not mapped by Class 4 or 5. The upcoming Planning Scheme does not require a geotechnical report for land in the low/medium risk bands.

Issue 22

The owners of the rear property are happy to discuss options for a more sympathetic design including a change to upper level. The changes made are acknowledged but a not considered to go far enough.

Response 22

The applicants seek to develop the current proposal but are willing to have fixed windows in the eastern elevation and to retain the hedge.

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.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 the economic, environmental and social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Land Use Planning and Approvals Act 1993
Launceston Interim Planning Scheme 2015

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

1. DA0098/2022 - 2A My Street, Launceston - Planning Scheme Assessment [9.3.1 - 8 pages]
2. DA0098/2022 - 2A My Street, Launceston - Plans to be Endorsed [9.3.2 - 11 pages]
3. DA0098/2022 - 2A My Street, Launceston - Planning Submission [9.3.3 - 21 pages]
4. DA0098/2022 - 2A My Street, Launceston - Revised Shadow Diagrams [9.3.4 - 2 pages]
5. DA0098/2022 - 2A My Street, Launceston - Proposed Perspective Views with Upper Deck Roof Deleted [9.3.5 - 2 pages]
6. DA0098/2022 - 2A My Street, Launceston - TasWater SPAN [9.3.6 - 2 pages]
7. DA0098/2022 - 2A My Street, Launceston - Representations [9.3.7 - 26 pages]

10. ANNOUNCEMENTS BY THE MAYOR

10.1 Mayor's Announcements

FILE NO: SF2375

Sunday 24 April 2022

- Attended *Brixhibition* at the Launceston Conference Centre

Monday 25 April 2022

- Officiated at the *ANZAC Day Service* at the Launceston Cenotaph
- Attended the *ANZAC Service* at the Nunamara Memorial Hall
- Officiated at *Targa Tasmania's 30th Anniversary* welcome party

Tuesday 26 April 2022

- Attended the *Targa Tasmania* ceremonial start in Cimitiere Street

Wednesday 27 April 2022

- Attended *Leonard's Beautiful Pictures* at the Princess Theatre

Thursday 28 April 2022

- Attended the *International Workers Memorial Day 2022* at Elizabeth Gardens
- Attended *Bums on Seats* at the Earl Art Centre

Friday 29 April 2022

- Attended the *Breath of Fresh Air's* opening night event at the Stone Building, Inveresk Precinct

Saturday 30 April 2022

- Attended the *International Jazz Day* at the Boathouse
- Attended *Josef Chromy's* retirement event at Josef Chromy Wines

Wednesday 4 May 2022

- Attended the *International Firefighters Day - St Florian's Day* at Launceston Fire Station
-

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 Councillors' 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 Chief Executive Officer of a question in respect of which the councillor seeks an answer at that Meeting. An answer to a Question on Notice will be provided in writing).

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

12.2 Councillors' Questions Without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 29

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

13. NOTICES OF MOTION

13.1 Notice of Motion - Councillor D G Gibson - Launceston Pump Track - 13 April 2022

FILE NO: SF5547

AUTHOR: Anthea Rooney (Council and Committees Officer)

CHIEF EXECUTIVE OFFICER APPROVAL: Michael Stretton

DECISION STATEMENT:

To consider a notice of motion submitted by Councillor D C Gibson regarding the establishment of a Launceston Pump Track.

RELEVANT LEGISLATION:

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

RECOMMENDATION:

That Council requests the Chief Executive Officer to investigate the options for the provision of a pump track or pump tracks within Launceston and report back to Council within the next three months.

REPORT:

Tasmania is fast becoming known for its world-class mountain bike facilities and while Launceston and surrounds feature plenty of trails for riders, we have a lack of facilities which cater to all ages and abilities, such as pump tracks.

A pump track is a track for wheeled sports equipment that, when ridden properly, does not require pedalling or pushing, but *pumping* to maintain momentum. They are suitable for riders of all ages and abilities and can be located in the Council's parks and reserves but are usually located in proximity to an existing mountain bike trail.

Currently, in Launceston, we have the following mountain bike trails:

- Trevallyn Nature Recreation Area mountain bike trails;
- Kate Reed Reserve nature recreation mountain bike trails; and
- Hollybank Reserve mountain bike trails.

There is one pump track located at Hollybank Reserve which is maintained by Sustainable Timber Tasmania, however, due to its remote location, it is not easily accessible.

While there is a need for the Council to progressively increase its resource and financial investment in the development and maintenance of these mountain bike trails, it is considered appropriate that the Council focus on the provision of an appropriately located pump track, as a matter of forward-thinking priority.

Further investment in mountain bike trails and pump tracks is supported by the *Greater Launceston Plan (GLP)*, which states that: *...The amenity and appeal of greater Launceston is significantly dependent on the quality, safety and accessibility of its parks, gardens and reserves. The development of a regional parks and shared pathways network is a major initiative of the GLP directed to improve the health and wellbeing of the community.*

The course charted by the *GLP* is for a compact, highly accessible green city with robust sustainable communities and a vibrant diverse inner-city core. A key initiative is a major focus on a metropolitan parks and pathways system, which will ensure that we develop new communities that can be readily linked and integrated with existing urban areas and the proposed metropolitan parks and pathways system.

Similarly, Strategic Priority 5 of the Council's *Corporate Strategic Plan* is that *We serve and care for our community by providing equitable and efficient services that reflects needs and expectations of our community.* Under this priority is a focus area to *promote and support active and healthy lifestyles of our community.*

I believe that there is an increasing community expectation for the Council to invest in mountain biking facilities and infrastructure and, as an early stage of this work, I believe that the provision of a pump track or pump tracks within Launceston would serve to complement the existing tracks that are provided.

While I understand that next year's review of the *Open Space Strategy* will likely provide high-level direction as to where there may be suitable site(s) across the municipality for mountain biking facilities on the Council's land, I would like a commitment to construct a pump track (at least one location) and to allow for planning and budget allocation in upcoming capital works programs.

OFFICER COMMENTS:

Shane Eberhardt (Acting Chief Executive Officer)

There is certainly a demand for more and better quality mountain bike facilities in Launceston.

The South Prospect development is identified as a City of Launceston priority project leading up to the 2022 Federal Election and a \$19.75m project has been identified to unlock public open space in this key residential growth precinct. With housing in short supply in Launceston, South Prospect is seen as a key residential development area on the border of Launceston, Meander Valley and Northern Midlands Councils. With the lowest rates of access to public open space in Australia's largest 22 cities (National Cities Performance Framework, 2018), maximising the Kate Reed Reserve at South Prospect is seen as a cornerstone of the development. This provides an opportunity for investment in a pump track.

However, in addition to perhaps obvious opportunities in the South Prospect area there may be other sites that could equally be suitable for a pump track.

Due to timeframes and current project expectations that Council have already committed to, the scope of this potential investigation will need to have a narrow focus. Investigations would need to be selected from no more than five sites across the municipality for assessment of suitability against the following criteria:

- *Location - compatibility or alignment with park facilities and park users, proximity to residential areas and incompatible land use or amenity (ie. visual, natural values, noise or social impacts).*
- *Access - all abilities access, is it connected to active transport options and is there any car parking?*
- *Site suitability - is there a flat suitably sized area, suitable shading and how it may align with the strategic direction of the facility?*
- *Infrastructure - existing potential future provision of supporting facilities (current or future) such rubbish, lighting, toilets, tables and seating*

Capital and operational funding requirements (+/- 50%) would also be explored.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and Chief Executive Officer have no interests to declare in this matter.

ATTACHMENTS:

1. Notice of Motion - Councillor D C Gibson - Launceston Pump Track - 13 April 2022
[13.1.1 - 2 pages]

13.2 Notice of Motion - Councillor A G Harris - Waiving of Development Application Fees for Public Art - 27 April 2022

FILE NO: SF5547

AUTHOR: Anthea Rooney (Council and Committees Officer)

CHIEF EXECUTIVE OFFICER APPROVAL: Michael Stretton

DECISION STATEMENT:

To consider a notice of motion submitted by Councillor A G Harris regarding the waiving of Development Application fees for public art.

RELEVANT LEGISLATION:

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

RECOMMENDATION:

That Council amend its Fees and Charges to set a \$0 fee for Development Applications for public art.

REPORT:

The City's commitment to Public Art (Art in Public Space) is outlined in the City of Launceston's [Cultural Strategy 2020 - 2030](#), which states:

There are many opportunities to support a culturally vital City through public art. It can be used to tell our stories, build ownership of place and assist with wayfinding through the City. It contributes to a City which is more dynamic and enriched for residents and visitors and can enable people to re-think their relationship with a place or their position on a particular issue.

At its Meeting on 29 July 2021, Council adopted the interim Art in Public Space Policy (the Policy). The purpose of the Policy is to assist the City of Launceston to make decisions on art in public space and guide the integration of artwork into capital projects, streetscape works and place making. It also assists the Council to respond to enquiries from the public, proposals and in selecting works of art in public space.

Under the Policy, in addition to Council's Organisational Values, the following principles guide artwork in public space in the City of Launceston and/or on private sites viewable from public realm:

- the Aboriginal heritage and history of the site is considered at the first stage of project conception and through to delivery;
 - the development of artworks always reflects the cultural heritage of our places, our people, our stories and the wider Launceston community;
 - the artwork is designed for some level of public interaction;
-

- the artwork increases community awareness and appreciation of art;
- the implementation process is inclusive and transparent to the public;
- the artwork is accessible to all members of the community; and
- the artwork contributes economic development and cultural tourism.

The Policy also provides that Art in public space proposals will be assessed against the following criteria and referred to the Council's Advisory Panel for recommendations:

- the artwork must be relevant to the principles in the Interim Art in Public Space Procedure;
- the artwork must comply with Occupational Health and Safety and public access requirements;
- the artwork must be fit-for-purpose, installed and subsequently maintained for the duration of its lifespan within available resources;
- the artwork should reflect excellence in contemporary arts practice;
- the artwork should support the Council's broader strategic priorities;
- the artwork should be consistent with the Council's current Urban Planning, Asset management, Heritage, Environmental, Place Making, Social policies and strategies including the Cultural Strategy 2020 - 2030;
- the artwork should be referred to Heritage Tasmania when the property is State Heritage listed, and
- if the artwork relates to Aboriginal cultures or sites, the proposed work must involve consultation with relevant Aboriginal communities.

Whilst it is considered appropriate that proposals for artwork in public space undergo a comprehensive assessment process such as that which defined in the Policy, currently public art proposals for murals also have to undergo a Development Application in some cases to assess compliance against the Launceston Interim Planning Scheme 2015. A Development Application for a mural carries a minimum fee of \$807 (including advertising).

I believe that the requirement to pay a development application fee is an impediment for achieving the City's public art vision, as often the cost of the application will be greater than the cost of the art work itself. Accordingly, I propose that the Council amend its fees and charges to set a \$0 fee for Development Applications for public art.

I believe that such a change would demonstrate the Council's commitment to public art within Launceston and would serve to accelerate becoming the *culturally vital City that is envisaged by the Cultural Strategy*.

OFFICER COMMENTS:

(Tracey Mallett - Manager Liveable Communities)

Consultation is currently underway for the development of City of Launceston's Public Art Strategy which will provide the ultimate strategic intent for these matters. Until City of Launceston's Public Art Strategy is presented to Council, the interim Art in Public Space Policy was developed and endorsed, recognising that this would be an intermediary step.

During such processes, it is appropriate to review aspects of an interim process to provide input into the final policy. Given any application for public art must still meet a number of criteria, the removal of fees will not impact on this. The final Strategy and subsequent Policy will review this again in the near future, with the overall intention of creating a culturally vibrant city through public art.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and Chief Executive Officer have no interests to declare in this matter.

ATTACHMENTS:

1. Notice of Motion Waiving of Development Application Fees for Public Art 27 April 2022
[13.2.1 - 2 pages]

13.3 Notice of Motion - Councillor T G Walker - Homelessness Action Plan - 27 April 2022

FILE NO: SF5547

AUTHOR: Anthea Rooney (Council and Committees Officer)

CHIEF EXECUTIVE OFFICER APPROVAL: Michael Stretton

DECISION STATEMENT:

To consider a notice of motion submitted by Councillor T G Walker regarding a homelessness action plan.

RELEVANT LEGISLATION:

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

RECOMMENDATION:

That Council:

1. within the next 30 days:
 - (a) immediately identify Council sites appropriate for the provision of access to basic facilities for people who are homeless.
 - (b) identify any appropriate Council owned sites suitable for the provision of space for camping within access to facilities and service provider supervision.
 - (c) provide preliminary estimates for costings for all opportunities identified, and suggested amendments to the draft 2022/2023 budget if required.
 2. directly engage Governments, service providers, police and charities via the establishment of a Committee of Council, with at least two Councillor members, for the drafting of a *Homelessness Action Plan* for Launceston.
-

REPORT:

There is no *one* solution for homelessness. The causes and considerations are many and varied, but the end result for individuals is the same. A dire situation that cannot be easily or quickly resolved. The Launceston City Council has a duty of care to its citizens and most certainly one of those is to provide the most basic services required to live a healthy life: toilets, showers, shelter, food and kitchen space, storage, safety, proximity to services, transport, service provider access and engagement. These are just some of the most basic things we must, as a Council, be assured people get provided to them.

It is possible to say these things are being offered by current service providers and that the State Government role is working to provide suitable housing solutions. Regardless, and for whatever reason, there are people sleeping rough, people worried for their safety and people unable to afford a home, that have become at risk, or indeed, homeless.

Homelessness is growing in many parts of Australia and Launceston is no exception. Our first job, as a Council, must be to do something. Not to cogitate, talk, meet, or identify causes and responsibilities. It is to do something: to contribute, to offer, to give, to lead the way forward from this position. We may not get it all right. We will learn more about what is working and what fails, but we will then be in a position to develop a strong action plan that will provide a coherent way forward as a community.

When we have contributed to these basic needs, we can start to dissect some of the deeper causes, via a dedicated committee, we can develop a plan that will coordinate all the resources, and indeed, identify new opportunities for collaboration with business, community and individuals.

OFFICER COMMENTS:

Shane Eberhardt - Acting Chief Executive Officer

The City of Launceston's approach to homelessness has been outlined in this Agenda under Agenda Item 8.1.1 - Public Questions on Notice.

The actions outlined in Recommendation 1. of this report, were identified immediately by the Council's officers and form part of the City of Launceston's approach to homelessness, following the Council Meeting on 21 April 2022. These actions are in response to concerns raised at the Meeting by members of the community who are experiencing homelessness. The Council's officers have been working diligently on these actions, which are near completion. A report to be presented to Councillors in the near future. The current timeline to complete these actions will fall within the 30 days as requested in this motion.

In relation to Recommendation 2., a change in priorities will be necessary to enable the Council to undertake the completion of a Draft Homelessness Action Plan. Consultation with Councillors will be required to discuss the impact of this change on the strategic and operational outcomes of the City of Launceston Liveable Communities Team, within the Community and Place Network.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014 - 2024

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

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

Focus Areas:

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

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and Chief Executive Officer have no interests to declare in this matter.

ATTACHMENTS:

1. Notice of Motion - Councillor T G Walker - Homelessness Action Plan - 27 April 2022
[13.3.1 - 2 pages]

14. COMMITTEE REPORTS

14.1 Cultural Advisory Committee Meeting - 6 April 2022

FILE NO: SF7357

AUTHOR: Mengda Liu (Cultural Development Officer)

GENERAL MANAGER APPROVAL: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

To receive a report from the Cultural Advisory Committee Meeting held on 6 April 2022.

RECOMMENDATION:

That Council receives the report from the Cultural Advisory Committee Meeting held on 6 April 2022.

REPORT:

The second Meeting of the Cultural Advisory Committee in 2022 was held online via Microsoft Teams on 6 April 2022. Members of the Committee demonstrated a high level of group cohesion.

The Council's Deputy Mayor and Cultural Advisory Committee Chairperson, Councillor Danny Gibson, welcomed the Committee members, Beth Jackson, public art consultant, and provided a brief outline of the Agenda for the Meeting. An Acknowledgement of Country was delivered by Cultural Advisory Committee community representative member, Denise Robinson.

Tracey Mallett, Manager Liveable Communities, gave an update on the draft *Cultural Strategy Action Plan 2022-2026*. The Committee were invited to provide feedback on the *Draft* to the Council's Cultural Place Development Officer, Mengda Liu.

The Committee was updated on the following:

- Launceston's Place Brand.
- Albert Hall redevelopment.
- CBD Street Furniture Upgrade project.
- the City of Launceston's inaugural Public Art Strategy progress.
- *Launceston Busking Competition* progress.
- *ARTBOX* project progress.
- updated *Art in Public Space Proposal Form*.

In general business, the Chair suggested that Cultural Advisory Committee community representative members to share an Acknowledgement of Country at the beginning of next Meeting on 1 June 2022.

The Chair closed the Meeting and thanked everyone for attending.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND 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 Areas:

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

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

Nil

15. INFRASTRUCTURE AND ASSETS NETWORK

15.1 Proposed New Street Name - Gudvar Street, Youngtown

FILE NO: DA0222/2016/SF0621

AUTHOR: Jaclyn Galea (Infrastructure Development Officer)

GENERAL MANAGER APPROVAL: Shane Eberhardt (Infrastructure and Assets Network)

DECISION STATEMENT:

To consider approval for the street names, Gudvar Street and Carson Court, Youngtown for the new residential streets constructed off Enterprize Drive, Youngtown

RELEVANT LEGISLATION:

Local Government (Highways) Act 1982
Survey Co-ordination Act 1944

RECOMMENDATION:

That Council, pursuant to the provisions of section 54 of the *Local Government (Highways) Act 1982* and Section 20E of the *Survey Co-ordination Act 1994*, approves the name:

1. Gudvar Street, Youngtown for the street between the roundabout at Enterprize Drive and roundabout at Raglan Street.
2. Carson Court, Youngtown for the court constructed off (proposed) Gudvar Street, Youngtown.



REPORT:

The proposed street names, Gudvar Street and Carson Court, have been provided by the subdivider. The justification provided for the proposed name of Gudvar is that Goodyer, the developer's surname, is derived from Gudvar which was a popular medieval name of Germanic origin. No justification has been provided for Carson Court.

There are no instances of the names Gudvar or Carson being used in Tasmania for any streets or roads recorded in the State-wide database administered by the State Government.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014 - 2024

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

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

Focus Areas:

3. To improve and maintain accessibility, transport options and infrastructure within the Launceston area, including its rural areas.

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

Nil

15.2 Proposed Traffic Safety Measures, Windermere and Swan Bay Areas

FILE NO: SF2169/SF1693/SF5715/SF6654

AUTHORS: Nigel Coates (Engineering Officer Traffic) and
Nick Browne (Team Leader Roads and Traffic)

GENERAL MANAGER APPROVAL: Shane Eberhardt (Infrastructure and Assets Network)

DECISION STATEMENT:

To consider concerns from residents in the Windermere and Swan Bay areas regarding traffic safety and recommendations for addressing these concerns.

PREVIOUS COUNCIL CONSIDERATION:

Council - 10 March 2022 - Notice of Motion - Councillor D C Gibson - Windermere/Swan Bay Roads - Council acknowledged the concerns of the residents and requested the Chief Executive Officer to investigate the issues raised and provide a detailed report to Council for consideration

RECOMMENDATION:

That Council endorses the following to be actioned by the end of financial year 2022/2023:

- Ongoing operational maintenance of drains and road edges in the Windermere Road area.
 - Provide a Give Way sign and road markings at the Sanwae Drive/Windermere Road junction.
 - Provide a Give Way sign and road markings at the Los Angelos Road/Windermere Road junction.
 - Provide positive priority signage on the Windermere Road bridge.
 - Provide Entry/Gateway signage to give warning advice to drivers upon entry to the Windermere area.
 - Provide select, targeted geometric and pedestrian warning signage on Windermere Road.
 - Produce rural residential road design standards for new developments.
 - Introduce a right turn lane and side road island at the John Lees Drive/Windermere Road junction.
 - Undertake community consultation and further consideration to introduce a 60km/h speed limit in Sanwae Drive.
 - Undertake community consultation and further consideration to introduce a 60km/h speed limit in Sherborne Drive/Walford Rise area.
 - Undertake community consultation and further consideration to reduce the 70km/h speed limit on Windermere Road to 60km/h.
 - Collaborate with bus service operators to determine high-use formal bus stops for provision of bus stop infrastructure, including signage and hard stands.
 - Collaborate with Tasmania Police to target enforcement of poor driver behaviour.
-

REPORT:

Background

The City of Launceston (CoL) has received correspondence over a number of years regarding the safety of roads in the Windermere and Swan Bay areas, in particular regarding Windermere Road.

In October 2021, residents contacted the CoL again to highlight the safety, mainly of Windermere Road but also of John Lees Drive and the new Los Angeles Road/Sanwae Drive subdivision. The Mayor and Deputy Mayor met with 10 residents to discuss their concerns and requested that they provide an action plan outlining these and their suggested solutions. Two submissions were made.

The CoL has undertaken an investigation into the concerns raised within these submissions and has considered the feasibility of the suggested improvement actions, as well as others identified by the CoL. This report presents the findings of this investigation.



Residents' Concerns and Requests

The two submissions made by the residents were quite detailed and included many specific examples of their concerns. Whilst each specific example has been reviewed, for ease of reporting here, the concerns raised by the residents are summarised as:

Windermere Road

- Lack of adequate provision along the roadside for pedestrians to walk, this includes road verges that are unsuitable for walking.
- Roadside maintenance is substandard, including mowing and drain clearing.
- Limited visibility due to vegetation and embankments.
- Road surface is too narrow and breaking up at the edges in places.
- Past improvement projects have not adequately considered the needs of pedestrians, including provision of guard railing.
- Road signage is inadequate, including warning signs for pedestrians, wildlife and hazards, give way signs and road name signs.
- Lack of centreline markings.

Swan Bay Area

- Los Angeles Road/Sanwae Drive junction is considered unsafe and the signage incorrect.
- Sanwae Drive/Windermere Road junction needs better signage.

John Lees Drive (Windermere section)

- Bus stops need to be better identified and provided for.
- Footpaths are required.
- Windermere Road intersection needs to be improved.

Speed Limits

- The speed limit on John Lees Drive results in excessive speeds
- The 70km/h speed limit on Los Angeles Road and Windermere Road is too fast for the conditions.
- There is inadequate speed limit signage at Sanwae Drive.
- Hooning has been observed at some locations.

Residents Suggested Actions

The residents have suggested the following actions to address their concerns:

Windermere Road

- Undertake roadside mowing at a greater frequency.
- Grade, flatten, widen and gravel roadside verges so that they are walkable.
- Provide positive guidance to drivers at the narrow bridge on Windermere Road near John Lees Drive.
- Install additional signs warning motorists to slow for wildlife, pedestrians and cyclists.
- Install centreline markings on Swan Bay end of Windermere Road.
- Undertake road defect repairs.

Swan Bay Area

- Relocate give-way sign at Los Angeles Road/Sanwae Drive junction.
- Provide *road ends* signage at Sanwae Drive/Windermere Road.

John Lees Drive

- Install cameras to monitor hooning.
- Provide signage, hard stands and shelters at the bus stops.
- Better define the John Lees Drive/Windermere Road junction.

Speed Limits

- Reduce John Lees Drive to 80km/h
- Reduce the 70km/h sections of Los Angeles and Windermere Roads to 60 or 50km/h.

Road Improvements

- Detailed studies to be carried out of the roads in the area to, in consultation with residents, identify improvements that can be made.
- Resources allocated in Council budget for works to be scheduled.

Categorisation of Issues

The investigation found it valuable to fit the concerns raised into higher level categories in order to understand the root causes of these concerns, and assist in broader identification of potential improvement options. These categorisations have been aligned with the categories of the *Safe System* approach to road safety.

The *Safe System* approach recognises that road safety involves a combination of safe roads, safe speeds, safe road use and safe vehicles.

The investigation has categorised the residents' concerns as follows:

- Inadequate provision for vulnerable road users, particularly pedestrians (safe roads)
- Insufficient road width and poor road alignment (safe roads)
- Inappropriate speed limits (safe speeds)
- Inadequate signage and delineation (safe roads)
- Poor driver behaviour (safe speeds, safe road use)
- Inadequate maintenance (safe roads)

Infrastructure Provision in Rural Residential Areas

In considering the concerns with the current road infrastructure raised by the residents, it is important to understand the context of the area and its development.

Windermere Road was designed and constructed as only ever having the intention of supporting low density rural living development, in line with its zoning as rural living and rural resource. Accordingly, the suburb lacks the infrastructure you would typically expect in urban environments; there is no significant public open-space, movement or active network such as footpaths or any activity centres. This is consistent with other areas within our municipality with similar zoning, lot sizes and population densities.

Footpaths and public open space contributions are not required through the development process in these zones, and that when purchasing the blocks or existing properties, the owners would be aware that these types of urban conveniences are not available. The intent of larger residential blocks is that recreational activities can occur on the blocks themselves and not be reliant on public infrastructure as is required in urban areas.

It is often argued that rural areas are under-serviced by the Council and that, given they pay rates just the same as those in urban areas, residents should be afforded the same facilities, or at least a better level of service in terms of infrastructure investment than they are currently receiving.

Economically, it is difficult to provide this infrastructure in rural areas as the density of properties (those who pay for and receive the benefits of this infrastructure) is much less. A cursory comparison shows that per length of road, Windermere has one-third the density of properties to typical urban areas within our municipality.

Looking overall at the rates that the Council receives, 92% of this income comes from properties in urban areas and 8% comes from those in rural areas. In terms of expenses, the Council typically spends 72% of its annual road expenditure on urban roads and 28% on rural roads.

Comparing these two statistics, the Council is already spending more on rural roads than it proportionally receives in rates. Whilst this is not an argument not to improve facilities in rural residential areas, it does dispute the argument that the Council is not equitably investing in rural road infrastructure.

Key Data and Information

Some key pieces of information have been collated to provide background and context to the investigation.

Road Classification

All roads within Launceston are categorised based on their function. Roads are first determined to be either Urban or Rural, and then to sit within the following categories:

1. Arterial
2. Collector
3. Link
4. Local
5. Minor

The roads within the study area are defined as:

- Windermere Road: Rural Collector
- John Lees Drive: Rural Link
- Los Angeles Road: Rural Link
- Sanwae Drive: Rural Local

It is noted that John Lees Drive is currently a State owned road but is due to transfer to the City of Launceston in the near future.

Traffic Volumes and Speeds

The following traffic data has been collected:

- Windermere Road (within 50km/h section)
 - Average Daily Traffic (April 2022): 427 vehicles
 - Average Daily Traffic (September 2017): 460 vehicles
 - 85th Percentile Speed: 62km/h
 - Proportion Exceeding Speed Limit: 80%

- Los Angelos Road (near Sanwae Drive)
 - Average Daily Traffic (April 2022): 270 vehicles
 - Average Daily Traffic (November 2007): 279 vehicles
 - Average Daily Traffic (August 2011): 338 vehicles
 - 85th Percentile Speed: 68km/h
 - Proportion Exceeding Speed Limit: 17%
- John Lees Drive (near Windermere Road)
 - Average Daily Traffic (April 2022): 820 vehicles
 - 85th Percentile Speed: 93.1km/h
 - Proportion Exceeding Speed Limit: 6%

Crash History

For the five years 2017 - 2021 inclusive, the following crashes have been reported to Tasmania Police:

- Windermere Road - 1 Minor Injury, 1 First Aid Injury, 2 Property Damage Only
 - Various causes, no consistent pattern identified.
- Los Angelos Road - None
- John Lees Drive (Windermere section) - 1 Minor Injury
 - Curve related

Road Widths

- Windermere Road
 - Road seal widths as low as 5.8m.
 - Road reserve widths as low as 7.5m.
- Los Angelos Road
 - Road seal widths as low as 5.2m.
 - Road reserve widths as low as 8.9m.

Size of Residential Development

To assist in understanding the size of the residential catchment of these roads, the number of approved lots in the area have been determined:

• Windermere Road South	113
• Windermere Road North	65
• Los Angelos Road	52
• Sherborne Drive/Walford Rise	32
• Sanwae Drive	28
• Swan Drive/Meika Court	29
• Atratus Rise	9
• Ardea Drive	10
• Aquila Place	7
• Solis Rise	12
• Milhaven Way	16
<u>Total</u>	<u>373</u>

***iRAP* Safety Rating**

iRAP is an international method of assessment of the general safety of a road based on its physical characteristics. It is an objective measure of relative risk that is useful when little or no crash data is available. The method rates roads on a scale of five stars, with a higher rating indicating a safer road.

The rating varies along the length of a road as its characteristics change, and can be a useful tool in identifying high risk locations and appropriate treatments. It is also useful to compare the risk rating of all roads within a network to help prioritise investment.

Whilst a higher rating is always better, practicalities see organisations target a *three-star or better* road network. Within Tasmania generally, it is not uncommon for rural roads to receive a one or two star rating.

A simplified method has been used to indicate the star ratings of Windermere and Los Angelos Roads:

- Windermere Road (70km/h Sections): two Star
- Windermere Road (50km/h Section): three Star
- Los Angelos Road: two Star

This indicates that the 50km/h section of Windermere Road is meeting safety targets. Los Angelos Road, along with the remaining sections of Windermere Road, are below target but sit within the context of rural roads throughout the State.

Investigation into Residents' Concerns

The investigation into the residents' concerns is detailed below, grouped using the issues categorisation discussed earlier.

Inadequate Maintenance

The residents have expressed concern about lack of road, verge and drain maintenance in the area. The CoL does not have routine scheduled inspections for these roads and drains, but does undertake ad-hoc inspections and is responsive to customer requests and other inputs.

Verges are mowed on a twice annually basis in accordance with the Council's mowing practices.

There were also comments on maintenance of the area near to Windermere Church. This has since been attended to and was in good order during a recent site visit.

The condition of the road surface and pavement is assessed in detail on a four-yearly basis. As a result of this review, sections of Windermere Road have been recently resealed this year, with further sections of Windermere Road and Los Angelos Road programmed for resealing next financial year.

These maintenance practices are considered to be sufficient to provide a satisfactory level of service on these roads and to ensure that they continue to operate adequately.

Inadequate Signage and Delineation

There are existing signs on Windermere Road warning of pedestrians, horse riders and road geometry. Additional warning signs have been suggested to address various concerns. With all signage, it is important that the number of signs is minimised as much as possible; too many warning signs can be counterproductive as drivers become less responsive, and the general effectiveness of the sign is diminished.

As most of the southern section of Windermere Road is of a consistent character, warning signage on each approach to this section could be used to consolidate signage and provide the appropriate advice to drivers as they enter the area. Entry style signage such as *Rural Living Area* should be investigated for this.



The existing pedestrian warning signs in the built up areas are for children's crossings and should be replaced with a general pedestrian sign to better capture the activity that occurs in the area.

The residents have highlighted a lack of road name and directional signage in the area. Road name signage appears to be present at most junctions, however, it was not provided at the new Los Angelos Road and Sanwae Drive junction. These signs have now been installed.

Residents have also queried the lack of provision of give way signage at some junctions. The requirements for use of give way signage is outlined in Australian Standards. Condensing this, where priority is clear it is not normally necessary to provide give way signage.

Whilst not considered high risk, the curved road alignment on approach in combination with vegetation at the Sanwae Drive/Windermere Road junction could present a *see-through* situation where drivers do not immediately recognise the need to give way. Placement of give way signage and the accompanying line markings should be considered here to prevent such a situation. For consistency signs will also be provided at Los Angelos Road/Sanwae Drive junction.



The give way signage at the Los Angelos Road/Sanwae Drive intersection was found to have been rotated at the time of inspection, but has now been correctly orientated. The give way sign is considered to be in an appropriate location. A crest exists on approach to the junction but clear give way ahead advanced warning signage is provided.

The John Lees Drive/Windermere Road junction has clear priority signage, however, right turn delineation on John Lees Drive and a central island in the mouth of Windermere Road would help to guide and manage traffic movements and should be considered. This appears to be feasible without requiring road widening.

Concern has been raised that no priority or give way signage is provided at the single lane bridge on Windermere Road at Symons Creek. The bridge currently has *No Overtaking or Passing* signs for both approaches, which are appropriate for low volume roads with good visibility. In these situations it is expected that drivers are able to observe each other and give way accordingly. However, the Australian Standards recommend positive give way signage if traffic volumes exceed 200 vehicles per day. Windermere Road carries around 450 vehicles per day and therefore give way signage is recommended. The site inspection indicated that due to the road alignment, grade and available forward sight distance, eastbound traffic should be given priority, requiring westbound drivers entering Windermere to give way.





Longitudinal line marking, such as centre and edge line marking, is not generally provided on Los Angelos Road. Roads with seal widths less than 5.5m are considered too narrow for centre line and edge line marking, which precludes provision of line marking along Los Angelos Road.

Windermere Road is provided with centreline markings at the southern end, where it has sufficient width to support them and where traffic volumes are highest. The road width would be insufficient to support edge lines.

Considering the road widths, traffic volumes and speed limits on these roads, no additional line marking is considered necessary.

Inappropriate Speed Limits

Speed limits in Tasmania must adhere to the *Tasmanian Speed Zoning Guidelines* (the Guidelines). These guidelines provide key principles and factors used to help practitioners determine the appropriate speed limit. Any change to a speed limit needs to be approved by the Transport Commissioner, with road authorities needing to demonstrate alignment with the guidelines.

Speed limits need to achieve a balance between road safety, local amenity and the traffic mobility function of the road. The limit needs to be realistic and credible and reflect the road's characteristics and environment so that its justification is self-evident to drivers.

Speed limits are an important element of the safe system, with research suggesting that a 10km/h speed reduction can lead to a reduction of up to 25% of fatal and serious injuries. However, arbitrarily low speed limits and those with unclear justification tend to attract poor levels of compliance, negating these benefits.

Further, speed limits should not be used to compensate for geometric deficiencies such as tight bends, warning signs with advisory speed limits can be provided for these where appropriate.

Considering the key factors associated with these roads, the Guidelines suggest a speed limit of 70km/h for *rural hamlets* and 60km/h for *rural residential*.

Windermere Road has a section of 50km/h which is appropriate given its winding and narrow character, higher density of accesses, close proximity of residential buildings and presence of vulnerable road users.

The unsealed section of Windermere Road is subject to the default speed limit for such roads of 80km/h, but drivers are expected to adapt their speed to the conditions.

The residents consider that the speed limits in places are too high for pedestrian and driver safety, and that the higher limits encourage poor driver behaviour.

The residents have suggested reducing the speed limit on John Lees Drive from 100km/h to 80km/h for its entire length. John Lees Drive was previously part of the East Tamar Highway, consequently its pavement is relatively wide with a good alignment and forward visibility. A review of the speed limit on this section of John Lees Drive has found that the existing 100km/h speed limit is appropriate.

Reducing the speed limit is not an appropriate way to address inappropriate driver behaviour, such as *hooning*. Instances of this behaviour should be reported to Tasmania Police.

The proposed speed limit reduction on Los Angeles Road from the existing 70km/h to 60 or 50km/h has also been reviewed and is found to not be supported when considering the Guidelines. The lot density and driveway spacing, volume of vulnerable road users and level of roadside activity on Los Angeles Road does not justify a speed limit reduction below the existing 70km/h.

However, the level of development and road characteristics on Windermere Road allow for consideration of a speed limit reduction from 70km/h to 60km/h. Whilst the existing 70km/h limit is appropriate, the higher proportion of vulnerable road users within the road corridor may suggest a 60km/h limit in line with the rural residential definition would be acceptable. It is recommended that further community consultation be undertaken on this proposal.

There are no posted speed limit signs on Sanwae Drive. This is a recent subdivision and the area has not been fully built out. It is possible that confusion over the default speed limit may exist as a result. The driveway spacing here is consistent with rural residential definition and should be included in further community consultation.

Similarly, the Sherborne Drive/Walford Rise area has no posted speed limit. For similar reasons to above, a 60km/h rural residential speed limit would also be appropriate and should be considered for further community consultation.

Inadequate Provision for Vulnerable Road Users

As highlighted earlier in the report, the Windermere area has been designed as a rural residential area and as such, is not provided with on road facilities such as footpaths. The residents have understood that urban footpaths such as concrete or asphalt are not feasible, but they ask that clear flat ground, potentially gravelled, be considered on the roadside to allow a safe place for residents to walk.

A high level review of the road corridor has been undertaken to investigate the feasibility of installing a gravel pathway alongside Windermere Road.

The topography of the area is quite undulating, with significant portions of the road constructed on cut and fill embankments. Accordingly, significant earthworks such as additional cut and fill and the provision of retaining walls would be required to provide a continuous pathway.



It appears that in some locations there is space for a pathway, however, these locations deviate from one side of the road to the other, requiring pedestrians to undertake numerous road crossings. This would not be an appropriate solution, any design would need to keep the pathway to a single side of the road.

A large proportion of the Windermere Road reserve is of insufficient width to allow for a pathway and the associated civil works. The construction of the path would necessitate the compulsory acquisition of property frontages. At some pinch points, it may also be necessary to demolish buildings or structures (or part thereof) that are constructed immediately adjacent to the road reserve, or investigate options to realign the road away from these buildings to allow space for the pathway.



A high level cost estimate has been completed to understand the order of magnitude of costs associated with this proposal. These costs consider the land acquisition, pathway and the associated civil works. This estimate suggests that a pathway along the southern sealed section of Windermere Road would be in the order of \$5m and the northern section being a further \$4m. For context, the CoL's annual roads capital budget averages around \$8m, including all new construction, rehabilitation and resealing.

Detailed survey and concept designs would need to be prepared to provide more certainty to the constraints and costs involved. However, at this stage such provision is considered unfeasible.

Whilst retro-fitting walking space to the existing roadway has been found unfeasible, this does not mean that the Council should not take action to improve the provision of facilities in the long term. At the very least, it is recommended that design standards be produced to require future rural residential developments to include these facilities. It is foreseeable that Windermere, Swan Bay and other rural areas will see rural residential growth into the future and these issues should be resolved at the development stage to prevent this lack of provision in the first place.

There are two general access bus service between George Town and Launceston that serve John Lees Drive. One service stops at the U-turn bays at each end of Dilston, but otherwise uses the East Tamar Highway. The other service travels along John Lees Drive with official stops at Lady Nelson Creek and Peddie Drive. Windermere Road is not a scheduled stop but the bus does regularly stop there.

There are also two school bus services that use Windermere Road, one of these travels Windermere to Launceston and the other Mt Direction to Rocherlea. Both services use Windermere Road and stop adjacent to the shop. None of these stops have any infrastructure to identify their location or to provide for passenger safety and amenity.

Clear demarcation of the bus stops would be desirable and will be investigated in consultation with State Growth and the bus operator. Provision of infrastructure needs to consider the future use of the bus stop and would only be considered for *formal* stops.

Insufficient Road Width and Poor Road Alignment

The road widths on Windermere Road are noted to be relatively narrow for significant portions of the road. However, whilst it may appear that the width is inadequate, it is sufficient to allow oncoming vehicles to pass without conflict. There may be some tight corners where a large vehicle would cross into the oncoming lane, however, these are within the 50km/h zone and forward sight distances at this low speed are considered sufficient for vehicles to avoid conflict. The volume of large vehicles is also considered to be quite low, with the route servicing predominantly residential and small-scale rural properties. These vehicles are likely to be mainly service vehicles such as garbage trucks and school buses with occasional single unit delivery vehicles.

Generally the alignment is quite winding, following the natural topography of the land. There are some curves that necessitate vehicles to slow to negotiate, however, the negotiation speed of these curves are not drastically below the posted speed limit. The more winding route with the most deficient curves is within the built up area and is subject to a 50km/h speed limit. This section of the road is also provided with centreline markings to assist drivers to stay in their lane.



As discussed in reviewing the provision of a flat pathway area, the road reserve width is very constrained at most points along Windermere Road and the topography is quite undulating, necessitating large amounts of cut, fill and likely the provision of retaining wall structures.

To facilitate any road widening or alignment improvements, it will be necessary to acquire land through compulsory acquisition and could necessitate the demolition of some buildings located directly adjacent to the existing road reserve.

Neglecting the costs and compensation associated with any compulsory acquisition and building removal, high level estimates for road widening of Windermere Road are in the order of \$15m for the built up section (50km/h section) and \$19m for the remainder, totalling around \$34m. These cost estimates do not consider any changes to alignment. Again, for context, the CoL's annual roads capital budget averages around \$8m, including all new construction, rehabilitation and resealing. A project of this magnitude would expend around four years of capital expenditure and would result in significant under investment elsewhere in the road network.

Whilst it is agreed that the current road width and alignment does not meet contemporary design guidelines, it is not considered feasible to undertake road widening and realignment works when comparing the low level of risk it presents and the costs required to undertake improvement works.

Instead, it is considered more appropriate that mitigation measures are put in place to manage any risks associated with the narrow road and its winding alignment. Some of these mitigations are already in place, including a 50 and 70km/h speed limit, centre line marking, selected use of curve warning signage and delineation through guide posts.

Additional signage on the entry to the area should be considered to advise drivers of the narrow and winding alignment through the area.

Poor Driver Behaviour

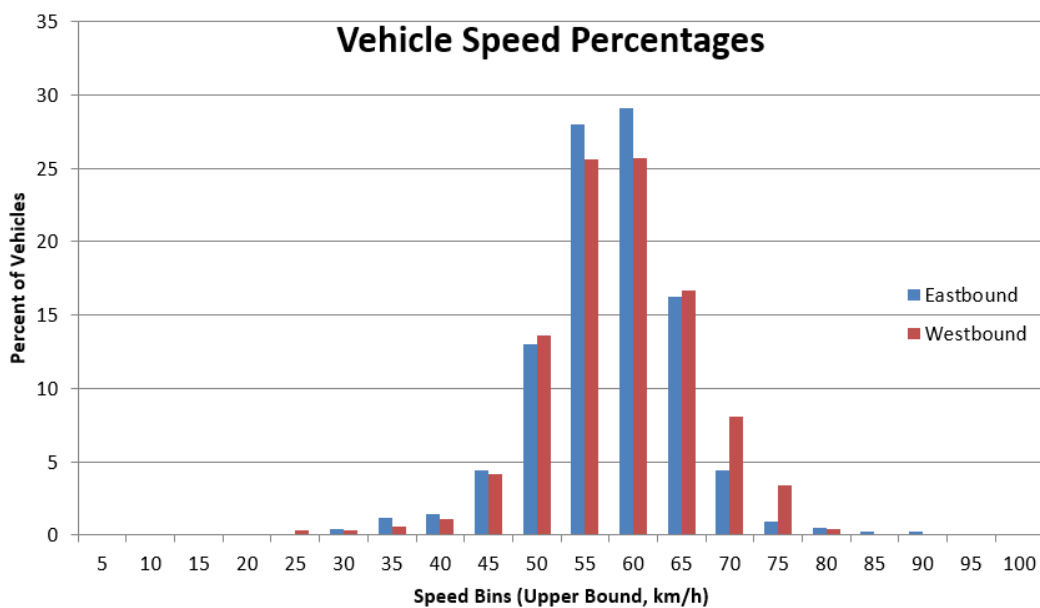
Reports of poor driver behaviour have predominantly focussed on John Lees Drive, including the intersection with Windermere Road.

Generally speaking, there are limits to the effectiveness of infrastructure solutions in addressing behaviour issues. Primarily, these issues should be reported to Tasmania Police for their monitoring and enforcement. However, the situation has been reviewed to determine if any infrastructure options exist.

On John Lees Drive, per hour 85% of vehicles were recorded to be travelling at or below 93km/h. However, 6% of vehicles were recorded to exceed the 100km/h speed limit by some amount. It is agreed that this is a relatively high level of non-compliance with the default speed limit and the CoL will engage with Tasmania Police to work towards reducing this. However, as discussed above, reducing the speed limit is not considered a solution to this.

Reports of burnout type behaviour at the junction of John Lees Drive and Windermere Road can be confirmed by the presence of circulating tyre marks within the junction. Whilst predominantly a behaviour issue, a solid traffic island could be placed within the throat of the junction to reduce the likelihood of this location being targeted by such behaviour. This could be considered alongside the provision of right turn facilities mentioned elsewhere in this report.

High proportions of traffic exceeding the speed limit were also recorded within the 50km/h section of Windermere Road.



This may be an indication that the justification for the speed limit is not readily apparent to drivers. For speed limits to be effective they must be self-evident or else drivers will tend to ignore them. Nevertheless, the CoL will work in collaboration with Tasmania Police to improve compliance. It is likely that the reasons for the lower speed limit need to be made clear to drivers through appropriate signage.

Summary of Proposals to Address Concerns

A summary of the recommendations made in this report, either at the request of the community or developed through the investigation, is presented here.

Inadequate Provision for Vulnerable Road Users, Particularly Pedestrians

Provide Footpaths or Usable Verges	Provision of a pathway, even if just gravel, is considered cost prohibitive and not feasible. Not Recommended.
Improve Rural Residential Design Standards	The Council should seek to improve the provision of off road active transport space in future rural residential areas. Recommendation: Produce Rural Residential Road Design Standards for New Developments.
Reduce the Speed Limit	A reduction in the speed limits on Windermere Road, Sanwae Drive and Sherborne Drive/ Walford Rise are worthy of further consideration, however, no other changes are recommended. Recommendation: Undertake community consultation on Windermere Road, Sanwae Drive and Sherborne Drive/ Walford Rise speed limit reduction.
Provide Improved Signage	Some additional signage is warranted, however, to reduce over-proliferation of signage this may be best implemented through entry/ gateway signage. Recommendation: Provide targeted improved road warning signage at entry points and in select locations.
Improve Bus Stops	Upgrades should not be made to informal or low use sites, however, it's recognised that improvements to facilities in the area would be beneficial. Recommendation: Collaborate with bus service operators to determine high-use formal sites for infrastructure improvements.

Insufficient Road Width and Poor Road Alignment

Widen Road	General road widening is not considered feasible due to lack of road reserve width and the costs involved in such a project. Not Recommended.
Provide Warning Signage	Some additional signage is warranted, however, to reduce over-proliferation of signage this may be best implemented through entry/ gateway signage. Recommendation: Provide targeted improved road warning signage at entry points and in select locations.

Inappropriate Speed Limits

Review the Speed Limit	A reduction in the speed limits on Windermere Road, Sanwae Drive and Sherborne Drive/ Walford Rise are worthy of further consideration. However, no other changes are recommended. Recommendation: Undertake community consultation on Windermere Road, Sanwae Drive and Sherborne Drive/Walford Rise speed limit reduction.
Provide Warning Signage	Some additional signage is warranted, however, to reduce over-proliferation of signage this may be best implemented through entry/ gateway signage. Recommendation: Provide targeted improved road warning signage at entry points and in select locations.

Inadequate Signage and Delineation

Speed Limit Signage	See above section on speed limits
Warning Signage	Some additional signage is warranted, however, to reduce over-proliferation of signage this may be best implemented through entry/ gateway signage. Recommendation: Provide targeted improved road warning signage at entry points and in select locations.
Regulatory Signage	Signage that reinforces the Road Rules is not always required where the road layout is clear, however signage may sometimes be justified. Recommendation: Provide give way signage at Sanwae Drive/Los Angelos Road and at Los Angelos Road/Windermere Road and positive priority bridge signage on Windermere Road.
Road Name Signage	Some locations have been identified as warranting road name signage. Recommendation: Road name signage at Los Angelos/ Sanwae Drive has now been provided.

Centre Line	Roads currently without centre lines are of insufficient width to allow centre line markings. Not Recommended.
Intersection Improvement	A channelised right turn is generally not required when traffic volumes are low but may be used to improve delineations and safety at intersections. Recommendation: Provide channelised right turn at John Lees Drive/Windermere Road.

Poor Driver Behaviour

Enforcement	Tasmania Police are responsible for monitoring and enforcing road rules and driver behaviour. Recommendation: The Council to collaborate with Tasmania Police on known issues. Residents encouraged to report issues as they arise.
Intersection Improvements	Provision of a solid island could discourage poor driver behaviour. Recommendation: Provide a solid island inside the throat of the John Lees Drive/Windermere Road (South) intersection.

Inadequate Maintenance

Carry Out Operational Maintenance	Current practices are considered sufficient to maintain the required level of service, however, the Council will ensure that these practices are undertaken in a timely manner. Recommendation: Ongoing maintenance to be undertaken in accordance with Council operational practices.
-----------------------------------	--

Recommendations

A program of improvement options are recommended for further consideration. These are generally short term improvements that are relatively simple and low cost that could be delivered within the next by the end of financial year 2022/2023.

- Ongoing operational maintenance of drains and road edges in the Windermere Road area.
- Provide a Give Way sign and road markings at the Sanwae Drive/Windermere Road junction.
- Provide a Give Way sign and road markings at the Los Angeles Road/Windermere Road junction.
- Provide positive priority signage on the Windermere Road bridge.
- Provide Entry/Gateway signage to give warning advice to drivers upon entry to the Windermere area.
- Provide select, targeted geometric and pedestrian warning signage on Windermere Road.

- Produce rural residential road design standards for new developments.
- Introduce a right turn lane and side road island at the John Lees Drive/Windermere Road junction.
- Undertake community consultation and further consideration to introduce a 60km/h speed limit in Sanwae Drive.
- Undertake community consultation and further consideration to introduce a 60km/h speed limit in Sherborne Drive/Walford Rise area.
- Undertake community consultation and further consideration to reduce the 70km/h speed limit on Windermere Road to 60km/h.
- Collaborate with bus service operators to determine high-use formal bus stops for provision of bus stop infrastructure, including signage and hard stands.
- Collaborate with Tasmania Police to target enforcement of poor driver behaviour.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

Safe and convenient roads and footpaths contribute towards a connected Launceston ensuring efficient access between its suburbs and centre, employment, shops and educational facilities. Collector roads that provide effectively for all road users are essential for a sustainable and liveable Launceston.

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 organization.

Focus Areas:

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

BUDGET AND FINANCIAL IMPLICATIONS:

The short term actions (less than 12months) can be delivered within current budget. Futures works will need to be considered in future annual capital programs.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

Nil

16. ORGANISATIONAL SERVICES NETWORK

16.1 Lease - Tasmanian Dog Training Club Inc.

FILE NO: SF0830

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

GENERAL MANAGER APPROVAL: Louise Foster (Organisational Services Network)

DECISION STATEMENT:

To consider leasing part of an area of land situated at Churchill Park, part of CT50435/1 to the Tasmanian Dog Training Club Inc.

This decision requires an absolute majority of Council.

STATUTORY REQUIREMENTS:

Local Government Act 1993 (Tas)

PREVIOUS COUNCIL CONSIDERATION:

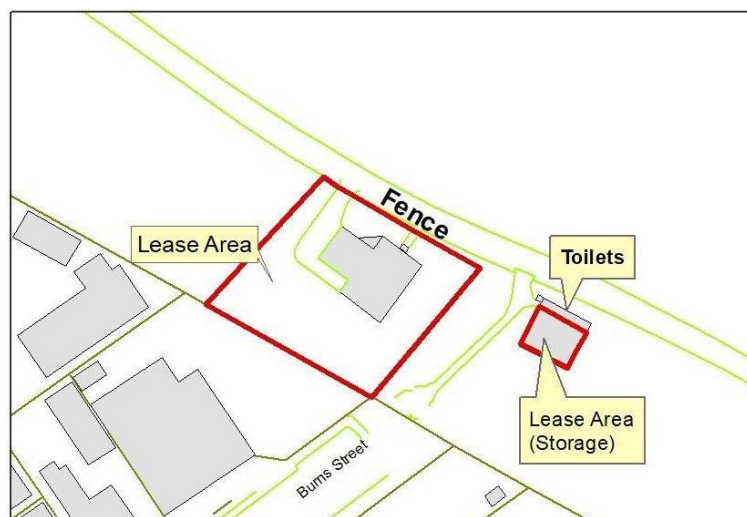
Council - 24 April 2017 - Agenda Item 18.1 - Lease Tasmanian Dog Training Club Inc.

Council - 30 January 2012 - Agenda Item 16.3 - Lease Tasmanian Dog Training Club Inc.

RECOMMENDATION:

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

1. leases a parcel of land situated at Churchill Park part of CT50435/1 to the Tasmanian Dog Training Club Inc. as marked on the plan below:



2. authorises the Chief Executive Officer to enter into a formal lease under the following terms:
 - the term shall be five years commencing on 1 May 2022 or as determined by the Chief Executive Officer.
 - the lease amount shall be \$300.30 per annum (as per the Lease and Licence Policy);
 - tenant to be responsible for:
 - energy costs;
 - volumetric and connection charges for water;
 - contents insurance; and
 - other service charges if any.
 - tenant shall continuously maintain:
 - building in good and reasonable order;
 - and keep clear all noxious growth from premises;
 - public liability insurance of at least \$20 million.
 - the exact dimensions of land to be leased and all remaining terms to be determined by the Chief Executive Officer.
3. authorises the Chief Executive Officer to exercise any right, option or discretion exercisable by Council under the lease.
4. notes, for the avoidance of doubt, Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993* (Tas).

REPORT:

The Tasmanian Dog Training Club Incorporated (the Club) has been based at Churchill Park since 2007. However, the Club originally began in 1955 under the name of the Tasmanian Dog Club. The Club's current clubroom is located within Churchill Park, and it is a great location for them that is well known to the local community.

The Club's current lease is due to expire on 30 April 2022 and as such, the Club has requested a new lease agreement (Attachment 1). The Club is an affiliated, incorporated and not-for-profit organisation run by volunteers. As a community based organisation, the Club offers and conducts dog and owner education classes for new and experienced community members. As a volunteer organisation, the Club has approximately 500 members at any given time with 16 dedicated instructors who provide dog training, education and a variety of dog exercise activities. The Club provides a huge service to the public, as they provide education on all aspects of dog care, the responsibilities of dog ownership, vaccination, de-sexing, behaviour and training.

Under the Council's Lease and Licence Policy such groups considered non-commercial users must pay an annual fee of \$300.30 per annum. It is, therefore, recommended that Council grant a five-year lease with the lessee to cover all charges in respect of power, water and sewage usage, including obtaining their own contents and public liability insurance. This is in line with all other sporting clubs and those not-for-profit community groups with lease agreements with the Council.

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

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

The Club is a not-for-profit organisation aimed at educating the public on how to be responsible dog owners. This proposal will continue to make a positive impact on the community.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014 - 2024

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

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

Focus Areas:

1. To plan for and provide services and facilities that recognises the changing demographics and needs of our community.
3. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community.
5. To promote and support active and healthy lifestyles of our community.

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

1. Lease - Tasmanian Dog Training Club Inc. Attachment 1 [**16.1.1** - 1 page]

17. CHIEF EXECUTIVE OFFICER NETWORK

17.1 Local Government Board Review

FILE NO: SF3302/SF0327

CHIEF EXECUTIVE OFFICER APPROVAL: Michael Stretton

DECISION STATEMENT:

To consider Council's endorsement of a submission to the Local Government Board Review.

RECOMMENDATION:

That Council endorses the Local Government Board Review Submission (ECM Doc Set ID 4710666) as being appropriate to lodge for the Board's consideration.

REPORT:

In 2021 the Tasmanian State Government announced a Local Government Board Review (the Review) with the objective of creating *a more robust and capable system of local government that is ready for the challenges and opportunities of the future*. Under the Terms of Reference for the Review, the Board will consider:

1. the future roles and functions that should be delivered by local government in Tasmania;
2. the organisational features and capabilities necessary to enable local government to effectively and sustainably deliver its future roles and functions;
3. the optimal future design for the Tasmanian local government sector to support the delivery of local government's proposed roles, functions, features and capabilities, individually and collectively, across representative and administrative roles and functions;
4. a practical transition plan for implementing the future design of local government in Tasmania, if required; and
5. any other matters the Board considers relevant to the above.

The Local Government Board has been completing community engagement in respect to the review over the last few weeks and has asked for any written submissions from councils to be received by 5 May 2022.

Councillors and the Council's staff have worked together to prepare a submission to the Board (Attachment 1) which considers the Review from the perspective of the City of Launceston (CoL). It provides analysis and recommendations in respect to the future roles and functions of Local Government, the organisational features and capabilities necessary to enable councils to effectively and sustainably deliver their roles and functions and the optimal future design for the Tasmanian local government sector, with a specific focus on Launceston and the Northern Tasmanian region.

The CoL believes that the Review must be focused on achieving economies of scope and scale, addressing spill-over effects and improving the strategic capacity of councils to plan and manage their regions. These are outlined below:

- In terms of the sector's role and functions, it is the CoL's clear preference that the review focus on the need for service level planning. Over time, it is clear that local government services will need to continue to evolve to serve their whole community and new technology, organisational structures and ways of working will be crucial to creating change in the way that Councils deliver services to the community. However, the CoL does not believe that the reform process should not seek to significantly change the roles and functions of Local Government within Tasmania, rather it should seek to identify and implement strategies to address these emerging needs and trends and undertake significant community engagement to achieve a clear understanding of the levels of service required to sustainably service the Tasmanian community.
- The CoL's position in the northern region is unique in Tasmania, as it is impacted by the spill-over effect more than any other Tasmanian city. As it currently stands, the CoL is required to provide and maintain regional level infrastructure, which is not required to be provided by surrounding Councils, yet are used by their residents. It is clear from the financial analysis of other Councils, provided in the submission, that the operational costs of the CoL are comparable to the other councils in the Northern Region with proportionately high asset bases. However, it is equally clear that the larger urban councils of Meander Valley and West Tamar are not contributing as much as others in the region in terms of assets as a result of the spill-over effect of the CoL. This is leading to a disparity in the level of rates required to be paid by CoL residents being significantly more than is required by the West Tamar and Meander Valley residents. It would be more appropriate for a metropolitan council model to be adopted in the Northern Region whereby the cost of regional assets could be more equitably dispersed across the urban areas which receive the most direct benefits.
- Not only would a metropolitan-based council address the spill-over effects which are apparent in northern Tasmania, it would also enable more effective integrated planning across the region, which can better address the regional-scale problems. It has been established that there are significant residential growth areas in each municipal area, together with major infrastructure such as the Launceston CBD, Launceston Airport, Port of Bell Bay and major industrial estates all in different, but adjoining municipal areas and the fact that the voluntary regional collaboration that occurs is not the most appropriate means of effectively planning for the future.
- The CoL would urge the Board to explore the creation of a metropolitan council in the greater Launceston area which would include the important regional infrastructure outlined in the submission. Clearly, this would still necessitate the maintenance of more rurally based council areas to include the North-East, Western and Southern reaches of the region and it is suggested that the review would be an opportune time to imbed resource sharing between a metropolitan council and the rural councils to ensure that they are able to sustainably deliver services to their communities into the future.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

Consideration contained in the submission.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014 - 2024

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

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

Focus Areas:

1. To promote and enhance Launceston's rich heritage, culture and natural environment.
2. To continue to offer an attractive network of parks, open spaces and facilities throughout Launceston.

BUDGET AND FINANCIAL IMPLICATIONS:

Consideration contained in the submission.

DISCLOSURE OF INTERESTS:

The Chief Executive Officer has no interests to declare in this matter.

ATTACHMENTS:

1. Local Government Board Review Submission [17.1.1 - 28 pages]

**17.2 Launceston Chamber of Commerce - Greening Launceston
Memorandum of Understanding**

FILE NO: SF0806/SF0808/SF5830

CHIEF EXECUTIVE OFFICER APPROVAL: Michael Stretton

DECISION STATEMENT:

To consider entering into a Memorandum of Understanding with the Launceston Chamber of Commerce to accelerate the urban greening of the City.

PREVIOUS COUNCIL CONSIDERATION:

Workshop - 3 March 2022 - Draft Urban Greening Memorandum of Understanding

RECOMMENDATION:

That Council agrees to endorse the Urban Greening Memorandum of Understanding with the Launceston Chamber of Commerce (ECM Doc Set ID 4710473) and work together to agree on priorities, timeframes and actions for Launceston to achieve its vision of becoming a green City.

REPORT:

The Launceston Chamber of Commerce (the Chamber) has requested to be able to enter into a Memorandum of Understanding (MoU) with the City of Launceston (CoL) to accelerate the urban greening of the City. The Council has subsequently worked with the Chamber to develop a draft MoU (Attachment 1) which will provide a working understanding between the Chamber and the CoL to work together to agree on priorities, timeframes and actions for Launceston to achieve its vision of becoming a green City. The MoU will apply to:

- the Launceston Central Activity Area;
- outer urban precincts such as Mowbray and Kings Meadows;
- roads, especially major arterial roads connecting with the City; and
- the suburban program - community focused.

Background

The vision for the CoL is provided by the Greater Launceston Plan (GLP). The course charted by the GLP is for a compact, highly accessible green city with robust sustainable communities and a vibrant diverse inner city core. The future prosperity, social development and liveability of greater Launceston is significantly related to the effective functioning, planning and development of the Launceston central area. Recognition of the central place role of the Launceston central area is an integral and unifying element of the GLP the City's pedestrian areas, squares, parks and gardens are linked to the reserves and green spaces throughout the district and wider urban area by a shared pathway system to encourage more people to walk.

The GLP Vision Statement identifies that:

...Sustainable prosperity for greater Launceston will be achieved by consolidating and building nationally and internationally recognised strategic advantages for the region through a focus on creativity and innovation, maintaining exceptional environmental and liveability qualities and ensuring a diverse, connected and inclusive region.

In accordance with the GLP vision, the Council recognises that street trees enhance the visual amenity of a place by complementing architectural features, softening the hard surfaces of the built environment and screening undesirable features.

They provide a strong sense of identity to a street or local area. Street trees are often the element people associate with a particular street. Examples are David Street's pin oaks and Elphin Road's crab apples. Street trees can also reflect the history of an area, providing an important link with the past - for example, Invermay Road's plane trees.

Trees assist in maintaining and enhancing biodiversity in the urban environment and provide habitats for a wide range of bird and animal life; assist in providing wildlife corridors for migratory species; absorb carbon dioxide from the atmosphere, locking up carbon that in turn helps regulate the earth's climate and reduce air pollution by intercepting and filtering harmful gases and airborne particle pollution, such as car fumes. Their shade lowers the local temperatures of hard surfaces and can reduce heating or cooling requirements in nearby buildings, therefore, reducing power consumption. It is important that the right tree species are chosen to suit and adapt to a changing climate.

Trees improve and enrich health and wellbeing; in the built environment they are one of the main connections people have with nature. In addition, tree shade can provide a direct health benefit by protecting people from harmful UV radiation and encourage people to spend time outdoors. Additionally, an effective *tree canopy* plays a key role in adapting to climate change, including storing carbon dioxide, reducing heatsink during heatwave events and contributing to absorb stormwater during extreme weather events.

In order to achieve its vision of Launceston being a green City, the Council has a sound policy framework which includes the:

- Launceston Street Tree Strategy;
- Tree Management Policy;
- Nature Strip Policy;
- Launceston City Heart Masterplan; and
- Sustainability Strategy/Towards Zero Emissions Action Plan.

Within this policy framework, a great deal of work is undertaken each year with around 9,000 trees being planted by the Council across the municipal area, including approximately 300 in urban areas of the City. Indeed, Launceston was ranked in the top 10 Local Government Areas (LGAs) in Australia as having the most green cover in 2020. It also ranked second (+9.5%) in Australian LGAs behind only the ACT with the highest growth in green cover between 2016 and 2020. Importantly, however, it was listed in the *lowest* category of all urban places facing challenges to maintaining green cover and clearly more needs to be done.

The Chamber has been working to deliver vision and leadership in this space as the Launceston business sector and people now generally want and expect greater change. Business considers that urban greening will provide the city with a significant competitive advantage which is essential for increasing trade, capital, and population as urban greening has been demonstrated to improve the attractiveness and liveability of cities. As a City that faces branding difficulties, urban greening may well provide a solution enhancing the City's liveability reputation through an ambitious approach to creating urban forests.

The Chamber has requested to be able to enter a MoU with the CoL to accelerate the urban greening ambition and outcomes. As potentially one of the great regional cities of the world, the Chamber expects that Launceston will become known for transformational city greening programs creating beautiful streets where people love to congregate stay and conduct business. Success will be evidenced by business being eager to secure tenancies due to street life vibrancy, foot traffic, and a new consumer energy. Retailers and service providers will report increased turnover. Public health will report improved public health outcomes and inner City living will surge.

The Council is currently working with the University of Tasmania and Geoneon to develop an Urban Forestry Strategy which is due for completion in June 2022. The Urban Forest Strategy will guide the delivery of the MoU with the following aims:

1. location - right places, right scale;
2. biogenic function - right vegetation;
3. socio-demographics - characteristics, values, preferences; and
4. institutional capacity - right level of support.

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

Increased urban greening improves the liveability the City's streets and suburbs and positively correlates with increased property values and development attraction, both of which influence the local economy. Urban green spaces provide environmental benefits through their effects on negating urban heat, offsetting greenhouse gas emissions, and attenuating storm water. Climate change and rapid urbanisation has increased heat and urban greening may remedy some of these issues. Increasing tree cover by up to 5% can reduce diurnal temperatures 2 - 3°C, while green roofs and street trees may cool some urban areas by 8-15°C; up to 20°C over roads. The social impact of increased urban greening is outlined in the report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Corporate Strategic Plan 2014 - 2024

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

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

Focus Areas:

1. To promote and enhance Launceston's rich heritage, culture and natural environment.
2. To continue to offer an attractive network of parks, open spaces and facilities throughout Launceston.

BUDGET AND FINANCIAL IMPLICATIONS:

The Council is committed to the completion of the Urban Forestry Strategy and subsequently, to the development of an Urban Forest Delivery Plan. Under the terms of the MoU, the Chamber will play a significant role in the implementation of this plan. It will be necessary to provide sufficient financial and resource support in future budgets to ensure that the implementation can occur at the desired rate. Accordingly, there will be a financial implication associated with the development of this Plan and by extension the signing of this MoU and these will need to be considered by the Council in its annual planning and budget process.

DISCLOSURE OF INTERESTS:

The Chief Executive Officer has no interests to declare in this matter.

ATTACHMENTS:

1. Urban Greening Memorandum of Understanding with the Launceston Chamber of Commerce [17.2.1 - 6 pages]

18. MEETING CLOSURE

19. NEXT COUNCIL MEETING DATE

The next Ordinary Meeting of Council will be held at 1.00pm on 19 May 2022 at the Council Chambers, Town Hall, 18-28 St John Street, Launceston.