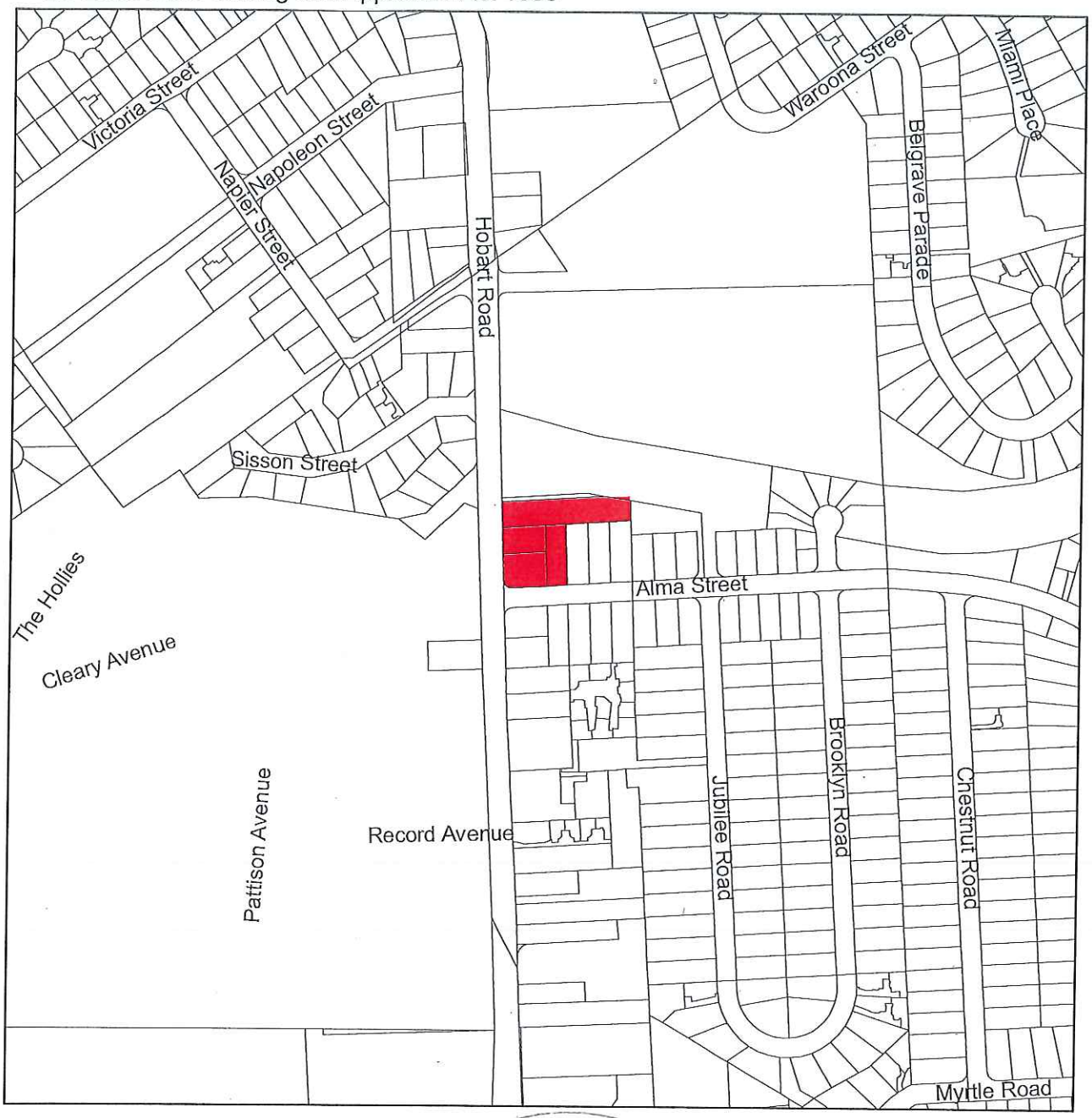
Launceston Interim Planning Scheme 2015

AMENDMENT 61

Rezoning from Commercial to General Residential
(357-361 Hobart Road CT 175679 Folios 1, 2, 3 and 4)

The Launceston City council resolved at its meeting of 14 May 2020 that amendment 61 of the Launceston Interim Planning Scheme 2015 meets the requirements specified in section 32 of the Land Use Planning and Approvals Act 1993



1:5,000

Zoning — General Residential

THE COMMON SEAL of Launceston City Council was hereunto affixed in the presence of: -

WITH PROGRESS AND PRUDENCE · LAUNCESTON · CITY · COUNCIL ·

Michael Stretton
Chief Executive Officer

Date 21-05-2020

Planning Permit
Development Application Form

Application Lodgement Checklist

- ❑ Complete all the relevant lodgement questions
- ❑ Include plans and all supporting documents
- ❑ Include a copy of the Certificate of Title for the subject site (folio text, folio plan and any schedule of easements)
- ❑ Where an application relies on performance criteria in the Launceston Interim Planning Scheme 2015, include a written statement demonstrating compliance with these standards

Application

THE LAND: Address and title information for the subject site

Number	359-361	Street	Hobart Road

Suburb	Youngtown

The Planning Authority requires a full copy of the Certificate of Title for a valid application

Title Volume	175679	Title Folio	1, 2, 3 & 4
Title Volume		Title Folio	

Value of the works
State the estimated value of the proposed works
You may be required to verify this estimate

$ 3,500,000

THE PROPOSAL: Detail what use, development or other matter is the permit required for
Attach any additional explanatory documents as appropriate

1. Rezone the site from Commercial to General Residential; and
2. Construction of 24 multiple dwellings and associated works, including subdivision (consolidation), demolition, provision of vehicular access, parking and landscaping.

EXISTING USE/DEVELOPMENT: Describe the way the land is used now

Existing garden and landscape supplies buildings, structures and associated works (to be demolished)

Complete the relevant sections below

Have you had a pre-lodgement meeting with a Town Planner? ☑ YES ☐ NO

If yes, please specify: Pip Glover

Are components of the application seeking retrospective approval? ☐ YES ☑ NO

e.g. Have any of the works already been undertaken? Has the use already commenced?

If yes, what are they?

Tasmanian Heritage Council (THC) Listed Property? ☐ YES ☑ NO

If yes, has an Exemption been granted? If yes, please attach. ☐ YES ☑ NO

Advisory Note: If your property is on the State Heritage Register, we recommend you discuss your proposal with the THC prior to lodging your development application. Contact the Tasmanian Heritage Council on 1300 850 332.

☑ RESIDENTIAL USE/DEVELOPMENT

Number of dwellings (existing)	0	**Number of dwellings (proposed)**	24
Number of parking spaces (existing)	N/A	**Number of parking spaces (proposed)**	38

☑ SUBDIVISION

Subdivision excludes strata title lots

Number of lots (existing)	4	**Number of lots (proposed)**	1
Lot size/s (existing)		**Lot size/s (proposed)**	4,396m2

☐ OTHER USE/DEVELOPMENT

Hours of Operation	Monday - Friday	am	to	pm
	Saturday	am	to	pm
	Sunday	am	to	pm

Parking spaces (existing)		**Parking spaces (proposed)**	
Floor area (existing)		**Floor area (proposed)**	
Number of employees (existing)		**Number of employees (proposed)**	

☐ MISCELLANEOUS

Earthworks and/or retaining walls ☑ YES ☐ NO

Tree removal ☑ YES ☐ NO

Machinery, plant and equipment ☐ YES ☑ NO

Signs proposed ☐ YES ☑ NO

APPLICANT: The contact person/company in relation to the application

Applicant	6ty° Pty Ltd
Contact Person	Ashley Brook
Postal Address	PO Box 63
Suburb	Riverside
State	TAS
Postcode	7250
Phone	6332 3326
Email	abrook@6ty.com.au

The Planning Authority will correspond with you by email unless you request an alternative method.

OWNER: The owner of the land the subject of the application

Title	
Given Name/s	Launceston City Mission Inc.
Surname/s	
Postal Address	PO Box 168
Suburb	Launceston
State	TAS
Postcode	7250
Phone	
Email	

Is the Applicant the Owner?

☐ **YES** please complete sections A and C
☑ **NO** please complete sections B and C

SECTION A: Owner/s verification
I/we are the owner/s of the land. I/we have seen this application.

Owner's Signature: See landowner permission accompanying the application
Date:

SECTION B: Applicant's verification
I/we the Applicant declare that I/we have notified the owner about this application.

Applicant's Signature: Ashley Brook
Date: 2/12/2019

SECTION C: Declaration (to be completed for all applications)
I declare that all information I have given is true.

Applicant's Signature: Ashley Brook
Date: 2/12/2019

How to apply for a Planning Permit

Applications need to include the information required by the Planning Authority. It is important that you give full details of your proposal and attach all documents to support your application. If you don't provide enough detail we will need to ask you for more information and this may delay your application.

Plans

Your proposal plans should include the following:

- Site Plan - contours/relative levels, boundaries of subject site, footprint of building/s, north point, frontage to street/s, scale
- Floor Plan - identifying how the internal spaces in the building are intended to be used
- Elevations - natural ground level, wall height and overall height of existing/proposed building/s measured from natural ground level, floor level, indicative materials, location of windows/doors

Fees

The fee for your development application is calculated based on the City of Launceston Adopted Fees and Charges. Following lodgement of your development application, an invoice will be generated for payment.

Agencies that may be able to assist you in preparation of your application:

TasWater	136 992
Tasmanian Heritage Council (THC)	1300 850 332
Department of State Growth	03 6777 2808
Environmental Protection Authority (EPA)	03 6165 4599
TasNetworks	1300 127 777
TasGas	1800 438 427
TasRail	1300 827 724

Ways to lodge your application

Online
www.launceston.tas.gov.au/PlanningPermit

Email
Planning.Queries@launceston.tas.gov.au

If you can't, or would prefer not to, lodge your application online or by email, you can lodge it in person at the City of Launceston Customer Service Centre, Town Hall, St John Street, Launceston or by post to Planning Authority, City of Launceston, PO Box 396, Launceston, Tasmania 7250.

If you have any further questions, or would like to have a pre-lodgement meeting with a planner, please contact the City of Launceston on 6323 3000 and ask to speak with the Duty Planner or email Planning.Queries@launceston.tas.gov.au

Planning Permit Privacy Statement

The City of Launceston is collecting the information on this form so that it may consider your application in accordance with Division 2 of the *Land Use and Planning Approvals Act 1993* (the Act). If you fail to provide all the information required, or refuse site access, your application may not be processed.

If an application is made under Section 57 of the Act, a copy of the lodgement documents must be made available for any person to inspect during public notification.

Please note that any information, reports and plans submitted with an application are treated as public documents and may be reproduced for representors, referral authorities and any other persons/bodies interested in the proposal.

Please be advised that Town Planners and Aldermen will need to visit your site with or without prior notice as part of the assessment and determination process. By lodging your development application you are deemed to have consented to these visits.

Personal Information Protection Statement

As required under the *Personal Information Protection Act 2004*

1.	Personal information is managed in accordance with the *Personal Information Protection Act 2004* and may be accessed by the individual to whom it relates, on request to City of Launceston.
2.	Information can be used for other purposes permitted by the *Local Government Act 1993* and regulations made by or under that Act, and, if necessary, may be disclosed to other public sector bodies, agents or contractors of City of Launceston, in accordance with the Council's Personal Information Protection Policy (17-Plx-005).
3.	Failure to provide this information may result in your application not being able to be accepted or processed.

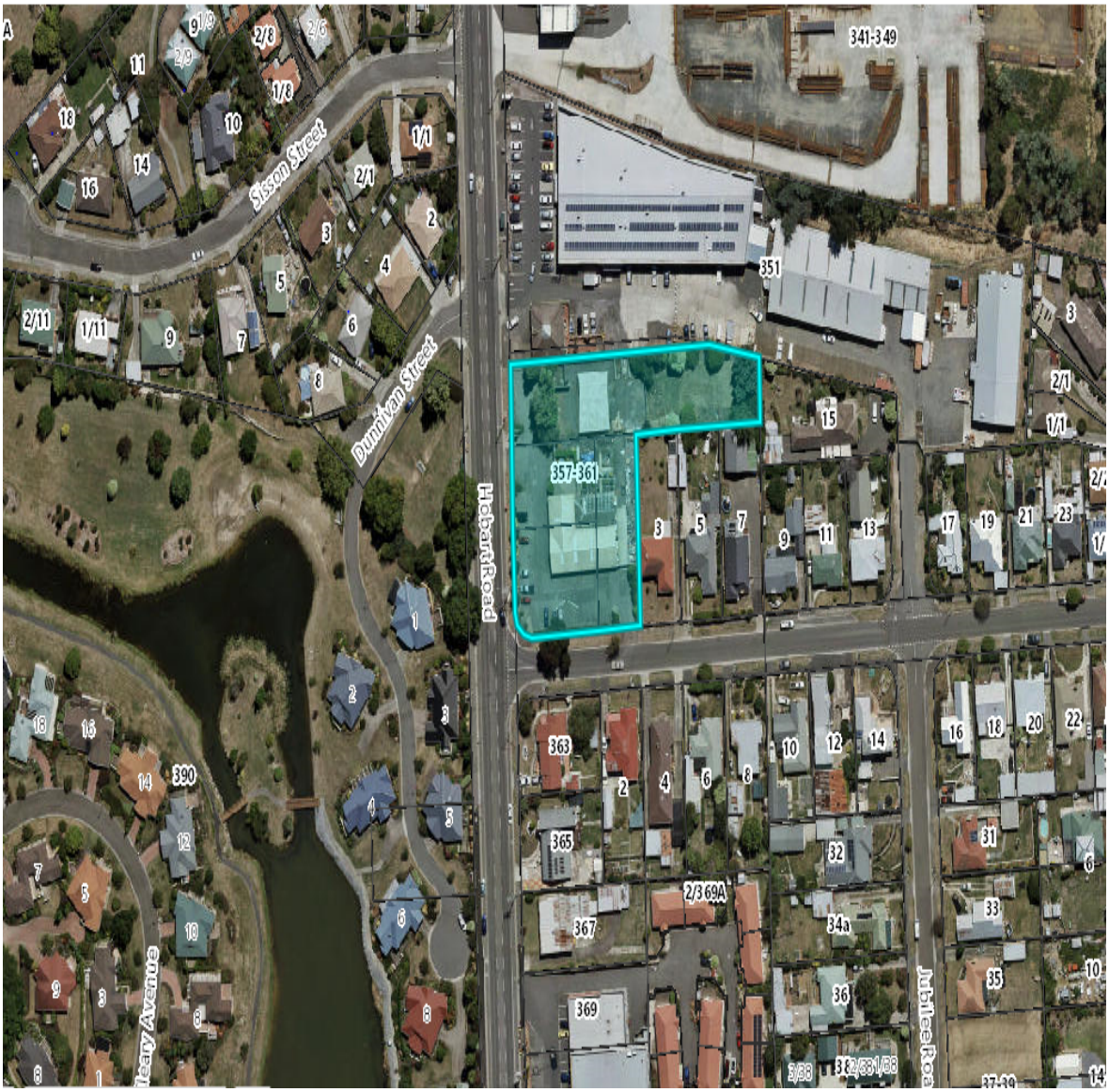
Office Use Only		
❑ Permitted ❑ Discretionary ❑ Planning Directive Visitor Accommodation		
Application No:		Date Received:
Amount: $	Fee Received ❑	Officer:
Validity checklist: Title ❑ Plans ❑ ROC ❑		

City of Launceston

A Leader in Community & Government

N

LOCALITY MAP
DA0698/2019 - 357-361 Hobart Road, Youngtown



Locality Map

Scale: This Map Is Not to Scale

Project: # PROPOSED UNIT DEVELOPMENT

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality
Management Systems
QMS Certification Services

At: ## 359-361 HOBART RD, YOUNGTOWN, TAS

For: ## CATHOLICCARE TASMANIA

Project: 19.070

DRAWINGS:

Ap01	SITE PLAN
Ap02	UNIT TYPE 01 FLOOR PLANS & ELEVATIONS
Ap03	UNIT TYPE 02a & 02b FLOOR PLANS & ELEVATIONS
Ap04	UNIT TYPE 03 & 04 FLOOR PLANS & ELEVATIONS

SITE AREA ANALYSIS:

SITE AREA:	4396m^2
BUILDING AREA:	2068m^2
COVERAGE RATIO:	47%
DRIVEWAY:	1133m^2

PLANNING DOCUMENT

Issue date: 29/10/2019

SITE PLAN

SCALE 1 : 200

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality
Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
1	29-11-19	DEVELOPMENT APPROVAL	A
2	07-01-20	TASWATER DETAILS ADDED	B
3	26-03-20	RESPONSE TO COUNCIL RFI	C

N
TRUE NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED UNIT DEVELOPMENT

AT: 359-361 HOBART RD, YOUNGTOWN, TAS

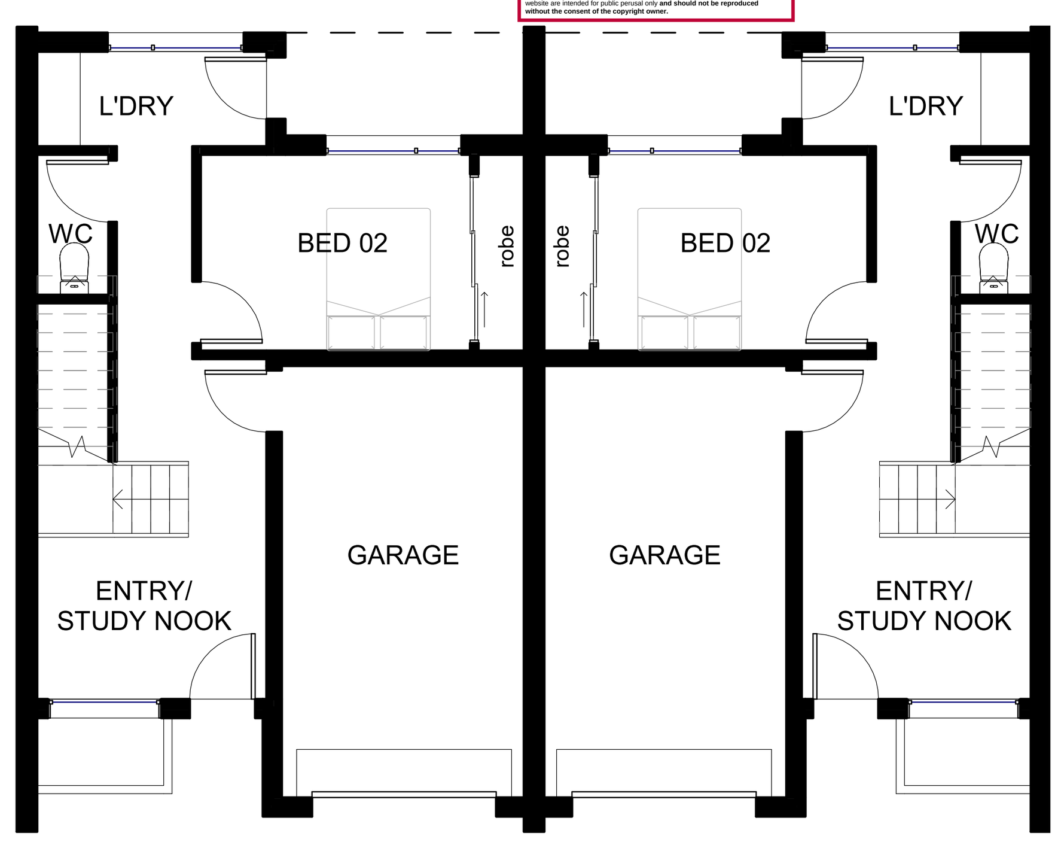
FOR: CATHOLICCARE TASMANIA

DRAWING: SITE PLAN

DESIGNED: DVG DRAWN: CCH CHECKED: DVG

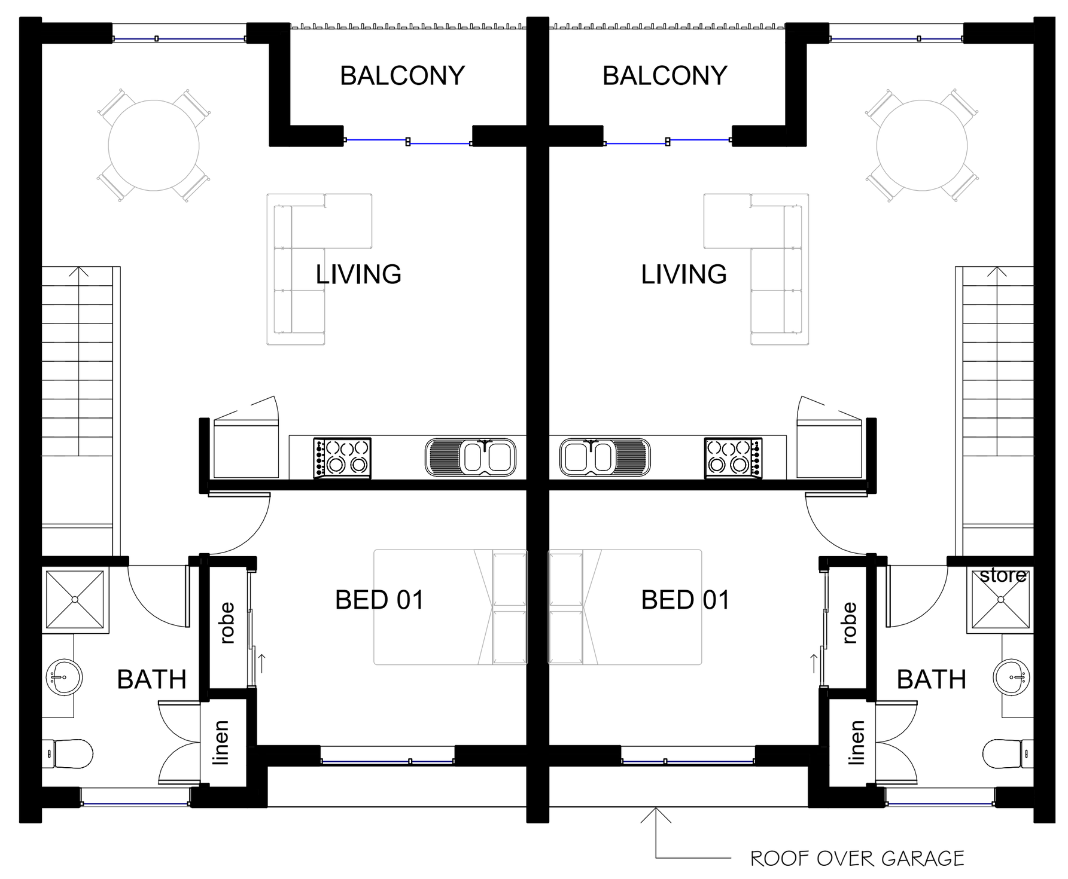
SCALES: 1 : 200 AT A1 SIZE DRAWING SHEET

PROJECT No. 19.070 DRAWING No. Ap01 REV. C



UNIT TYPE 01 GROUND FLOOR PLAN

SCALE 1 : 100



UNIT TYPE 01 FIRST FLOOR PLAN

SCALE 1 : 100

UNIT TYPE 01 - REFERENCE PLAN

SCALE 1 : 1000

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Services

UNIT TYPE 01 FRONT ELEVATION

SCALE 1 : 100

UNIT TYPE 01 BACK ELEVATION

SCALE 1 : 100

PLANNING DOCUMENT

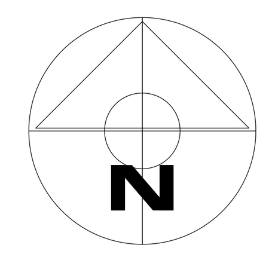
ISSUE	DATE	ISSUED FOR	REV.
1	29-11-19	DEVELOPMENT APPROVAL	A

HOBART RD PERSPECTIVE

SCALE

INTERNAL STREET PERSPECTIVE

SCALE



PROJECT NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED UNIT DEVELOPMENT

AT: 359-361 HOBART RD, YOUNGTOWN, TAS

FOR: CATHOLICCARE TASMANIA

DRAWING: UNIT TYPE 01 FLOOR PLANS & ELEVATIONS

DESIGNED: DVG DRAWN: CCH CHECKED: DVG

SCALES: As indicated AT A1 SIZE DRAWING SHEET

PROJECT No. 19.070 DRAWING No. Ap02 REV. A

Document Set ID: 4301544
Version: 1, Version Date: 21/05/2020

UNIT TYPE 02 FLOOR PLAN

SCALE 1 : 100

UNIT TYPE 2a - 3D PERSPECTIVE

SCALE

UNIT TYPE 02a - REFERENCE PLAN

SCALE 1 : 1000

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

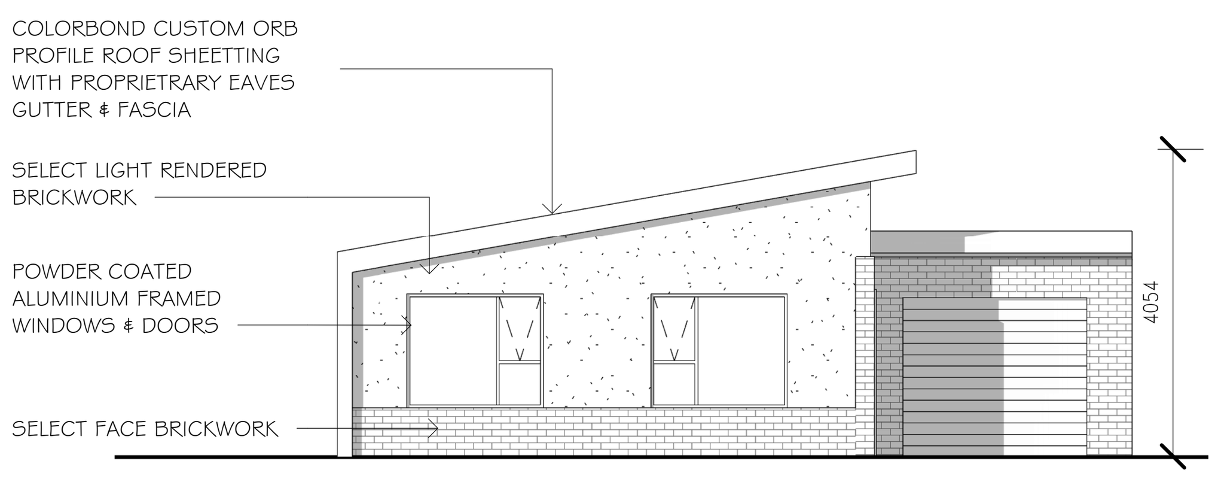
Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

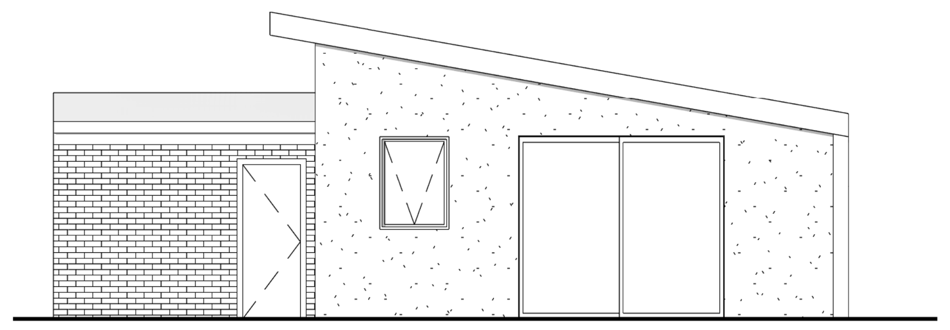
Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

APPROVED COMPANY
ISO 9001
Quality
Management Systems
QMS Certification Services



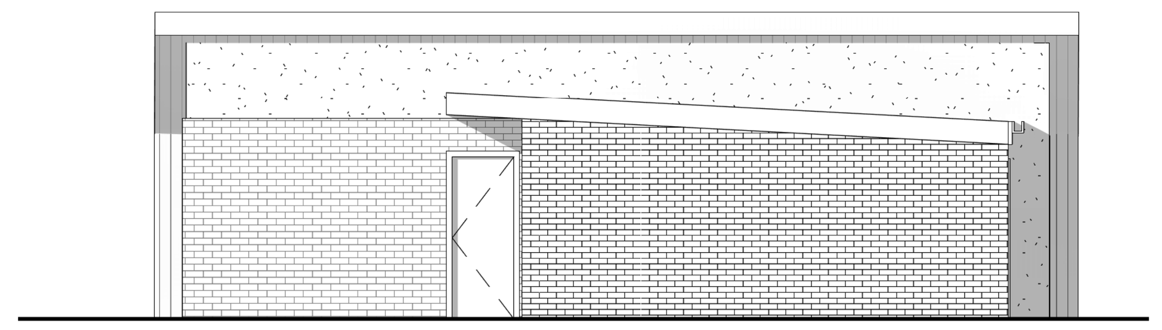
UNIT TYPE 02a FRONT ELEVATION

SCALE 1 : 100



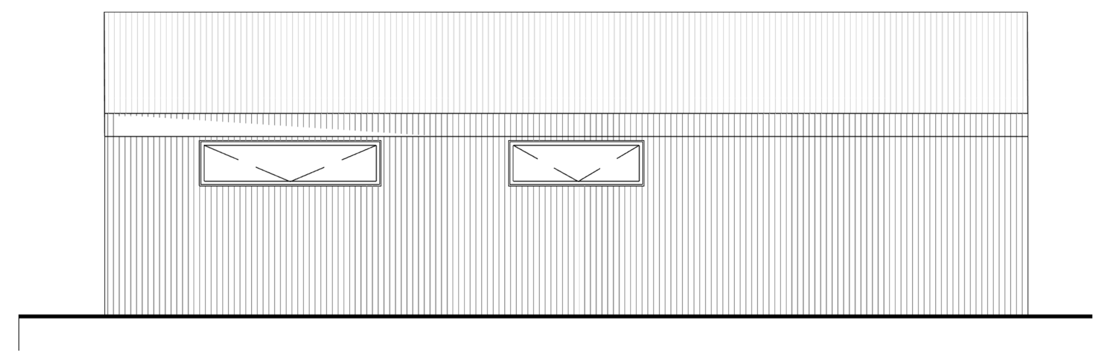
UNIT TYPE 02a BACK ELEVATION

SCALE 1 : 100



UNIT TYPE 02a SIDE ELEVATION 01

SCALE 1 : 100



UNIT TYPE 02a SIDE ELEVATION 02

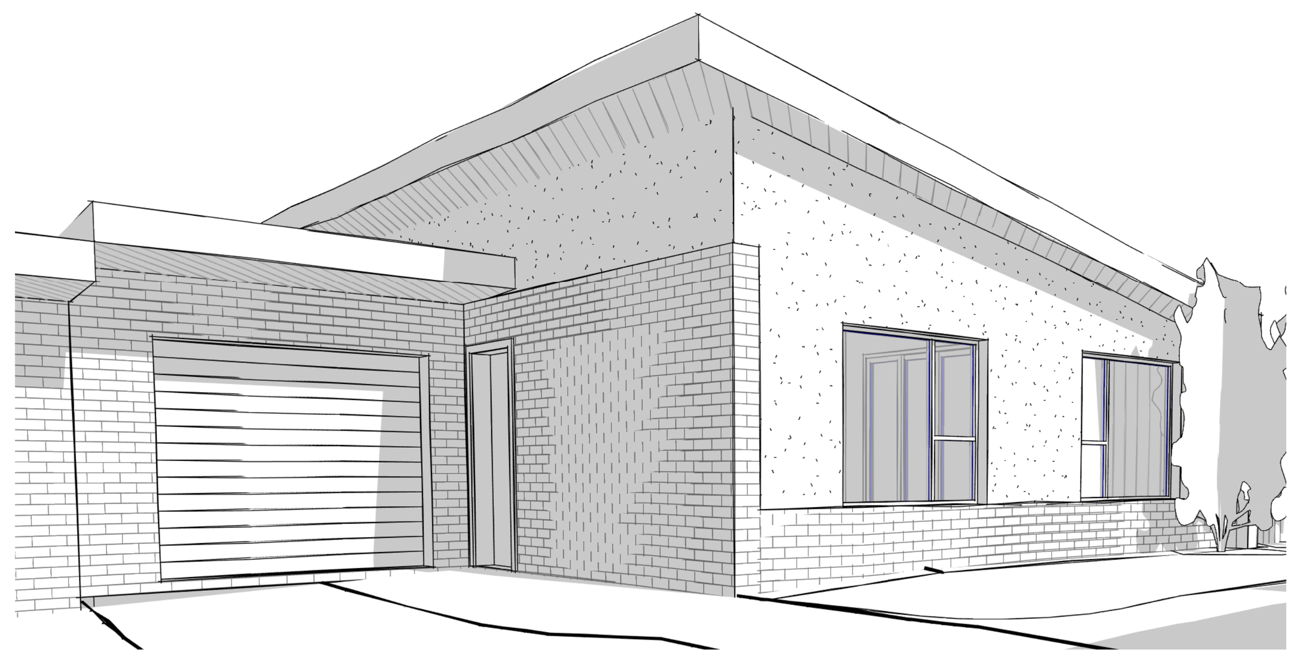
SCALE 1 : 100

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
1	29-11-19	DEVELOPMENT APPROVAL	A

UNIT TYPE 02b FLOOR PLAN

SCALE 1 : 100

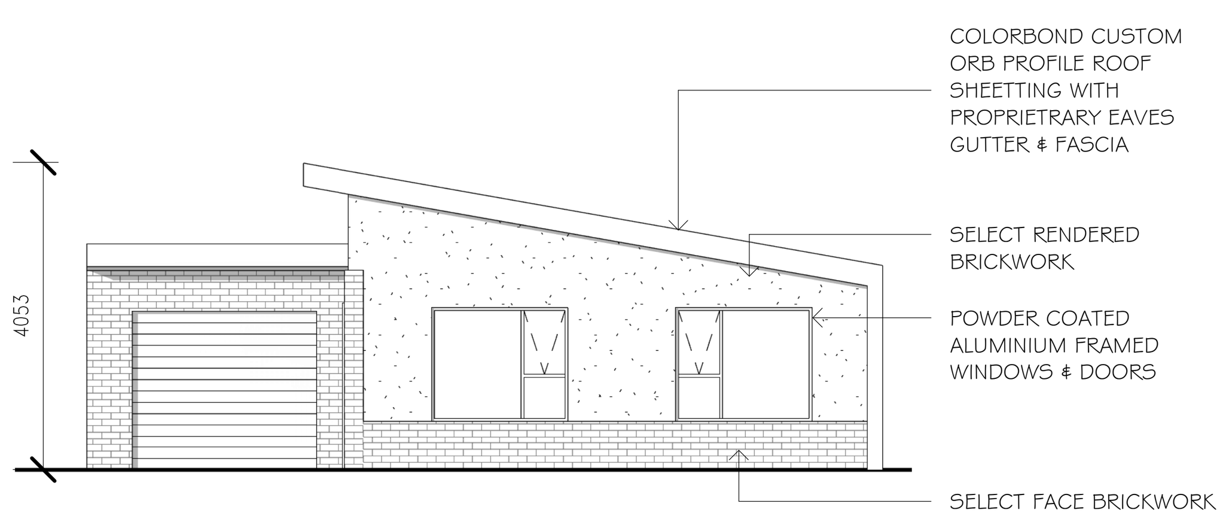


UNIT TYPE 2b - 3D PERSPECTIVE

SCALE

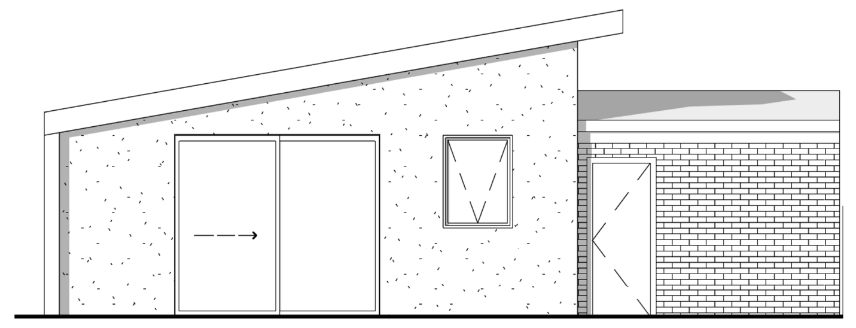
UNIT TYPE 02b - REFERENCE PLAN

SCALE 1 : 1000



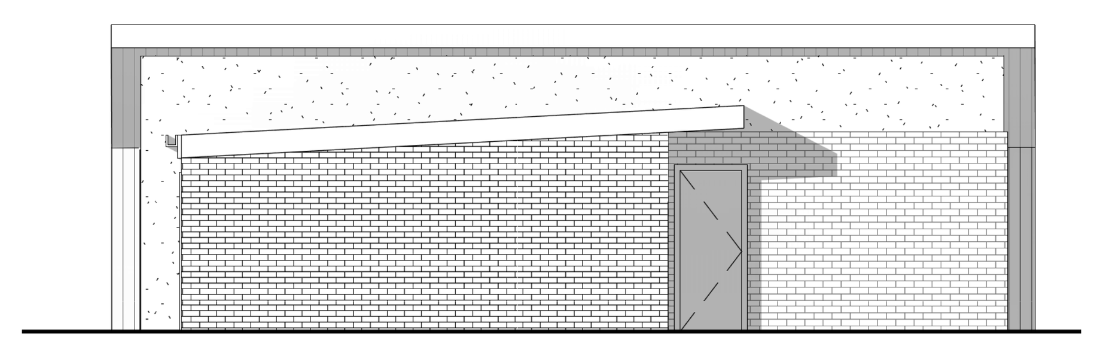
UNIT TYPE 02b FRONT ELEVATION

SCALE 1 : 100



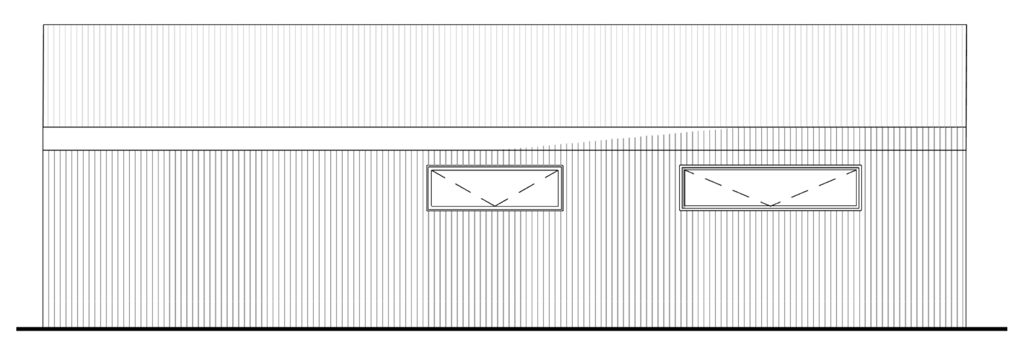
UNIT TYPE 02b BACK ELEVATION

SCALE 1 : 100



UNIT TYPE 02b SIDE ELEVATION 01

SCALE 1 : 100



UNIT TYPE 02b SIDE ELEVATION 02

SCALE 1 : 100

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED UNIT DEVELOPMENT

AT: 359-361 HOBART RD, YOUNGTOWN, TAS

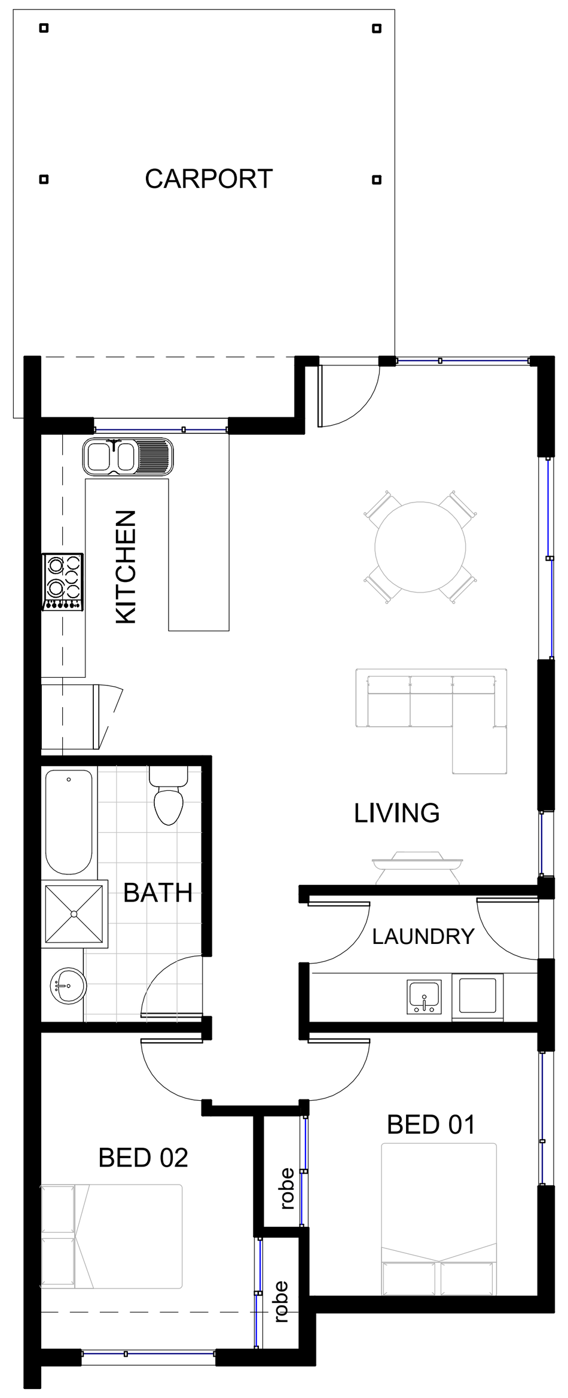
FOR: CATHOLICCARE TASMANIA

DRAWING: UNIT TYPE 02a & 02b

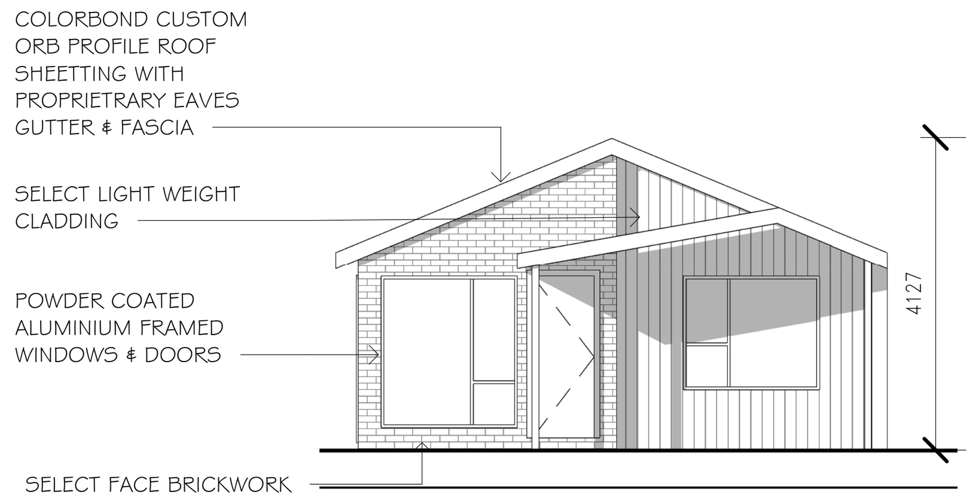
DESIGNED: DVG DRAWN: CCH CHECKED: DVG

SCALES: As indicated AT A1 SIZE DRAWING SHEET

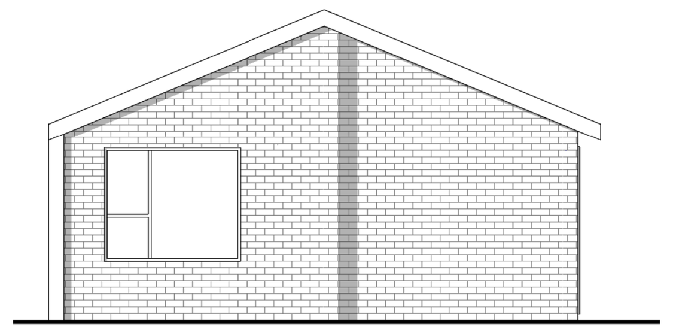
PROJECT No. 19.070 DRAWING No. Ap03 REV. A



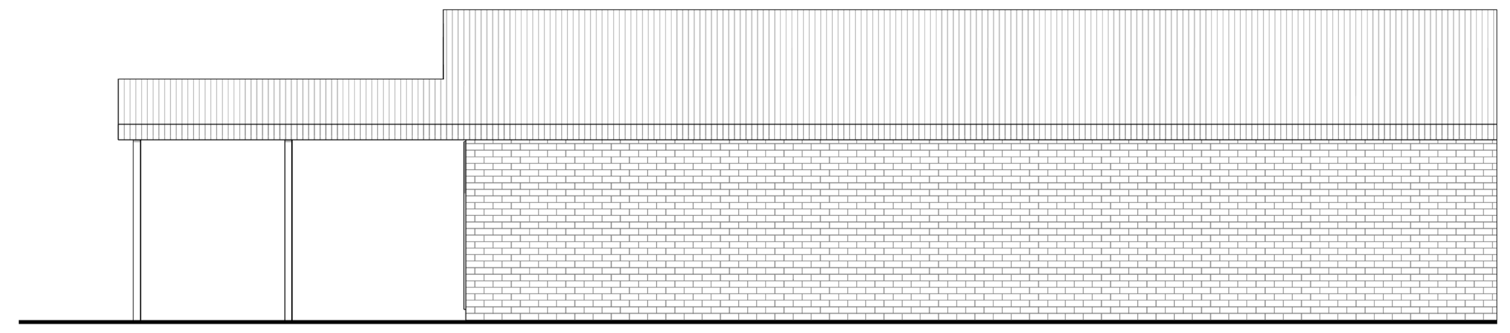
UNIT TYPE 03 FLOOR PLAN
SCALE 1 : 100



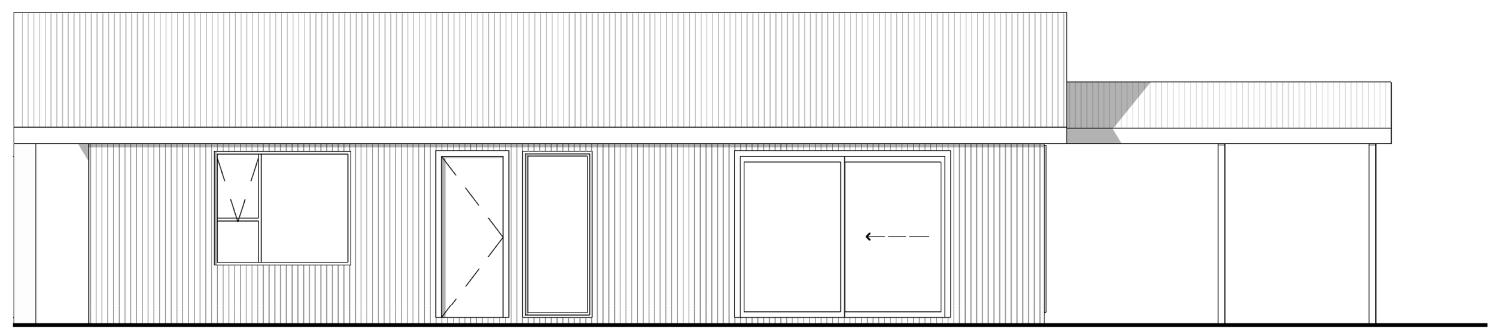
UNIT TYPE 03 FRONT ELEVATION
SCALE 1 : 100



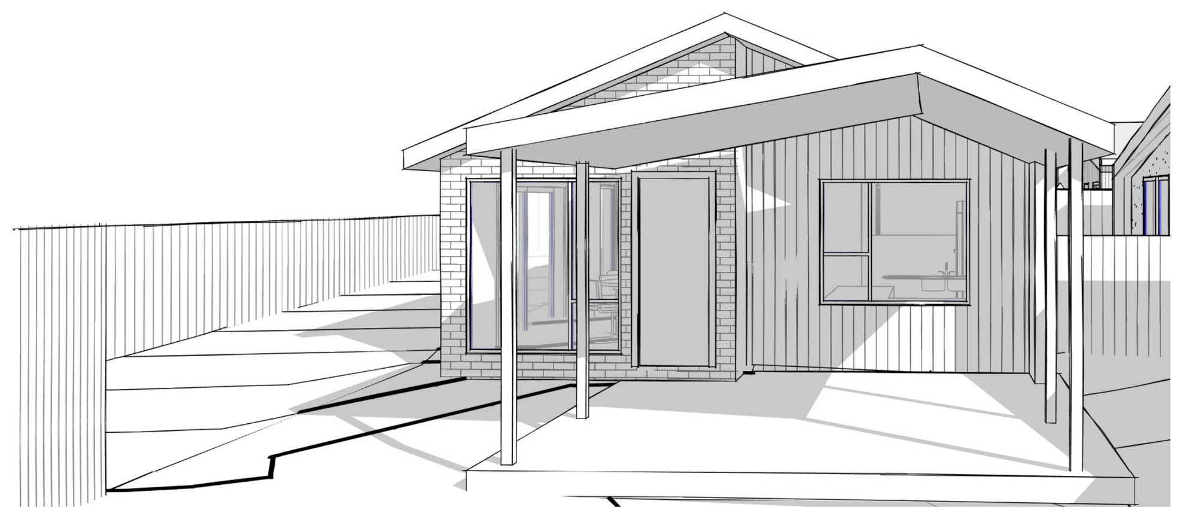
UNIT TYPE 03 BACK ELEVATION
SCALE 1 : 100



UNIT TYPE 03 SIDE ELEVATION 01
SCALE 1 : 100

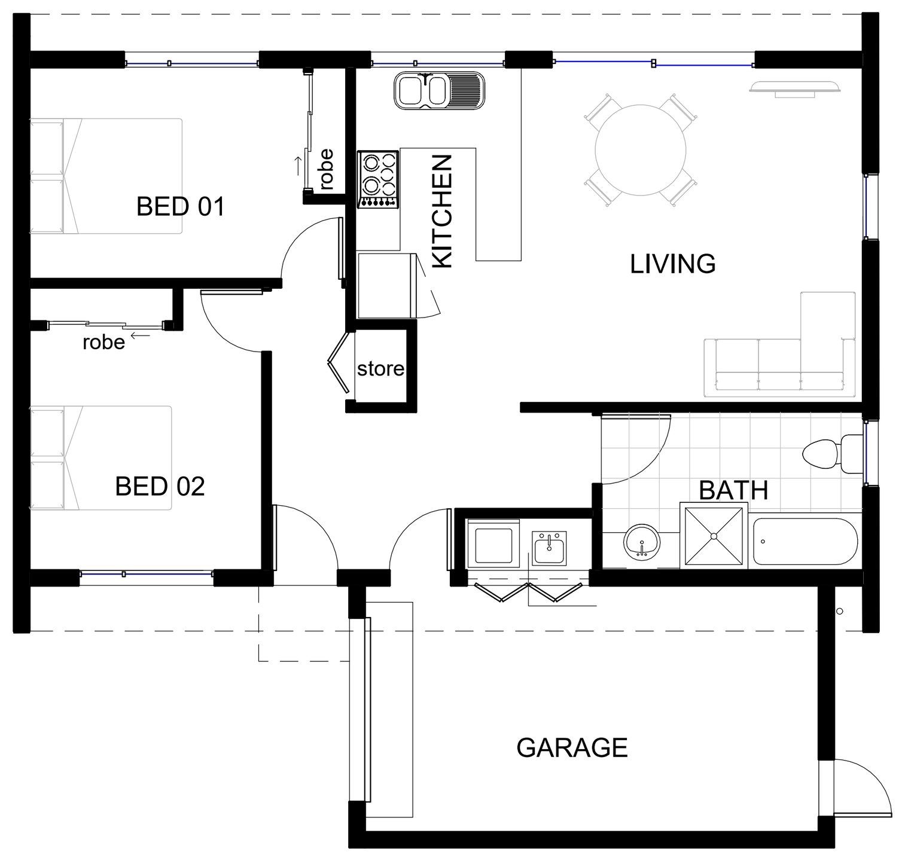


UNIT TYPE 03 SIDE ELEVATION 02
SCALE 1 : 100

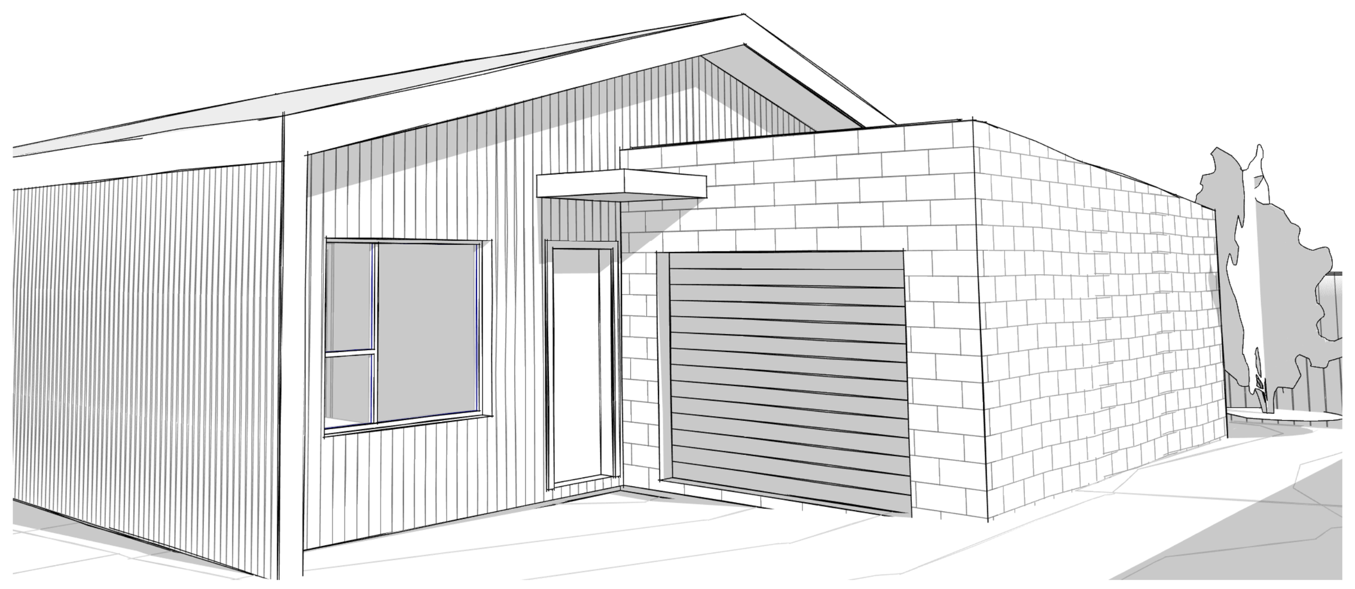


UNIT TYPE 03 3D PERSPECTIVE
SCALE

UNIT TYPE 03 REFERENCE PLAN
SCALE 1 : 1000

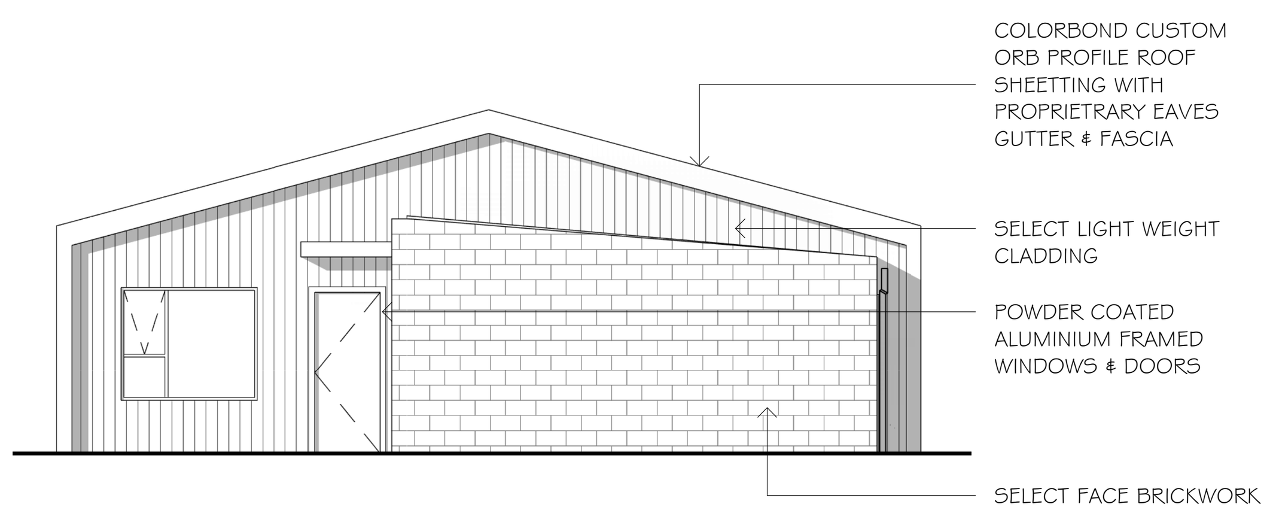


UNIT TYPE 04 FLOOR PLAN
SCALE 1 : 100

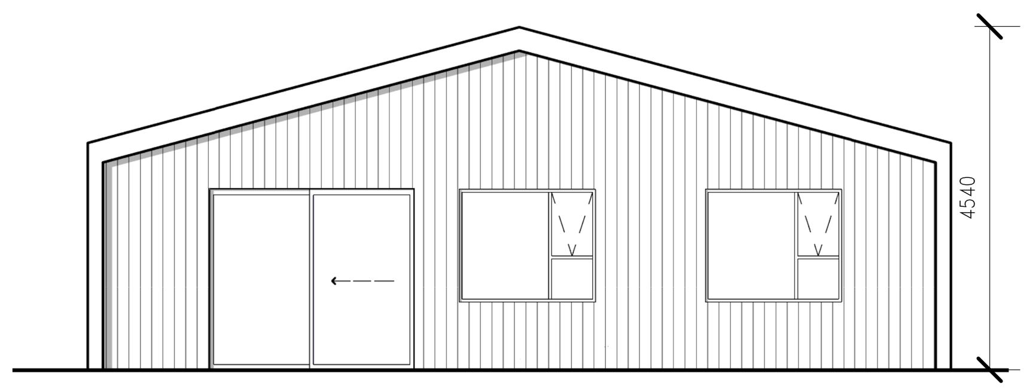


UNIT TYPE 04 3D PERSPECTIVE
SCALE

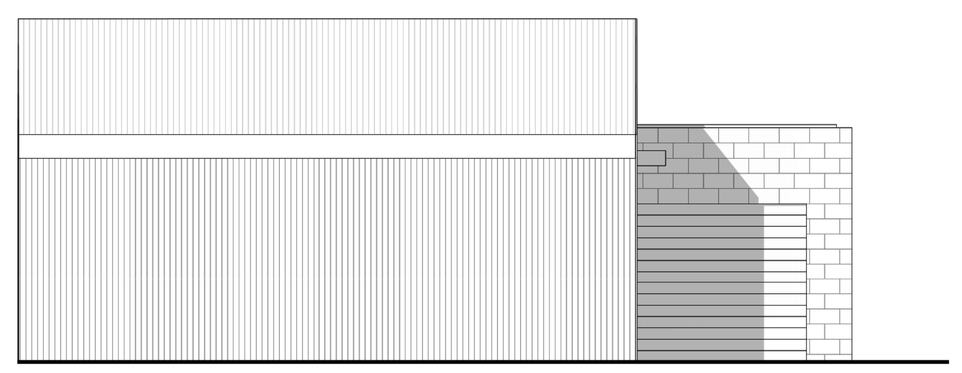
UNIT TYPE 04_REFERENCE PLAN
SCALE 1 : 1000



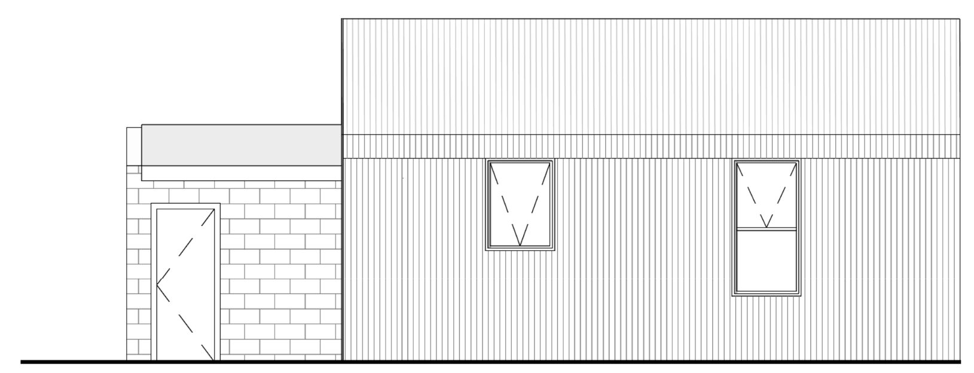
UNIT TYPE 04 SOUTH ELEVATION
SCALE 1 : 100



UNIT TYPE 04 NORTH ELEVATION
SCALE 1 : 100



UNIT TYPE 04 WEST ELEVATION
SCALE 1 : 100



UNIT TYPE 04 EAST ELEVATION
SCALE 1 : 100

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

APPROVED COMPANY
ISO 9001
Quality
Management Systems
QMS Certification Services

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
1	29-11-19	DEVELOPMENT APPROVAL	A

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED UNIT DEVELOPMENT
AT: 359-361 HOBART RD, YOUNGTOWN, TAS
FOR: CATHOLICCARE TASMANIA
DRAWING: UNIT TYPE 03 & 04

DESIGNED: DVG DRAWN: CCH CHECKED: DVG
SCALES: As indicated AT A1 SIZE DRAWING SHEET
PROJECT No. 19.070 DRAWING No. Ap04 REV. A

UNIT 11 & 22 SITE TURN

SCALE 1 : 500

UNIT 12 & 18 SITE TURN

SCALE 1 : 500

UNIT 11 & 18 VISTOR SITE TURN

SCALE 1 : 500

UNIT 12 & 22 VISTOR SITE TURN

SCALE 1 : 500

6ty°

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i

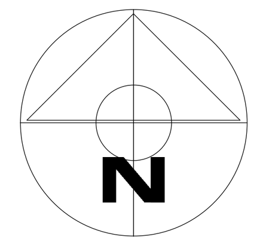
Tamar Suite 103
The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

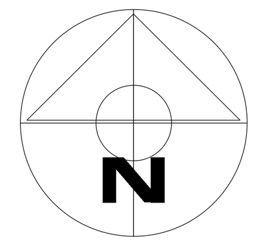
APPROVED COMPANY
ISO 9001 Quality Management Systems
QMS Certification Services

CONTROLLED DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
3	26-03-20	RESPONSE TO COUNCIL RFI	A



PROJECT NORTH



TRUE NORTH

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED UNIT DEVELOPMENT

AT: 359-361 HOBART RD, YOUNGTOWN, TAS

FOR: CATHOLICCARE TASMANIA

DRAWING: SITE TURN PATHS

DESIGNED: Designer DRAWN: Author CHECKED: Checker

SCALES: 1 : 500 AT A1 SIZE DRAWING SHEET

PROJECT No. 19.070 DRAWING No. Ap05 REV. A

Environmental Service & Design
ABN: 97 107 517 144

9 July 2019

Ashley Brook
6ty Degrees
PO Box 63
Riverside TAS 7250

Dear Ashley,

RE: Preliminary Site Investigation – 359-361 Hobart Road, Youngtown 7249

Environmental Service and Design (ES&D) has investigated the site at 359-361 Hobart Road, Youngtown 7249, in relation to any potentially contaminating activities formerly conducted thereon, including risk to potential receptors and other potential environmental issues which may arise due to development activities.

The assessment was guided by the principles and requirements contained within the National Environmental (Assessment of Site Contamination) Measure, 1999 (as amended) (NEPM) according to its status as a state policy.

The investigation comprised a Preliminary Site Investigation as defined in NEPM Schedule B2, Section 2.1:

"Preliminary site investigations (PSIs) usually include a desktop study to collect basic site information and identify the site characteristics (site location, land use, site layout, building construction, geological and hydrogeological setting, historical land uses and activities at the site), a site inspection and interviews with current and past owners, operators and occupiers of the site and nearby sites.

The preliminary investigation should be sufficient to:

- identify potential sources of contamination and determine potential contaminants of concern;
- identify areas of potential contamination;
- identify potential human and ecological receptors;
- identify feasible pathways by which contaminants and receptors may be linked;

- identify potentially affected media (soil, sediment, groundwater, surface water, indoor and ambient air)

- identify environmental issues which may arise because of development activities, or due to the change of use (increased disturbance due to increase in human activity).

With respect to contamination, if thorough preliminary investigation shows a history of non-contaminating activities and there is no other evidence or suspicion of contamination, further investigation is not required."

It was concluded that the development does not present a significant risk to potential receptors identified in the Conceptual Site Model (CSM). Although some soil will be removed as a precautionary measure although the Health screening levels are not exceeded.

As per Section E2.5.1 of the Launceston Interim Planning Scheme 2015:

- An environmental site assessment demonstrates that the level of contamination does not present a risk to human health or the environment. Although as a precaution there is a management measure recommended to remove impacted soil from the areas specified in figure 21. No validation is required as it is low risk.

As per NEPM Schedule B2, Section 2.1, it was concluded that:

- No further investigation is required. The development can proceed.

The details of the required investigation are documented in the following pages.

Yours sincerely,

Rod Cooper

Principal Consultant and CEnvP Site Contamination Specialist

Preliminary Site Investigation

359-361 Hobart Road Youngtown 7249

Project No: 6735
June 2019

es&d
environmental service & design

ABN: 97 107 517 144
74 Minna Rd
Heybridge TAS 7320
Ph: (03) 6431 2999

ACN: 107 517 144
PO Box 651
Burnie TAS 7320
Fax: (03) 6431 2933

Document Control

Prepared & Published by:	ES&D
Version:	Final
File:	6735
Contact:	Ariel Pascoe
Phone No:	(03) 6431 2999
Prepared For:	6ty Degrees

Version:			Date:
DRAFT 1	A Pascoe	ES&D	09/07/2019
FINAL	R Cooper	ES&D	10/7/2019

This report has been prepared, based on information generated by Environmental Service and Design Pty Ltd from a wide range of sources. If you believe that Environmental Service and Design Pty Ltd has misrepresented or overlooked any relevant information, it is your responsibility to bring this to the attention of Environmental Service and Design Pty Ltd before implementing any of the report's recommendations. In preparing this report, we have relied on information supplied to Environmental Service and Design Pty Ltd, which, where reasonable, Environmental Service and Design Pty Ltd has assumed to be correct. Whilst all reasonable efforts have been made to substantiate such information, no responsibility will be accepted if the information is incorrect or inaccurate.

This report is prepared solely for the use of the client to whom it is addressed and Environmental Service and Design Pty Ltd will not accept any responsibility for third parties. In the event that any advice or other services rendered by Environmental Service and Design Pty Ltd constitute a supply of services to a consumer under the Competition and Consumer Act 2010 (as amended), then Environmental Service and Design Pty Ltd.'s liability for any breach of any conditions or warranties implied under the Act shall not be excluded but will be limited to the cost of having the advice or services supplied again. Nothing in this Disclaimer affects any rights or remedies to which you may be entitled under the Competition and Consumer Act 2010 (as amended). Each paragraph of this disclaimer shall be deemed to be separate and severable from each other. If any paragraph is found to be illegal, prohibited or unenforceable, then this shall not invalidate any other paragraphs.

Contents

List of Tables

List of Figures

1 Introduction

Environmental Service and Design (ES&D) were commissioned by their client 6ty to undertake a Preliminary Site Investigation (PSI) on the proposed development at 359-361 Hobart Road, Youngtown 7249 (CatholicCare). Property ID 6873945 and Title Reference 175679/3.

The aim of the PSI is to determine whether activities have occurred on or near the site which may have resulted in contamination of the land and if so, whether the level of risk will increase with the proposed or future development.

Code E2 (Potentially Contaminated Land Code) of the Launceston Interim Planning Scheme 2015 stipulates that use or development of potentially contaminated land must not adversely impact on human health or the environment. **The following use and development are exempt for the code:**

E2.4.1 The following use and development is exempt from this Code.

E2.4.2 Development:

(a) to investigate potentially contaminated land; or

(b) in accordance with a notice issued in accordance with Part 5A of the Environmental Management and Pollution Control Act 1994.

E2.4.3 Any use or development where a site history prepared by a suitably qualified person has been provided to the planning authority that confirms potentially contaminating activities did not impact the site.

E2.4.4 Development that does not involve disturbance of more than 1m^2 of land.

E2.4.5 Any use or development that the Director, or a person approved by the Director for the purpose of this Code, having regard to the objective stated in all applicable standards in this Code, has issued a certificate stating that there is insufficient increase in risk from contamination to warrant any specific remediation and protection measures.

The Launceston Interim Planning Scheme 2015 specifies that environmental site assessments in relation to potentially contaminating activities must be prepared by a suitably qualified person. Council indicated that suitably qualified persons include Site Contamination Practitioners Australia (SCPA) certified practitioners. Consequently, Mr. Rod Cooper of Environmental Service and Design (SCPA certification no. 15020) was engaged to perform the assessment.

This report will comprise a summary of investigation but is pursuant to E2.5.1, to establish if potentially contaminating activities are likely to have impacted the site and quantification of the potential risk associated with the proposed development.

2 Scope of Works

The scope of the preliminary site investigation included:

- Desktop review of the site and surrounding land use history;
- Obtaining information from Work Safe Tasmania (WST) regarding potential storage of dangerous substances in the area surrounding the property;
- Determination of potential contaminants of concern;
- Field investigations and site visit including judgemental soil sampling;
- Consideration of the site's environmental setting;
- Identification of potential human and ecological receptors and consideration of risks to identified receptors;
- Development of a Conceptual Site Model (CSM); and,
- Preparation of the assessment report.

3 Basis for Assessment

As a State Policy for the purposes of State policies and Procedures Act 1993, the National Environmental Protection (Assessment of Site Contamination) Measure 1999 (NEPM) was the guideline used for the assessment.

The assessment included elements of a Preliminary Environmental Site Assessment as defined in NEPM Schedule B2. NEPM advises that if a thorough preliminary investigation shows a history of non-contaminating activities and there is no other evidence or suspicion of contamination, further investigation is not required (Schedule B2 and Section 2.1).

4 Information Sources

- Historic Dangerous Substances license information associated with Worksafe Tasmania, Department of Justice;
- (the LIST) Land Information System Tasmania (www.thelist.tas.gov.au), accessed 15/6/2019;
- (GIP) DPIPWE Groundwater Information Portal (hhtp://wrt.tas.gov.au/groundwater-info);
- Launceston Interim Planning Scheme 2015 (www.iplan.tas.gov.au), accessed 15/6/2019;

- National Environment Protection (assessment of Site Contamination) Amendment Measure 2013 (no. 1).
- Google Earth Pro, accessed 15/06/2018
- EPA Tasmania property information request for the site
- EPA Tasmania Information Bulletin No.105 – Classification and Management of Contaminated Soil for Disposal
- Site visit and interviews with the owner

5 Site Details

5.1 Ownership and Location

The property at 359-361 Hobart Road Youngtown ('the site,' Figure 1), and adjacent properties to the north are owned by Launceston City Mission Incorporated. The site is surrounded by mostly residential buildings to the southeast and northwest, with Glenara Lakes retirement home on the opposite side of Hobart Road.

5.2 Proposed Development

The proposed development involves the demolition of the existing buildings and structures, and the construction of 22 units (Figure 2).

Figure 1: Site Plan

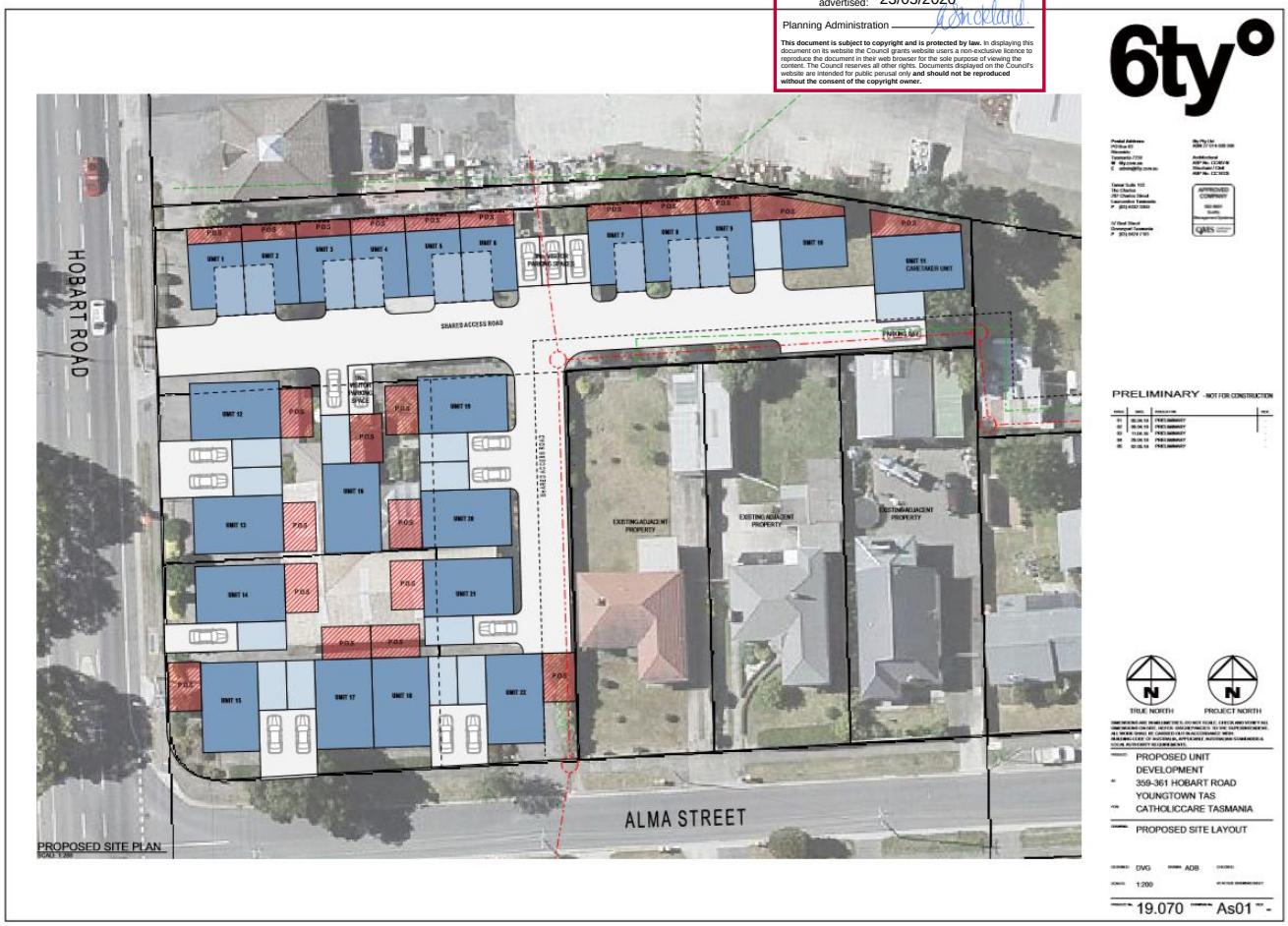


Figure 2: Proposed development (c/o 6ty)

5.3 Zoning

The site is currently zoned general commercial (Launceston Interim Planning Scheme 2015, Figure 3) and is surrounded by general residential to the east, south and west, and general commercial to the north. The site will require rezoning from commercial to residential.

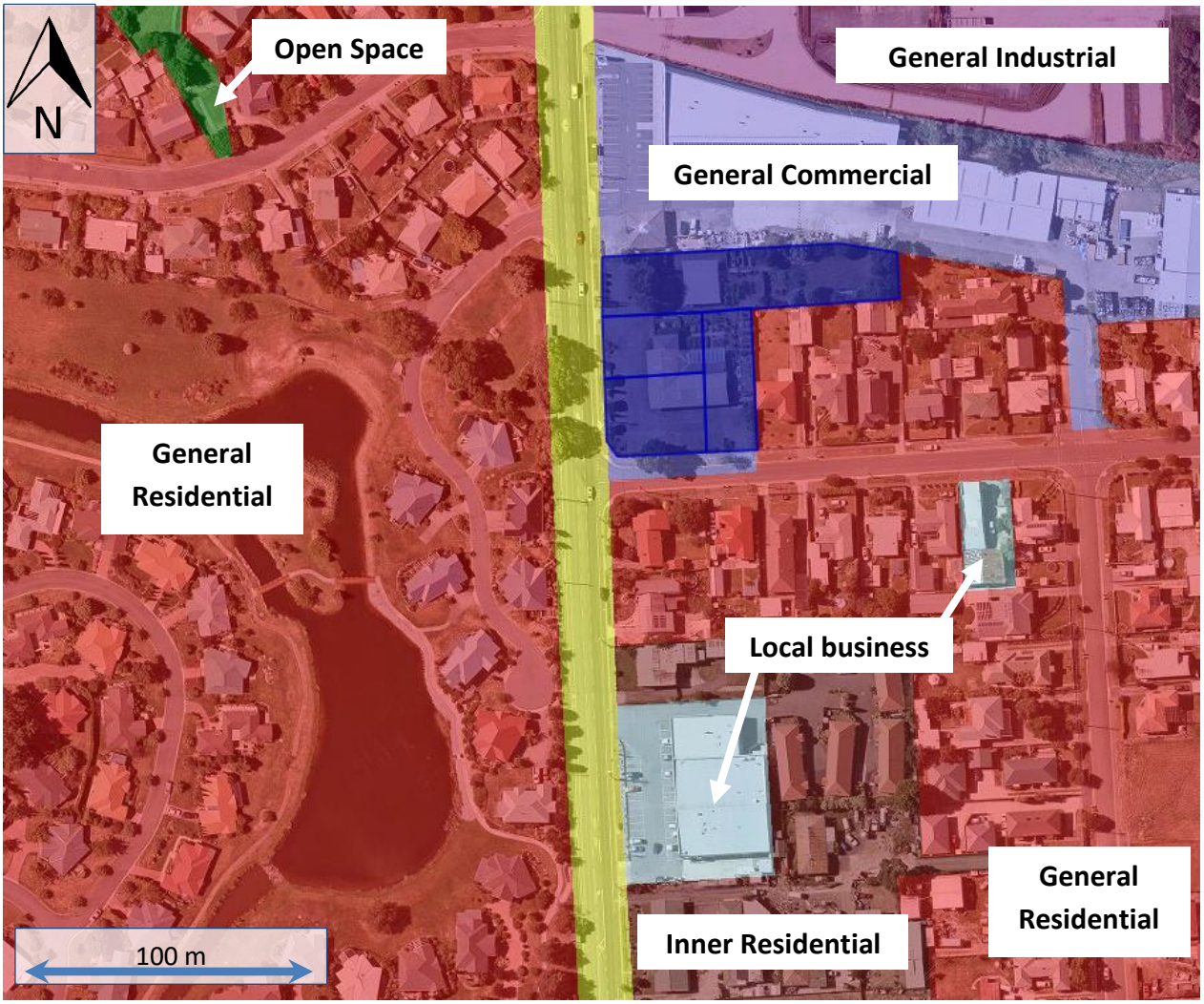


Figure 3: Zoning

6 Geology, Hydrology and Hydrogeology

6.1 Topography

A review of Google Earth, the LIST (Land Information System Tasmania) and a site visit indicate that the site slopes gently towards the northwest, with elevations ranging from 85-90 m.

6.2 Surface Water

There is a minor stream piped underground along the north of the site, which flows from a waterbody located at Glenara Lakes to the southwest (refer to Figure 4). The stream flows into Jinglers Creek, ~1.9 km to the northeast of the site, which flows into the North Esk River ~2.7 km northeast.

6.3 Regional Geology

The LIST indicates that most of the site is underlain by partly consolidated Tertiary-age sedimentary rocks (Tsa), with the northwest corner underlain by stream/swamp sediments (Qham) due to the location of the stream.

6.4 Regional Hydrogeology

Contours indicate that groundwater likely flows north towards the minor stream (Figure 4). Reference to the Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal indicates there are no registered bores within 500 m of the site. Groundwater is not extracted for drinking purposes in the area, as water is supplied to the area from TasWater infrastructure.

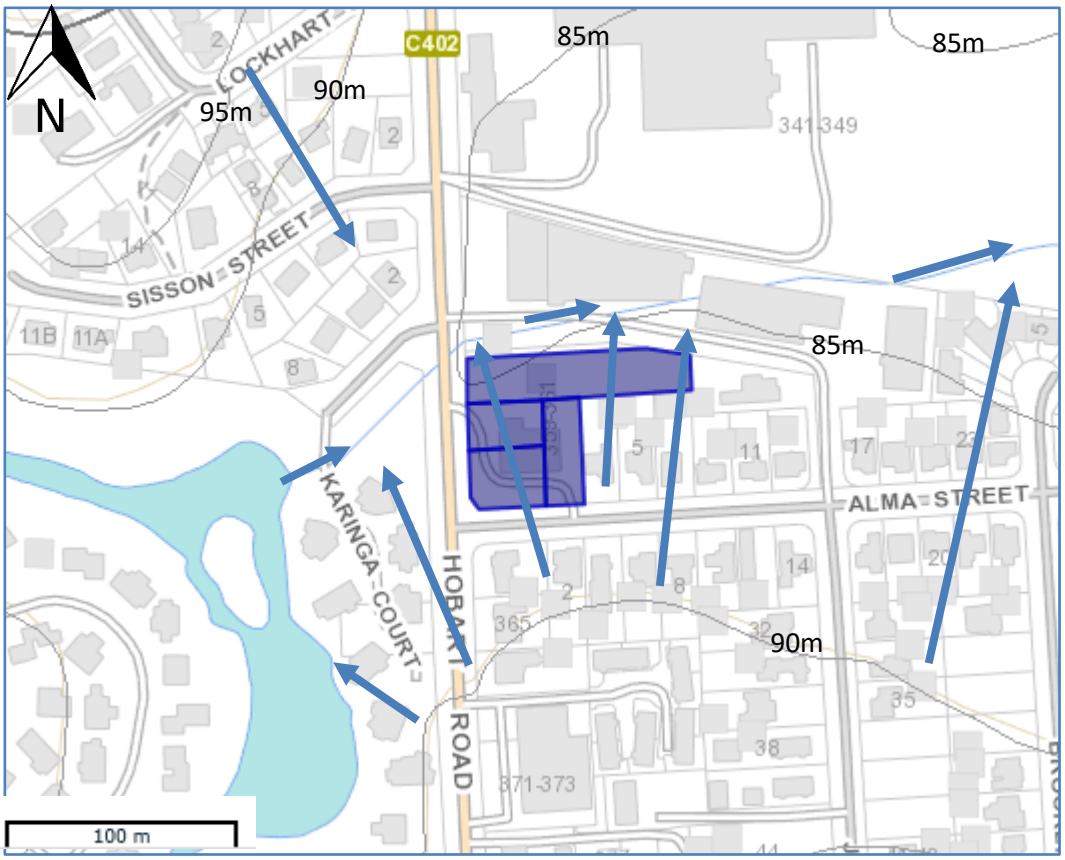


Figure 4: Inferred Groundwater Flow Direction showing AHD contours

6.5 Acid Sulphate Soils

Review of the LIST indicates that the site was not mapped on the "Inland Acid Sulphate Soils" map. Based on this, no management for acid sulphate soils is required, however construction workers should be briefed on their potential.

7 Site History

7.1 Site and Surrounding Land uses

Up until purchase by City Mission, the site had been occupied by the Log Cabin Garden Centre since 1977 (Yelp). The adjoining property at 351 Hobart Road was Hidding's Hardware and timber yard prior to purchase by City Mission in the 1990s (pers. comm. City Mission, 14/6/19). Further to the north is a distribution centre for OneSteel, the Youngtown fire station, and the Tamar Cars used car dealership. Glenara retirement village is located across the road from the site, and at 371 Hobart Road is IGA Youngtown.

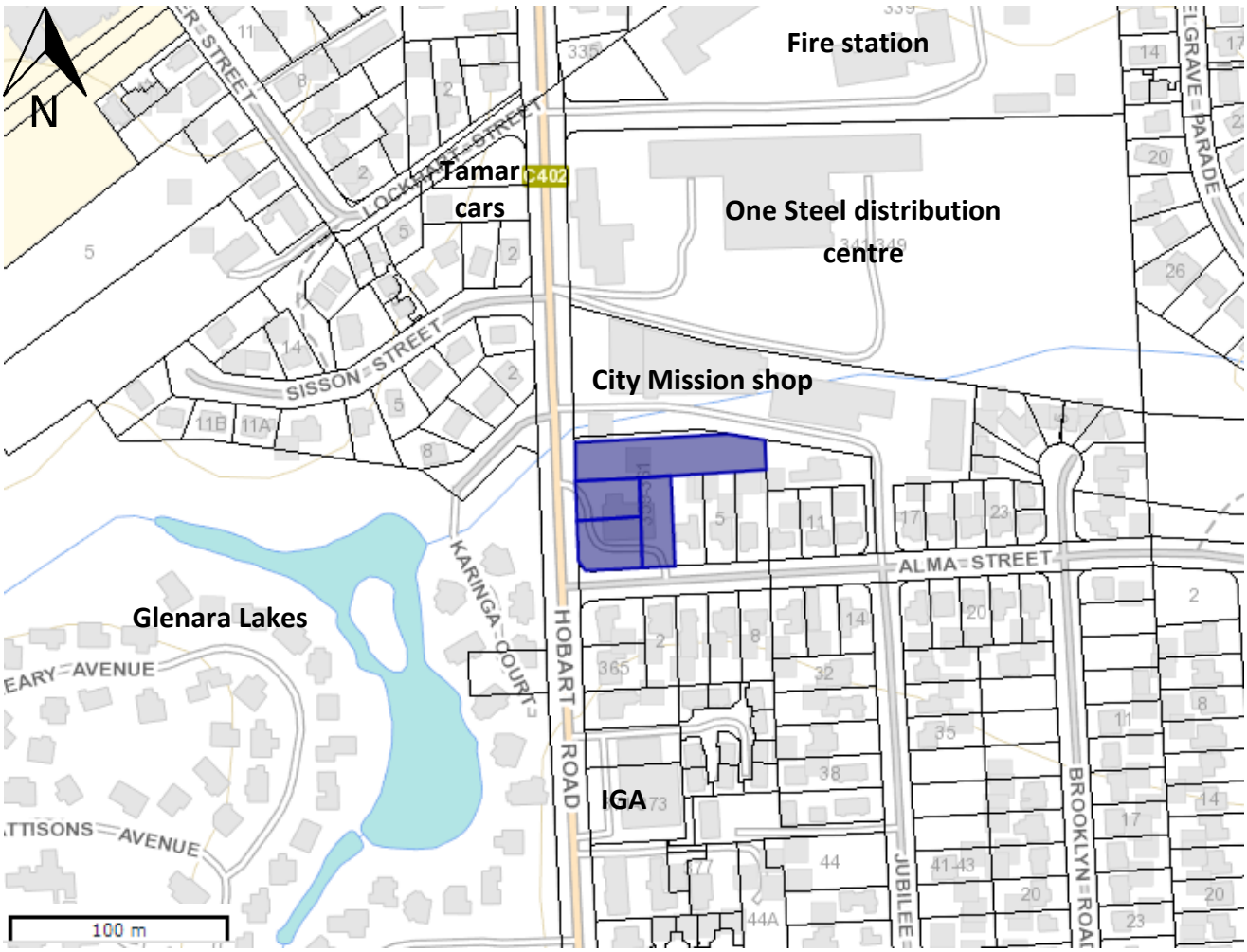


Figure 5: Current surrounding land use

7.2 WorkSafe Tasmania Dangerous Goods Licenses

A search of the Historic WorkSafe Tasmania Dangerous Goods Licenses information was conducted.

7.3 EPA Property Information Request

An EPA property information request was lodged for the site and no records of contamination were found. Records were found, however, for the Youngtown Fire Station (339 Hobart Road), which allegedly released a large volume of "foam" into the stream to the north of the site in December 2010. Additionally, 20m^3 of level 3 petroleum hydrocarbon contaminated soil was relocated from 343-349 Hobart Road (currently One Steel distribution centre) in December 2007 to the Port Latta Waste Depot. It is unlikely that these activities had any effect on the site as both properties are located north of the stream. Investigations and cleanup occurred on both occasions.

7.4 Historical Aerial photography

A review of historical aerial photographs available on the LIST and Google Earth was undertaken to identify any historical potentially contaminating land uses in the area. Photographs from 1974, 1981, 1984, 1986, 1992 (the LIST), 2004, 2008, 2013 and 2016 (Google Earth) are shown in Figures 6-14 below. The site is shown in a red box on each figure.

Figure 6: Aerial 1974

The site appears to be residential, or at least light commercial in 1974.

Figure 7: Aerial 1981

Figure 8: Aerial 1984

Figure 9: Aerial 1986

Figure 10: Aerial 1992

Figure 11: Aerial 2004

Figure 12: Aerial 2008

Figure 13: Aerial 2013

Figure 14: Aerial 2016

8 Site History Summary

Based on the review of the site, the site history is as follows:

Period	Site
1974 – 1977	Residential or light commercial property
1977 – 2018	Log Cabin Garden Centre
2019	Mission Garden and Salvage

9 Potential Site Contamination

9.1 Onsite contamination

The site has been occupied by the Log Cabin Garden Centre from 1977 up until 2018. Prior to this, historical imagery shows that it was either a residential or small commercial property.

Communication with the previous site owner confirmed that no fertilisers were manufactured on site and no herbicides or pesticides were used. No fuel tanks were kept on site except for a small above-ground oil tank for used for heating (pers. comm. 25/6/19).

The EPA's list of potentially contaminating activities which may apply to the site or adjacent properties include:

- Fertiliser manufacture and formulation
- Wood preservation and storage or cutting of treated timber

Additionally, the following were recognised as possible contaminants:

- Above-ground heating oil tank
- Copper chrome arsenate (CCA) treated logs on main building may have leached copper, chromium and arsenic compounds into soil directly surrounding building, see Figure 15
- Asbestos cement sheeting on main building, which has been surveyed and labelled

Due to a good surface water drainage system, the underlying geology, and the proximity to the stream, the site appears to be well drained. Any contaminants entering the site via groundwater or surface water are unlikely to persist for any reasonable time period.

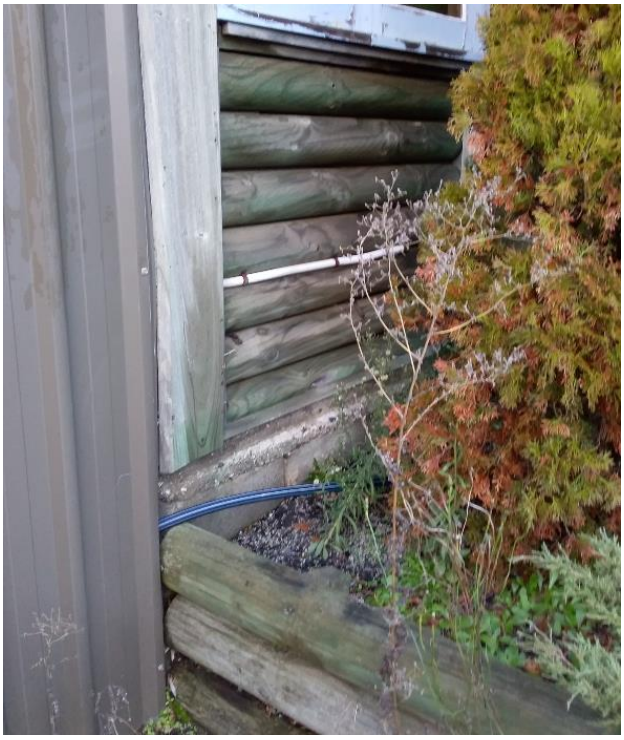


Figure 15: CCA treated logs along western face of main building

9.2 Offsite Sources

The offsite sources mentioned below are considered but are unlikely to have affected the site as Groundwater from these sites would most likely flow towards the stream and be carried to Jinglers Creek, and the North Esk River (Figure 4). It is unlikely that the residential and local business properties to the south and southwest of the site would have contributed to contamination.

9.2.1 351 Hobart Road

351 Hobart Road is currently occupied by the Youngtown City Mission Shop. City Mission purchased the property from Hiddings Hardware in the '90s, which reportedly had a timber yard (pers. comm. City Mission, 14/6/19)

9.2.2 OneSteel distribution centre, 341-349 Hobart Road

The OneSteel distribution centre is covered in ES&D project 6245. Steel products are stored and cut onsite but are not smelted or otherwise processed. William Adams Tractors Pty Ltd occupied this site in 1956, where they stored 450 gallons of petrol and kerosene, as well as mineral oils and mineral spirits. A recent PSI was conducted on this site and offsite risk from this site was considered low.

9.2.3 Youngtown Fire Station

The Youngtown fire station is located to the north of the OneSteel distribution centre. The Tasmanian Fire Service used perchlorinated compounds (PFASs) in their fire-fighting foams, which are 'emerging as contaminants of global concern because they do not break down naturally, have the ability to bioaccumulate, and are potentially toxic' (EPA, 2018). Investigations and interviews with Tas Fire Services confirmed that offsite contamination is considered very unlikely from the TFS Site.

9.2.4 Tamar Cars

Tamar Cars is located to the northwest of the site at 340 Hobart Road. During the investigation of 341-349 Hobart Road for project 6245, the owner (company at the time was JR Autos) stated that they had never had a UPSS (underground petroleum storage system) on their site, nor do they undertake any significant mechanical works there (pers. comm. June 2018). No staining nor signs of contamination was noted.

9.2.5 Noise Levels / Dust

During the site visit it was noted that traffic noise in the middle of the day was noticeable. Certainly residents in their gardens will be aware there is a road nearby. Modern building construction will prevent this from impacting inside. There was no detectable noise at the boundary from the commercial properties in the area, we can confirm that local commercial businesses are complying with the local government and EPA permit conditions in respect to noise management during our site assessment. To assess noise a council compliant Noise Assessment was conducted by an appropriately qualified noise specialist – Bruce Harpley (APPENDIX 2). Surface soil analysis on the site will detect any fugitive metal dusts that may have historically fallen on the Site.

10 Site Visit

ES&D representatives visited the site on the 14/6/19. The site was found to be in tidy condition, with a recent asbestos survey having been completed. Directly upgradient were residential properties, and the western side of the site had a subsurface drainage system installed, directing surface water to the piped stream to the north.

11 Sampling

5 soil samples were taken as per Table 1 and Figure 16. Judgemental sampling was adopted. The COPC were considered and the likely impacts sampled.

Table 1: Soil Samples

Sample No.	Location	Description
1	Under eastern wall of main building, directly below treated logs	Loose dark brown soil topped by gravel
2	North side next to old landscaping material bins	Loose dark brown organic rich soil topped by pine bark
3	North side under shade cloth	As per 2
4 + duplicate	Northwest corner of fenced yard	As per 2
5	North side of car park	Loose dark brown organic rich soil

Figure 16: Sample Locations

12 Results

Table 2 shows the soil sample results compared with NEPM guidelines. All results are in mg/kg, and if no limit is shown for a parameter, none currently exists, risk is acceptable. Sample 3 had a moisture content over 50%, so was analysed for volatiles (sample 3 semi-vol) before being dried and analysed for the remaining parameters.

Table 2: Soil Sample Results

	Sample							Limit			
Parameter	*1*	*2*	*3*	*4*	*4 dup*	*5*	*3 Semivol*	*HIL A*	*HSL Sand Surface*	*EIL*	*ESL*
Moisture	8.8	27.9	N/A	28.5	29.8	29.9	7.6				
Arsenic	7	6	<LOR	<LOR	<LOR	8		100			
Cadmium	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		20			
Chromium	97	11	3	5	5	30		100			
Copper	340	24	6	38	48	45		6000			
Lead	22	15	<LOR	6	7	80		300		1100	
Nickel	8	6	2	12	9	17		400			
Zinc	298	95	65	46	49	137		7400			
Nitrate + Nitrite as N	1.3	2.7	0.1	1.1	1.2	14.8					
Total Kjeldahl N	2390	1220	1930	1820	980	7200					
Total N	2390	1220	4930	1820	980	7210					
Total P	563	543	437	534	624	999					
TPH Fractions											
C6-C9	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
C10-C14	<LOR	<LOR		<LOR	<LOR	<LOR	<LOR				
C15-C28	<LOR	<LOR		<LOR	<LOR	860	690				
C29-C36	<LOR	120		<LOR	<LOR	1240	470				
TPH sum	<LOR	120		<LOR	<LOR	2100	1160				
TRH Fractions											
C6-C10	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					120
C6-C10 minus BTEX (F1)	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR			45		
C10-C16	<LOR	<LOR		<LOR	<LOR	<LOR	<LOR				
C16-C34	<LOR	170		<LOR	<LOR	1720	940				300
C34-C40	<LOR	<LOR		<LOR	<LOR	950	450				2800
TRH sum	<LOR	170		<LOR	<LOR	2670	1390				
TRH sum minus naphthalene	<LOR	<LOR		<LOR	<LOR	<LOR			110		
BTEXN											
Benzene	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR			0.5		50
Toluene	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR			160		85
Ethylbenzene	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR			55		70
meta- and para-Xylene	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
ortho-Xylene	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
BTEX sum	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					

	Sample							Limit			
Parameter	*1*	*2*	*3*	*4*	*4 dup*	*5*	*3 Semivol*	*HIL A*	*HSL Sand Surface*	*EIL*	*ESL*
Total Xylenes	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR			40		105
Napthalene	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR			3		
Herbicides											
4-Chlorophenoxy acetic acid	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
2,4-DV	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
Dicamba	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
Mecoprop	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		600			
MCPA	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		600			
2,4-DP	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
2,4-D	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		900			
Triclopyr	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
2,4,5-TP	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
2,4,5-T	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		600			
MCPB	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		600			
Picloram	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR		4500			
Clopyralid	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					
Fluroxypyr	<LOR	<LOR	<LOR	<LOR	<LOR	<LOR					

HIL – Health investigation levels for Residential A soils

HSL – Health screening levels for sandy residential soils (most conservative) sampled at <1m depth

EIL – Ecological investigation level for lead in soil

ESL – Ecological screening levels for urban residential and public open space, using the most conservative limits for soil

LOR – laboratory limit of reporting

12.1 QAQC

Table 3 compares results for sample 4 and its field duplicate for all parameters above LOR. The laboratory duplicate report from ALS is given in the appendix.

Table 3: Duplicate results

	LOR	*Sample 4*	*Dup*	*%RPD*	*%RPD LIMIT**
Moisture	0.1	28.5	29.8	4	<20
Chromium	2	5	5	0	N/A
Copper	5	38	48	23	NL
Lead	5	6	7	15	N/A
Nickel	2	12	9	29	NL
Zinc	5	46	49	6	NL
Nitrate + Nitrite as N	0.1	1.1	1.2	9	<50
Total N (Kjeldahl)	20	1820	980	60	<20
Total N	20	1820	980	60	<20
Total P	2	534	624	16	<20

*RPD (Relative Percent Deviation) limits are dependent on the result and LOR of a parameter. If a result is < 5 x LOR, it is taken as an estimated value (J Qualifier), and < 10 x LOR has no RPD limit. See the ALS duplicate report in appendix for further details.

13 Discussion

13.1 Results

Table 2 shows that sample 5 and the sample 3 semivol are over the ESL for **C16-C34** TRH fractions; sample 3 and 5 are 940 and 1720mg/kg respectively, and limit is 300 for coarse soil in an urban residential or public open space. Sample 5 is closest to and downstream from the location of the removed oil tank. Without any information on the old heating system it is difficult to tell whether the oil tank contained kerosene (C12-C15 fractions), heating oil (C11-C20), or heavier oil (>C20), so it can not be completely ruled out that the tank is at least partly responsible for the elevated TRH. However, considering that neighboring sample (#4) was below detection for all TRH and TPH, the hydrocarbons may have other sources. Any action on these COPC are precautionary only as there is no human health risk and the development will not impact ecological receptors.

Sample 5 borders the carpark (see Figure 17 and 18) and would have been exposed to exhaust fumes from the cars. This sample also has slightly elevated lead readings, and considering the car park (and possibly surrounding garden beds) has been there since at least 1981 (Figure 7), and leaded fuel was phased out in 2002. Additionally, the garden bed sample 5 was taken from what appears to be soil that was moved in; therefore it may not reflect the soil underlying the car park.

Figure 17: Sample 5 location

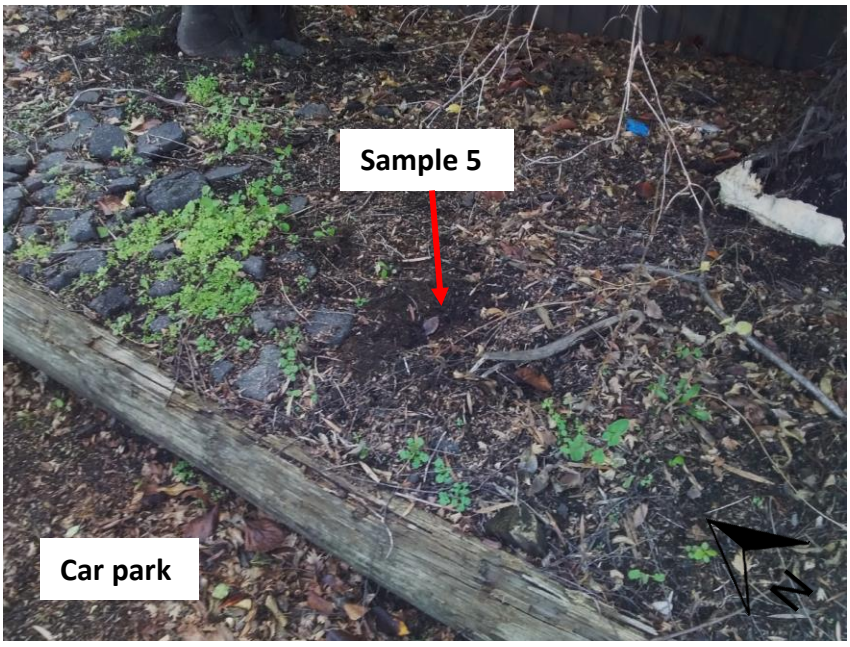


Figure 18: Sample 5 location close-up

There is no immediate explanation behind the elevated TRH reading for sample 3. The samples were compared to the ESL for coarse soil as it is most conservative, however, fine soil for the

same category is limited to 1300 which puts sample 3 under. Neighboring sample 4 was below the reporting limit for TRH and TPH, but neighboring sample 2 had elevated – although under the ESL – levels of C29-C36 petroleum hydrocarbons. It may be that there are elevated levels along the northern or northeastern boundary, further sampling may be required (see Figure 19 for sample locations).

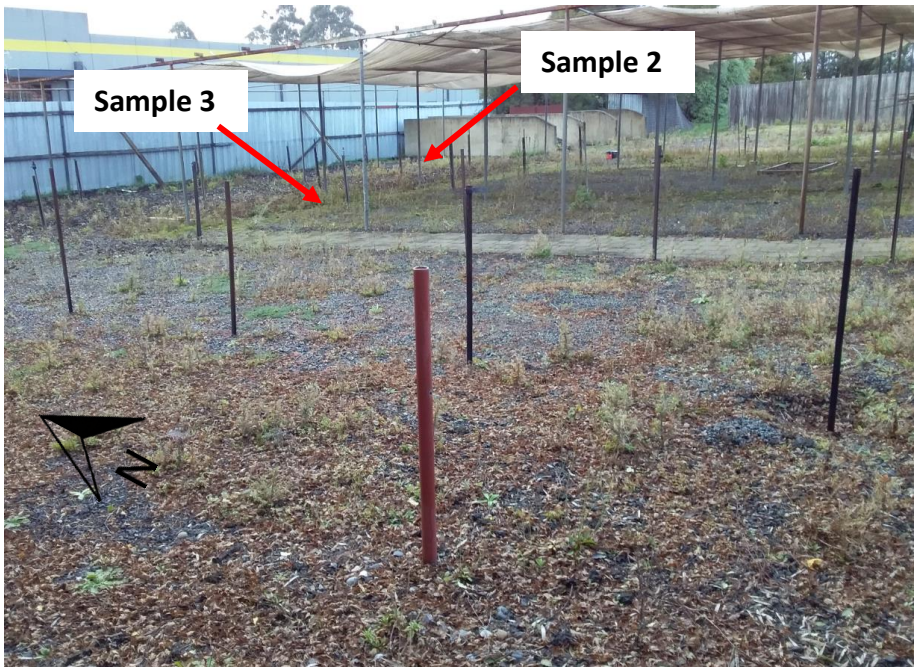


Figure 19: Sample 2 and 3 locations

Table 2 also shows that chromium is close to, but not over, the HIL for sample 1. Sample 1 was taken from soil directly under CCA treated logs (see Figure 20) and also contained much higher copper than other samples, but low arsenic. Copper and chromium bind with soil much easier than arsenic, which undergoes a variety of chemical reactions allowing it to be water soluble (APVMA, 2005).

Figure 20: Sample 1 location

13.2 Contaminated Soil Classification

The EPA's Information Bulletin No.105 (IB105) categorises soil based on contamination level for management and disposal. Table 4 shows the samples compared to IB105, note that only metals and hydrocarbons are shown as herbicides and BTEXN were all below detection.

Table 4 shows that samples 1, 3 and 5 are categorised as Level 2 contaminated soil according to IB105. Level 2 is low level contaminated soil which must be disposed of at a Category B landfill.

Table 4: Soil samples compared with IB105

	1	*2*	*3*	*4*	*5*	*Level 1**	*Level 2**	*Level 3**
Arsenic	7	6	<LOR	<LOR	8	20	200	750
Cadmium	<LOR	<LOR	<LOR	<LOR	<LOR	3	40	400
Chromium	97	11	3	5	30	50	500	5000
Copper	340	24	6	38	45	100	2000	7500
Lead	22	15	<LOR	6	80	300	1200	3000
Nickel	8	6	2	12	17	60	600	3000
Zinc	298	95	65	46	137	200	14000	50000
Nitrate + Nitrite as N	1.3	2.7	0.1	1.1	14.8			
Total N (Kjeldahl)	2390	1220	1930	1820	7200			
Total N	2390	1220	4930	1820	7210			
Total P	563	543	437	534	999			
TPH sum**	<LOR	120	1160	<LOR	2100	1000	5000	10000
TRH sum**	<LOR	170	1390	<LOR	2670	1000	5000	10000

**The maximum value a parameter is allowed per level*

***TPH sum (C6-C36) and TRH sum (C6-C40) are compared to IB105 for C10-C36 petroleum hydrocarbons, as both are below detection limit for hydrocarbons below C10).*

Figure 21 shows contaminated and potentially contaminated soil locations. The NW area was not accessed during the site visit as it was not being used as part of the nursery.

Figure 21: Soil contamination zones

Contaminated soil shown in red, and potentially contaminated shown in yellow. It is recommended that all soil in CCA treated timber beds be removed.

13.3 QC

ALS's QC report (see Appendix) showed all analytical parameters to be within RPD limits, whereas Table 3 field duplicate results show that total nitrogen and Kjedahl nitrogen results exceed ALS's RPD limits. Although nitrogen has no NEPM screening limit, due to field duplicate QC it should be considered less reliable than other parameters.

14 Potential Receptors

A preliminary Conceptual Site Model (CSM) (Table 5) was developed after consideration of risks to potential human receptors as outlined below.

Risks to human health from hydrocarbon contamination can arise via the inhalation route when people are exposed to vapours for extended periods, including from vapour intrusion into built spaces. Hydrocarbon and heavy metal exposure can occur by direct contact with contaminated soil, surface water or groundwater (e.g., ingestion, dermal contact.

Future workers involved in the construction of the development were considered in the preliminary CSM, along with subsurface workers.

15 Conclusions and Recommendations

ES&D investigated each potential contamination source based on the usage, inferred groundwater flow direction (both locally and regionally) and distance to the property. The results of the preliminary site investigation, based on the site history, site assessment and desktop assessment, indicate minor contamination arising from CCA treated timber and hydrocarbons from various sources.

We recommend the use of eye and skin protection when conducting earth works. Minor earthworks (i.e. shallow sculpting and deposition of hardstand materials) but no significant excavations are proposed for the site, and groundwater interception is not expected.

Soil around the perimeter of the building was found to be high in chromium and copper, but not above the health screening levels for a residential property. It is recommended that this soil be removed and disposed of at a level 2 landfill according to IB105 , as a precautionary management measure.

Soil on the northern boundary of the property was found to be high in petroleum hydrocarbons, as was soil in the garden beds along the western car park. These locations also qualify for level 2 contamination and must be disposed of appropriately. Again all soil surrounding the sampling points (3&5) will be removed as a precautionary management measure.

A noise assessment was conducted and found that there are some management required, this is included in design requirements but noise impacts are not significant enough to prevent the development.

There is a very low risk that PFAS's may migrate to the site via groundwater. We recommend the use of eye and skin protection when conducting earth works. Based on this, ES&D conclude there is there is low risk.

A CSM was constructed and is shown in Table 5. A risk assessment was then conducted according to the principles and methodology contained within the NEPM and found acceptable risk to human health receptors associated with the development, therefore requirements under section (E2.5.1) of the Launceston Interim Planning Scheme 2015 are met.

As per Section E2.5.1 of the Launceston Interim Planning Scheme 2015:

- An environmental site assessment demonstrates that the level of contamination does not present a risk to human health or the environment. Although as a precautionary measure there is a management measure to remove impacted soil from the areas specified in figure 21. No validation is required.

Impacted soil as per Figure 21 must be removed and disposed of as level 2 soil.

Eye and skin protection when conducting earth works.

As per NEPM Schedule B2, Section 2.1, it was concluded that:

- No further investigation is required.

Yours sincerely,

Rod Cooper

Principal Consultant and CEnvP Site Contamination Specialist

Table 5: Final Conceptual Site Model

Contamination Source	COPC	Pathway	Receptor
CCA treated logs	• Chromium • Copper • Arsenic – low risk in soil as not detected above health screening levels	**Dermal contact of soil surrounding main building and in garden beds.** *' Does not exceed HIL's	• Workers involved in the movement/demolition of garden beds surrounding the building • Subsurface workers Low risk – no significant excavations planned. • Property occupants
Former oil heater site	• Hydrocarbons	**Dermal contact of soil, vapours impacting dwellings long term exposure.** *' Does not exceed HSL's	• Subsurface workers – Low risk – no significant excavations planned. • Stream at north of property – Low risk – majority of stream is piped or covered over and won't be affected by development • Property occupants vapour intrusion.
Fertiliser, rich organic matter	• High N • High P	**Dermal contact of soil, groundwater** *' Does not exceed HIL's	• Subsurface workers Low risk – no significant excavations planned toxicity insignificant. • Workers involved in any construction directly on top of soil, or the movement of soil • Property occupants vapour intrusion.
Youngtown Fire Station	• PFAS/PFOS	**Groundwater**	• Stream at north of property – Low risk – majority of stream is piped or covered over and won't be affected by development • Subsurface workers – Low risk – no significant excavations planned groundwater is unlikely to be intercepted • Surrounding site users. Low risk – majority of stream is piped or covered over and won't be

16 Limitations

ES&D has prepared this report in accordance with the care and thoroughness of Ashley Brook of 6ty Degrees. It was based on accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this report. It is prepared in accordance with the scope of work and for the purpose outlined.

This report was prepared during June and July 2018 and is based on the conditions encountered and information reviewed at the time of preparation. ES&D disclaims the responsibility for any changes that may have occurred after this time.

This report should be read in full. No responsibility is accepted for any use of any part of this report in any other context or for any other purpose or by third parties. This report does not purport to give legal advice.

Subsurface conditions can vary across a site and cannot be explicitly defined by these investigations. It is unlikely therefore that the results and estimations expressed in this report will represent the extreme conditions within the site.

The information in this report is accurate at the date of issue and is in accordance with conditions at the site at the dates sampled.

This document and the information contained herein should only be regarded as validly representing the site conditions at the time of the investigation unless otherwise explicitly stated in a preceding section of the report.

No warranty or guarantee of property conditions is given or intended.

References

Launceston City Council Interim Planning Scheme 2015

National Environmental Protection (Assessment of Site Contamination) Measure, *Guideline on the Investigation Levels for Soil and Groundwater*, Schedule B (1), (1999) as amended 2013

Land Information System Tasmania (the List): www.thelist.tas.gov.au

Department of Primary Industries, Parks, Water and Environment (DPIPWE) Groundwater Information Access Portal: http://wrt.tas.gov.au/groundwater-info/

Mineral Resources Tasmania 1:25,000 digital geological map database

https://www.yelp.com.au/biz/log-cabin-garden-centre-youngtown

EPA list of Potentially Contaminating Activities https://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/potentially-contaminating-activities-industries-and-land-uses

PFAS EPA http://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/contaminated-land-issues/pfas-contamination).

BP Heating Oil SDS http://www.msds.bp.com.au/msds.aspx?msdsno=0000003635

The Reconsideration of Registrations of Arsenic Timber Treatment Products (CCA and arsenic trioxide) and Their Associated Lables, Review Series 3, March 2005, APVMA https://apvma.gov.au/sites/default/files/publication/14316-arsenic-summary.pdf

Information Bulletin NO.105, EPA Tasmania, Version 3 (2018)

Appendix 1: ALS Results

ALS Environmental

CERTIFICATE OF ANALYSIS

Work Order	: **EM1909368**	Page	: 1 of 8
Client	: ENVIRONMENTAL SERVICE AND DESIGN PTY LTD	Laboratory	: Environmental Division Melbourne
Contact	: Ms Ariel Pascoe	Contact	: Shirley LeCornu
Address	: 80 MINNA ROAD PO BOX 651 HEYBRIDGE TASMANIA, AUSTRALIA 7316	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: ----	Telephone	: +6138549 9630
Project	: 6735	Date Samples Received	: 18-Jun-2019 13:30
Order number	:	Date Analysis Commenced	: 21-Jun-2019
C-O-C number	: ----	Issue Date	: 27-Jun-2019 19:05
Sampler	: Rod Cooper/Ariel Pascoe		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 7		
No. of samples analysed	: 7		

ilac-MRA NATA
Accreditation No. 825
Accredited for compliance with ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results
- Surrogate Control Limits

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	*Position*	*Accreditation Category*
Dilani Fernando	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Franco Lentini		Sydney Organics, Smithfield, NSW
Steven McGrath	Technical Manager	Melbourne Inorganics, Springvale, VIC
Steven McGrath	Technical Manager	Melbourne Organics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

General Comments

The analytical procedures used by the Environmental Division have been developed from established internationally recognized procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are employed in the absence of documented standards or by client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis.

Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

When sampling time information is not provided by the client, sampling dates are shown without a time component. In these instances, the time component has been assumed by the laboratory for processing purposes.

Where a result is required to meet compliance limits the associated uncertainty must be considered. Refer to the ALS Contact for details.

Key : CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
LOR = Limit of reporting
^ = This result is computed from individual analyte detections at or above the level of reporting
ø = ALS is not NATA accredited for these tests.
~ = Indicates an estimated value.

- EP202: Particular samples required dilution due to sample matrix. LOR values have been adjusted accordingly
- EG005T: EM1909368 #1, the results for Metals have been confirmed by re-extraction and re-analysis.

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Client sample ID	6884	6885	6886	6887	6888
				Client sampling date / time	14-Jun-2019 00:00	14-Jun-2019 00:00	14-Jun-2019 00:00	14-Jun-2019 00:00	14-Jun-2019 00:00
Compound	CAS Number	LOR	Unit		EM1909368-001	EM1909368-002	EM1909368-003	EM1909368-004	EM1909368-005
					Result	Result	Result	Result	Result
EA055: Moisture Content (Dried @ 105-110°C)									
Moisture Content	----	1.0	%		8.8	27.9	----	28.5	29.9
EG005(ED093)T: Total Metals by ICP-AES									
Arsenic	7440-38-2	5	mg/kg		7	6	<5	<5	8
Cadmium	7440-43-9	1	mg/kg		<1	<1	<1	<1	<1
Chromium	7440-47-3	2	mg/kg		97	11	3	5	30
Copper	7440-50-8	5	mg/kg		340	24	6	38	45
Lead	7439-92-1	5	mg/kg		22	15	<5	6	80
Nickel	7440-02-0	2	mg/kg		8	6	2	12	17
Zinc	7440-66-6	5	mg/kg		298	95	65	46	137
EK059G: Nitrite plus Nitrate as N (NOx) by Discrete Analyser									
Nitrite + Nitrate as N (Sol.)	----	0.1	mg/kg		1.3	2.7	0.1	1.1	14.8
EK061G: Total Kjeldahl Nitrogen By Discrete Analyser									
Total Kjeldahl Nitrogen as N	----	20	mg/kg		2390	1220	4930	1820	7200
EK062: Total Nitrogen as N (TKN + NOx)									
^ Total Nitrogen as N	----	20	mg/kg		2390	1220	4930	1820	7210
EK067G: Total Phosphorus as P by Discrete Analyser									
Total Phosphorus as P	----	2	mg/kg		563	543	437	534	999
EP080/071: Total Petroleum Hydrocarbons									
C6 - C9 Fraction	----	10	mg/kg		<10	<10	<10	<10	<10
C10 - C14 Fraction	----	50	mg/kg		<50	<50	----	<50	<50
C15 - C28 Fraction	----	100	mg/kg		<100	<100	----	<100	860
C29 - C36 Fraction	----	100	mg/kg		<100	120	----	<100	1240
^ C10 - C36 Fraction (sum)	----	50	mg/kg		<50	120	----	<50	2100
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg		<10	<10	<10	<10	<10
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		<10	<10	<10	<10	<10
>C10 - C16 Fraction	----	50	mg/kg		<50	<50	----	<50	<50
>C16 - C34 Fraction	----	100	mg/kg		<100	170	----	<100	1720
>C34 - C40 Fraction	----	100	mg/kg		<100	<100	----	<100	950
^ >C10 - C40 Fraction (sum)	----	50	mg/kg		<50	170	----	<50	2670
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg		<50	<50	----	<50	<50
EP080: BTEXN									

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Client sample ID	6884	6885	6886	6887	6888
				Client sampling date / time	14-Jun-2019 00:00	14-Jun-2019 00:00	14-Jun-2019 00:00	14-Jun-2019 00:00	14-Jun-2019 00:00
Compound	CAS Number	LOR	Unit		EM1909368-001	EM1909368-002	EM1909368-003	EM1909368-004	EM1909368-005
					Result	Result	Result	Result	Result
EP080: BTEXN - Continued									
Benzene	71-43-2	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
Toluene	108-88-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Ethylbenzene	100-41-4	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
^ Sum of BTEX	----	0.2	mg/kg		<0.2	<0.2	<0.2	<0.2	<0.2
^ Total Xylenes	----	0.5	mg/kg		<0.5	<0.5	<0.5	<0.5	<0.5
Naphthalene	91-20-3	1	mg/kg		<1	<1	<1	<1	<1
EP202A: Phenoxyacetic Acid Herbicides by LCMS									
4-Chlorophenoxy acetic acid	122-88-3	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
2.4-DB	94-82-6	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
Dicamba	1918-00-9	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
Mecoprop	93-65-2	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
MCPA	94-74-6	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
2.4-DP	120-36-5	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
2.4-D	94-75-7	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
Triclopyr	55335-06-3	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
2.4.5-TP (Silvex)	93-72-1	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
2.4.5-T	93-76-5	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
MCPB	94-81-5	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
Picloram	1918-02-1	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
Clopyralid	1702-17-6	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
Fluroxypyr	69377-81-7	0.02	mg/kg		<0.02	<0.04	<0.08	<0.04	<0.04
EP080S: TPH(V)/BTEX Surrogates									
1.2-Dichloroethane-D4	17060-07-0	0.2	%		94.0	100	86.7	77.5	103
Toluene-D8	2037-26-5	0.2	%		101	106	87.0	77.2	101
4-Bromofluorobenzene	460-00-4	0.2	%		124	122	121	121	124
EP202S: Phenoxyacetic Acid Herbicide Surrogate									
2.4-Dichlorophenyl Acetic Acid	19719-28-9	0.02	%		55.4	57.6	69.7	85.9	53.7

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)			Client sample ID	6889	6886 Semivol	----	----	----
			Client sampling date / time	14-Jun-2019 00:00	14-Jun-2019 00:00	----	----	----
Compound	CAS Number	LOR	Unit	EM1909368-006	EM1909368-007	--------	--------	--------
				Result	Result	----	----	----
EA055: Moisture Content (Dried @ 105-110°C)								
Moisture Content	----	0.1	%	----	7.6	----	----	----
Moisture Content	----	1.0	%	29.8	----	----	----	----
EG005(ED093)T: Total Metals by ICP-AES								
Arsenic	7440-38-2	5	mg/kg	<5	----	----	----	----
Cadmium	7440-43-9	1	mg/kg	<1	----	----	----	----
Chromium	7440-47-3	2	mg/kg	5	----	----	----	----
Copper	7440-50-8	5	mg/kg	48	----	----	----	----
Lead	7439-92-1	5	mg/kg	7	----	----	----	----
Nickel	7440-02-0	2	mg/kg	9	----	----	----	----
Zinc	7440-66-6	5	mg/kg	49	----	----	----	----
EK059G: Nitrite plus Nitrate as N (NOx) by Discrete Analyser								
Nitrite + Nitrate as N (Sol.)	----	0.1	mg/kg	1.2	----	----	----	----
EK061G: Total Kjeldahl Nitrogen By Discrete Analyser								
Total Kjeldahl Nitrogen as N	----	20	mg/kg	980	----	----	----	----
EK062: Total Nitrogen as N (TKN + NOx)								
^ Total Nitrogen as N	----	20	mg/kg	980	----	----	----	----
EK067G: Total Phosphorus as P by Discrete Analyser								
Total Phosphorus as P	----	2	mg/kg	624	----	----	----	----
EP071: Total Petroleum Hydrocarbons								
C10 - C14 Fraction	----	50	mg/kg	----	<50	----	----	----
C15 - C28 Fraction	----	100	mg/kg	----	690	----	----	----
^ C29 - C36 Fraction	----	100	mg/kg	----	470	----	----	----
C10 - C36 Fraction (sum)	----	50	mg/kg	----	1160	----	----	----
EP071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions								
>C10 - C16 Fraction	----	50	mg/kg	----	<50	----	----	----
>C16 - C34 Fraction	----	100	mg/kg	----	940	----	----	----
>C34 - C40 Fraction	----	100	mg/kg	----	450	----	----	----
^ >C10 - C40 Fraction (sum)	----	50	mg/kg	----	1390	----	----	----
EP080/071: Total Petroleum Hydrocarbons								
C6 - C9 Fraction	----	10	mg/kg	<10	----	----	----	----
C10 - C14 Fraction	----	50	mg/kg	<50	----	----	----	----
C15 - C28 Fraction	----	100	mg/kg	<100	----	----	----	----
C29 - C36 Fraction	----	100	mg/kg	<100	----	----	----	----

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Client sample ID	6889	6886 Semivol	-----	-----	-----
				Client sampling date / time	14-Jun-2019 00:00	14-Jun-2019 00:00	----	----	----
Compound	CAS Number	LOR	Unit		EM1909368-006	EM1909368-007	--------	--------	--------
					Result	Result	----	----	----
EP080/071: Total Petroleum Hydrocarbons - Continued									
^ C10 - C36 Fraction (sum)	----	50	mg/kg		<50	----	----	----	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions									
C6 - C10 Fraction	C6_C10	10	mg/kg		<10	----	----	----	----
^ C6 - C10 Fraction minus BTEX (F1)	C6_C10-BTEX	10	mg/kg		<10	----	----	----	----
>C10 - C16 Fraction	----	50	mg/kg		<50	----	----	----	----
>C16 - C34 Fraction	----	100	mg/kg		<100	----	----	----	----
>C34 - C40 Fraction	----	100	mg/kg		<100	----	----	----	----
^ >C10 - C40 Fraction (sum)	----	50	mg/kg		<50	----	----	----	----
^ >C10 - C16 Fraction minus Naphthalene (F2)	----	50	mg/kg		<50	----	----	----	----
EP080: BTEXN									
Benzene	71-43-2	0.2	mg/kg		<0.2	----	----	----	----
Toluene	108-88-3	0.5	mg/kg		<0.5	----	----	----	----
Ethylbenzene	100-41-4	0.5	mg/kg		<0.5	----	----	----	----
meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg		<0.5	----	----	----	----
ortho-Xylene	95-47-6	0.5	mg/kg		<0.5	----	----	----	----
^ Sum of BTEX	----	0.2	mg/kg		<0.2	----	----	----	----
^ Total Xylenes	----	0.5	mg/kg		<0.5	----	----	----	----
Naphthalene	91-20-3	1	mg/kg		<1	----	----	----	----
EP202A: Phenoxyacetic Acid Herbicides by LCMS									
4-Chlorophenoxy acetic acid	122-88-3	0.02	mg/kg		<0.02	----	----	----	----
2.4-DB	94-82-6	0.02	mg/kg		<0.02	----	----	----	----
Dicamba	1918-00-9	0.02	mg/kg		<0.02	----	----	----	----
Mecoprop	93-65-2	0.02	mg/kg		<0.02	----	----	----	----
MCPA	94-74-6	0.02	mg/kg		<0.02	----	----	----	----
2.4-DP	120-36-5	0.02	mg/kg		<0.02	----	----	----	----
2.4-D	94-75-7	0.02	mg/kg		<0.02	----	----	----	----
Triclopyr	55335-06-3	0.02	mg/kg		<0.02	----	----	----	----
2.4.5-TP (Silvex)	93-72-1	0.02	mg/kg		<0.02	----	----	----	----
2.4.5-T	93-76-5	0.02	mg/kg		<0.02	----	----	----	----
MCPB	94-81-5	0.02	mg/kg		<0.02	----	----	----	----
Picloram	1918-02-1	0.02	mg/kg		<0.02	----	----	----	----
Clopyralid	1702-17-6	0.02	mg/kg		<0.02	----	----	----	----

Analytical Results

Sub-Matrix: SOIL (Matrix: SOIL)				Client sample ID	6889	6886 Semivol	----	----	----
				Client sampling date / time	14-Jun-2019 00:00	14-Jun-2019 00:00	----	----	----
Compound	CAS Number	LOR	Unit		EM1909368-006	EM1909368-007	--------	--------	--------
					Result	Result	----	----	----
EP202A: Phenoxyacetic Acid Herbicides by LCMS - Continued									
Fluroxypyr	69377-81-7	0.02	mg/kg		<0.02	----	----	----	----
EP080S: TPH(V)/BTEX Surrogates									
1.2-Dichloroethane-D4	17060-07-0	0.2	%		95.4	----	----	----	----
Toluene-D8	2037-26-5	0.2	%		92.8	----	----	----	----
4-Bromofluorobenzene	460-00-4	0.2	%		124	----	----	----	----
EP202S: Phenoxyacetic Acid Herbicide Surrogate									
2.4-Dichlorophenyl Acetic Acid	19719-28-9	0.02	%		48.1	----	----	----	----

Surrogate Control Limits

Sub-Matrix: SOIL		Recovery Limits (%)	
Compound	CAS Number	Low	High
EP080S: TPH(V)/BTEX Surrogates			
1.2-Dichloroethane-D4	17060-07-0	51	125
Toluene-D8	2037-26-5	55	125
4-Bromofluorobenzene	460-00-4	56	124
EP202S: Phenoxyacetic Acid Herbicide Surrogate			
2.4-Dichlorophenyl Acetic Acid	19719-28-9	45	139

Appendix 2: ALS QAQC

ALS Environmental

QUALITY CONTROL REPORT

Work Order	: **EM1909368**	Page	: 1 of 7
Client	: ENVIRONMENTAL SERVICE AND DESIGN PTY LTD	Laboratory	: Environmental Division Melbourne
Contact	: Ms Ariel Pascoe	Contact	: Shirley LeCornu
Address	: 80 MINNA ROAD PO BOX 651 HEYBRIDGE TASMANIA, AUSTRALIA 7316	Address	: 4 Westall Rd Springvale VIC Australia 3171
Telephone	: ----	Telephone	: +6138549 9630
Project	: 6735	Date Samples Received	: 18-Jun-2019
Order number	:	Date Analysis Commenced	: 21-Jun-2019
C-O-C number	: ----	Issue Date	: 27-Jun-2019
Sampler	: Rod Cooper/Ariel Pascoe		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 7		
No. of samples analysed	: 7		

ilac-MRA NATA
Accreditation No. 825
Accredited for compliance with ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted. This document shall not be reproduced, except in full.

This Quality Control Report contains the following information:

- Laboratory Duplicate (DUP) Report; Relative Percentage Difference (RPD) and Acceptance Limits
- Method Blank (MB) and Laboratory Control Spike (LCS) Report; Recovery and Acceptance Limits
- Matrix Spike (MS) Report; Recovery and Acceptance Limits

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	*Position*	*Accreditation Category*
Dilani Fernando	Senior Inorganic Chemist	Melbourne Inorganics, Springvale, VIC
Franco Lentini		Sydney Organics, Smithfield, NSW
Steven McGrath	Technical Manager	Melbourne Inorganics, Springvale, VIC
Steven McGrath	Technical Manager	Melbourne Organics, Springvale, VIC
Xing Lin	Senior Organic Chemist	Melbourne Organics, Springvale, VIC

General Comments

The analytical procedures used by the Environmental Division have been developed from established internationally recognized procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are employed in the absence of documented standards or by client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis. Where the LOR of a reported result differs from standard LOR, this may be due to high

Key : Anonymous = Refers to samples which are not specifically part of this work order but formed part of the QC process lot
CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
LOR = Limit of reporting
RPD = Relative Percentage Difference
# = Indicates failed QC

Laboratory Duplicate (DUP) Report

The quality control term Laboratory Duplicate refers to a randomly selected intralaboratory split. Laboratory duplicates provide information regarding method precision and sample heterogeneity. The permitted ranges for the Relative Percent Deviation (RPD) of Laboratory Duplicates are specified in ALS Method QWI-EN/38 and are dependent on the magnitude of results in comparison to the level of reporting: Result < 10 times LOR: No Limit; Result between 10 and 20 times LOR: 0% - 50%; Result > 20 times LOR: 0% - 20%.

Sub-Matrix: SOIL

				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Client sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Recovery Limits (%)
EG005(ED093)T: Total Metals by ICP-AES (QC Lot: 2418359)									
EM1909367-004	Anonymous	EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.00	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	23	28	19.7	0% - 50%
		EG005T: Nickel	7440-02-0	2	mg/kg	32	33	0.00	0% - 50%
		EG005T: Arsenic	7440-38-2	5	mg/kg	<5	5	0.00	No Limit
		EG005T: Copper	7440-50-8	5	mg/kg	16	15	7.35	No Limit
		EG005T: Lead	7439-92-1	5	mg/kg	13	16	23.5	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	43	41	3.18	No Limit
EM1909369-002	Anonymous	EG005T: Cadmium	7440-43-9	1	mg/kg	<1	<1	0.00	No Limit
		EG005T: Chromium	7440-47-3	2	mg/kg	21	18	13.2	0% - 50%
		EG005T: Nickel	7440-02-0	2	mg/kg	10	9	0.00	No Limit
		EG005T: Arsenic	7440-38-2	5	mg/kg	<5	<5	0.00	No Limit
		EG005T: Copper	7440-50-8	5	mg/kg	8	8	0.00	No Limit
		EG005T: Lead	7439-92-1	5	mg/kg	<5	<5	0.00	No Limit
		EG005T: Zinc	7440-66-6	5	mg/kg	16	13	24.2	No Limit
EA055: Moisture Content (Dried @ 105-110°C) (QC Lot: 2419329)									
EM1909367-001	Anonymous	EA055: Moisture Content	----	0.1	%	3.0	3.6	17.3	No Limit
EM1909368-006	6889	EA055: Moisture Content	----	0.1	%	29.8	26.1	13.3	0% - 20%
EK059G: Nitrite plus Nitrate as N (NOx) by Discrete Analyser (QC Lot: 2419937)									
EM1909368-002	6885	EK059G: Nitrite + Nitrate as N (Sol.)	----	0.1	mg/kg	2.7	2.6	4.30	0% - 20%
EK061G: Total Kjeldahl Nitrogen By Discrete Analyser (QC Lot: 2419314)									
EM1909368-001	6884	EK061G: Total Kjeldahl Nitrogen as N	----	20	mg/kg	2390	2430	1.37	0% - 20%
EM1909581-004	Anonymous	EK061G: Total Kjeldahl Nitrogen as N	----	20	mg/kg	1780	1880	5.67	0% - 20%
EK067G: Total Phosphorus as P by Discrete Analyser (QC Lot: 2419313)									
EM1909368-001	6884	EK067G: Total Phosphorus as P	----	2	mg/kg	563	569	1.10	0% - 20%

Sub-Matrix: SOIL

				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Client sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Recovery Limits (%)
EK067G: Total Phosphorus as P by Discrete Analyser (QC Lot: 2419313) - continued									
EM1909581-004	Anonymous	EK067G: Total Phosphorus as P	----	2	mg/kg	391	388	0.618	0% - 20%
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 2413333)									
EM1909366-001	Anonymous	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.00	No Limit
EM1909368-004	6887	EP080: C6 - C9 Fraction	----	10	mg/kg	<10	<10	0.00	No Limit
EP080/071: Total Petroleum Hydrocarbons (QC Lot: 2418884)									
EM1909369-001	Anonymous	EP071: C15 - C28 Fraction	----	100	mg/kg	<100	<100	0.00	No Limit
		EP071: C29 - C36 Fraction	----	100	mg/kg	<100	<100	0.00	No Limit
		EP071: C10 - C14 Fraction	----	50	mg/kg	<50	<50	0.00	No Limit
		EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	<50	0.00	No Limit
EM1909434-003	Anonymous	EP071: C15 - C28 Fraction	----	100	mg/kg	110	<100	10.2	No Limit
		EP071: C29 - C36 Fraction	----	100	mg/kg	430	390	9.42	No Limit
		EP071: C10 - C14 Fraction	----	50	mg/kg	<50	<50	0.00	No Limit
		EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	540	390	32.2	0% - 50%
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 2413333)									
EM1909366-001	Anonymous	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.00	No Limit
EM1909368-004	6887	EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	<10	0.00	No Limit
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QC Lot: 2418884)									
EM1909369-001	Anonymous	EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	<100	0.00	No Limit
		EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	<100	0.00	No Limit
		EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	<50	0.00	No Limit
		EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	<50	0.00	No Limit
EM1909434-003	Anonymous	EP071: >C16 - C34 Fraction	----	100	mg/kg	430	370	13.4	No Limit
		EP071: >C34 - C40 Fraction	----	100	mg/kg	330	330	0.00	No Limit
		EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	<50	0.00	No Limit
		EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	760	700	8.22	0% - 50%
EP080: BTEXN (QC Lot: 2413333)									
EM1909366-001	Anonymous	EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.00	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.00	No Limit
EM1909368-004	6887	EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	<0.2	0.00	No Limit
		EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	<0.5	0.00	No Limit
		EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	<0.5	0.00	No Limit

Sub-Matrix: SOIL

				Laboratory Duplicate (DUP) Report					
Laboratory sample ID	Client sample ID	Method: Compound	CAS Number	LOR	Unit	Original Result	Duplicate Result	RPD (%)	Recovery Limits (%)
EP080: BTEXN (QC Lot: 2413333) - continued									
EM1909368-004	6887	EP080: Naphthalene	91-20-3	1	mg/kg	<1	<1	0.00	No Limit
EP202A: Phenoxyacetic Acid Herbicides by LCMS (QC Lot: 2424831)									
EM1909368-005	6888	EP202: 4-Chlorophenoxy acetic acid	122-88-3	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: 2.4-DB	94-82-6	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: Dicamba	1918-00-9	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: Mecoprop	93-65-2	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: MCPA	94-74-6	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: 2.4-DP	120-36-5	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: 2.4-D	94-75-7	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: Triclopyr	55335-06-3	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: 2.4.5-TP (Silvex)	93-72-1	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: 2.4.5-T	93-76-5	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: MCPB	94-81-5	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: Picloram	1918-02-1	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: Clopyralid	1702-17-6	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
		EP202: Fluroxypyr	69377-81-7	0.02	mg/kg	<0.04	<0.04	0.00	No Limit
ES1919070-001	Anonymous	EP202: 4-Chlorophenoxy acetic acid	122-88-3	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: 2.4-DB	94-82-6	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: Dicamba	1918-00-9	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: Mecoprop	93-65-2	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: MCPA	94-74-6	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: 2.4-DP	120-36-5	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: 2.4-D	94-75-7	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: Triclopyr	55335-06-3	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: 2.4.5-TP (Silvex)	93-72-1	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: 2.4.5-T	93-76-5	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: MCPB	94-81-5	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: Picloram	1918-02-1	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: Clopyralid	1702-17-6	0.02	mg/kg	<0.02	<0.02	0.00	No Limit
		EP202: Fluroxypyr	69377-81-7	0.02	mg/kg	<0.02	<0.02	0.00	No Limit

Method Blank (MB) and Laboratory Control Spike (LCS) Report

The quality control term Method / Laboratory Blank refers to an analyte free matrix to which all reagents are added in the same volumes or proportions as used in standard sample preparation. The purpose of this QC parameter is to monitor potential laboratory contamination. The quality control term Laboratory Control Spike (LCS) refers to a certified reference material, or a known interference free matrix spiked with target analytes. The purpose of this QC parameter is to monitor method precision and accuracy independent of sample matrix. Dynamic Recovery Limits are based on statistical evaluation of processed LCS.

Sub-Matrix: SOIL

				Method Blank (MB) Report	Laboratory Control Spike (LCS) Report			
					Spike	Spike Recovery (%)	Recovery Limits (%)	
Method: Compound	CAS Number	LOR	Unit	Result	Concentration	LCS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 2418359)								
EG005T: Arsenic	7440-38-2	5	mg/kg	<5	21.7 mg/kg	88.0	78	107
EG005T: Cadmium	7440-43-9	1	mg/kg	<1	4.64 mg/kg	82.4	76	108
EG005T: Chromium	7440-47-3	2	mg/kg	<2	43.9 mg/kg	88.9	78	110
EG005T: Copper	7440-50-8	5	mg/kg	<5	32 mg/kg	88.3	78	108
EG005T: Lead	7439-92-1	5	mg/kg	<5	40 mg/kg	80.9	78	106
EG005T: Nickel	7440-02-0	2	mg/kg	<2	55 mg/kg	89.7	80	109
EG005T: Zinc	7440-66-6	5	mg/kg	<5	60.8 mg/kg	97.4	79	110
EK059G: Nitrite plus Nitrate as N (NOx) by Discrete Analyser (QCLot: 2419937)								
EK059G: Nitrite + Nitrate as N (Sol.)	----	0.1	mg/kg	<0.1	2.5 mg/kg	102	92	123
EK061G: Total Kjeldahl Nitrogen By Discrete Analyser (QCLot: 2419314)								
EK061G: Total Kjeldahl Nitrogen as N	----	20	mg/kg	<20	500 mg/kg	81.1	70	130
EK067G: Total Phosphorus as P by Discrete Analyser (QCLot: 2419313)								
EK067G: Total Phosphorus as P	----	2	mg/kg	<2	221 mg/kg	109	78	127
EP071: Total Petroleum Hydrocarbons (QCLot: 2419222)								
EP071-SV: C10 - C14 Fraction	----	50	mg/kg	<50	688 mg/kg	104	70	125
EP071-SV: C15 - C28 Fraction	----	100	mg/kg	<100	3100 mg/kg	108	80	128
EP071-SV: C29 - C36 Fraction	----	100	mg/kg	<100	1490 mg/kg	104	77	122
EP071-SV: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	----	----	----	----
EP071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 2419222)								
EP071-SV: >C10 - C16 Fraction	----	50	mg/kg	<50	1050 mg/kg	109	75	123
EP071-SV: >C16 - C34 Fraction	----	100	mg/kg	<100	3960 mg/kg	101	81	124
EP071-SV: >C34 - C40 Fraction	----	100	mg/kg	<100	280 mg/kg	127	62	127
EP071-SV: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	----	----	----	----
EP080/071: Total Petroleum Hydrocarbons (QCLot: 2413333)								
EP080: C6 - C9 Fraction	----	10	mg/kg	<10	36 mg/kg	97.8	61	127
EP080/071: Total Petroleum Hydrocarbons (QCLot: 2418884)								
EP071: C10 - C14 Fraction	----	50	mg/kg	<50	688 mg/kg	88.7	72	122
EP071: C15 - C28 Fraction	----	100	mg/kg	<100	3100 mg/kg	95.9	84	123
EP071: C29 - C36 Fraction	----	100	mg/kg	<100	1490 mg/kg	97.3	79	119
EP071: C10 - C36 Fraction (sum)	----	50	mg/kg	<50	----	----	----	----
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 2413333)								
EP080: C6 - C10 Fraction	C6_C10	10	mg/kg	<10	45 mg/kg	94.9	60	125
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 2418884)								

Sub-Matrix: SOIL

Method: Compound	CAS Number	LOR	Unit	Method Blank (MB) Report: Result	Laboratory Control Spike (LCS) Report: Spike Concentration	LCS Recovery (%)	Recovery Limits (%): Low	High
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 2418884) - continued								
EP071: >C10 - C16 Fraction	----	50	mg/kg	<50	1050 mg/kg	96.8	77	121
EP071: >C16 - C34 Fraction	----	100	mg/kg	<100	3960 mg/kg	95.2	83	121
EP071: >C34 - C40 Fraction	----	100	mg/kg	<100	280 mg/kg	89.0	65	123
EP071: >C10 - C40 Fraction (sum)	----	50	mg/kg	<50	----	----	----	----
EP080: BTEXN (QCLot: 2413333)								
EP080: Benzene	71-43-2	0.2	mg/kg	<0.2	2 mg/kg	89.5	63	119
EP080: Toluene	108-88-3	0.5	mg/kg	<0.5	2 mg/kg	97.3	67	126
EP080: Ethylbenzene	100-41-4	0.5	mg/kg	<0.5	2 mg/kg	97.1	66	124
EP080: meta- & para-Xylene	108-38-3 106-42-3	0.5	mg/kg	<0.5	4 mg/kg	109	68	128
EP080: ortho-Xylene	95-47-6	0.5	mg/kg	<0.5	2 mg/kg	110	73	128
EP080: Naphthalene	91-20-3	1	mg/kg	<1	0.5 mg/kg	93.8	61	123
EP202A: Phenoxyacetic Acid Herbicides by LCMS (QCLot: 2424831)								
EP202: 4-Chlorophenoxy acetic acid	122-88-3	0.02	mg/kg	<0.02	0.1 mg/kg	99.8	54	128
EP202: 2.4-DB	94-82-6	0.02	mg/kg	<0.02	0.1 mg/kg	98.7	46	130
EP202: Dicamba	1918-00-9	0.02	mg/kg	<0.02	0.1 mg/kg	117	52	135
EP202: Mecoprop	93-65-2	0.02	mg/kg	<0.02	0.1 mg/kg	99.9	60	130
EP202: MCPA	94-74-6	0.02	mg/kg	<0.02	0.1 mg/kg	103	57	131
EP202: 2.4-DP	120-36-5	0.02	mg/kg	<0.02	0.1 mg/kg	105	50	141
EP202: 2.4-D	94-75-7	0.02	mg/kg	<0.02	0.1 mg/kg	106	69	131
EP202: Triclopyr	55335-06-3	0.02	mg/kg	<0.02	0.1 mg/kg	108	51	141
EP202: 2.4.5-TP (Silvex)	93-72-1	0.02	mg/kg	<0.02	0.1 mg/kg	103	41	126
EP202: 2.4.5-T	93-76-5	0.02	mg/kg	<0.02	0.1 mg/kg	119	57	139
EP202: MCPB	94-81-5	0.02	mg/kg	<0.02	0.1 mg/kg	106	39	137
EP202: Picloram	1918-02-1	0.02	mg/kg	<0.02	0.1 mg/kg	97.0	49	129
EP202: Clopyralid	1702-17-6	0.02	mg/kg	<0.02	0.1 mg/kg	94.4	49	106
EP202: Fluroxypyr	69377-81-7	0.02	mg/kg	<0.02	0.1 mg/kg	99.6	53	128

Matrix Spike (MS) Report

The quality control term Matrix Spike (MS) refers to an intralaboratory split sample spiked with a representative set of target analytes. The purpose of this QC parameter is to monitor potential matrix effects on analyte recoveries. Static Recovery Limits as per laboratory Data Quality Objectives (DQOs). Ideal recovery ranges stated may be waived in the event of sample matrix interference.

Sub-Matrix: SOIL

Laboratory sample ID	Client sample ID	Method: Compound	CAS Number	Matrix Spike (MS) Report: Spike Concentration	SpikeRecovery(%): MS	Recovery Limits (%): Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 2418359)							
EM1909367-005	Anonymous	EG005T: Arsenic	7440-38-2	50 mg/kg	89.5	78	124
		EG005T: Cadmium	7440-43-9	50 mg/kg	90.6	84	116

Sub-Matrix: SOIL

				Matrix Spike (MS) Report			
				Spike	SpikeRecovery(%)	Recovery Limits (%)	
Laboratory sample ID	Client sample ID	Method: Compound	CAS Number	Concentration	MS	Low	High
EG005(ED093)T: Total Metals by ICP-AES (QCLot: 2418359) - continued							
EM1909367-005	Anonymous	EG005T: Chromium	7440-47-3	50 mg/kg	103	79	121
		EG005T: Copper	7440-50-8	50 mg/kg	86.5	82	124
		EG005T: Lead	7439-92-1	50 mg/kg	78.2	76	124
		EG005T: Nickel	7440-02-0	50 mg/kg	81.2	78	120
		EG005T: Zinc	7440-66-6	50 mg/kg	80.4	74	128
EK059G: Nitrite plus Nitrate as N (NOx) by Discrete Analyser (QCLot: 2419937)							
EM1909368-002	6885	EK059G: Nitrite + Nitrate as N (Sol.)	----	2.5 mg/kg	95.5	70	130
EK061G: Total Kjeldahl Nitrogen By Discrete Analyser (QCLot: 2419314)							
EM1909368-002	6885	EK061G: Total Kjeldahl Nitrogen as N	----	500 mg/kg	79.1	70	130
EK067G: Total Phosphorus as P by Discrete Analyser (QCLot: 2419313)							
EM1909368-002	6885	EK067G: Total Phosphorus as P	----	100 mg/kg	79.7	70	130
EP080/071: Total Petroleum Hydrocarbons (QCLot: 2413333)							
EM1909366-002	Anonymous	EP080: C6 - C9 Fraction	----	28 mg/kg	91.1	42	131
EP080/071: Total Petroleum Hydrocarbons (QCLot: 2418884)							
EM1909368-004	6887	EP071: C10 - C14 Fraction	----	688 mg/kg	86.2	53	123
		EP071: C15 - C28 Fraction	----	3100 mg/kg	92.8	70	124
		EP071: C29 - C36 Fraction	----	1490 mg/kg	94.1	64	118
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 2413333)							
EM1909366-002	Anonymous	EP080: C6 - C10 Fraction	C6_C10	33 mg/kg	90.3	39	129
EP080/071: Total Recoverable Hydrocarbons - NEPM 2013 Fractions (QCLot: 2418884)							
EM1909368-004	6887	EP071: >C10 - C16 Fraction	----	1050 mg/kg	93.9	65	123
		EP071: >C16 - C34 Fraction	----	3960 mg/kg	92.0	67	121
		EP071: >C34 - C40 Fraction	----	280 mg/kg	93.6	44	126
EP080: BTEXN (QCLot: 2413333)							
EM1909366-002	Anonymous	EP080: Benzene	71-43-2	2 mg/kg	119	50	136
		EP080: Toluene	108-88-3	2 mg/kg	112	56	139
EP202A: Phenoxyacetic Acid Herbicides by LCMS (QCLot: 2424831)							
EM1909368-006	6889	EP202: Mecoprop	93-65-2	0.1 mg/kg	100	60	140
		EP202: MCPA	94-74-6	0.1 mg/kg	91.7	57	143
		EP202: 2.4-D	94-75-7	0.1 mg/kg	90.5	68	139
		EP202: Triclopyr	55335-06-3	0.1 mg/kg	100.0	51	145
		EP202: 2.4.5-T	93-76-5	0.1 mg/kg	116	57	142
		EP202: Picloram	1918-02-1	0.1 mg/kg	103	49	138
		EP202: Clopyralid	1702-17-6	0.1 mg/kg	77.0	49	149

Appendix 3: Noise Assessment

Noise Assessment Report

359-361 Hobart Road
YOUNGTOWN

For: 6ty Pty Ltd

Project No: 6735

es&d
environmental service & design

ABN: 97 107 517 144
74-80 Minna Road
Heybridge TAS 7316
Ph: (03) 6431 2999

ACN: 107 517 144
PO Box 651
Burnie TAS 7320
www.esandd.com.au

Document Control

Prepared & Published by:	ES&D
Version:	Final
File:	6735
Contact:	Bruce Harpley
Phone No:	0429 355 259
Prepared For:	6ty Pty Ltd

Version:			Date:
DRAFT 1	Bruce Harpley	ES&D	10/08/2019
REVIEW	Rod Cooper	ES&D	11/08/2019
FINAL	Bruce Harpley	ES&D	12/08/2019

This report has been prepared, based on information generated by Environmental Service and Design Pty Ltd from a wide range of sources. If you believe that Environmental Service and Design Pty Ltd has misrepresented or overlooked any relevant information, it is your responsibility to bring this to the attention of Environmental Service and Design Pty Ltd before implementing any of the report's recommendations. In preparing this report, we have relied on information supplied to Environmental Service and Design Pty Ltd, which, where reasonable, Environmental Service and Design Pty Ltd has assumed to be correct. Whilst all reasonable efforts have been made to substantiate such information, no responsibility will be accepted if the information is incorrect or inaccurate.

This report is prepared solely for the use of the client to whom it is addressed and Environmental Service and Design Pty Ltd will not accept any responsibility for third parties. In the event that any advice or other services rendered by Environmental Service and Design Pty Ltd constitute a supply of services to a consumer under the Competition and Consumer Act 2010 (as amended), then Environmental Service and Design Pty Ltd's liability for any breach of any conditions or warranties implied under the Act shall not be excluded but will be limited to the cost of having the advice or services supplied again. Nothing in this Disclaimer affects any rights or remedies to which you may be entitled under the Competition and Consumer Act 2010 (as amended). Each paragraph of this disclaimer shall be deemed to be separate and severable from each other. If any paragraph is found to be illegal, prohibited or unenforceable, then this shall not invalidate any other paragraphs.

Contents

List of Figures

Project Summary

Municipality	Launceston
Location	359-361 Hobart Road
Client	6ty Pty Ltd
Date of Assessment	29 July 2019

Figure 1 – Site Plan

1 Background

Environmental Services and Design Pty Ltd have been engaged by 6ty Pty Ltd to conduct a noise survey of the property at 359-361 Hobart Road Youngtown following a request from Launceston City Council for assessment under Code E11 – Environmental Impacts and Attenuation Code.

The noise assessment relates to the proposed sensitive use - residential development - within 500m of the existing approved use as the 'One Steel' warehouse and distribution center located within the general industrial zone.

The Mission Shop, on land zoned general business, lies between the proposed development and the general industrial zone. To the east, west and south the area is dominated by the surrounding residential development. Adjacent to the subject property is Hobart Road which is considered a major arterial road to and from Launceston and surrounding areas.

The One Steel warehouse and distribution center operates between 8.00am and 5pm Monday to Friday. There is no weekend or evening operations at the site.

2 Site Assessment

A site assessment was conducted on 29 July 2019 to measure noise levels at the property boundary of the noise sensitive development to determine whether the One Steel distribution center has the potential to adversely affect the proposed residential development.

All measurements were carried out generally in accordance the Noise Measurements Procedures Manual 2008 with a sound level meter within NATA accreditation and calibration.

Noise measurements were recorded at three locations as follows;

- Location A – Northern property boundary 25m from Hobart Road; and
- Location B – Northern property boundary 100m from Hobart Road; and
- Location C - Corner of Kelvin Street and Lorne Street - Background

The two measurement locations at the property boundary were chosen based on initial site observations that revealed the noise from the One Steel warehouse was not audible at the front boundary on Hobart Road or Thornton Court. A background noise measurement was taken at a site remote to the One Steel warehouse and Hobart Road.

At the time of the site assessment forklift loading/unloading of steel was being undertaken but was not audible at the northern boundary of the proposed development. The majority of the warehouse doors are kept closed as much as possible and this was observed to be true during the site assessment.

Figure 2 – measurement locations

Sound Level Meter

All measurements were taken with a Type 1 Rion NL32 sound level meter with an annual calibrated conducted 15 November 2018. Pre and post measurement field calibrations were conducted with a Rion acoustic calibrator model NC-74 last calibrated 15 November 2018. There were no deviations in the pre and post calibration measurement readings.

Conditions

Conditions for the sound level measurements were as follows:

- 29 July 2019 3.30pm to 5.00pm;
- Mild weather with temperature cooling to approximately 8 degrees;
- Wind varying <5km/hr;
- Sound level meter mounted on tripod at 1.5m above ground level and 5.0m from boundary fence and buildings; and
- Measurements taken generally in accordance with the Noise Measurements Procedures Manual 2008.

Field Measurements - Noise

Noise measurements were taken at the boundary of the proposed sensitive residential use. Prior to conducting the sound level measurements it was noted that:

- noise from the One Steel warehouse was not audible at the northern boundary of the proposed development; and
- Noise from the One Steel warehouse was not audible from the boundary with the Mission Shop.

Background noise measurements were taken in accordance with section 14 of the Noise Measurement Procedures Manual with the exception of distance from buildings. Being an urban area, it was not advisable to set the meter in the middle of the roadway. Measurements were recorded on the edge of the footpath at the corner of Trent Street and Lorne Street.

Measurement method used was generally in accordance with Part C section 15 of the Noise Measurement Procedure Manual using a 15 minute measurement. No adjustments to the measured noise levels is required as there was no intrusive or dominant noise characteristics from the activity.

Measurements for morning and evening operations is not required as the One Steel warehouse does not operate during these times. Therefore, only daytime noise measurements were taken.

Record of the noise measurements is shown in Table 1 below.

Measurement Site	A. Northern boundary (dBA)	B. Northern boundary (dBA)	C. Corner Kelvin and Lorne Street. (dBA)
Time	3.45pm	4.20pm	4.45pm
L_{eq}	68.6	51.1	45.8
L_{max}	74.4	67.9	
L_{90}			60.6

Table 1 – Noise Measurement Data

Field Observations

During the survey it was noted that there are a number of external contributing factors to the measured noise levels.

- Noise from the One Steel warehouse was not audible at the boundary proposed development lot when there was no traffic on Hobart Road;
- Loading of trucks by forklift at the rear of the One Steel warehouse was not audible at the boundary of the subject lot;
- The noise measurements included noise from cars entering and departing the Mission Shop loading and unloading area adjacent to the subject property; and
- At both measurement sites the dominant noise sources was traffic on Hobart Road;
    - Traffic density and noise was noted to increase dependent upon the change of traffic lights at the intersection of Hobart Road and Kings Meadows Link.

Background Noise - Daytime

As shown in table 1 the daytime background noise level was measured at 45.8dB(A). It is expected that this level will vary depending upon traffic flows on the various roadways, but it is considered typical of the area.

One Steel noise levels

As shown in table 1 the L_{eq} for these measurement points are 68.6dB(A) and 51.1dB(A) respectively. These levels are representative of the noise emanating from the facility accompanied by the dominate traffic noise.

Noise characteristics

During the survey there was no modulation, defined tonality or impulsiveness noted by the operator.

As noted above, during the measurement timeframe when no traffic was present on Hobart Road, there was no audible noise from the One Steel facility.

3 Discussion

Measured noise levels at the boundary of the proposed development lot (locations A and B) during normal daytime operations of the One Steel distribution center were 22.8dB(A) and 5.3dB(A) above measured daytime background.

Both noise measurement included noise from the Mission Shop loading and unloading area adjacent to the property boundary.

It must be noted that the Mission Shop is between the proposed development site and the One Steel distribution center and shields the site from the noise source to the north. The Mission Shop has no effect on the traffic noise at the subject property.

Field observations indicate that the noise levels from the One Steel distribution center during normal daytime operations is inaudible and is dominated by the traffic noise from Hobart Road.

During times where little or no traffic was passing along Hobart Road there was no discernible noise emanating from the One Steel distribution Center.

The recorded noise levels at locations A and B, when compared to the background noise levels, indicate that the predominant noise is not related to the One Steel distribution center.

4 Conclusion

The proposed development is within a highly built-up area with a major arterial road adjacent to the boundary. Noise levels with traffic passing are between 5.3dB(A) and 22.8dB(A) above background levels.

Noise levels in the residential area is dominated by the traffic along Hobart Road and not the One Steel distribution center.

Location of a sensitive use within the commercial zone directly adjacent Hobart Road and residential areas only presents a noise impact due to the traffic.

Noise measurements indicate that the potential environmental impacts relate to the traffic on Hobart Road during the daytime. Traffic noise varies based on traffic flow from the lights at Kings Meadows Link.

5 Recommendations

To reduce potential environmental impacts created by the traffic noise from Hobart Road the following recommendations are made:

- Western elevation of the units should be un-interrupted walls with no windows or doors; or
- Alternatively, western elevation of the units can be fitted with window glazing with a minimum Rw rating (Weighted sound reduction index) of 23 and solid core doors; and
- All other elevations should contain widow glazing with a minimum Rw rating of 15.

Bruce Harpley
Technical Consultant

TRAFFIC & CIVIL SERVICES

359 HOBART ROAD RESIDENTIAL DEVELOPMENT, YOUNGTOWN

TRAFFIC IMPACT ASSESSMENT

SEPT 2019

359 Hobart Road Residential Development, Youngtown

TRAFFIC IMPACT ASSESSMENT

- Final
- Sept 2019

Traffic & Civil Services
ABN 72617648601
1 Cooper Crescent,
RIVERSIDE
Launceston TAS 7250 Australia
P: +61 3 634 8168
M: 0456 535 746
E: Richard.burk@trafficandcivil.com.au
W: www.trafficandcivil.com.au

Contents

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	31st July 2019	R Burk	R Burk	31st July 2019	Draft
2	18th Sept 2019	R Burk	R Burk	18th Sept 2019	Final

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Ashley Brook, 6ty
Final	1	1	Ashley Brook, 6ty

Printed:	18 September 2019
Last saved:	18 September 2019 09:33 AM
File name:	359 Hobart Rd TIA
Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	
Name of project:	359 Hobart Rd TIA
Name of document:	359 Hobart Rd TIA
Document version:	Final
Project number:	

1. Introduction

1.1 Background

This TIA reviews the proposed 24-unit multi residential development of 359 Hobart Road, Youngtown.
The review considers the adjacent road network, road safety, parking requirements and impact of traffic generated by the development.

This Traffic Impact Assessment (TIA)should be submitted with the development application for the proposal and has been prepared based on Department of State Growth guidelines and provides details as follows:

- Anticipated additional traffic and pedestrian movements
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic

1.2 Objectives

A traffic impact assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety and capacity
- Equity and social justice
- Economic efficiency and the environment and
- Future development with traffic projections for 10 years

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Hobart Road.

1.4 References

- RTA Guide to Traffic Generating Developments – 2002
- Launceston Interim Planning Scheme 2015
- National Construction Code 2014 – Part D3
- Austroads Guide Road Design Part 4A: Unsignalised & Signalised Intersections 2017
- Austroads Guide to Traffic Man. Part 6: Intersections, Interchanges & Crossings 2019

1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 32 years professional experience in the roads and traffic engineering industry
    - Manager Traffic Engineering - Department of State Growth until May 2017.
    - National committee membership of Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

2. Site Description

The proposed development site is shown in figures 1 and 2. The land is generally level and adjacent to a mix of residential use to the south and east with commercial land use to the north. The proposed site is zoned Commercial. Hobart Road provides access to the Kings Meadows Shopping Centre and High School to the north as well as Youngtown Primary School. Figure 3 shows the proposed development layout.

Figure 1 - Location of proposed development

Figure 2 – Local setting for 359 Hobart Road

Figure 3 – Proposed development layout showing visitor parking

3. Development, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

The proposal is to develop 24 units at 359 Hobart Road as shown in figure 3. The property has an area of ~4,368m² with access via Hobart Road and Alma Street

Appendix B shows the layout plan for the units , driveway and off-street parking including 5 visitor parking spaces.

3.2 Council Planning Scheme

The proposed development involves land currently zoned Commercial in accordance with the Launceston Interim Planning Scheme 2015 shown in Figure 4.

3.3 Local Road Network Objectives

The Launceston's Transport Futures document outlines Launceston City Council's vision for the transport system, see following extract.

Extract from Launceston's Transport Futures adopted by LCC Dec 2012

Launceston's transport system will deliver:

- An efficient, equitable, safe, sustainable and adequately funded system
- Safe, liveable and healthy communities with good access to local jobs, education, services and recreation
- Land uses that emphasise compact and complete communities
- An informed, engaged public, strong partnerships with others and leadership in sustainable investments

Figure 4 – Launceston Interim Planning Scheme 2015 – Youngtown

4. Existing Conditions

4.1 Transport Network

The adjacent road network at Youngtown consists of Hobart Road which has a Primary Arterial function and Alma Street which has a Collector Road function.

Hobart Road has a north- south alignment and intersects Alma Street at a T junction south west of the development site.

The nearest signalised intersection is at the Kings Meadows Connector / Hobart Road site some 1.1km north of Alma Street. All the side road intersections with Hobart Road south of the Kings Meadows Connector are T junctions.

Alma Street has an east -west alignment for accesses to the residential zone extending south and east of the development site.

Hobart Road and the Kings Meadows Connector connect with the Midlands Highway to the south and west respectively. All three roads are part of the Tasmanian 26m B Double Network as shown in Appendix C.

4.1.1 Hobart Road

Hobart Road carries an estimated 6,450 vehicles per day. The road consists of unrestricted 1.9m wide on-street parking both sides, 3.5m traffic lanes each way and a 2.5m median turning lane.

Hobart Road is part of the Tasmanian 26m B Double Network , a Metro bus route and has a 60km/h speed limit.

Figure 5 – Looking west towards Hobart Road from the access to #359 access

Adequate approach sight distance to Hobart Road from proposed access

Figure 6 Looking north along Hobart Road from #359 access

Available sight distance is>190m.

Figure 7 Looking south along Hobart Road from #359 access

Available sight distance is >130m

Figure 8 Looking south across #359 access

4.1.2 Hobart Road / Alma Street junction

This junction has a median right turn lane on Hobart Road which is effectively a channelized right (CHR) turn lane. South bound on Hobart Road there is width of some 5.2m which is enough for a through vehicle to pass a left turner and so act as a basic left(BAL) turn lane.

Figure 9 – Looking west towards Hobart Road from Alma Street

Adequate approach sight distance to Hobart Road > 100m

Figure 10 Looking north along Hobart Road from Alma Street

Available sight distance is 150m.

Figure 11 Looking south along Hobart Road from Alma Street

Available sight distance is 105m.

4.1.3 Alma Street / Unit 24 Access

This access has a simple layout for all turning movements and adequate as an access.

Figure 12 – Looking south towards Alma Street from Unit 24 access

Adequate approach sight distance to Alma Street ~20m

Figure 13 Looking west along Alma Street from Unit 24 access

Available sight distance is 50m.

Figure 14 Looking east along Alma Street from Unit 24 access

Available sight distance is > 120m.

4.2 Traffic Activity

Traffic turning count surveys were conducted during the pm peak of Thursday 11th July 2019 and am peak of Friday 12th July 2019 to ascertain extent of traffic activity on Hobart Road. Figure 15 summarises the survey data. The AADT was estimated by taking an average of estimated PM and AM peak hour counts and multiplying by 10. This is intended to give a broad-brush estimation of average annual daily traffic (AADT).

Figure 15 – 359 Hobart Road traffic count data

Location	Occasion			
359 Hobart Road	Surveyed		Estimated Peak	
	Thursday	Friday	PM	AM
	11th July 2019	12th July 2019		
	17:15-17:45	8:24-8:54	5-6 PM	8-9 AM
Talbot RD				
North Bound	156	131	312	262
South Bound	203	155	406	310
AADT (vehicles per day)			6450	

4.3 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.
The 5-year reported crash history for Hobart Road shows 5 crashes within 60m either side of the access to #359. The crashes are summarised in figure 16 and locations shown in figure 17.

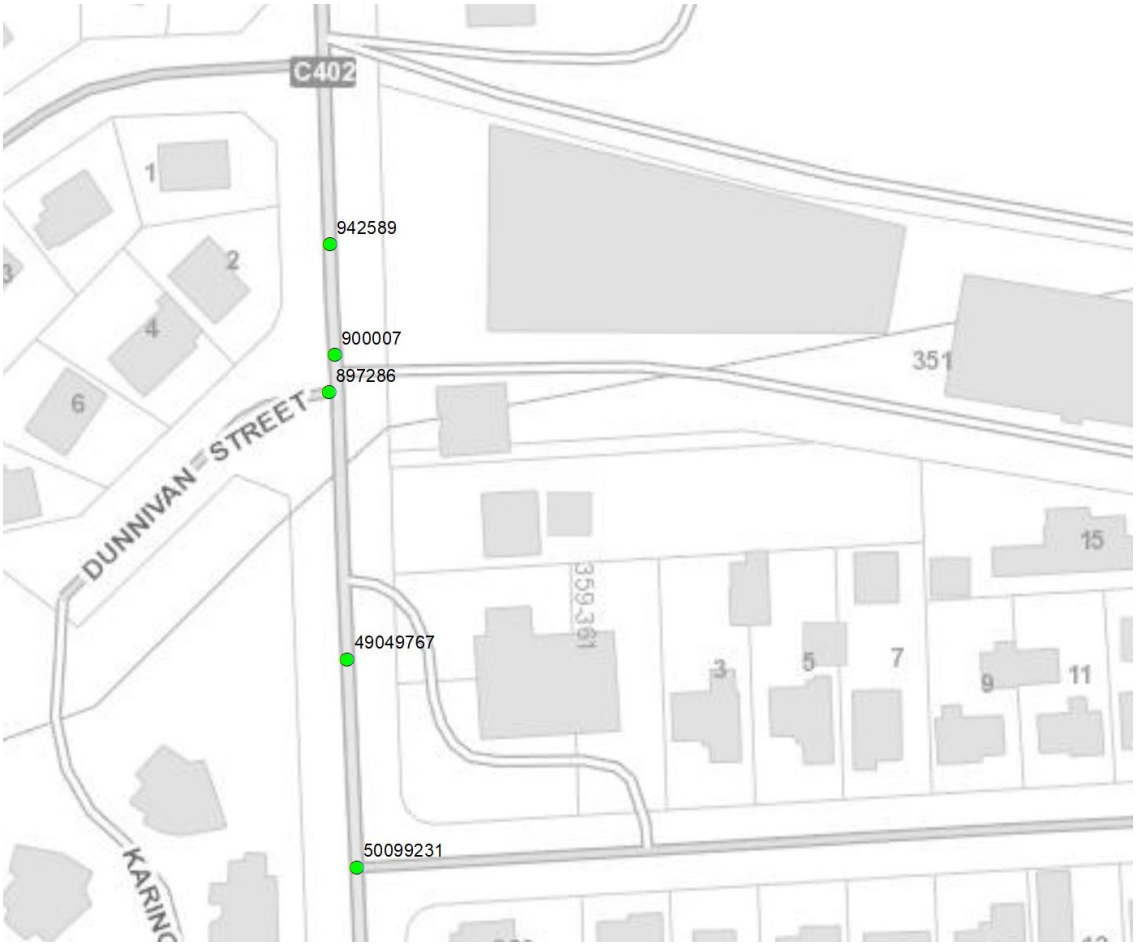
One crash occurred near the access to #359 Hobart Road over the last 5 years and occurred in January 2018. This crash involved a rear end collision between two light vehicles and resulted in a minor injury. There do not near appear to be any crashes associated with the operation of the #359 access and there are no trends in the crash data suggesting any issues with the #359 access.

The reported crash history is considered normal for the volume of traffic using the road.

Figure 16 – Summary of 5-year crash history near 112a Talbot Road

ID	Description	Date	Time	Severity	Speed Limit	Location	Units
900007	137 - Vehicles in parallel lane/ left turn side swipe	27/07/2015	1010	PDO	60	Hobart Rd	LV & LV
897286	137 - Vehicles in parallel lane/ left turn side swipe	8/08/2015	1430	PDO	60	Dunnivan St Jcn	LV & LV
942589	100 - Near side	4/09/2015	1555	Minor	60	Hobart Rd	LV & Ped.
49049767	130 - Vehicles in same lane/ rear end	15/01/2018	1721	Minor	60	Hobart Rd	LV & LV
50099231	145 - Reversing	19/06/2019	1145	PDO	50	Alma St Jcn	LV & LV

Figure 17 – Plan of crash locations near 359 Hobart Road



4.4 Services

There do not appear to be any watermain or sewerage mains under the ground at the proposed access to #359 Hobart Road.

4.5 On Street Parking

Hobart Road supports on street parking south of Alma Street, see figure 11.

4.6 Public Transport

Bus stops exist both sides of Hobart Road and either side of the access to #359. See figure 18.

4.7 Pedestrian Linkages

A pedestrian refuge island is provided for crossing Hobart Road near the bus stops and access to #359 Hobart Road as shown in figure 18.

Figure 18 – Bus stops and pedestrian refuge islands on Hobart Road

4.8 Road Safety

4.8.1 Road Safety Review

From inspection of the Hobart Road approaches to the #359 access there do not appear to be any specific road safety deficiencies for road users.

The local speed environment appears consistent with the posted speed limit of 60km/hr.

From site observations pedestrian activity on Hobart Road is normal for an arterial route within 1 km of a regional shopping centre and near public transport.

4.8.2 Safe System Assessment

Hobart Road has been assessed using the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

Details of the SSA is attached in Appendix D.

SSA crash risk for the existing situation on Hobart Road in 2019

- Crash risk is estimated at is 22/448 which is a very low risk.

SSA crash risk for the proposed situation on Hobart Road in 2029

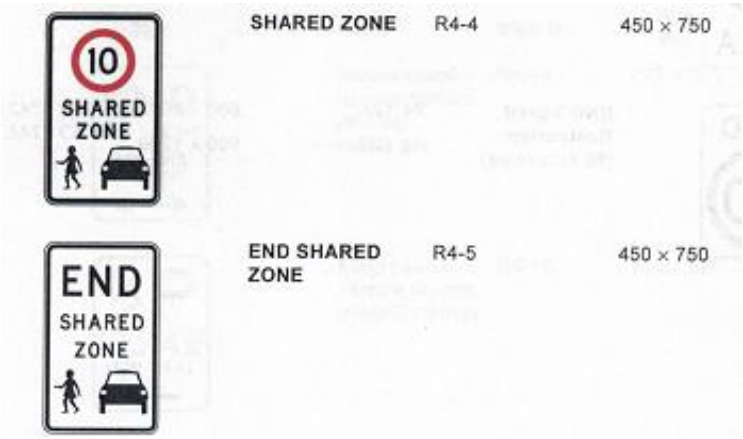
- The crash risk is not expected to change with slight increase in traffic i,e 22/448.

4.9 Proposed internal access roads

4.9.1 Internal driveway shared zone

A 10km/hr Shared Zone is recommended given the shared use of the driveway of the type shown in figure 3 as no internal footpaths are shown. This is considered a very reasonable arrangement. Figure 19 shows signs required.

Figure 19 – Shared Zone signage standards, AS1742.1-2014



4.10 Sight Distance

Figure 20 – Sight distance available and planning scheme requirements

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance		
			Table E4.6.4	Available	
			SISD (m)	Left(m)	Right(m)
Hobart Road - #359 Hobart Road	60	60	105	>130	>190
Hobart Road - Alma Street	60	60	105	105	150
Alma Street - Unit 24	50	50	80	>120	50

Compliant Non Compliant
Marginal

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now and in ten years (2029).

5.1 Traffic Growth

The rate of background traffic growth on Hobart Road is assumed to be 0.5% because of the limited development potential and density of roadside development in the area.

5.2 Trip Generation

The applicable traffic generation rates for the proposal are as follows for 24 medium density residential flat dwellings:

Via #359 Hobart Road

- 23*2bedroom units at 5.0 trips /day & 0.50trips / peak hr (i.e. 115/day & 12/peak hr)

Via Unit 24 via Alma Street

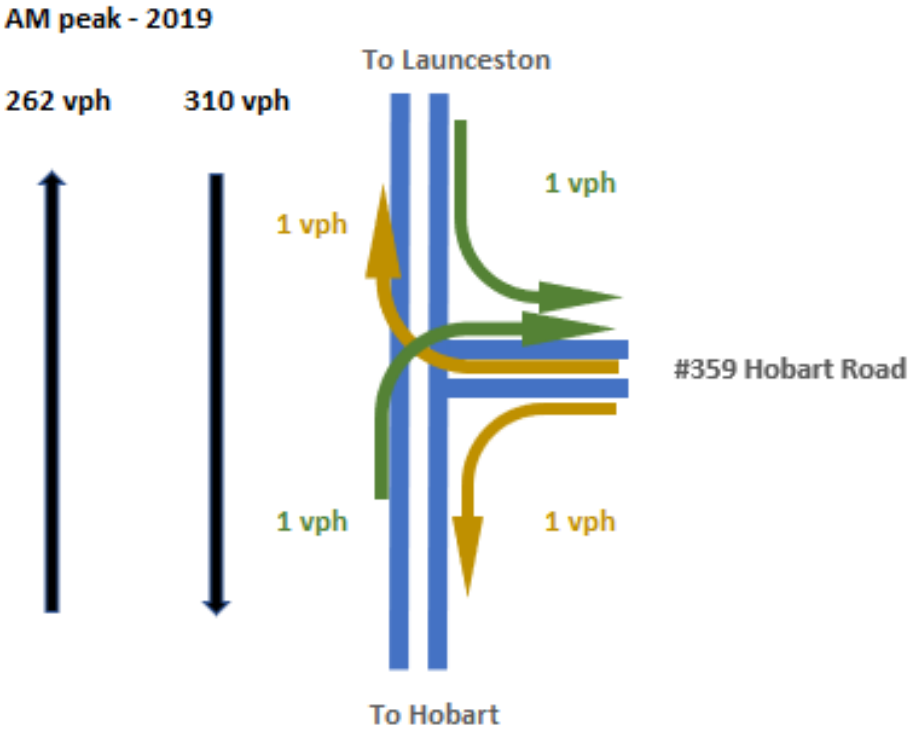
- 1*2bedroom unit at 5.0 trips /day & 0.50trips / peak hr (i.e. 5/day & 0.5/peak hr)

This is consistent with Traffic Generation Rates for Key Land Uses sourced from the RTA Guide to Traffic Generating Developments under section 1.4 References.

5.3 Trip Assignment

It is estimated that the future traffic movements will have a similar arrival and departure patterns to the Alma Street junction with Hobart Road as summarised in figures 21 and 22.

Figure 21 – Existing access to # 359 Hobart Road 2019



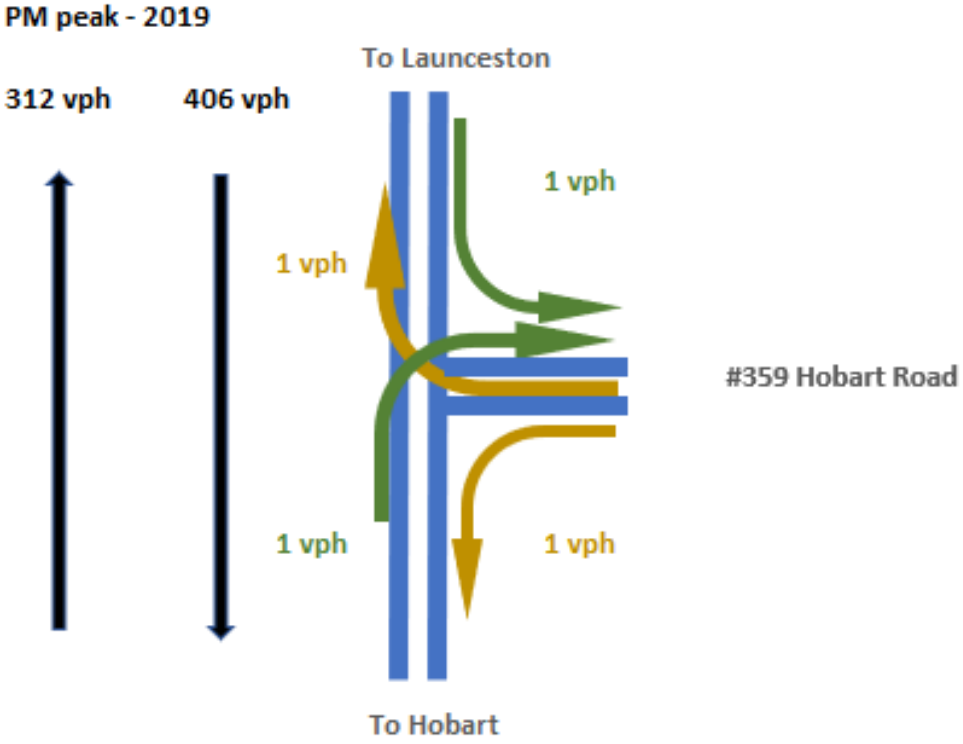
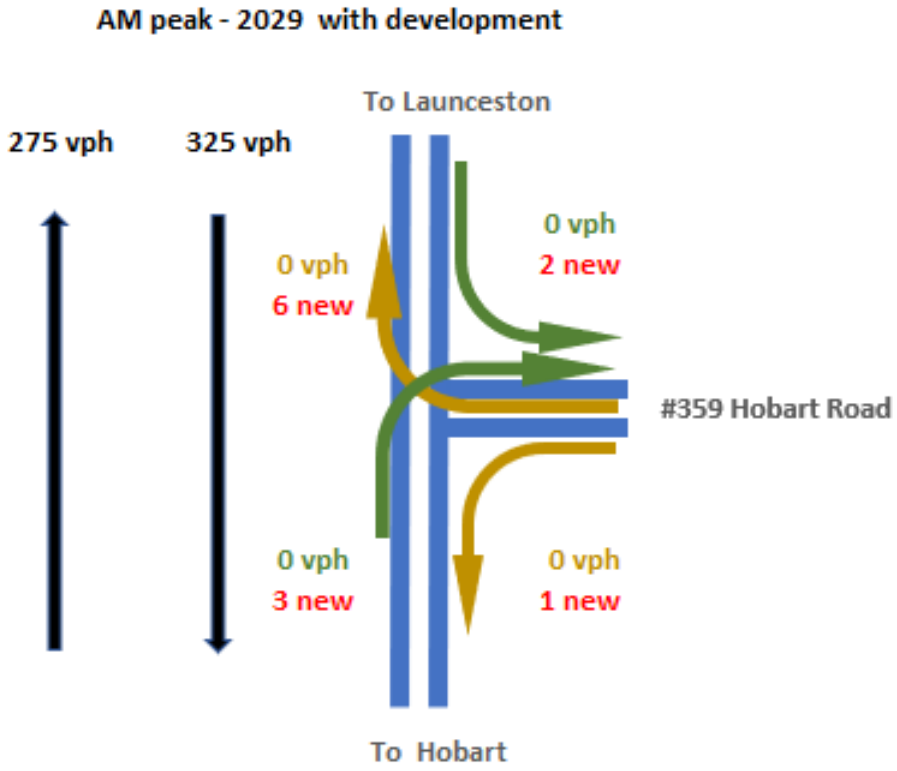
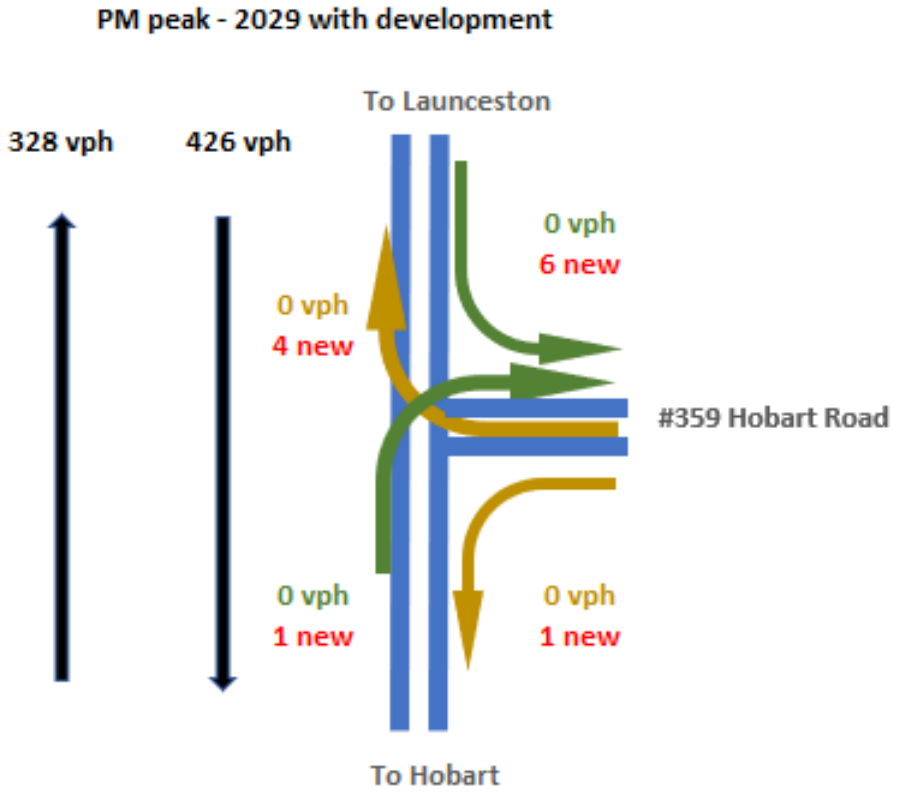


Figure 22 – Future access to # 359 Hobart Road 2029 with development



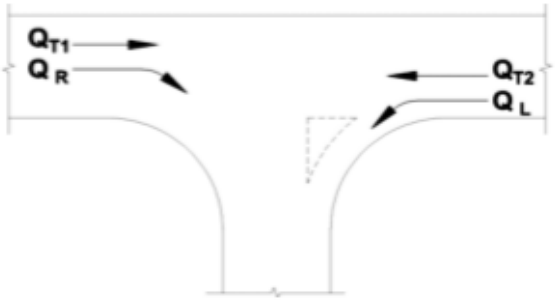


6. Impact on Road Network

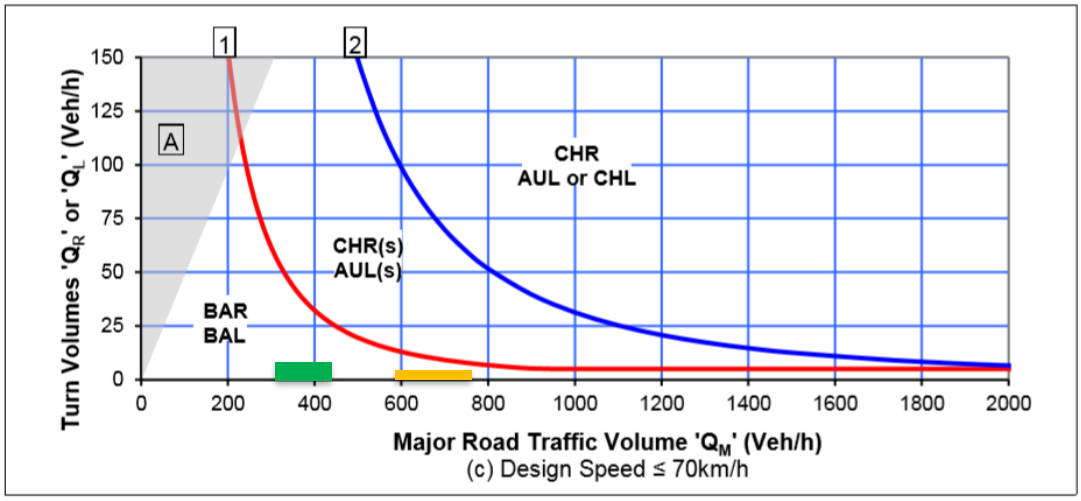
6.1 Traffic impact

The proposal will contribute 120 vpd to traffic flow on Hobart Road representing an increase in arterial flow of 1.8%. The small relative increase from a moderate base means there are no traffic capacity concerns. Figure 23 shows the access standard warranted.

Figure 23 – Austroads warrants – Hobart Road / #349 Access



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}



Left Turn off Hobart Road to #359 access

Major Road flow ranges from 325 to 426 vph and left turn from 2 to 6 vph justifying a basic left turn facility i.e a BAL. The existing through and parking lane width of 5.2m satisfies the BAL warrant.

Right Turn off Hobart Road to #359 access

Major Road flow ranges from 600 to 760 vph and right turn from 3 to 1 vph justifying a basic right turn facility i.e a BAR. The existing median right turn lane satisfies the BAR warrant.

6.2 Other impacts

6.2.1 Environmental

No environmental impacts were identified in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads
- Air Pollution, Dust and Dirt and Ecological Impacts
- Heritage and Conservation values

6.2.2 Street Lighting and Furniture

Talbot Street has street lighting and does not justify further roadside furniture such a bus shelters, seats, direction signs, landscaping, street trees or fencing.

7. Launceston Interim Planning Scheme 2015

7.1 Road and Railway Assets Code E4

7.1.1 Code E4.5.1 Existing road accesses and junctions

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

The proposal does not satisfy acceptable solution A3 as site AADT is some 40 movements per day and the proposal will generate estimated additional 115 movements per day.

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

(a) the increase in traffic caused by the use;

(b) the nature of the traffic generated by the use;

(c) the nature and efficiency of the access or the junction;

(d) the nature and category of the road;

(e) the speed limit and traffic flow of the road;

(f) any alternative access to a road;

(g) the need for the use;

(h) any traffic impact assessment; and

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

The impacts of the proposal are reviewed through this Traffic Impact Assessment. The proposed development satisfies P3 as it is deemed to be safe and does not unreasonably impact on the efficiency of the road network.

7.1.2 Code E4.6.2 Road accesses and junctions

Acceptable solution A3: *No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.*

The proposal satisfies acceptable solution A3.

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

Acceptable solution A1: *Sight distances at:*
(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4.

From figure 20 in part 4.10 of this report except for one sight line, A1 is satisfied.
The proposal does not satisfy acceptable solution A1 within the speed environment of 50 Km/h on Alma Street where SISD required is 80m to the right and 50m is available from the access to Unit 24.

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

The sight distance to the right of the access to unit 24 western approach to the driveway is 50m which satisfies the requirement of 45m for domestic property access driveways in accordance with AS/NZS 2890.1, assuming a speed environment of 50km/h.

Accordingly, Performance criteria P1 is satisfied.

7.2 Parking and Sustainable Transport Code E6

7.2.1 Code E6.5.1 Car parking numbers

Acceptable solution A1: *The number of car parking spaces must not be less than 90% of the requirements of Table E6.1*

Residential (any residential use in any other zone)

- *2 car spaces per dwelling for 2 or more-bedroom dwellings*
- *1 visitor parking space per 4 dwellings rounded up to the nearest whole number*

The proposal does not satisfy Acceptable solution A1 as the number of parking spaces:

- required from Table E6.1 is 24*2 + 6 i.e a total of 54 spaces
- proposed parking spaces supplied in total is 36 spaces, see figure 24:
    - 1 parking space Units 1-11 & 13-18 provided in their carports i.e 17 space
    - 2 parking spaces for Units 12 and 19-24 i.e 14 spaces
    - 5 visitor parking spaces are shown on the plan.

Figure 24 – Parking provisions

Performance Criteria P1.2:

The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the area, having regard to:

(a) the intensity of the use and car parking required;

(b) the size of the dwelling and the number of bedrooms and

(c) the pattern of parking in the locality; or

See planning submission.

Performance Criteria P1.3:

The number of car parking spaces complies with any relevant parking precinct plan.

There is no parking precinct plan listed so P1.3 is no applicable.

7.2.2 Code E6.6.1 Construction of parking areas

See planning submission.

7.2.3 Code E6.6.2 Design and layout of parking areas

See planning submission.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed 24-unit development 359 Hobart Road, Youngtown. The assessment has reviewed the existing road conditions, crash history, traffic activity, pedestrian activity and proposed parking.

No traffic safety issues were apparent and the five -year crash history does not indicate a crash propensity associated with access to the property which to date has been used as a Garden Nursery and Salvage Centre.

The traffic on Hobart Road is estimated from a turning count survey conducted in July 2019 to be 6,450 vehicles per day and is projected to increase by 120 vehicles per day once the development is completed. There are no traffic capacity or safety issues with the proposal due to the low levels of traffic involved with the proposal i.e. 12 vehicle movements per hour during peak times.

Justification is provided to demonstrate that the proposal satisfies Road and Railway Assets Code E4 and Parking and Sustainable Transport Code E6 requirements of the Launceston Interim Planning Scheme 2015.

Recommendations from review of the proposal are as follows:

Recommendation #1 *– Install 10km/h Shared Zone signage on entrance driveway for pedestrian safety. See figure 19.*

Overall, it has been concluded that the proposed development will not create any traffic capacity or safety issues and Hobart Road should continue to operate safely and efficiently.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.

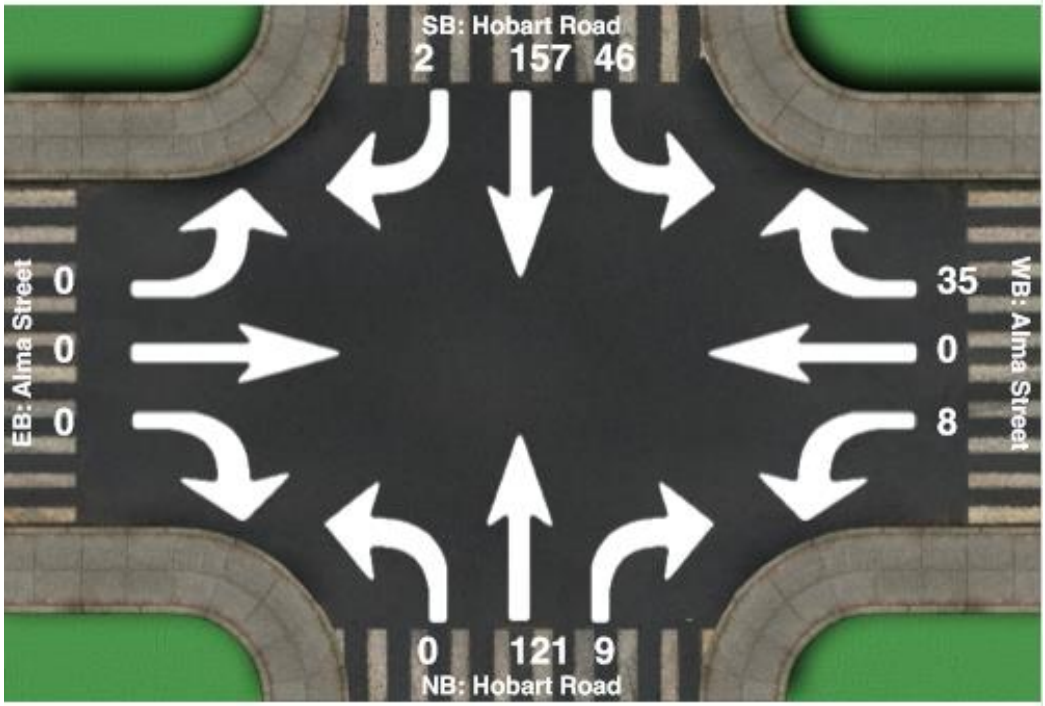
Appendices

Appendix A – Traffic Count Data

Hobart Road / Alma Street Junction PM Peak

Intersection Count Summary

Location: Hobart Road at Alma Street, Youngtown
GPS Coordinates: Lat=-41.484959, Lon=147.168188
Date: 2019-07-11
Day of week: Thursday
Weather:
Analyst: R Burk



Intersection Count Summary

17:15 - 17:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	46	157	2	8	0	35	0	121	9	0	0	0	378

TRAFFIC & CIVIL SERVICES

Turn Count Summary

Location: Hobart Road at Alma Street, Youngtown
GPS Coordinates: Lat=-41.484959, Lon=147.168188
Date: 2019-07-11
Day of week: Thursday
Weather:
Analyst: R Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:15	9	29	0	0	0	3	0	23	2	0	0	0	66
17:20	9	26	0	3	0	4	0	24	2	0	0	0	68
17:25	9	30	0	1	0	6	0	19	3	0	0	0	68
17:30	7	24	0	0	0	9	0	17	0	0	0	0	57
17:35	3	11	1	2	0	4	0	19	0	0	0	0	40
17:40	8	35	1	2	0	8	0	19	2	0	0	0	75
17:45	1	2	0	0	0	1	0	0	0	0	0	0	4

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:15	9	29	0	0	0	3	0	22	2	0	0	0	65
17:20	9	25	0	3	0	4	0	24	1	0	0	0	66
17:25	9	28	0	1	0	6	0	19	3	0	0	0	66
17:30	7	24	0	0	0	9	0	17	0	0	0	0	57
17:35	3	11	1	2	0	4	0	17	0	0	0	0	38
17:40	8	35	1	2	0	8	0	19	2	0	0	0	75
17:45	1	2	0	0	0	1	0	0	0	0	0	0	4

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:15	0	0	0	0	0	0	0	1	0	0	0	0	1
17:20	0	1	0	0	0	0	0	0	1	0	0	0	2
17:25	0	2	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	2	0	0	0	0	2
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
17:15	0	0	0	0	0	0	0	0	0	0	2	2	2
17:20	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Count Summary

17:15 - 17:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	46	157	2	8	0	35	0	121	9	0	0	0	378

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	46	154	2	8	0	35	0	118	8	0	0	0	371
Truck	0	3	0	0	0	0	0	3	1	0	0	0	7
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

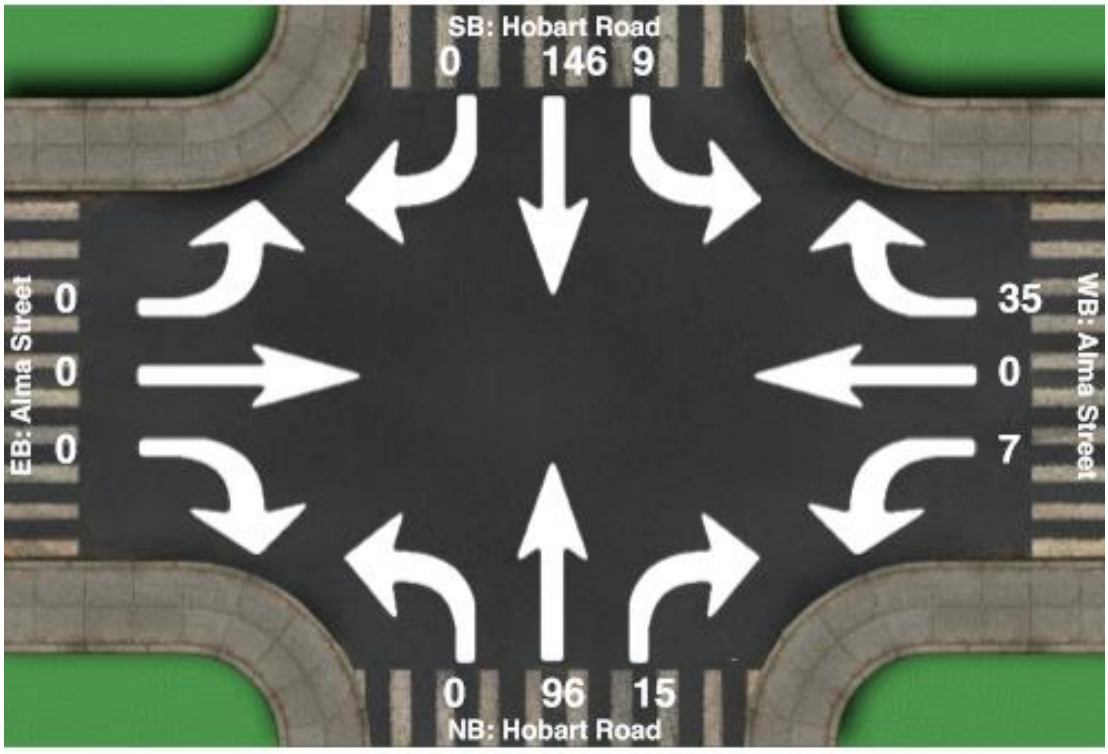
Pedestrians Summary

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	2	2	2

Hobart Road / Alma Street Junction AM Peak

Intersection Count Summary

Location: Hobart Road at Alma Street, Youngtown
GPS Coordinates: Lat=-41.485055, Lon=147.167975
Date: 2019-07-12
Day of week: Friday
Weather:
Analyst: R Burk



Intersection Count Summary

08:24 - 08:54

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	9	146	0	7	0	35	0	96	15	0	0	0	308

TRAFFIC & CIVIL SERVICES

Turn Count Summary

Location: Hobart Road at Alma Street, Youngtown
GPS Coordinates: Lat=-41.485055, Lon=147.167975
Date: 2019-07-12
Day of week: Friday
Weather:
Analyst: R Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:24	0	5	0	0	0	0	0	7	0	0	0	0	12
08:25	2	24	0	0	0	6	0	16	1	0	0	0	49
08:30	2	15	0	3	0	3	0	12	4	0	0	0	39
08:35	0	33	0	2	0	8	0	12	2	0	0	0	57
08:40	1	26	0	0	0	10	0	21	3	0	0	0	61
08:45	2	19	0	1	0	6	0	16	2	0	0	0	46
08:50	2	24	0	1	0	2	0	12	3	0	0	0	44

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:24	0	4	0	0	0	0	0	7	0	0	0	0	11
08:25	2	21	0	0	0	6	0	15	0	0	0	0	44
08:30	2	13	0	3	0	3	0	10	3	0	0	0	34
08:35	0	30	0	2	0	8	0	12	2	0	0	0	54
08:40	1	23	0	0	0	10	0	18	3	0	0	0	55
08:45	1	16	0	1	0	6	0	16	2	0	0	0	42
08:50	2	20	0	1	0	2	0	11	2	0	0	0	38

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:24	0	1	0	0	0	0	0	0	0	0	0	0	1
08:25	0	3	0	0	0	0	0	1	1	0	0	0	5
08:30	0	2	0	0	0	0	0	2	1	0	0	0	5
08:35	0	3	0	0	0	0	0	0	0	0	0	0	3
08:40	0	3	0	0	0	0	0	3	0	0	0	0	6
08:45	1	3	0	0	0	0	0	0	0	0	0	0	4
08:50	0	4	0	0	0	0	0	1	1	0	0	0	6

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:24	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
08:24	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Count Summary

08:24 - 08:54

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	9	146	0	7	0	35	0	96	15	0	0	0	308

Vehicle Summary

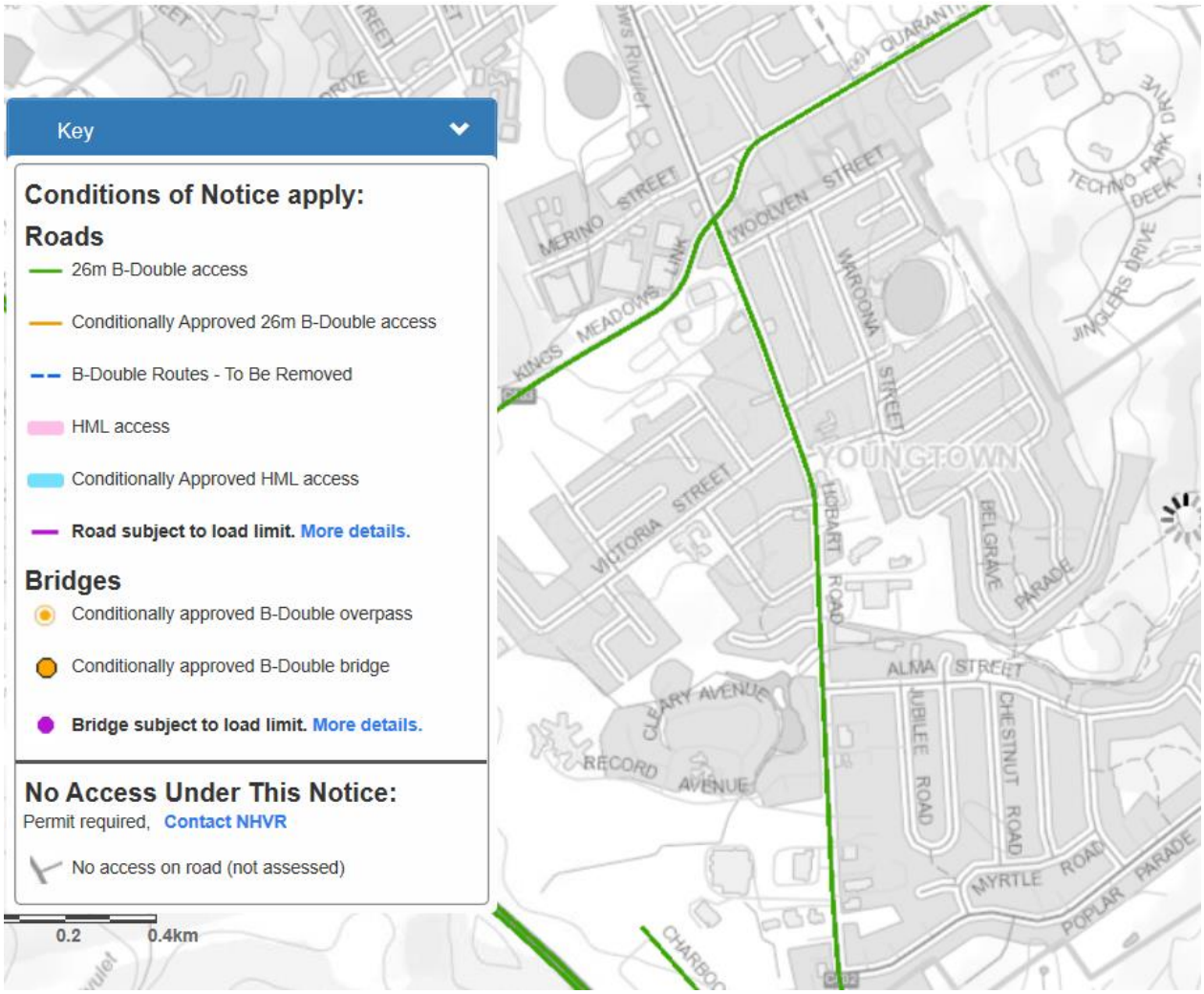
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	8	127	0	7	0	35	0	89	12	0	0	0	278
Truck	1	19	0	0	0	0	0	7	3	0	0	0	30
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1

Appendix B – Site Plan

Appendix C – Tasmanian 26m B Double Network



Appendix D – Safe System Assessment

Safe System Assessment **Hobart Road - Existing situation - 2019**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 6,540 vpd)**	Medium - High traffic , 5 other crash types / 5 years	Medium - High traffic , 5 other crash types / 5 years	Medium - High traffic on major road 6,540, low traffic on side road 1,640pd , 1 PDO crash / 5 years	Metro Bus Route	Some pedestrian activity	Low cyclist activity	Low motorcyclist activity	
	Score /4	3	3	3	1	2	1	1	
Likelihood	**Justification**	Good delineation, 3.5m traffic lanes, 1.9m parking lanes and median turn lane , good sight distance, good delineation, straight alignment	Good delineation, 3.5m traffic lanes, 1.9m parking lanes and median turn lane , good sight distance, good delineation, straight alignment	CHR and BAR junction layout, good sight distance, good delineation	Bust stops out of traffic lanes	Footpaths bot sides of road and pedestrian refuge island provided fro crossing Hobart Road	No specific facilities provided	Good consistent road surface condition	
	Score /4	1	1	1	1	1	1	1	
Severity	**Justification (60k/hr speed limit)**	Low speed environment for vehicular traffic	Low speed environment for vehicular traffic	Low speed environment for vehicular traffic	Low speed environment for vehicular traffic	high speed for vulnerable road users	high speed for vulnerable road users	high speed for vulnerable road users	
	Score /4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	3	3	3	1	6	3	3	22

RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
175679	1
EDITION	DATE OF ISSUE
2	20-Aug-2018

SEARCH DATE : 25-Feb-2019
SEARCH TIME : 12.04 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 175679
Being the land firstly described in Conveyance No.61/3054
Derivation : Part of 2,000 Acres Located to Elizabeth Patterson.
Derived from A24838

SCHEDULE 1

M712498 TRANSFER to LAUNCESTON CITY MISSION INC Registered 20-Aug-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FILE NUMBER A24838

GRANTEE

PART OF (2000A-0R-0P) LOC. TO ELIZABETH PATTERSON.

CONVERSION PLAN

LOCATION

CITY OF LAUNCESTON

CONVERTED FROM 61/3054 CONV.

NOT TO SCALE LENGTHS IN METRES

Registered Number

P.175679

APPROVED 1 AUG 2018

Alice Kawa

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 120 (5040)

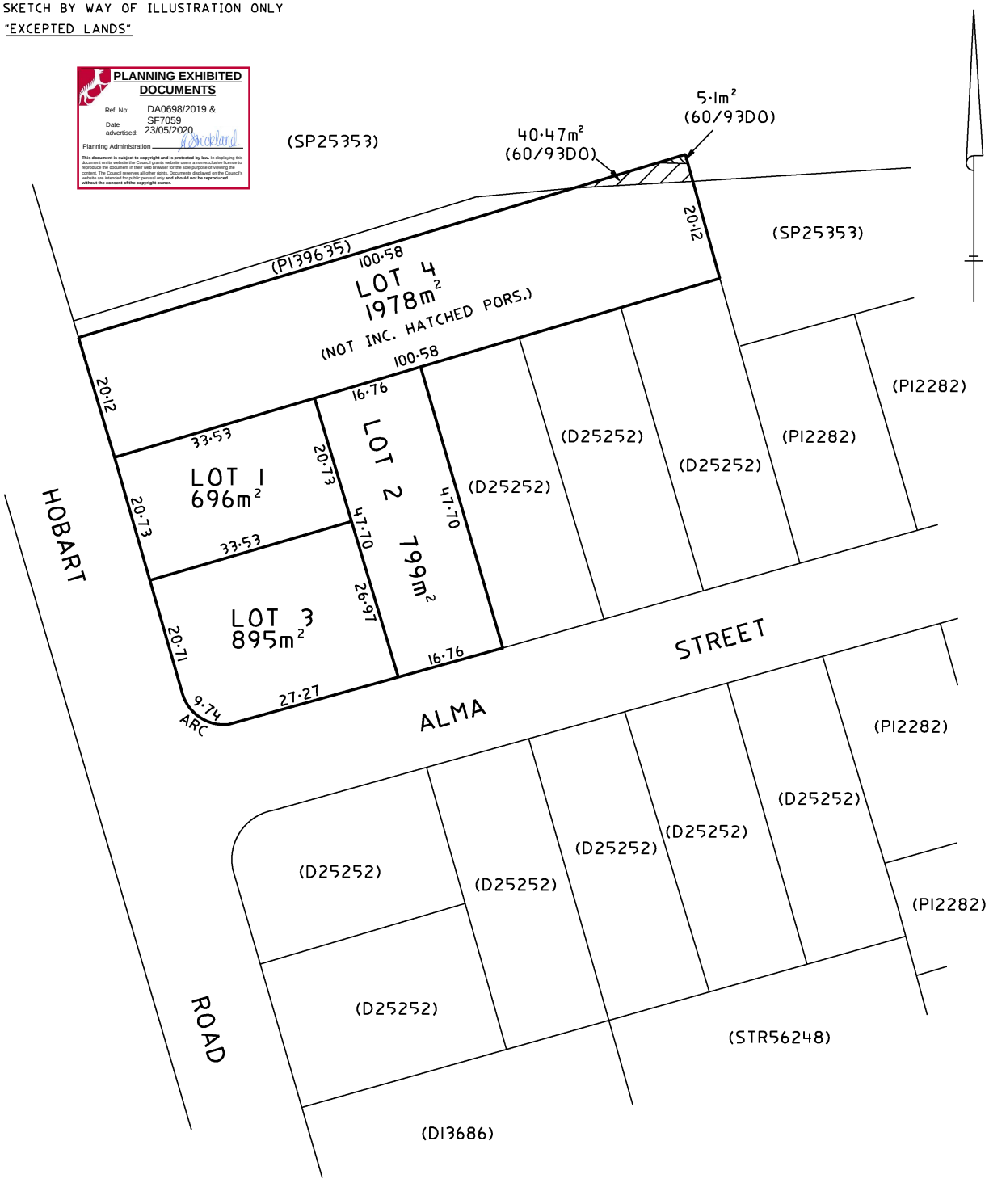
LAST UPI No.

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

DRAWN MG

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"



RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
175679	2
EDITION	DATE OF ISSUE
2	20-Aug-2018

SEARCH DATE : 25-Feb-2019
SEARCH TIME : 12.05 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 2 on Plan 175679
Being the land secondly described in Conveyance No.61/3054
Derivation : Part of 2,000 Acres Located to Elizabeth Patterson.
Derived from A24838

SCHEDULE 1

M712498 TRANSFER to LAUNCESTON CITY MISSION INC Registered 20-Aug-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FILE NUMBER A24838

GRANTEE

PART OF (2000A-0R-0P) LOC. TO ELIZABETH PATTERSON.

CONVERSION PLAN

LOCATION

CITY OF LAUNCESTON

CONVERTED FROM 61/3054 CONV.

NOT TO SCALE LENGTHS IN METRES

Registered Number

P.175679

APPROVED 1 AUG 2018

Alice Kawa

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 120 (5040)

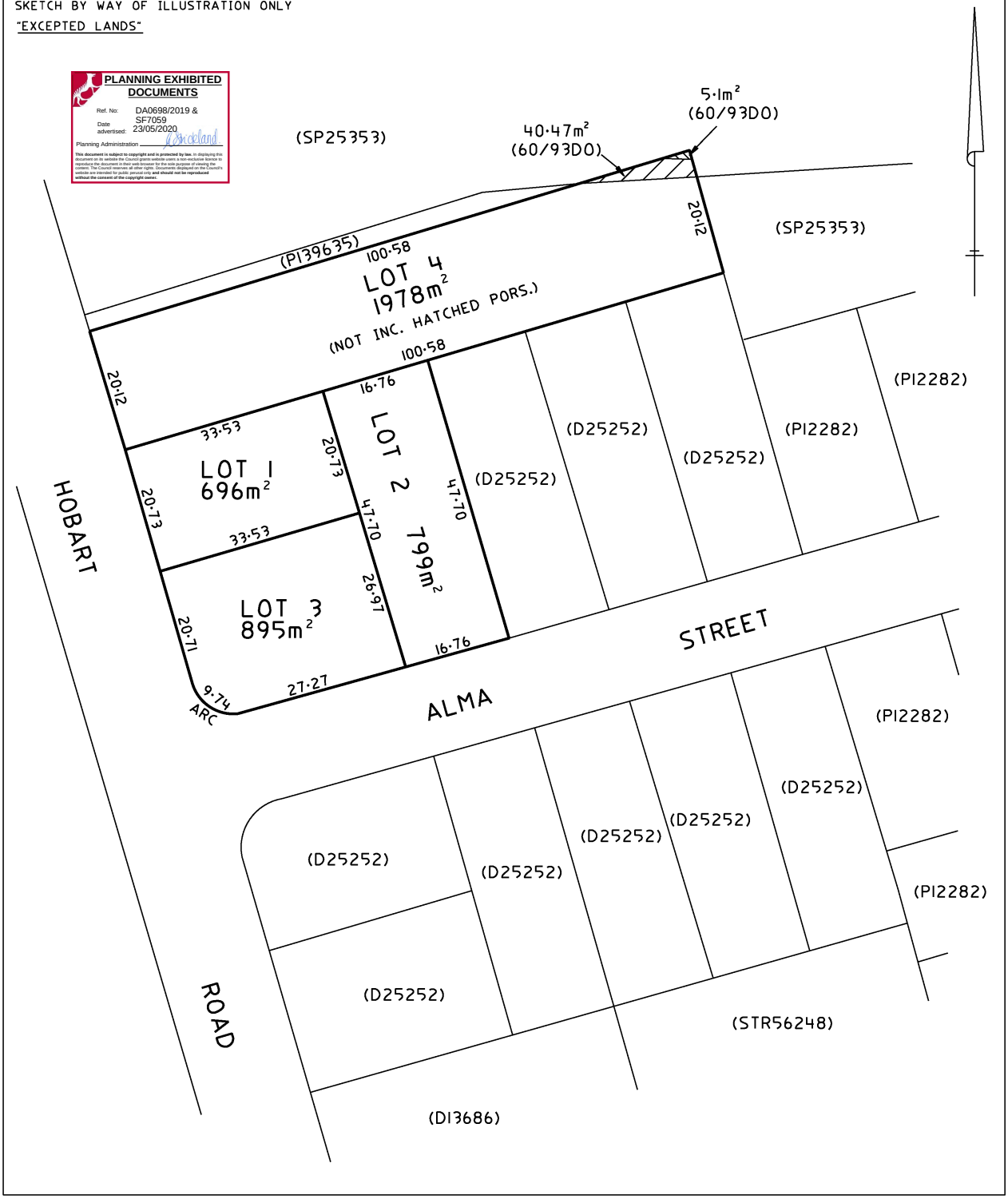
LAST UPI No.

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

DRAWN MG

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"



RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
175679	3
EDITION	DATE OF ISSUE
2	20-Aug-2018

SEARCH DATE : 25-Feb-2019
SEARCH TIME : 12.05 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 3 on Plan 175679
Being the land thirdly described in Conveyance No.61/3054
Derivation : Part of 2,000 Acres Located to Elizabeth Patterson.
Derived from A24838

SCHEDULE 1

M712498 TRANSFER to LAUNCESTON CITY MISSION INC Registered 20-Aug-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FILE NUMBER A24838

GRANTEE

PART OF (2000A-0R-0P) LOC. TO ELIZABETH PATTERSON.

CONVERSION PLAN

LOCATION

CITY OF LAUNCESTON

CONVERTED FROM 61/3054 CONV.

NOT TO SCALE LENGTHS IN METRES

Registered Number

P.175679

APPROVED 1 AUG 2018

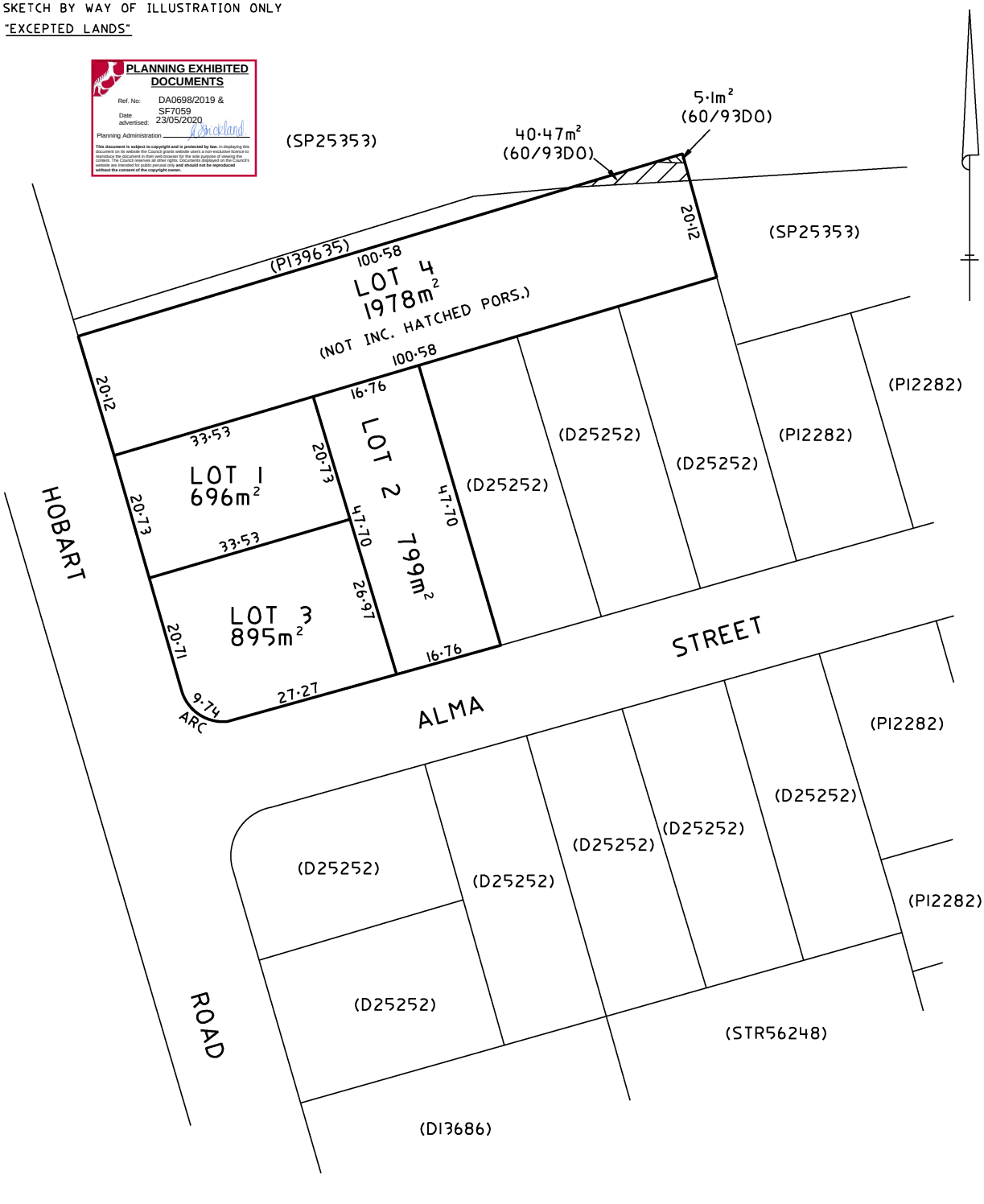
Alice Kawa

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 120 (5040)	LAST UPI No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	DRAWN MG

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"



RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
175679	4
EDITION	DATE OF ISSUE
2	20-Aug-2018

SEARCH DATE : 25-Feb-2019
SEARCH TIME : 12.03 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 4 on Plan 175679
Being the land fourthly described in Conveyance No.61/3054
Derivation : Part of 2,000 Acres Located to Elizabeth Patterson.
Derived from A24838

SCHEDULE 1

M712498 TRANSFER to LAUNCESTON CITY MISSION INC Registered 20-Aug-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FILE NUMBER A24838

GRANTEE

PART OF (2000A-0R-0P) LOC. TO ELIZABETH PATTERSON.

CONVERSION PLAN

LOCATION

CITY OF LAUNCESTON

CONVERTED FROM 61/3054 CONV.

NOT TO SCALE LENGTHS IN METRES

Registered Number

P.175679

APPROVED 1 AUG 2018

Alice Kawa

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 120 (5040)

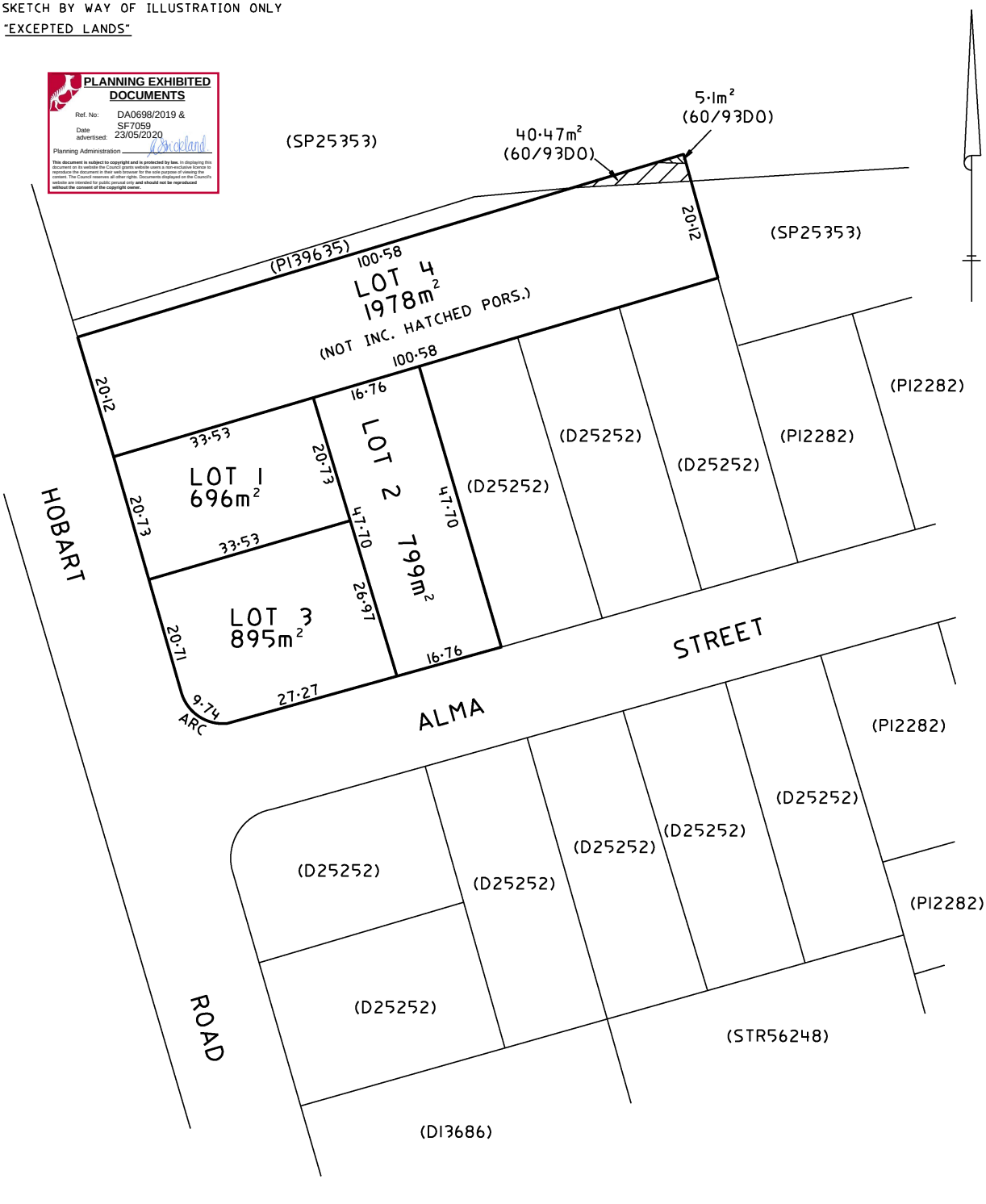
LAST UPI No.

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

DRAWN MG

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"



Submission to Planning Authority Notice

Council Planning Permit No.	DA0698/2019	Council notice date	6/12/2019
TasWater details			
TasWater Reference No.	TWDA 2019/01809-LCC	Date of response	13/01/2020
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	LAUNCESTON CITY COUNCIL		
Contact details	planning.admin@launceston.tas.gov.au		
Development details			
Address	359-361 HOBART RD, YOUNGTOWN	Property ID (PID)	6873945
Description of development	Rezone land from Commercial to General Residential and multiple dwellings x 24		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
6ty°	Planning Submission	01	29/11/2019
6ty°	Site Plan / 19.070 / Ap01	B	07/01/2020

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater makes the following submission(s):

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

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections / sewerage system and connections to each dwelling unit of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of $675.71 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

   The payment is required by the due date as noted on the statement when issued by TasWater.

Advice

General

For information on TasWater development standards, please visit

https://www.taswater.com.au/Development/Technical-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.
The location of TasWater infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details			
Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

TITLE: **357-361 Hobart Road, Youngtown - Amendment 61 - Zone Land from Commercial to General Residential and Construct 24 Multiple Dwellings and Associated Works**

FILE NO: DA0698/2019/SF7059

AUTHOR: Duncan Payton (Town Planner)

GENERAL MANAGER: Leanne Hurst (Community and Place Network)

DECISION STATEMENT:

1. To consider and determine to reject or initiate and exhibit Amendment 61 to rezone land at 357-361 Hobart Road, Youngtown from Commercial to General Residential; and
2. 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:	357-361 Hobart Road, Youngtown
Zoning:	General Residential
Receipt Date:	2/12/2019
Validity Date:	2/03/2020
Further Information Request:	11/03/2020
Further Information Received:	N/A
Deemed Approval:	1/06/2020
Representations:	None

STANDARDS REQUIRING COUNCIL DISCRETION

10.4.1 Residential density for multiple dwellings
10.4.13 Location of car parking
10.4.16 Frontage and access
10.4.2 Setbacks and building envelope for all dwellings
10.4.3 Site coverage and private open space for all dwellings
10.4.4 Sunlight and overshadowing for all dwellings
10.4.6 Privacy for all dwellings
10.4.9 Site facilities for multiple dwellings
E11.6.1 Attenuation distances
E2.5 Use Standards
E2.6.1 Subdivision
E2.6.2 Excavation
E4.5.1 Existing road accesses and junctions
E4.6.4 Sight distance at accesses, junctions and level crossings
E6.5.1 Car parking numbers

RECOMMENDATION:

That Council:

1. pursuant to the former section 33(3) of the *Land Use Planning and Approvals Act 1993,* initiates Amendment 61 to the Launceston Interim Planning Scheme 2015 for a change in zoning from Commercial to General Residential at 357-361 Hobart Road, Youngtown (CT volume 175679, folios 1, 2, 3 and 4) as shown in Attachment 2 to this report (ECM Document ID Set 4291071); and
2. pursuant to the former section 35 of the *Land Use Planning and Approvals Act 1993*, certify the draft amendment as shown in Attachment 2; and
3. in accordance with the former section 38(1)(a) of the *Land Use Planning and Approvals Act 1993,* determine the period for public exhibition to be 28 days; and
4. pursuant to section 43A of the *Land Use Planning and Approvals Act 1993,* approves DA0698/2019 - Residential - construction of 24 multiple dwellings and Subdivision - consolidation of four titles into one at 357-361 Hobart Road, Youngtown, subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

a. Cover Page, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, dated 29/10/2019.
b. Site Plan, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP01, revision C, dated 26/03/2020 - AMENDED PLAN REQUIRED.
c. Unit Type 01 Floor Plans & Elevations, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP02, revision A, dated 29/10/2019 - AMENDED PLAN REQUIRED.
d. Unit Type 02a & 02b, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP03, revision A, dated 29/10/2019.
e. Unit Type 03 & 04, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP04, revision A, dated 29/10/2019.
f. Site Turn Paths, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP05, revision A, dated 29/10/2019.
g. Preliminary Site Investigation, prepared by ES&D, project no. 6735, 359-361 Hobart Road, Youngtown, dated 10/07/2019.
h. Noise Assessment Report, prepared by ES&D, project no. 6735, 359-361 Hobart Road, Youngtown, dated 12/08/2019.
i. Traffic Impact Assessment, prepared by Traffic & Civil Services, 359 Hobart Road Residential Development, Youngtown, dated September 2019.

2. AMENDED PLANS REQUIRED

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

a. Privacy screening in front of the balconies of units 2-6 inclusive to prevent unreasonable overlooking of the adjoining care-takers dwelling and its private open space in accordance with clause 10.4.6 of the planning scheme; and
b. Storage areas for waste and recycling bins in accordance with clause 10.4.8 of the planning scheme; and

c. Mail boxes in accordance with clause 10.4.9 of the planning scheme; and
d. Front boundary fencing to Hobart Road and Alma Street with a maximum height of 1.8m and that part above 1.2m maintaining 30% transparency in accordance with clause 10.4.7 of the planning scheme.

3. SHARED ZONE SIGNAGE

Prior to the commencement of the use, 10kp/h Shared Zone signage shall be erected in the entrance driveway in accordance with the recommendation of the endorsed TIA.

4. LEGAL TITLE

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

5. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:
Monday to Friday - 7.00am to 6.00pm
Saturday - 8.00am to 5.00pm
No works on Sunday or Public Holidays.

6. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/01809-LCC, dated 13/01/2020, and attached to the permit.

7. SITE LANDSCAPING PLAN

Prior to the commencement of works, a landscape plan must be submitted for approval by the Manager City Development. The plan must be prepared by a suitably qualified person, must be drawn to scale and must include the following details:
a. Major site features such as building footprints, topography, contours existing vegetation and street boundaries; and
b. Existing and proposed garden areas and plantings (including a schedule of all proposed trees, shrubs and groundcover including common name, botanical name and like size at maturity); and
c. Any stabilisation works required as a result of tree or vegetation removal; and
d. All proposed garden beds, fences, retaining walls, lawn, hard surfaces and pathways; and
e. Suitable irrigation or a fixed sprinkler system for the watering of all lawns and landscaped areas; and
f. Any screen planting.

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

8. SITE LANDSCAPING

The landscaping must be:
a. Installed in accordance with the endorsed plan; and
b. Completed prior to the use commencing; and
c. Maintained as part the use and development.

It must not be removed, destroyed or lopped without the written consent of the Council.

9. FENCING

Prior to the commencement of the use:

1. all side and rear boundaries must be provided with a solid (ie. no gaps) fence to provide full privacy between each dwelling and adjoining neighbours. The fence must be constructed at the developer's cost and to a height of:
   a. 1.2m within 4.5m of the frontage; and
   b. 1.8m - 2.1m elsewhere when measured from the highest finished level on either side of the common boundaries; and
2. front boundary fencing up to a height of 1.8m, with all that part above 1.2m having a minimum 30% transparency.

10. PRIVACY SCREEN

Privacy screening must be erected between units 2-6 and the northern site boundary to ensure reasonable privacy for the adjoining property.

11. MULTIPLE DWELLINGS - SERVICE FACILITIES

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

a. Mail receptacles must be provided and appropriately numbered for each dwelling unit.
b. Storage area for waste and recycling bins.
c. Either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Council.

12. DRIVEWAY AND PARKING AREA CONSTRUCTION

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

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

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

13. 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.

14. 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.

15. 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.

16. APPLICATION TO ALTER A STORMWATER SERVICE

To have an existing service connection physically removed/relocated/altered, or to have a new connection installed, an application must be made using the Council's eServices web portal or on the approved form and accompanied by the prescribed fee. All work must be carried out by a suitably experienced contractor and in accordance with the Council's standards. All costs associated with these contractors are to be borne by the applicant.

17. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS

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

18. VEHICULAR CROSSINGS

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

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

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

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

19. 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.

20. PROTECTION OF PIPELINES

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

a. Footings must be no closer than 1.5m from the outer edge of the pipe,
b. Footings must extend below the line of influence, being a line rising at 45 degrees from the invert of the pipe,
c. There must be a minimum clear space between buildings or substantial structures of at least 3m in width to allow maintenance along the line of the pipe.
d. Manholes or inspection openings are not to be covered and must remain accessible at all times.

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

21. STRATA LOT NUMBERS AND ADDRESSES FOR DWELLINGS

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

Unit No	Strata Lot No.	Street Address
01	1	1/357-361 Hobart Road
02	2	2/357-361 Hobart Road
03	3	3/357-361 Hobart Road
04	4	4/357-361 Hobart Road
05	5	5/357-361 Hobart Road
06	6	6/357-361 Hobart Road
07	7	7/357-361 Hobart Road
08	8	8/357-361 Hobart Road
09	9	9/357-361 Hobart Road
10	10	10/357-361 Hobart Road
11	11	11/357-361 Hobart Road
12	12	12/357-361 Hobart Road
13	13	13/357-361 Hobart Road
14	14	14/357-361 Hobart Road
15	15	15/357-361 Hobart Road
16	16	16/357-361 Hobart Road
17	17	17/357-361 Hobart Road
18	18	18/357-361 Hobart Road
22	19	19/357-361 Hobart Road
21	20	20/357-361 Hobart Road
20	21	21/357-361 Hobart Road
19	22	22/357-361 Hobart Road
23	23	23/357-361 Hobart Road

24	24	1 Alma Street

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

22. 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.

23. NOISE ASSESSMENT REPORT

The applicant must comply with the Noise Assessment Report prepared by Environmental Service and Design, dated 5 December 2019. To reduce potential environmental impacts created by traffic noise from Hobart Road, the recommendations in Section 5 of the Noise Assessment report, dot points 2 and 3 are to be implemented.

24. ENVIRONMENTAL MANAGEMENT PLAN

A site specific Environmental Management Plan (EMP) is to be prepared by a suitably qualified person, prior to the development commencing. The EMP is to include, but not be limited to, a site plan, management of all wastes, staff training, incident reporting, contact details of relevant personnel, recording and responding to complaints. A copy of the EMP is to be available at the request of an Authorised Officer of the City of Launceston and is to be readily available to persons involved in the development.

25. WASTE DISPOSAL DOCUMENTATION

A copy of documentation for the disposal of Level 2 contaminated soil waste, at a Category B landfill, is to be provided to the City of Launceston.

26. 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

27. CONTAMINATED LAND

The applicant must comply with the Preliminary Site Investigation Report prepared by Environmental Service and Design dated June 2019 and complete all Works required in the recommendations. The use and development approved must be undertaken so as to comply with all the recommendations and requirements of the Environmental Site Assessment.

Any new information which comes to light during remediation, demolition or construction works which has the potential to alter previous conclusions about site contamination and

remediation must be notified to Council and (Environmental Protection Authority if relevant) immediately upon discovery.

Notes

A. *General*

This permit was issued based on the proposal documents submitted for DA0698/2019. You should contact the Council with any other use or developments, as they may require the separate approval of Council. The Council's planning staff can be contacted on 6323 3000.

This permit takes effect after:

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

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

B. *Restrictive Covenants*

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

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

C. *Appeal Provisions*

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

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

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

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:

PART A - PROPOSAL TO CHANGE THE ZONE OF THE SUBJECT LAND

1 INTRODUCTION

An application was lodged under section 43(a) of the *Land Use Planning and Approvals Act 1993* (the Act) for a combined rezoning amendment and development application for a subdivision (consolidation) and the development of twenty-four multiple dwellings.

The application proposes to rezone an area of 4,396m^2 at 357-361 Hobart Road, Youngtown, from Commercial to General Residential. The previous garden centre site on the corner of Hobart Road and Alma Street will be consolidated into a single title and developed to provide twenty-four, two-bedroom dwellings, to assist in meeting the growing affordable housing needs of the region.

2 SITE ANALYSIS

The subject land at 357-361 Hobart Road, Youngtown, is the site of the Log Cabin Garden Centre, which was purchased by the Launceston City Mission Inc. in 2018 and is currently operated in conjunction with the Mission Shop, adjoining the site to the north.

The site comprises four titles (CT volume 175679, folios 1, 2, 3 and 4), giving a combined area of 4,396m^2, with a 61m frontage to Hobart Road along its western boundary and a 44m frontage to Alma Street along its southern boundary.

Currently the site contains a 630m^2 building and associated structures, forming the previous garden centre and nursery. Car parking is provided on both frontages. There is an existing access, providing both entry and exit to Hobart Road and another providing entry and exit to Alma Street.

The site is currently zoned Commercial.

3 EXISTING SITE CONDITIONS

3.1 Characteristics

The site is irregularly shaped, with a depth from Hobart Road of some 100m for around 21m from its northern boundary and then a depth of some 50m for the 47m to the Alma Street frontage to the south. (The discrepancy between these measurements and the stated frontages above is a result of the corner truncation not being attributed as either frontage).

Whilst the site gives the appearance of being generally level, it climbs some 3m from its north-west corner on Hobart Road to its south-east corner on Alma Street. A gradient of 3.6%. The majority of the site is sealed or covered by the building, with the eastern corner and some boundary landscaping beds remaining pervious.

3.2 Scenic Values

The site is not in a scenic protection area and holds no particular scenic value. Notwithstanding its location adjacent to the busy Hobart Road, the proposed units on that frontage will benefit from views to the west, over the Glenara Retirement Village.

3.3 Infrastructure

The site is fully serviced by the public water, sewerage and stormwater infrastructure. TasWater have advised that they have no comment in regard to the proposed rezoning and have issued their SPAN in regard to the proposed multiple dwelling development.

The Council's Infrastructure and Assets Network have similarly advised that there is adequate capacity in the stormwater infrastructure to support this proposal.

3.4 Surrounding Facilities

The subject site is centrally located in Youngtown, on the southern end of Launceston. It is some two kilometres from the Kings Meadows shopping precinct to the north and some five kilometres from the CBD. There is an IGA supermarket and a chemist around 100m to the south.

The Youngtown Primary School and the Kings Meadows High School are located between the site and the shopping precinct.

The land immediately to the north is zoned Commercial and contains the Mission Shop. Further north the land is zoned General Industrial and contains a number of industrial and transport based businesses.

To the east and west the land is zoned General Residential, with mainly single dwellings to the east and a retirement village, across Hobart Road to the west. Immediately south, over Alma Street the land is zoned General Residential, changing to Inner Residential and including a small local business zone for the supermarket and chemist.

Hobart Road, once an arterial road, is now a major collector road, providing the principal link, including bus routes, to surrounding suburbs and the City.

4 THE PROPOSAL

The draft amendment proposes to rezone an area of 4,396m^2 from Commercial to General Residential. This rezoning will allow for the section 43(a) development application to consolidate the lots and develop twenty-four multiple dwellings to help address the growing demand for affordable housing.

5 CONSIDERATIONS FOR THE AMENDMENT

5.1 Consideration of Section 32

32. <u>Requirements for preparation of amendments</u>

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

(a) . . . .

(b) .. . .

(c) . . . .

(d) . . . .

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

(ea) must not conflict with the requirements of section 30O; and

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

Comment:
The subject site is currently zoned Commercial and is adjoined on the northern side by other commercial land. On the other three sides the site is adjoined by land zoned General Residential and in residential use.

Currently the site is underutilised as commercial land, having previously been a garden and landscape supplies outlet and more recently used by the City Mission as its Mission Garden and Salvage Store as an interim measure pending the proposed affordable housing development by Catholic Care Affordable Housing (CCAH), a major provider of affordable housing in Tasmania.

The area is identified in the Northern Tasmania Regional Land Use Strategy as an area of consolidation in an urban growth area. The ongoing residential growth in the surrounding area is not unreasonably impacted by the nearby commercial and industrial uses and the rezoning and redevelopment of this site for residential use is not seen as incompatible with the surrounding zones or uses.

Supporting this, the applicants have provided traffic, noise and contamination assessments, prepared by suitably qualified persons, demonstrating that there will be no adverse impacts on the future residents of the redeveloped site.

Further, the amendment and development of affordable housing will have positive effect on the area as an entity, furthering the sustainability of local businesses, public transport routes and schools. The contribution towards the aims and objectives of Tasmania's Affordable Housing Strategy 2015-2025, demonstrates a positive social benefit to the region.

5.2 Consideration of Section 30O
In regard to sub-section (ea), Section 30O is considered in detail below.

30O. Amendments under Divisions 2 and 2A of interim planning schemes
(1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker within the meaning of section 20(2A), practicable, consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the scheme applies.

Comment:
Refer to section 6.1 of this report for an assessment of the Regional Land Use Strategy.

(2)An amendment, of a planning scheme, that would amend a local provision of the scheme or insert a new provision into the scheme may only be made under Division 2 or 2A if –
(a) the amendment is not such that the local provision as amended or inserted would be directly or indirectly inconsistent with the common provisions, except in accordance with section 30EA, or an overriding local provision; and

Comment:
The application is not proposing to amend a local provision or insert a new provision, it seeks only to change the land use zoning of the subject site.

(b)the amendment does not revoke or amend an overriding local provision; and

Comment:
The application is not proposing to revoke or amend an overriding local provision.

(c) the amendment is not to the effect that a conflicting local provision would, after the amendment, be contained in the scheme.

Comment:
The proposal will not affect a local provision.

(3)Subject to section 30EA, an amendment may be made to a local provision if –

(a) the amendment is to the effect that a common provision is not to apply to an area of land; and

Comment:
The proposal will not affect a local provision.

(b) a planning directive allows the planning scheme to specify that some or all of the common provisions are not to apply to such an area of land.

Comment:
No part of the proposal is removing any common provisions associated with the land.

The application proposes to amend the zoning of land, identified as no longer required for commercial purposes and arguably better suited for residential development. It is not proposing to insert, remove or alter a local provision, complying with 30O. The draft amendment is consistent with the Northern Regional Land Use Strategy (NRLUS).

5.3 Consideration against section 43C and the Objectives of the *Land Use Planning and Approvals Act 1993*

43C. Applications referred to in section 43A

(1) In determining an application referred to in section 43A, a planning authority, in its opinion –

(a) must seek to further the objectives set out in Schedule 1; and

(b) must take into consideration such of the prescribed matters as are relevant to the use or development subject of the application.

Section 43C(1) (a) requires the objectives set out in Schedule 1 to be considered.

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

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

The amendment will allow for the redevelopment of the site to assist in addressing the growing demand for affordable housing in the region. In this manner, it promotes the sustainable development of physical housing resources and promotes the maintenance of ecological processes and genetic diversity through limiting unnecessary urban sprawl.

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

The change of zoning and subsequent consolidation of lots will provide for the residential development of the underutilised site, compatible with the surrounding zones and uses.

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

The public will have the opportunity to comment on this proposal during the four week exhibition period following initiation of the amendment. Interested parties have the opportunity to lodge a written representation to the application during the public exhibition period. The Tasmanian Planning Commission may also decide to hold a public hearing to deal with the representations if any are received.

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

The proposed amendment will allow for the development of a site, for twenty-four affordable dwellings, compatible with the surrounding uses and meeting a growing community need.

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

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

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

The objectives of Part 2 must also be considered:

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

The amendment is consistent with the objectives of the Launceston Interim Planning Scheme and the Northern Regional Land Use Strategy.

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

Consistent with that system, an application made pursuant to Section 43A of the Act is considered against the objectives of the Act and the planning system of Tasmania. Having regard to this, the Council then determines to initiate or reject the amendment.

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

The proposed amendment will promote the development of the site, providing economic benefits to the local community and making a positive contribution to the resolution of growing social and economic inequities raised by a shortage in affordable housing

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

The proposed amendment complies with the local, regional and state policies.

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

The application is made under the former section 43A of the Act and includes a change of zoning to the planning scheme and an application for consolidation of titles and the development of twenty-four affordable multiple dwellings. This process allows for the concurrent assessment of an application which would otherwise require two separate processes.

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

The proposal will allow for appropriate infill development of an underutilised site. It will promote efficiencies in service delivery and bring people closer to work and recreation opportunities through the provision of affordable housing opportunities.

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

The subject site has no such buildings, nor is it a place, of scientific, aesthetic, architectural or historic interest.

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

Development of the site will utilise existing public infrastructure and in this way, contribute to its sustainable use and maintenance.

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

Land capability generally refers to agricultural land and is not relevant in this instance. Nevertheless, the site is suitable and available for and capable of, infill residential development.

6. Planning Strategies

6.1 Northern Tasmania Regional Land Use Strategy

The relevant sections of the RLUS are as follows:

The Regional Land Use Strategy for Northern Tasmania is a strategic plan for the region's future development and planning to 2032. It has a 20 year planning time horizon for integrated infrastructure, land use development and transport planning, underpinned by economic development, social and environmental strategies. The strategy will be revised regularly as new evidence based strategic planning investigations and information is made available to provide greater certainty to the strategic planning and development of the region.

The RLUS seeks to reduce the barriers to investment in ways that are consistent with the vision for the region and other relevant social and environmental strategies. It can do this in a number of ways, including coordinating services to ensure that land for appropriate development is available in the best locations, and ensuring that priority is given to investment that improves the necessary transport, energy and communications infrastructure.

The applicant submits:

Urban Growth Areas
The relevant key principle in Section D.2.1.3 of the RLUS states:
Opportunities to increase the capacity of existing Urban Growth Areas should be given higher priority that to their expansion…

The proposed rezoning will provide for residential use and development on an underutilised site within an Urban Growth Area (Supporting Consolidation Area) identified in the RLUS. It does not involve the expansion of an Urban Growth Area.

Regional Settlement Network

The key settlement network strategies in section E2.3 of the RLUS under the headings Settlement Pattern, Land Use and Development and Transport and Access, which are of particular relevance State:

Settlement pattern
- *Support sustainable growth in identified Urban Growth Areas.*
- *Contain settlements within identified Urban Growth Areas with a focus on consolidating and developing the Greater Launceston Area and sub-regional centres identified in the Regional Settlement Hierarchy.*
- *Support development of the Greater Launceston Area consistent with the Regional Framework Plan maps D.1, D.2 and D.3 to promote efficient function, servicing and future development of the area.*
- *Consolidate existing land use patterns and identify infill opportunities within existing settlements and urban centres, and around activity centres and key public transport nodes and networks.*
- *Complement and support a viable Regional Activity Centres Network to maximise regional productivity, economic activity and employment opportunities.*

Land Use and Development
- *Provide for a diversity of land uses.*

- *Provide for affordable housing and a diversity of housing types and sizes, including retirement accommodation and aged care facilities.*

Transport and Access

- *Where possible support new urban development contiguous with, or otherwise provide development with direct transport linkages to established urban areas as a development priority including linkages with the 'regional access network' identified for the Greater Launceston Area.*
- *Support well-planned communities with good access to public transport than links residential areas to employment, facilities and services.*
- *Reduce reliance on vehicle transportation and promote walkability.*
- *Accommodate regional growth in locations supported by public transport and other sustainable transport choices.*

The proposal will support each of these regional settlement network strategies. It will support the development of the Launceston urban area consistent with Regional Framework Plan Map D.1. It will support the viability of the Youngtown activity centre and efficient use of existing services and infrastructure including public transport. The rezoning is intended to facilitate the provision of affordable housing that will assist with the implementation of Tasmania's Affordable Housing Strategy 2015-2025 (AHS).

The AHS seeks to improve housing affordability and assist those most vulnerable to housing stress and homelessness. Increasing the supply of affordable homes is one of three strategic interventions identified in the AHS to reduce pressure on the social housing system and homelessness services. Launceston is identified as an area where there is relatively high demand for social and affordable housing. The supply of rental and home ownership opportunities by the private developers and the community sector is an important component in reducing housing stress. Construction is required to comply with the liveability and universal design policy requirements of Housing Tasmania's 'Minimum Standards for Social Housing'. The provision of affordable housing in infill locations provides potential benefits including the opportunity to develop underutilised land, improve the viability of existing activity centres, improve the efficient use of existing services and infrastructure including public transport.

The proposed rezoning will consolidate residential land within the Urban Growth Boundary. It will take advantage of existing and available infrastructure including water, drainage, public transport, shops and schools and open space opportunities.

As the site is within an established urban area with a recognised shortage of affordable housing, the demand is likely to be strong. The site is compatible with and suitable for residential use and development. On this basis, there is a demonstrated strategic benefit to the community to convert this land to the Residential Zone.

It is considered that the strategic merit of the rezoning is sound and in accordance with the RLUS for the following reasons:

- It enables a key community services provider to address the growing issues of housing stress.
- The strategic value to the community of converting the land to Residential use is greater than it is for retaining the site in its current diminished commercial use.
- Residential use of the land is consistent with the capacity of the road network.

- Residential use is consistent with the surrounding residential environment and will not adversely impact the existing mixed land use balance of the local area.
- The land is free from unacceptable risk, it is appropriately situated and supported by services and community facilities.

6.2 Greater Launceston Plan

The Greater Launceston Plan (GLP) provides a long term strategy to inform a coordinated approach for land use and development of the greater urban area of Launceston. It is largely consistent with the RLUS and so consistency with the RLUS, as described above, is an indication of general consistency with the GLP. There are a number of key principles that underpin the GLP, the relevant ones being Principles 1 and 2.

Principle 1: Effective Provisioning of Land Use Requirements

Effective strategic planning for Greater Launceston requires the assessment and provisioning of the range of land requirements and preferred land use – transport relationships over the next twenty years and beyond.

As discussed above under the RLUS, the proposed rezoning is in response to the underutilisation of the site for commercial purposes and the shortage in affordable housing and corresponding growth in housing stress, both of which are relevant factors in determining the land use requirements and appropriate zone allocation and significant contributors to the health and wellbeing of the broader community. On this basis, it is considered that there is more strategic merit in converting the site to residential use than there is in retaining it for commercial uses.

Principle 2: Urban Consolidation

The efficient functioning, servicing and future development of greater Launceston will be optimised through its urban consolidation.

In accordance with Principle 2, Residential development on the site is desirable urban infill in an area with existing physical infrastructure services, is adjacent to employment opportunities and supported by an appropriate level of community services for the health and wellbeing of future residents.

There are no conflicts with the GLP in the proposal.

6.3 Launceston Residential Strategy 2009

The strategy provides a detailed assessment of housing needs and current land stocks. The strategy provides a priority ranking of types (tiers) of housing development which would best meet the needs of the community and also represent good planning outcomes.

In order of priority:

1. Residential development on 'brownfield' sites for example surplus public land, sites where industry has relocated, mixed use developments in accessible locations on the CBD fringe or adjacent to District or Neighbourhood Centres.
2. Increased density in existing residential areas where opportunities exist or where capacity for change has been identified, primarily through unit developments or redevelopment.
3. Development on vacant land in urban infill locations including undeveloped portions of existing residential areas and vacant land currently within a residential zone.

4. Development on the most appropriate vacant land on the edge of urban areas
5. Rural residential development in the most appropriate areas
6. Individual rural houses unconnected to a primary industrial use.

Whilst Launceston has a reasonable supply of undeveloped Residential zoned land, the majority is located on the peripheries, representing relatively expensive new dwellings on green-field sites. The subject site is a brownfield site where the existing commercial use has effectively relocated, it is on the edge of a district or neighbourhood centre and where the opportunity and capacity exists for multiple residential development. Given the suitability of the site for Residential use in terms of the above priority, it is considered that the development of this site should be enabled in order to address a growing community concern without contributing to urban sprawl.

7. State Policies

State policy on the Protection of Agricultural Land 2009
The purpose of this Policy is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture.

The policy has been addressed by the interim scheme and does not impact upon this urban site.

State Coastal Policy 1996
The purpose of the policy is to protect the natural and cultural values of the coast, provide for sustainable use and development of the coast, and promote shared responsibility for its integrated management and protection.

The policy has been addressed by the interim scheme and does not conflict with this urban site.

State Policy on Water Quality Management 1997
The purpose of the policy is to identify and maintain water quality at appropriate levels to the expected use.

The policy has been addressed by the interim scheme and does not conflict with this urban site, which is fully serviced by existing public water, sewer and stormwater infrastructure.

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

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

The potential issue of site contamination has been fully addressed in the contamination report, prepared by Rod Cooper of ES&D, a certified site contamination specialist. Whilst the report established that the level of contamination does not present a risk to human

health or the environment, as a precaution a management measure to remove the impacted soil was recommended.

None of the other NEPMs apply to this urban site and its proposed rezoning to facilitate further residential development.

Gas Pipelines Act 2000
Not applicable. The pipeline corridor is several kilometres west of the subject site.

8. Referral Agencies

The application was referred to TasWater under section 17 of the *Land Use Planning and Approvals Regulations 2004*. TasWater has issued its Submission to Planning Authority Notice, stating that it does not object to the application for amendment.

9. PLANNING SCHEME REQUIREMENTS

The proposed development is assessed against the requirements of the planning scheme, as if the subject site has been rezoned to General Residential, in Part B.

PART B - THE DEVELOPMENT PROPOSAL

1. THE PROPOSAL

It is proposed to demolish the existing structures currently at 357-361 Hobart Road, Youngtown and consolidate the existing four titles into one lot of 4396m^2. It is then proposed to construct twenty-four two-bedroom units, a mix of single and double storey, to address the growing demand for affordable housing in the Launceston region.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject site is made up of four existing titles, giving an area of 4,396m^2. It is an irregularly shaped parcel of generally level land, connected to the public water, sewerage and stormwater systems.

The site is surrounded by a mix of commercial uses, single dwellings and a retirement village. The broader area contains a similar mix of uses, with the addition of multiple dwellings and a supermarket and chemist.

Public transport is readily available and the site is within walking distance of a public park, shops and bus stops. It is located some 2km south of the Kings Meadows shopping centre, with major supermarkets and medical facilities.

The character of the site is currently best described as a mix of commercial and residential and is unlikely to significantly change as a result of the proposed development.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

10.0 General Residential Zone

10.1.1 Zone Purpose Statements
10.1.1.1 To provide for residential use or development that accommodates a range of

dwelling types at suburban densities, where full infrastructure services are available or can be provided. 10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community. 10.1.1.3 Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off site impacts. 10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character. 10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.
Consistent
The proposal to consolidate the existing four lots into a single lot and to construct 24 multiple dwellings on the resultant lot is consistent with the purpose of the zone to provide for residential use or development, encompassing a range of dwelling types, at suburban densities and respecting the neighbourhood character.

10.4 Development Standards

10.4.1 Residential density for multiple dwellings

Objective: To provide for suburban densities for multiple dwellings that: (a) make efficient use of suburban land for housing; and (b) optimise the use of infrastructure and community services.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m² or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.
Relies on Performance Criteria
With the four existing lots being combined into a single lot, the subject site has an area of 4,396m^2. The proposal to develop 24 dwellings on the site results in a site area per dwelling of 183m^2 and performance criteria are relied upon.
P1 Multiple dwellings must only have a site area per dwelling that is less than 325m², or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and: (a) is compatible with the density of the surrounding area; or (b) provides for a significant social or community housing benefit and is in accordance with at least one of the following: (i) the site is wholly or partially within 400m walking distance of a public transport stop; (ii) the site is wholly or partially within 400m walking distance of a business, commercial, urban mixed use, village or inner residential zone.
Complies
The proposed 24 dwellings will be connected to the existing public water, sewer and stormwater services in the area, each of which has the capacity to cater for this demand. Whilst the surrounding development is characterised by a mix of commercial, single dwellings and a retirement village, the proponents assert that the development seeks to provide affordable housing to assist with the State's Affordable Housing Strategy 2015-2025 (AHS). It is noted that Launceston is identified in the AHS as having a relatively

high demand for social and affordable housing.

It is further noted that the site is well within 400m of bus stops and a supermarket and chemist.

10.4.2 Setbacks and building envelope for all dwellings

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

Consistent

The proposal complies with the relevant acceptable solutions or performance criteria.

A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:
(a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or
(b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or
(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or
(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.

Relies on Performance Criteria

The primary frontage of the site is to Alma Street and unit 22 will have a setback of 3.88m, which is less than the prescribed 4.5m and relies upon performance criteria. Units 18 and 24, which also have frontage to Alma Street, comply with the minimum prescribed setback of 4.5m.

Units 1 and 13-18 have frontage to Hobart Road, a secondary frontage, and are setback 4.0m and comply with the prescribed 3m minimum.

P1 A dwelling must:
(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and
(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.

Complies

Alma Street extends for some 750m to the east of the subject site. It has a range of dwelling and outbuilding setbacks that range from less than to greater than the setbacks of the three proposed units with frontage to Alma Street. To this extent, the proposed frontage setback is considered to be compatible with the existing dwellings in the street.

A2 A garage or carport must have a setback from a primary frontage of at least:
(a) 5.5m, or alternatively 1m behind the facade of the dwelling; or
(b) the same as the dwelling facade, if a portion of the dwelling gross floor area is located above the garage or carport; or
(c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.

Relies on Performance Criteria

Unit 24 has a carport at the front of the dwelling with a setback of 5.2m from Alma Street and relies upon performance criteria.

P2 A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

Complies

There are carports built to the property boundaries at 19 and 25 Alma Street and the proposed 5.2m setback is considered to be compatible as it is within the range of setbacks for garages and carports currently in Alma Street.

A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:
(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:
  (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and
  (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and
(b) only have a setback within 1.5m of a side boundary if the dwelling:
  (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or
  (ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).

Relies on Performance Criteria

Units 1-12 are located adjacent to the northern and eastern boundaries and with setbacks of around one metre, they do not stay within the prescribed building envelope and rely upon performance criteria.

P3 The siting and scale of a dwelling must:
(a) not cause unreasonable loss of amenity by:
  (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
  (ii) overshadowing the private open space of a dwelling on an adjoining lot; or
  (iii) overshadowing of an adjoining vacant lot; or
  (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

Complies

These dwellings are located adjacent to the northern boundary of the site and are immediately south of the City Mission facility car park and care-taker's residence.

Given the location to the south, there will be no overshadowing impact on the City Mission site. The visual impact to the car park will not result in a loss of amenity to the

Mission shop. There is potential for a more significant impact on the care-taker's dwelling, however, given the existing high vegetation and the existing commercial nature of the site, such visual impacts are unlikely to have an unreasonable impact.

10.4.3 Site coverage and private open space for all dwellings

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

Consistent

The proposal complies with the relevant acceptable solutions or performance criteria.

A1 Dwellings must have:
(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and
(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
(c) a site area of which at least 25% of the site area is free from impervious surfaces.

Relies on Performance Criteria

Whilst the proposal satisfies the acceptable solution in terms of maximum site coverage being less than 50% (47%) and impervious area being greater than 25% (27%), only four of the proposed twenty-four units has the requisite 60m^2 of private open space. Indeed units 1-10 each have only 10m^2 of private open space. Performance criteria are relied upon.

P1 Dwellings must have:
(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:
  (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and
  (ii) operational needs, such as clothes drying and storage; and
(b) reasonable space for the planting of gardens and landscaping.

Complies

The proposed twenty-four, two-bedroom, affordable housing units each have an area of private open space that, arguably, is appropriate to the size of the dwelling and able to provide outdoor recreational space to meet the reasonable needs of the occupants.

Whilst the area provided for each unit varies, with units 1-10 having only 10m^2 each, it is relevant that the dwellings are relatively small, with two bedrooms and a single garage or carport. These dwellings are not intended to cater for most families and their need for outdoor space is therefore less. They provide small areas of open space, commensurate with the small balconies of apartment living. This is combined with a small community garden and ready access to public transport, a public park close by in Alma Street and a location within walking distance of shops and services.

A2 A dwelling must have an area of private open space that:
(a) is in one location and is at least:
  (i) 24m²; or
  (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and

(b) has a minimum horizontal dimension of:
  (i) 4m; or
  (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and
(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and
(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least three hours of sunlight to 50% of the area between 9.00am and 3.00pm on 21 June; and
(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and
(f) has a gradient not steeper than 1 in 10; and
(g) is not used for vehicle access or parking.

Relies on Performance Criteria

As noted previously, dwelling units 1-10 have only 10m^2 of private open space. As such, they cannot satisfy the acceptable solution and rely upon performance criteria.

P2 A dwelling must have private open space that:
(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:
  (i) conveniently located in relation to a living area of the dwelling; and
  (ii) orientated to take advantage of sunlight.

Complies

All of the dwelling units have areas of private open space that are capable of serving as an extension of the dwelling. In each case these areas are conveniently located in relation to the living areas of the dwelling and are orientated to take advantage of sunlight.

10.4.4 Sunlight and overshadowing for all dwellings

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

Consistent

The proposal complies with the relevant acceptable solutions or performance criteria.

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

Relies on Performance Criteria

Given the orientation of the site and the nature of the proposed development, a number of the dwellings will not have appropriately north facing windows and performance criteria are relied upon.

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

Complies

All of the proposed dwellings will have windows facing north, east or west, able to allow sunlight to enter a habitable room other than a bedroom.

A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30

degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):

(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B):
  (i) at a distance of 3m from the window; and
  (ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal.

(b) The multiple dwelling does not cause the habitable room to receive less than three hours of sunlight between 9.00am and 3.00pm on 21 June.

(c) That part, of a multiple dwelling, consisting of:
  (i) an outbuilding with a building height no more than 2.4m; or
  (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6m horizontally from the multiple dwelling.

Relies on Performance Criteria

Unit 20 will be located 1.5m to the north of the north facing living room window of unit 21. Performance criteria are relied upon.

P2 A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing a window of a habitable room (other than a bedroom), of another dwelling on the same site, that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).

Complies

Notwithstanding the proximity of the two buildings, they will be separated by a fence and the living room window in unit 21 has a sill height above the floor of around 1.7m. The dwelling also has an east facing, glazed, doorway to allow additional sunlight into the dwelling. It is considered that this design will ensure that there is no unreasonable loss of amenity.

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

(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):
  (i) at a distance of 3m from the northern edge of the private open space; and
  (ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal.

(b) The multiple dwelling does not cause 50% of the private open space to receive less than three hours of sunlight between 9.00am and 3.00pm on 21 June.

(c) That part, of a multiple dwelling, consisting of:
  (i) an outbuilding with a building height no more than 2.4m; or
  (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6m horizontally from the multiple dwelling.

Complies

Whilst a number of dwellings are to the north of the private open space of other dwellings on the site, they are sufficiently separated to comply with the acceptable solution.

10.4.5 Width of openings for garages and carports for all dwellings

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

Consistent

The proposal complies with the relevant acceptable solutions or performance criteria.

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

Complies
Only the carport for unit 24 addresses, and is within 12m of, the frontage to Alma Street. This carport has a width of 4.5m and complies with the acceptable solution.

10.4.6 Privacy for all dwellings

Objective: To provide reasonable opportunity for privacy for dwellings.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.
Relies on Performance Criteria
The first floor balconies of units 1-11 are located within one metre of the side boundary to the Mission Shop car park and care-taker's dwelling and rely upon performance criteria.
P1 A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of: (a) a dwelling on an adjoining lot or its private open space; or (b) another dwelling on the same site or its private open space; or (c) an adjoining vacant residential lot.
Complies
Whilst units 1-11 generally have an outlook to the Mission Shop and its carpark, units 2-6 also directly overlook the care-taker's dwelling and its private open space - albeit already adversely impacted by the Mission Shop and its car park. It is considered appropriate to impose a condition requiring the erection of screening in front of the balconies of units 2-6 to protect the privacy and amenity of the residents of the care-taker's dwelling.
A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3m from a side boundary; and (ii) is to have a setback of at least 4m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6m from the private open space of another dwelling on the same site. (b) The window or glazed door:

(i) is to be offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7m above floor level, with a uniform transparency of not more than 25%.
Complies
Whilst the first floor windows of units 1-11 are located within one metre of the side boundary to the Mission Shop car park and care-taker's dwelling, however, the windows are not within 1.5m, on the horizontal plain of windows in the care-taker's dwelling and satisfy the acceptable solution.
A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of at least 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7m above the floor level.
Complies
All windows within 2.5m of the shared driveway are either more than 1.7m above the level of the driveway or are to non-habitable rooms in compliance with the acceptable solution.

10.4.7 Frontage fences for all dwellings

Objective: To control the height and transparency of frontage fences to: (a) provide adequate privacy and security for residents; and (b) allow the potential for mutual passive surveillance between the road and the dwelling; and (c) provide reasonably consistent height and transparency.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than: (a) 1.2m if the fence is solid; or (b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).
Complies
Whilst not clearly depicted on the plans, the applicant's submission asserts that the frontage fences to Hobart Road and Alma Street will be to a height of 1.8m, with the portion above 1.2m maintaining 30% transparency. An appropriate condition to this effect is recommended.

10.4.8 Waste storage for multiple dwellings

Objective: To provide for the storage of waste and recycling bins for multiple dwellings.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.

A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5m from a frontage; and (ii) is at least 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.
Complies
The applicant's assert that the acceptable solution will be complied with, however, this is not clearly shown on the plans. A condition requiring amended plans is recommended.

10.4.9 Site facilities for multiple dwellings

Objective: To provide adequate site and storage facilities for multiple dwellings.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Each multiple dwelling must have access to 6m^3 of secure storage space not located between the primary frontage and the facade of a dwelling.
Relies on Performance Criteria
The applicants do not propose to include external storage and rely upon performance criteria.
P1 Each multiple dwelling must provide storage suitable to the reasonable needs of residents, having regard to: (a) the location, type, and size of storage provided; (b) proximity to the dwelling and whether the storage is convenient and safe to access; (c) any impacts on the amenity of adjacent sensitive uses; and (d) the existing streetscape.
Complies
The applicants assert that the development, including gardens and landscape areas will be maintained by Catholic Care, through contract gardeners. Consequently, there will be no need for garden sheds and adequate storage is provided within the units for personal and household needs.
A2 Mailboxes must be provided at the frontage.
Complies
The applicants assert that the acceptable solution will be complied with, however, this is not clearly shown on the plans. A condition requiring amended plans is recommended.

10.4.10 Common property for multiple dwellings

Objective: To ensure that common areas are easily identified.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Site drawings must clearly delineate private and common areas, including: (a) driveways; (b) parking spaces, including visitor parking spaces; (c) landscaping and gardens; (d) mailboxes; and (e) storage for waste and recycling bins.
Complies
Driveways, parking spaces and landscaping are shown on the site plan and a condition

requiring an amended plan showing mail boxes and bin storage is proposed above.

10.4.13 Location of car parking

Objective: To: (a) provide convenient car parking for residents and visitors; (b) protect residents from vehicular noise within sites; and (c) minimise visual impact on the streetscape.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Shared driveways or car parks of residential buildings (other than for single dwellings) must be located no less than 1.5m from the windows of habitable rooms.
Complies
Shared driveways are located more than 1.5m from windows to habitable rooms.
A2.1 Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage. A2.2 Turning areas for vehicles must not be located within the primary front setback.
Relies on Performance Criteria
Two visitor car parking spaces are proposed within the primary setback to Alma Street, between units 18 and 22 and performance criteria are relied upon.
P2 The location of car parking and turning areas must be safe, convenient and minimise the visual impact on the streetscape having regard to: (a) the visual impact of the car parking location viewed from the road; (b) access for users of the site; (c) pedestrian and vehicular traffic safety; (d) the nature and characteristics of the street; (e) the need for the location; (f) any landscaping of the car parking or turning area location; and (g) construction methods and pavement types.
Complies
The two car parking spaces proposed within the frontage setback to Alma Street are safe and convenient, as the Traffic Impact Assessment provided with the application documents attests. Landscaping will ensure that the parking does not adversely impact on the streetscape, noting that this area has formed part of the garden centre car park for many years.

10.4.15 Lot size and dimensions

Objective: To ensure the area and dimensions of lots are appropriate for the intended use of the lots.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1.1 Each lot, or a lot proposed in a plan of subdivision, must: (a) have a minimum area of no less than 500m^2 ; and (b) be able to contain a rectangle measuring 10m by 15m; or A1.2 Each lot, or a lot proposed in a plan of subdivision, must: (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or (b) be required for the provision of public utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and

A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.
Complies
The proposed subdivision is the consolidation of four existing lots into a single lot of 4,396m^2.

10.4.16 Frontage and access

Objective: To ensure that lots provide: (a) appropriate frontage to a road; and (b) safe and appropriate access suitable for the intended use.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.
Complies
The proposed lot has ample frontage to both Hobart Road and Alma Street.
A2 No acceptable solution.
Relies on Performance Criteria
P2 Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the character of the area; and (e) the advice of the road authority.
Complies
The proposed lot currently has reasonable access from both Hobart Road and Alma Street.

10.4.17 Discharge of stormwater

Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.
Complies
The consolidated lot will be serviced by the existing stormwater connection.
A2 The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.
Complies
Such advice has been given.

10.4.18 Water and sewerage services

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

The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply
Complies
The consolidated lot will be connected to a reticulated water supply in accordance with the TasWater notice.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.
Complies
The consolidated lot will be connected to a reticulated sewerage system in accordance with the TasWater notice.

10.4.19 Integrated urban landscape

Objective: To provide landscaping of lots, roads and public open spaces that contributes to the character and identity of urban places and the character of the surrounding area.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Subdivision does not create any new road, public open space or other reserves.
Complies
The subdivision does not create any new road, public open space or reserve.

10.4.20 Walking and cycling network

Objective: To: (a) provide safe and convenient movement through and between neighbourhoods by pedestrians and cyclists; (b) design footpaths, shared path and cycle path networks that are safe and accessible; and (c) accommodate wheelchairs, prams, scooters and other footpath bound vehicles.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Subdivision does not create any new road, footpath or public open space.
Complies
The subdivision does not create any new road, footpath or public open space.

10.4.21 Lot diversity

Objective: To provide a range and mix of lot sizes to suit a variety of dwelling and household types.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Subdivision is for 10 lots or less.
Complies
The subdivision is the consolidation of four lots into one.

10.4.23 Neighbourhood road network

Objective: To provide for convenient and safe movement, through and between neighbourhoods, for motor vehicles, pedestrians, cyclists and public transport using the road network.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.

A1 Subdivision does not create any new road.
Complies
No new roads are created.

10.4.24 Public transport network

Objective: To provide for access to public transport.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Subdivision does not create any new road.
Complies
No new roads are created.

E2.0 Potentially Contaminated Land Code

E2.1 The purpose of this provision is to: (a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.
Consistent
A report, prepared by a suitably qualified person, has concluded that the development of the potentially contaminated land does not present a risk to human health or the environment.

E2.5 Use Standards

Objective: To ensure that potentially contaminated land is suitable for the intended use.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 The Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.
Relies on Performance Criteria
P1 Land is suitable for the intended use, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health or the environment that includes: (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before any use commences; and (iii) a statement that the land is suitable for the intended use.
Complies
The environmental site assessment prepared by ES&D has concluded that: *the level of contamination does not present a risk to human health of the environment. Although as a precaution there is a management measure recommended to remove impacted soil from the areas specified ... no further investigation is required. The development can proceed.*

E2.6 Development Standards

E2.6.1 Subdivision

Objective: To ensure that subdivision of potentially contaminated land does not adversely impact on human health or the environment and is suitable for its intended use.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 For subdivision of land, the Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment, that will ensure the subdivision does not adversely impact on health or the environment and is suitable for its intended use.
Relies on Performance Criteria
P1 Subdivision does not adversely impact on health and the environment and is suitable for its intended use, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health and the environment that includes: (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before any use or development commences; and (iii) a statement that the land is suitable for the intended use or development.
Complies
The environmental site assessment prepared by ES&D has concluded that: *the level of contamination does not present a risk to human health of the environment. Although as a precaution there is a management measure recommended to remove impacted soil from the areas specified ... no further investigation is required. The development can proceed.*

E2.6.2 Excavation

Objective: To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 No acceptable solution.
Relies on Performance Criteria
P1 Excavation does not adversely impact on health and the environment, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health and the environment that includes: (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before excavation commences; and (iii) a statement that the excavation does not adversely impact on human health or the environment.

Complies
The environmental site assessment prepared by ES&D has concluded that: *the level of contamination does not present a risk to human health of the environment. Although as a precaution there is a management measure recommended to remove impacted soil from the areas specified ... no further investigation is required. The development can proceed.*

E4.0 Road and Railway Assets Code

E4.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
Consistent
The Traffic Impact Assessment (TIA), prepared by Traffic and Civil Services demonstrates that the proposed development protects the safety and efficiency of the road network.

E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.
Relies on Performance Criteria
The TIA indicates that there will be some 120 vehicle movements per day from the site. No clear data is available on previous traffic volumes, however, it is presumed that the increase is greater than 40 and performance criteria are relied upon.
P3 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature and efficiency of the access or the junction; (d) nature and category of the road; (e) the speed limit and traffic flow of the road; (f) any alternative access to a road; (g) the need for the use; (h) any traffic impact assessment; and (i) any written advice received from the road authority.
Complies
The TIA provided with the application indicates that the increased use will be safe and will not unreasonably impact on the efficiency of the roads having regard to the prescribed matters.

E4.6 Development Standards

E4.6.2 Road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new

accesses and junctions.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.
Complies
There will be a single access, providing both entry and exit, to each of Hobart Road and Alma Street.

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

Objective: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.
Relies on Performance Criteria
The sight distance from the Alma Street access, towards Hobart Road is 50m and relies upon performance criteria.
P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.
Complies
The TIA concludes that the existing sight distance is adequate, given the traffic from Hobart Road will be travelling slowly, and will provide for the safe movement of vehicles.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to: (a) ensure that an appropriate level of parking facilities are provided to service use and development; (b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas; (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; (d) ensure that parking does not adversely impact on the amenity of a locality; (e) ensure that parking spaces and accesses meet appropriate standards; and (f) provide for the implementation of parking precinct plans.
Consistent
The TIA has also addressed the provision of car parking and determined that an appropriate level of parking is provided to meet the reasonable needs of the use and satisfy the purpose of the code.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective: To ensure that an appropriate level of car parking is provided to meet the needs of the use.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 The number of car parking spaces must: (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or (c) not exceed the requirements of Table E6.1 by more than two spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or (d) be in accordance with an acceptable solution contained within a parking precinct plan.
Relies on Performance Criteria
The Table seeks the provision of two car parking spaces per two-bedroom dwelling and one visitor car parking space per four dwellings. This produces a requirement for 54 car parking spaces. The proposal provides 38 car parking spaces and relied upon performance criteria.
P1.1 The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to: (a) the availability of off-road public car parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) an assessment of the actual car parking demand determined in light of the nature of the use and development; (g) the effect on streetscape; and (h) the recommendations of any traffic impact assessment prepared for the proposal; or P1.2 The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to: (a) the intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the locality; or P1.3 The number of car parking spaces complies with any relevant parking precinct plan.
Complies
Given the nature of the proposed use as accessible housing, the relative close proximity of services and the ready availability of public transport, it is argued that the provision of one parking space per unit, plus a second space for seven of the units and seven dedicated visitor parking spaces, is enough to meet the reasonable needs of the use.

The proponents seek to support this with the RMS Guide to Traffic Generating Developments, from New South Wales, which recommends one space for each two-bedroom unit, plus one space for every five two bedroom units and one space (visitor) for every five units. This would be a total of 34 car parking spaces, whereas the proposal provides 38 car parking spaces.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
Complies
All parking, access ways and manoeuvring spaces will have a gradient of less than 10% and will be formed and paved and drained to the public stormwater system. Appropriate line marking will be included.

E6.6.2 Design and layout of parking areas

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

E6.6.3 Pedestrian access

Objective: To ensure pedestrian access is provided in a safe and convenient manner.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1.1 Uses that require 10 or more parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.
Relies on Performance Criteria
The proposal includes 38 car parking spaces spread throughout the 24 dwelling units. A 1m wide footpath is not provided and performance criteria are relied upon.
P1 Safe pedestrian access must be provided within car parks, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
Complies
Whilst it is not uncommon for such multi residential developments not to provide dedicated footpaths, the TIA has recommended that 10kp/h shared zone signage be erected in lieu of such a footpath to maintain safe pedestrian movement. An appropriate condition is recommended.

E11.0 Environmental Impacts and Attenuation Code

E11.1 The purpose of this provision is to: (a) ensure appropriate consideration of the potential for environmental harm or environmental nuisance in the location of sensitive uses; and (b) ensure the environmental impacts of new uses are eliminated, reduced or mitigated to avoid environmental harm or environmental nuisance.
Consistent
Appropriate consideration has been given to the potential for environmental impacts on the residents from nearby industrial activities, particularly the steel cutting and drilling undertaken in the nearby steel works. A noise assessment, prepared by ES&D has been provided.

E11.6 Use Standards

E11.6.1 Attenuation distances

Objective: To ensure that potentially incompatible uses are separated by a distance sufficient to

mitigate any adverse effects.
Consistent
The proposal complies with the relevant acceptable solutions or performance criteria.
A1 No acceptable solution.
Relies on Performance Criteria
P1 Sensitive use or subdivision for sensitive uses within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 or a buffer area shown on the planning scheme overlay maps, must demonstrate that there will be no environmental nuisance or environmental harm, having regard to: (a) a site-specific study that considers: (i) the degree of encroachment; (ii) the location of the boundaries of the site of the sensitive use or subdivision; (iii) the location of the sensitive use; (iv) the location of the boundaries of the site on which the activity is located; (v) the location of the area on which the activity is undertaken; (vi) the nature of the activity being protected by the attenuation area or buffer area; (vii) the degree of hazard or pollution that may emanate from the activity; and (viii) the measures within the use to mitigate impacts of the activity on the sensitive use; and (b) any advice provided in writing from the owner or operator of the activity; and (c) any advice provided in writing by the Director of the Environment Protection Authority.
Complies
The noise report prepared by ES&D has determined that the noise from the nearby steel works is inaudible from the site during normal daytime operations. Noise levels are dominated by traffic noise and the ES&D report has recommended appropriate construction measures, in glazing and doors, to mitigate this.

4. REFERRALS

REFERRAL	COMMENTS
	INTERNAL
Infrastructure Assets	Recommended conditions.
Environmental Health	Recommended conditions.
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 2019/01809-LCC.

5. REPRESENTATIONS

As the application is to be determined pursuant to section 43A of the Act, public exhibition of the proposal is not undertaken until after approval.

6. CONCLUSION

Subject to the recommended conditions, it is considered that the proposal complies with the Scheme, as if the proposed amendment had been completed, and it is appropriate to recommend for approval.

ECONOMIC IMPACT:

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

ENVIRONMENTAL IMPACT:

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

SOCIAL IMPACT:

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

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015.

BUDGET & FINANCIAL ASPECTS:

Not relevant to this report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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

Leanne Hurst - General Manager Community and Place Network

ATTACHMENTS:

1. Locality Map - 357-361 Hobart Road, Youngtown *(electronically distributed)*
2. Amendment Plan - 357-361 Hobart Road, Youngtown *(electronically distributed)*
3. Plans to be Endorsed - 357-361 Hobart Road, Youngtown *(electronically distributed)*
4. TasWater SPAN - 357-361 Hobart Road, Youngtown *(electronically distributed)*

[Agenda Report]

TITLE: 357-361 Hobart Road, Youngtown - Amendment 61 - Zone Land from Commercial to General Residential and Construct 24 Multiple Dwellings and Associated Works

FILE NO: DA0698/2019/SF7059

AUTHOR: Duncan Payton (Town Planner)

GENERAL MANAGER: Leanne Hurst (Community and Place Network)

DECISION STATEMENT:

1. To consider and determine to reject or initiate and exhibit Amendment 61 to rezone land at 357-361 Hobart Road, Youngtown from Commercial to General Residential; and
2. To consider and determine a development application pursuant to the *Land Use Planning and Approvals Act 1993*.

RECOMMENDATION:

That Council:

1. pursuant to the former section 33(3) of the *Land Use Planning and Approvals Act 1993,* initiates Amendment 61 to the Launceston Interim Planning Scheme 2015 for a change in zoning from Commercial to General Residential at 357-361 Hobart Road, Youngtown (CT volume 175679, folios 1, 2, 3 and 4) as shown in Attachment 2 to this report (ECM Document ID Set 4291071); and
2. pursuant to the former section 35 of the *Land Use Planning and Approvals Act 1993*, certify the draft amendment as shown in Attachment 2; and
3. in accordance with the former section 38(1)(a) of the *Land Use Planning and Approvals Act 1993,* determine the period for public exhibition to be 28 days; and
4. pursuant to section 43A of the *Land Use Planning and Approvals Act 1993,* approves DA0698/2019 - Residential - construction of 24 multiple dwellings and Subdivision - consolidation of four titles into one at 357-361 Hobart Road, Youngtown, subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

a. Cover Page, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, dated 29/10/2019.
b. Site Plan, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP01, revision C, dated 26/03/2020 - AMENDED PLAN REQUIRED.
c. Unit Type 01 Floor Plans & Elevations, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP02, revision A, dated 29/10/2019 - AMENDED PLAN REQUIRED.
d. Unit Type 02a & 02b, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP03, revision A, dated 29/10/2019.

e. Unit Type 03 & 04, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP04, revision A, dated 29/10/2019.
f. Site Turn Paths, prepared by 6ty Pty Ltd, drawing no. 19.070, Proposed Unit Development, 359-361 Hobart Road, Youngtown, page AP05, revision A, dated 29/10/2019.
g. Preliminary Site Investigation, prepared by ES&D, project no. 6735, 359-361 Hobart Road, Youngtown, dated 10/07/2019.
h. Noise Assessment Report, prepared by ES&D, project no. 6735, 359-361 Hobart Road, Youngtown, dated 12/08/2019.
i. Traffic Impact Assessment, prepared by Traffic & Civil Services, 359 Hobart Road Residential Development, Youngtown, dated September 2019.

2. AMENDED PLANS REQUIRED

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

a. Privacy screening in front of the balconies of units 2-6 inclusive to prevent unreasonable overlooking of the adjoining care-takers dwelling and its private open space in accordance with clause 10.4.6 of the planning scheme; and
b. Storage areas for waste and recycling bins in accordance with clause 10.4.8 of the planning scheme; and
c. Mail boxes in accordance with clause 10.4.9 of the planning scheme; and
d. Front boundary fencing to Hobart Road and Alma Street with a maximum height of 1.8m and that part above 1.2m maintaining 30% transparency in accordance with clause 10.4.7 of the planning scheme.

3. SHARED ZONE SIGNAGE

Prior to the commencement of the use, 10kp/h Shared Zone signage shall be erected in the entrance driveway in accordance with the recommendation of the endorsed TIA.

4. LEGAL TITLE

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

5. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:
Monday to Friday - 7.00am to 6.00pm
Saturday - 8.00am to 5.00pm
No works on Sunday or Public Holidays.

6. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/01809-LCC, dated 13/01/2020, and attached to the permit.

7. SITE LANDSCAPING PLAN

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

a. Major site features such as building footprints, topography, contours existing vegetation and street boundaries; and
b. Existing and proposed garden areas and plantings (including a schedule of all proposed trees, shrubs and groundcover including common name, botanical name and like size at maturity); and
c. Any stabilisation works required as a result of tree or vegetation removal; and
d. All proposed garden beds, fences, retaining walls, lawn, hard surfaces and pathways; and
e. Suitable irrigation or a fixed sprinkler system for the watering of all lawns and landscaped areas; and
f. Any screen planting.

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

8. SITE LANDSCAPING

The landscaping must be:
a. Installed in accordance with the endorsed plan; and
b. Completed prior to the use commencing; and
c. Maintained as part the use and development.

It must not be removed, destroyed or lopped without the written consent of the Council.

9. FENCING

Prior to the commencement of the use:
1. all side and rear boundaries must be provided with a solid (ie. no gaps) fence to provide full privacy between each dwelling and adjoining neighbours. The fence must be constructed at the developer's cost and to a height of:
   a. 1.2m within 4.5m of the frontage; and
   b. 1.8m - 2.1m elsewhere when measured from the highest finished level on either side of the common boundaries; and
2. front boundary fencing up to a height of 1.8m, with all that part above 1.2m having a minimum 30% transparency.

10. PRIVACY SCREEN

Privacy screening must be erected between units 2-6 and the northern site boundary to ensure reasonable privacy for the adjoining property.

11. MULTIPLE DWELLINGS - SERVICE FACILITIES

Prior to the commencement of the use, the following site facilities for multiple dwellings must be installed:
a. Mail receptacles must be provided and appropriately numbered for each dwelling unit.
b. Storage area for waste and recycling bins.
c. Either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Council.

12. DRIVEWAY AND PARKING AREA CONSTRUCTION

Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must:
a. Be properly constructed to such levels that they can be used in accordance with the plans;
b. Be surfaced with an impervious all weather seal;

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

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

13. 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.

14. 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.

15. 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.

16. APPLICATION TO ALTER A STORMWATER SERVICE

To have an existing service connection physically removed/relocated/altered, or to have a new connection installed, an application must be made using the Council's eServices web portal or on the approved form and accompanied by the prescribed fee. All work must be carried out by a suitably experienced contractor and in accordance with the Council's standards. All costs associated with these contractors are to be borne by the applicant.

17. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS

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

18. VEHICULAR CROSSINGS

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

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

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

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

19. 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.

20. PROTECTION OF PIPELINES

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

a. Footings must be no closer than 1.5m from the outer edge of the pipe,
b. Footings must extend below the line of influence, being a line rising at 45 degrees from the invert of the pipe,
c. There must be a minimum clear space between buildings or substantial structures of at least 3m in width to allow maintenance along the line of the pipe.
d. Manholes or inspection openings are not to be covered and must remain accessible at all times.

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

21. STRATA LOT NUMBERS AND ADDRESSES FOR DWELLINGS

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

Unit No	Strata Lot No.	Street Address
01	1	1/357-361 Hobart Road
02	2	2/357-361 Hobart Road
03	3	3/357-361 Hobart Road
04	4	4/357-361 Hobart Road
05	5	5/357-361 Hobart Road
06	6	6/357-361 Hobart Road
07	7	7/357-361 Hobart Road
08	8	8/357-361 Hobart Road
09	9	9/357-361 Hobart Road
10	10	10/357-361 Hobart Road
11	11	11/357-361 Hobart Road
12	12	12/357-361 Hobart Road
13	13	13/357-361 Hobart Road
14	14	14/357-361 Hobart Road
15	15	15/357-361 Hobart Road
16	16	16/357-361 Hobart Road
17	17	17/357-361 Hobart Road
18	18	18/357-361 Hobart Road
22	19	19/357-361 Hobart Road
21	20	20/357-361 Hobart Road
20	21	21/357-361 Hobart Road
19	22	22/357-361 Hobart Road
23	23	23/357-361 Hobart Road
24	24	1 Alma Street

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

22. 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.

23. NOISE ASSESSMENT REPORT

The applicant must comply with the Noise Assessment Report prepared by Environmental Service and Design, dated 5 December 2019. To reduce potential environmental impacts created by traffic noise from Hobart Road, the recommendations in Section 5 of the Noise Assessment report, dot points 2 and 3 are to be implemented.

24. ENVIRONMENTAL MANAGEMENT PLAN

A site specific Environmental Management Plan (EMP) is to be prepared by a suitably qualified person, prior to the development commencing. The EMP is to include, but not be limited to, a site plan, management of all wastes, staff training, incident reporting, contact details of relevant personnel, recording and responding to complaints. A copy of the EMP is to be available at the request of an Authorised Officer of the City of Launceston and is to be readily available to persons involved in the development.

25. WASTE DISPOSAL DOCUMENTATION

A copy of documentation for the disposal of Level 2 contaminated soil waste, at a Category B landfill, is to be provided to the City of Launceston.

26. 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

27. CONTAMINATED LAND

The applicant must comply with the Preliminary Site Investigation Report prepared by Environmental Service and Design dated June 2019 and complete all Works required in the recommendations. The use and development approved must be undertaken so as to comply with all the recommendations and requirements of the Environmental Site Assessment.

Any new information which comes to light during remediation, demolition or construction works which has the potential to alter previous conclusions about site contamination and remediation must be notified to Council and (Environmental Protection Authority if relevant) immediately upon discovery.

Notes

A. <u>General</u>

This permit was issued based on the proposal documents submitted for DA0698/2019. You should contact the Council with any other use or developments, as they may require the separate approval of Council. The Council's planning staff can be contacted on 6323 3000.

This permit takes effect after:

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

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

B. <u>Restrictive Covenants</u>

The granting of this permit takes no account of any covenants applicable to the land. The permit holder and any other interested party, should make their own enquiries as

to whether the proposed development is affected, restricted or prohibited by any such covenant.

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

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

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

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

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.

Mrs L Hurst (General Manager Community and Place Network), Mr R Jamieson (Manager City Development) and Mr D Payton (Town Planner) were in attendance to answer questions of Council in respect of this Agenda Item.

DECISION: 14 May 2020

MOTION

Moved Councillor T G Walker, seconded Councillor P S Spencer.

That Council:

1. **pursuant to the former section 33(3) of the *Land Use Planning and Approvals Act 1993,* initiates Amendment 61 to the Launceston Interim Planning Scheme 2015 for a change in zoning from Commercial to General Residential at 357-361 Hobart Road, Youngtown (CT volume 175679, folios 1, 2, 3 and 4) as shown in Attachment 2 to this report (ECM Document ID Set 4291071); and**

2. **pursuant to the former section 35 of the *Land Use Planning and Approvals Act 1993*, certify the draft amendment as shown in Attachment 2; and**

3. **in accordance with the former section 38(1)(a) of the *Land Use Planning and Approvals Act 1993,* determine the period for public exhibition to be 28 days; and**

4. **pursuant to section 43F of the *Land Use Planning and Approvals Act 1993,* refuses to grant a permit for DA0698/2019 - Residential - construction of 24 multiple dwellings and Subdivision - consolidation of four titles into one at 357-361 Hobart Road, Youngtown, on the following grounds:**
   - **(a) that, contrary to clause 10.4.1, the density of the development is not compatible with that of the surrounding area and the proposal has not demonstrated sufficient social or community housing benefit;**
   - **(b) that, contrary to clause 10.4.2, the siting and scale of units 1 - 6 will cause an unreasonable loss of amenity to the adjoining residence through their visual impact caused by their apparent scale and bulk;**
   - **(c) that, contrary to clause 10.4.3, insufficient private open space is provided to serve as an extension of the dwellings for outdoor relaxation, dining or entertaining or to meet the reasonable needs of the occupants for outdoor recreation, storage or gardens;**
   - **(d) that, contrary to clause 10.4.9, insufficient storage is provided to meet the reasonable needs of residents; and**
   - **(e) that, contrary to clause E6.5.1, insufficient car parking spaces are provided to meet the reasonable needs of the residents.**

CARRIED 12:0

FOR VOTE: Mayor Councillor A M van Zetten, Deputy Mayor Councillor D C Gibson, Councillor J Finlay, Councillor D H McKenzie, Councillor R I Soward, Councillor J G Cox, Councillor K P Stojansek, Councillor A E Dawkins, Councillor N D Daking, Councillor P S Spencer, Councillor A G Harris and Councillor T G Walker