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S43A-Planning Scheme Amendment and Development Application

**Partial rezone and subdivision of land at 27-99 Opossum Road
Kings Meadows**

Woolcott Surveys

December 2021

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1. Introduction

This application is to be read in conjunction with the following supporting documentation:

Document	Consultant
Proposed Rezone Plan	Woolcott Surveys
Subdivision Proposal Plan - 3 Lot Subdivision	Woolcott Surveys
Road Layout & Concept Services Plan	Hydrodynamica
Traffic Impact Assessment	Andrew Howell
Bushfire Exemption Report	Woolcott Surveys

1.1 Application summary

The following is a summary of the representation information:

Proposal	To rezone a section of the land at 27-99 Opossum Road Kings Meadows, from Recreation Zone to General Residential Zone and; To subdivide the land from 2 lots to 3 lots (1 lot, 1 road lot and 1 balance lot).
Address	'Launceston Golf Club', 27-99 Opossum Road, Kings Meadows TAS 7249
Property ID	6883203
Title:	198059/1
Part 5 Agreements of Covenants	Nil
Land area:	42.34ha
Special or significant features	Currently operates as the 'Launceston Golf Club' which provides an 18-hole course.
Current zone	Recreation Zone
Proposed zone	General Residential Zone (portion of site)
Overlays	Scenic Management Area Bushfire Prone Areas (partial)
Planning Authority	Launceston City Council (the Council)
Planning Scheme	<i>Launceston Interim Planning Scheme 2015</i> (the 'Scheme')
Legislative instrument	<i>Land Use Planning and Approvals Act 1993</i>
Applicable Section	S.43A of the <i>Land Use Planning and Approvals Act 1993</i>
Services	
Water and Sewer	TasWater

Stormwater	Available at Opossum Road and neighbouring lots (Launceston Council)
Access	Access is currently available to the property from Opossum Road.
Buildings and development – Existing	Formed golf course; club rooms and various outbuildings and ancillary buildings.
Vegetation	Planted vegetation and lawn (mixed native and introduced species)
Topography	Gently falling to the north 1:18 Various topographic elements associated with the golf course.
Watercourses	Kings Meadows Rivulet (north west boundary)

1.2 Background

Woolcott Surveys has been engaged by the Launceston Golf Club (LGC), to undertake a Planning Scheme Amendment to rezone part of the land known as CT198059/1, from Recreation Zone to General Residential Zone. The rezoning will facilitate a proposed 3 lot subdivision. The subdivision will excise a 1.28ha section of land suited to be developed for residential purposes. The subdivision includes a road lot and the balance lot (the golf course proper).

The LGC is a private member club governed by a board of appointed directors and is incorporated under the Corporations Act 2001 (limited by guarantee). The Club's engagement of Woolcott Surveys to undertake this project was approved by the Board at the Club's Special General Meeting held on 20 May 2021.

This application is made under the former provisions of section 43A of the *Land Use Planning and Approvals Act 1993*.

1.3 Rationale for the amendment.

The Launceston Golf Club is the oldest established golf club in Tasmania. During 2020, and as a result of the COVID-19 pandemic, the club suffered from revenue loss, despite receiving various small grants and financial relief. 'Future-proofing' the club became an important consideration during this time. Subsequently, the Launceston Golf Club board made the decision to undertake rezoning and subdivision of portions of the site. The section of land that adjoins Negara Street (east side of the lot) has commenced (DA0506/2021 submitted to Launceston Council in September 2021) the rezone and subdivision (twelve residential lots) process.

This subdivision proposal is for 3 lots with the newly created lot accessed by new road lot and a balance lot. The newly created lot will adjoin established residential areas to the west of the golf course.

The land is within the municipality of Launceston City Council and subject to the planning provisions of the *Launceston Interim Planning Scheme 2015* (the Scheme). Under the Scheme, the potential to develop Recreation zoned land is limited and does not allow residential uses.

The subject site (land to be re-zoned) is suited to the purpose of the General Residential Zone (GRZ). It adjoins the Inner Residential Zone to the west but under the draft Local Provisions Schedule (LPS) advertised by Launceston Council in the transition to the Tasmanian Planning Scheme (TPS) the land to the west is marked for General Residential Zone. This application seeks to be consistent with the future zoning under the TPS.

The subject site enjoys a high standard of amenity and can be fully serviced for sewer, stormwater and water. The development will in part contribute to the availability of residential land in Launceston. The excision of the proposed lot from the surrounding golf course land will make no significant difference to the appearance and usability of the golf course as this section of land is under-utilised and situated behind existing residential development to the west and south.

The surrounding golf club grounds will retain more than 40ha over two titles. The golf course will still represent a sizable area of recreational space across the site with the club rooms situated near the entrance at Opossum Road and the major expanse of land to the north and east.

2. Subject Site

2.1 Site location

The subject site is located within the Launceston Golf Club grounds (golf course). The property comprises four parcels: 88212/19; 16/4964; 198059/1; 59765/35. Only CT198059/1 is applicable to this application.

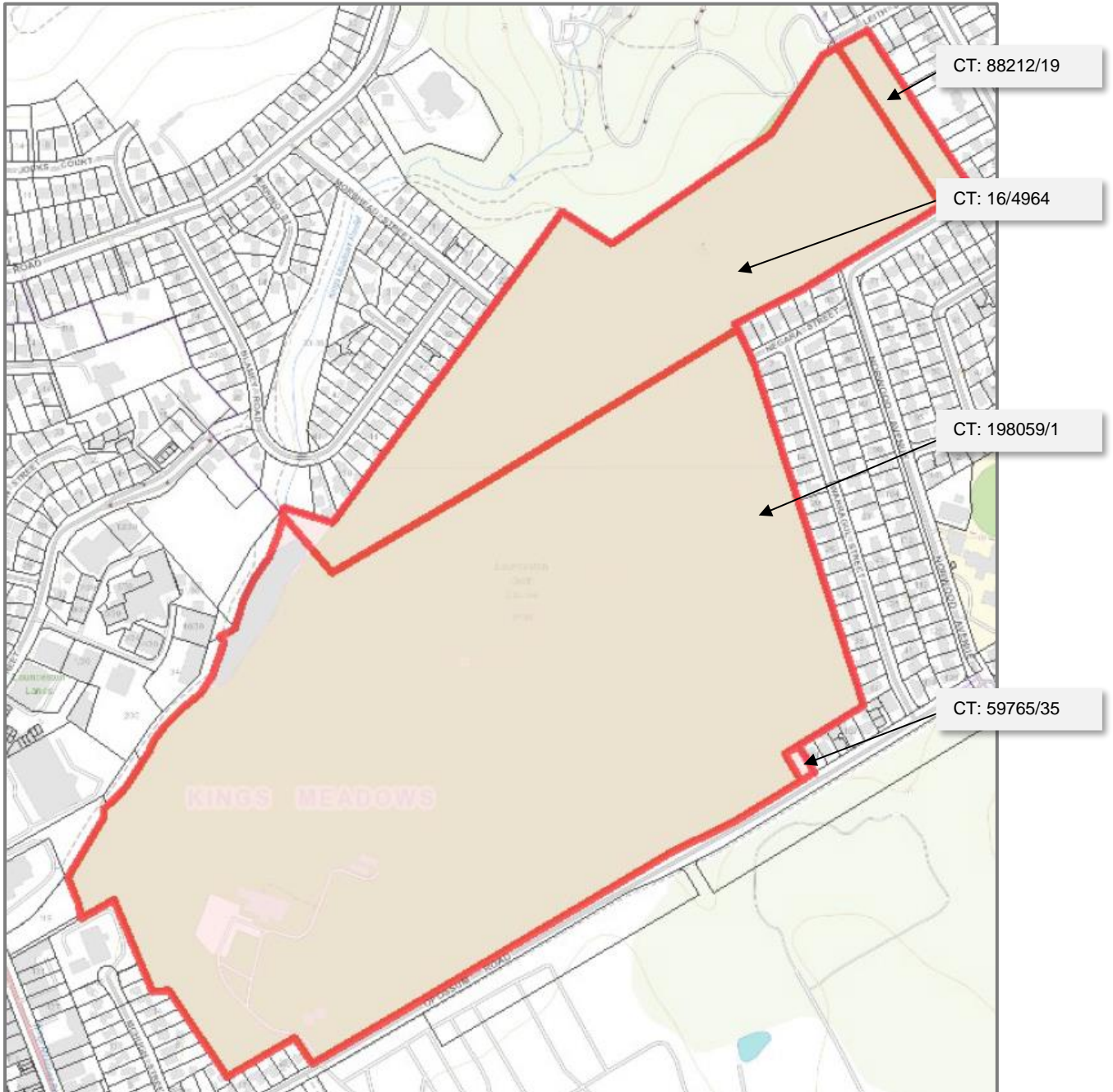


Figure 1 Launceston Golf Club Property ID 6883202 comprising four parcels (Source: the LIST Premium Property Information Report; 18 August 2021)

The section of land to be rezoned (subject site) is located on the western side of the property.

The site currently consists of the golf course, which occupies approximately 55.32ha. The golf course contains a formed 18-hole course with associated landscaping; a club house with car parking area; two large outbuildings (maintenance sheds); smaller outbuildings together with a tennis court and pool; and,

two dams. All buildings are located in the western portion of the land together with the access from Opossum Road.



Figure 2 Subject site aerial showing locality and development area highlighted (Source: LISTMap)

2.2 Adjoining land and surrounds

The subject site is in Kings Meadows and adjoins the locality boundary of Norwood to the east. To the west of the golf course is Hobart Road which is central to a range of uses from residential to commercial. Hobart Road is classified as a major thoroughfare for the area, running north south and providing a direct route to Launceston city centre.

Land to the north is predominantly residential and commercial. The Punchbowl Reserve, which shares a boundary with the golf course and is owned and managed by the Launceston City Council is located to the north east of the subject site. There is also a small commercial/industrial precinct located to the north west of the property. This area is approximately 300m from the portion of land subject to rezoning. Land to the east is dominated by residential development, being primarily made up of established single dwellings. Areas to the east are contained within the suburb of Norwood.

The area to the south of the property is the Carr Villa Cemetery and Reserve. This area occupies approximately 58ha, half of which is associated with the cemetery. The Council maintained Carr Villa Reserve occupies the remainder of that site. This area consists of walking and bike riding trails within a bush setting.

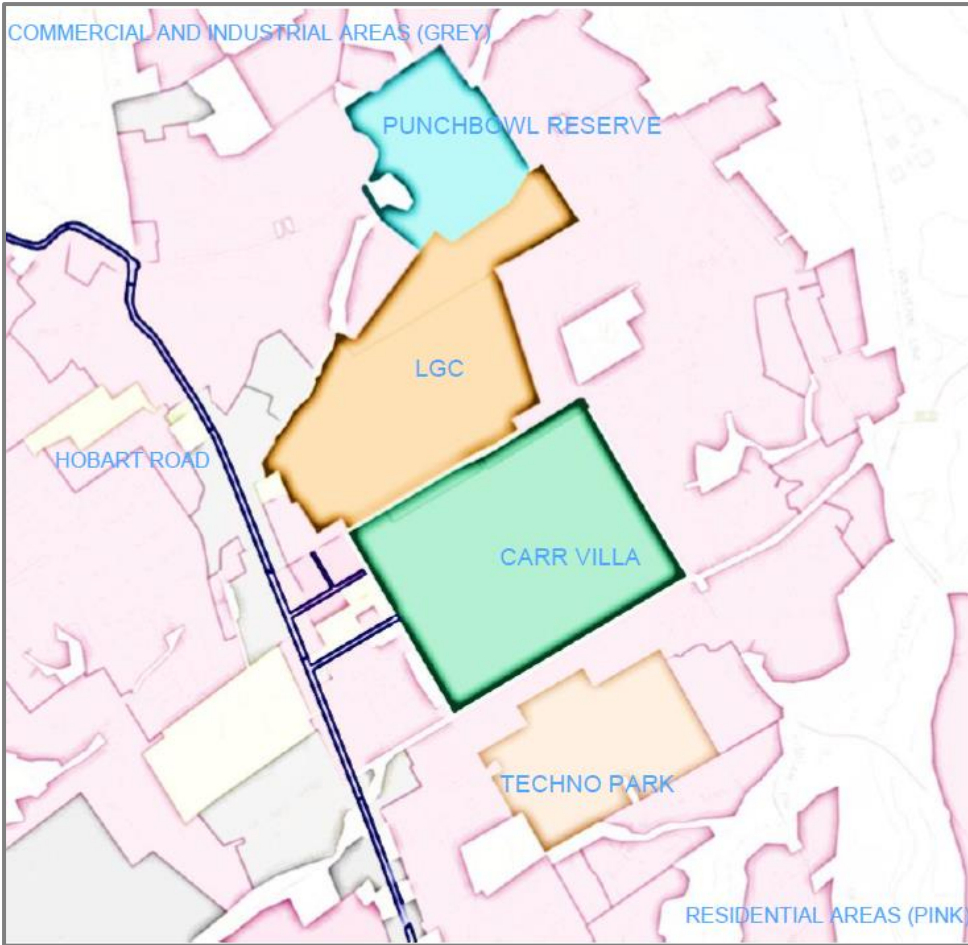


Figure 3 Notable landmarks in the surrounding area (Source: LISTMap)

2.3 Existing infrastructure

The site is serviced by TasWater for water and sewer.

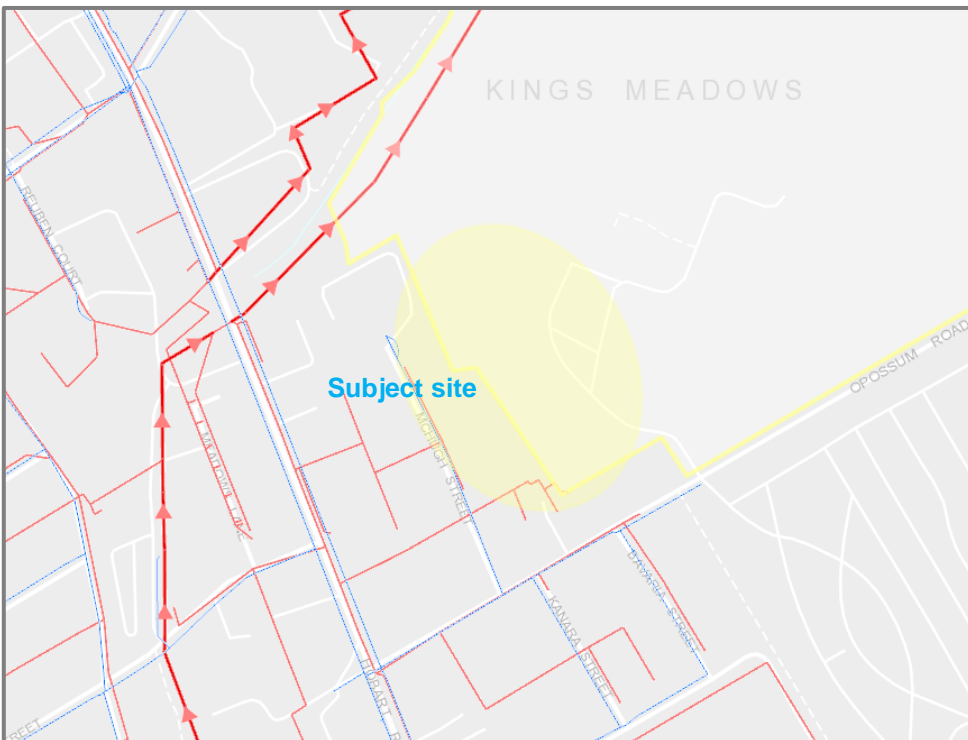


Figure 4 Water and sewer identified mains (Source: LISTMap).

Stormwater assets are managed by Council for the adjoining areas.

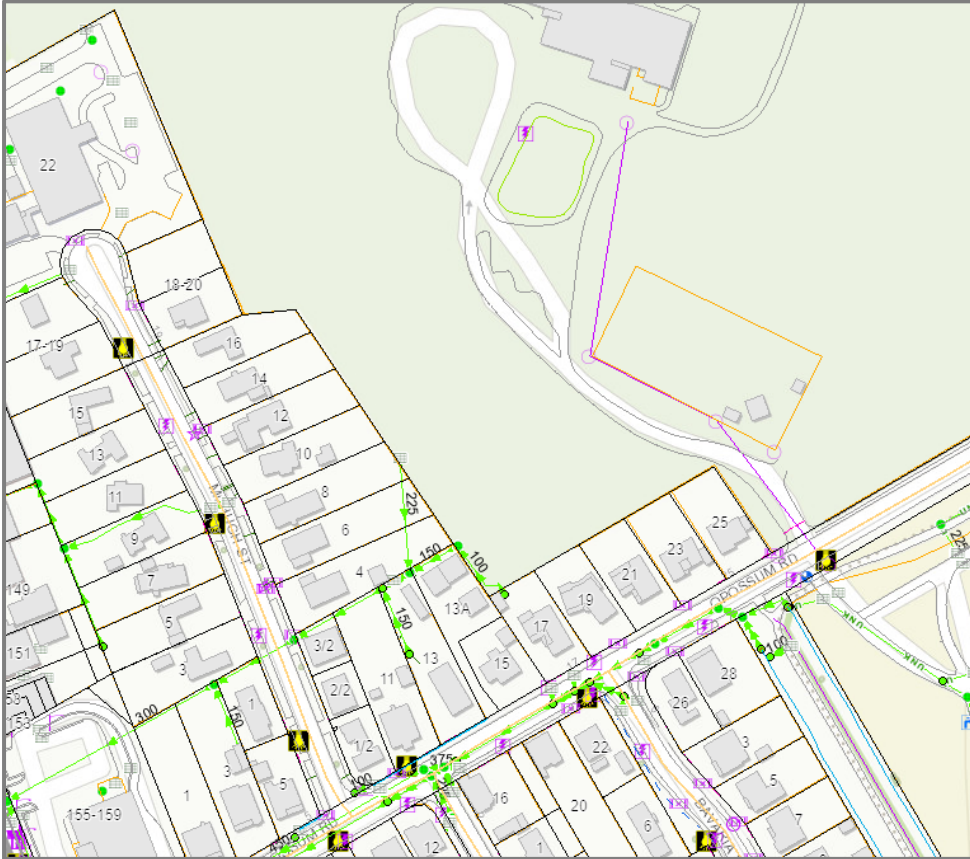


Figure 5 Stormwater and underground utilities for the area (Source: Stormwater & Underground Utilities Map; ARCGIS)

2.3 Road and access

Primary access to the subject sites clubrooms and facilities is via an existing access and driveway from Opossum Road.



Figure 6 Access from Opossum Road facing north



Figure 7 Access point from Opossum Road facing west



Figure 8 Access point from Opossum Road facing east



Figure 9 Access to Opossum Road facing south

2.4 Heritage

There is no identified or known Aboriginal or cultural heritage on the site or adjoining land. The land has previously been disturbed and developed.

2.5 Current zone

The subject site falls within the municipal area of Launceston City Council and is currently zoned Recreation. The site is adjoined by the General Residential Zone to the east and to the north west and the Inner residential Zone to the west.

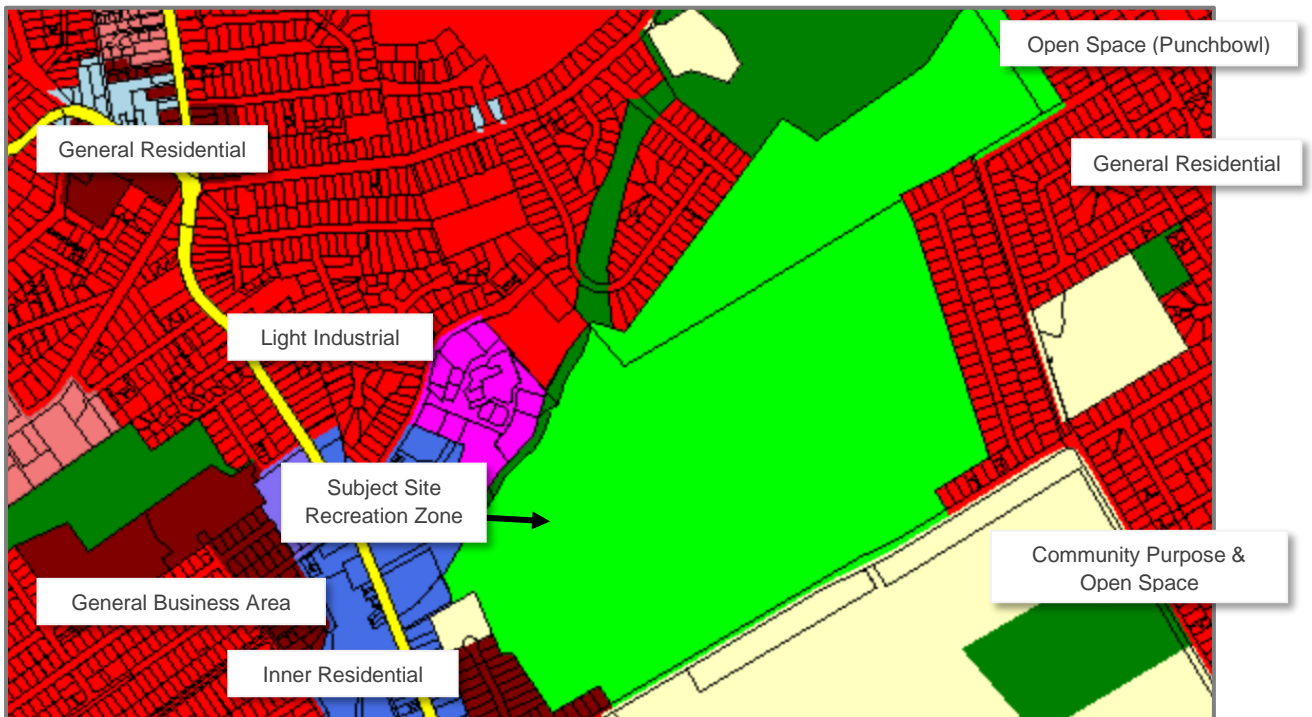


Figure 10 The subject site and surrounding area zoning (Source: LISTMap)

2.6 Current overlays

The subject site is affected by the Scenic Management Area Overlay (purple hatched area).

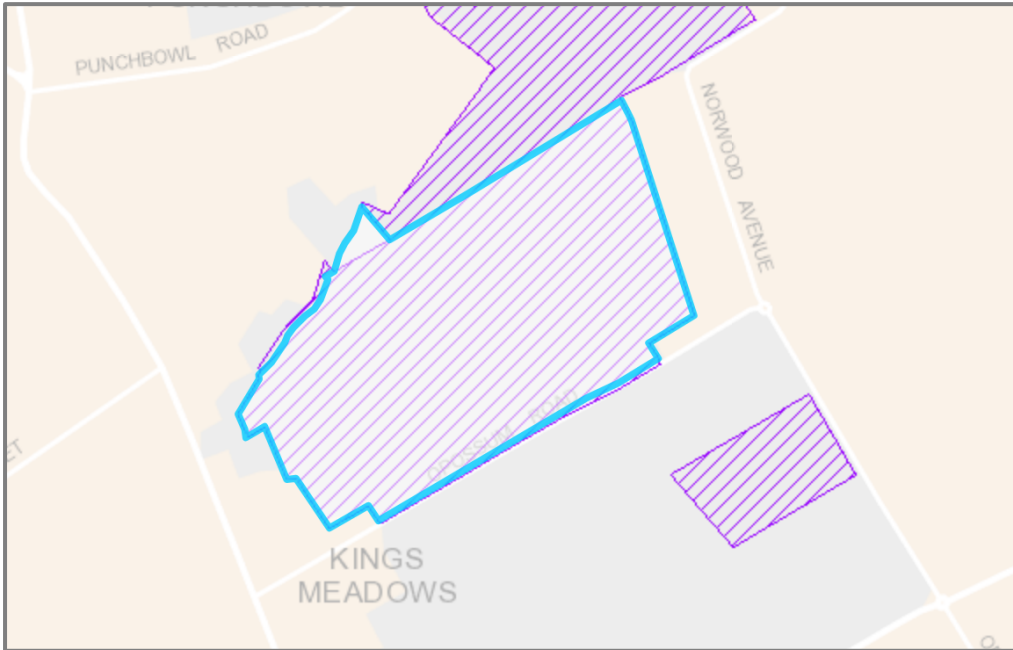


Figure 11 The subject site and overlays (Source: LISTMap)

The site is partially affected by the Bushfire Prone Area Overlay (red hatched area).

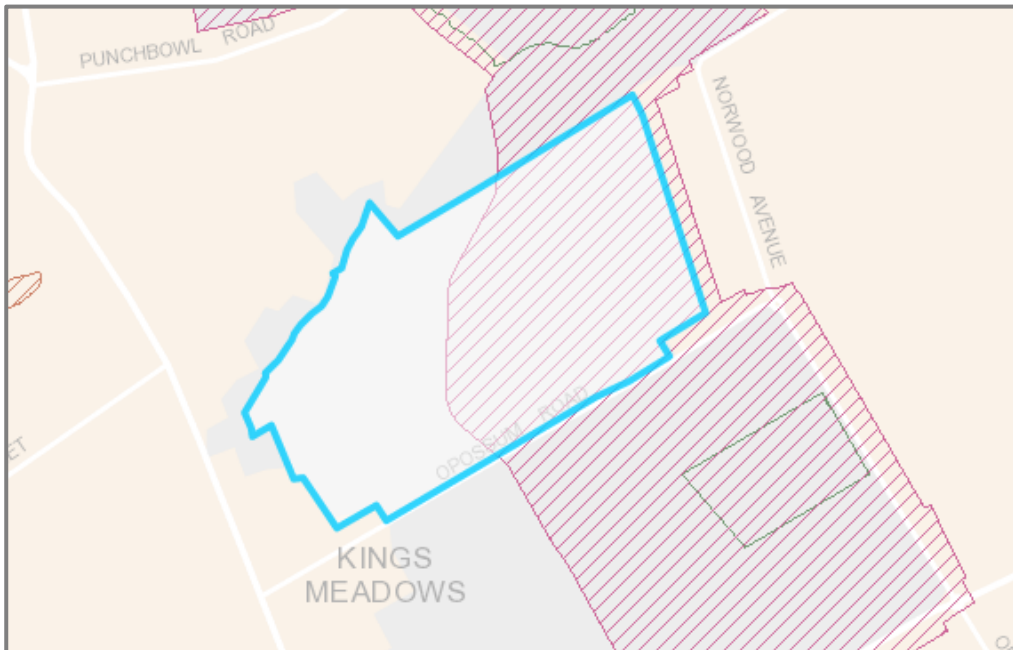


Figure 12 The subject site and overlays (Source: LISTMap)

2.7 Site images



Figure 13 Frontage to Opossum Road for adjoining properties to subject site



Figure 14 Subject site, rezone area; south and west boundaries



Figure 15 Subject site, rezone area; west boundary



Figure 16 Subject site, rezone area; west of club rooms

3. Planning Scheme amendment

3.1 Proposal

A request is made pursuant to section 43A of the *Land Use Planning and Approvals Act 1993* to rezone a portion of land from Recreation Zone to General Residential Zone under the *Launceston Interim Planning Scheme 2015*. The rezoning of land is to facilitate a 3 lot subdivision that will allow eventual residential development. The subdivision includes one newly created lot of 1.28ha; a cul-de-sac road lot, and the balance lot (40.9ha).

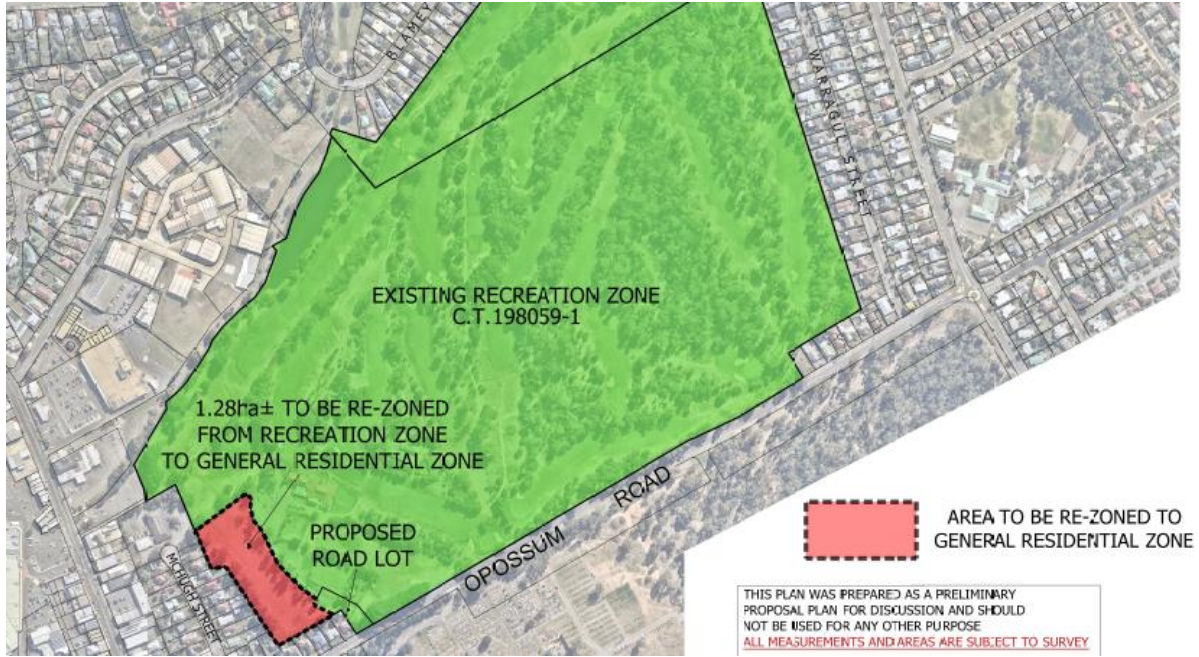


Figure 17 Subject site; Extract of rezone plan - See Annexure 2 for full detail.

3.2 Land Use and Planning Approvals Act 1993

3.2.1 Land Use and Planning approvals Act 1993 – Sections 43a and 33

This application is made in accordance with section.43A of the *Land Use Planning and Approvals Act 1993*. The relevant section under the act is shown below.

Division 2A - Combined permit and amendment process

43A. Application for a permit when amendment requested

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

Pursuant to section 33(1) of the *Land Use Planning and Approvals Act 1993* an amendment to the scheme is requested as part of this application. The relevant section under the act is shown below.

33. Request for amendment of planning scheme

- (1) A person may request a planning authority to amend a planning scheme administered by it.

Response

This application requests that the Launceston City Council amend the *Launceston Interim Planning Scheme 2015*, to change the zone for the subject site, as detailed at Annexure 2 – Rezone Plan, from Recreation Zone to General Residential Zone.

(2) A request is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.

Response

The request to amend the Launceston Interim Planning Scheme 2015 includes a form approved by the Tasmanian Planning Commission, and a Council application form.

(2A) If a request under subsection (1) is in respect of one parcel or several parcels of land covered by the planning scheme and is requested by a person who is not the owner of the land to which the proposed amendment applies, the request must be –

- a) signed by the owner or owners of the land; or
- b) accompanied by the written permission of the owner or owners to the making of the request.

Response

The amendment affects one title under the ownership of the Launceston Golf Club Ltd. Woolcott Surveys, as the applicant, is requesting the scheme amendment.

- a) The form has been signed by the relevant signatories of the owners of the land.
- b) There is no requirement for written permission as the form has been signed by the owners.

(2B) Before making a decision as to whether or not to initiate an amendment of the planning scheme, the planning authority must consider –

- a) whether the requested amendment is consistent with the requirements of section 32;

Response

The planning scheme amendment, must be consistent with section 32 of the Act. A response to this part of the Act is provided for at **Item 3.2.2** of this report.

The remaining parts of section 33, being section (2B); (ab), through to section (7), relate to responsibilities of Council as a planning authority and the Tasmanian Planning Commission as the decision maker. These sections are not addressed in this report.

3.2.2 Land Use Planning and Approvals Act 1993 – Section 32

32. Requirements for preparation of amendments

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

- a)
- b)
- c)
- d)
- e) must, as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area

Response

Although not a specific requirement under section 32, a draft amendment is taken to be a relevant scheme (section 20(2A), and therefore section 20(1) is applicable and the draft amendment must comply with relevant:

- State policies (refer **Item 3.5** of this report),
- further the objectives contained in Schedule 1 (refer **Item 3.4** of this report),
- have regard to the Council Strategic Plan (refer **Item 3.8** of this report),

- and any safety requirement prescribed under the Gas Pipelines Act 2000 (refer **Item 3.6** of this report).

Section e) of s32 requires that the amendment must as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme which apply to adjoining land.

A response to land use conflict is provided at **Item 3.10** of this report.

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

Response

Item 3.2.3 of this report provides a response to section 30O, demonstrating that the amendment will not conflict with the provisions of this clause.

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

Response

Item 3.3 of this report provides a response to section 1(f), in relation to the impact that the development will have from an environmental, economic and social perspective.

(2) The provisions of section 20 (2), (3), (4), (5), (6), (7), (8) and (9) apply to the amendment of a planning scheme in the same manner as they apply to planning schemes.

Response

The provisions of section 20 (2) – (9) do not apply to this draft amendment.

3.2.3 Land Use Planning and Approvals Act 1993 – Section 30O

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.

Response

This draft amendment is shown to be consistent with the Northern Tasmania Regional Land Use Strategy. A full response is provided at **Item 3.7** of this report.

(2) An amendment, of a planning scheme, that would amend a local provision of the scheme or insert a new provision into the scheme may only be made under Division 2 or 2A if –

- a) the amendment is not such that the local provision as amended or inserted would be directly or indirectly inconsistent with the common provisions, except in accordance with section 30EA, or an overriding local provision; and
- b) the amendment does not revoke or amend an overriding local provision; and
- c) the amendment is not to the effect that a conflicting local provision would, after the amendment, be contained in the scheme.

Response

The amendment is consistent with the common provisions as set out in the General Residential Zone and according to the scheme. No variations are proposed.

- (3) Subject to section 30EA, an amendment may be made to a local provision if –
 - a) the amendment is to the effect that a common provision is not to apply to an area of land; and
 - b) a planning directive allows the planning scheme to specify that some or all of the common provisions are not to apply to such an area of land.

Response

The amendment is consistent with the common provisions as set out in the General Residential Zone and according to the scheme. No variations are proposed to the common provisions or to a planning directive.

- (4) An amendment may not be made under Division 2 or 2A to a common provision of a planning scheme unless the common provision, as so amended, would not be inconsistent with a planning directive that requires or permits the provision to be contained in the planning scheme.

Response

Not applicable. The amendment does not seek to alter a common provision.

- (5) Subject to section 30EA, an amendment of a planning scheme may be made under Division 2 or 2A if the amendment consists of –
 - a) taking an optional common provision out of the scheme; or
 - b) taking the provision out of the scheme and replacing it with another optional common provision.

Response

Not applicable. The amendment does not seek to remove an optional common provision

3.3 Impact on the region

Section f) of section 32 of the Act requires that the effects and impacts of the proposed draft amendments use and development be considered against environmental, economic and social terms.

3.3.1 Environmental

The development of the site for residential use would have an environmental impact, as does all residential use. Provisions to minimise this are within the clauses of the zone and codes. The connection of sewer and stormwater for all lots are a part of the proposal plan and in accordance with acceptable solutions. Given the location is adjoining an existing developed area, and the underlying infrastructure networks are already in place, the development represents a sustainable outcome as minimal infrastructure is needed to service the new lots when considered against greenfield development.

The subdivision does not require the removal of vegetation.

The subject area is not listed as being within a priority habitat overlay and does not have any threatened flora or fauna species identified.

3.3.2 Economic

The benefits of allowing a residential development to the local economy are explained in the Launceston Residential Strategy (Launceston City Council, 2010).

The construction industry, including the housing industry supports 6% of the population (2010 figures). In addition to supporting the construction industry, support for this development would have flow on effects to supporting industries and ongoing economic effects to the local commercial district. Future residents will ultimately participate in the local economy and support the local shops and services within Kings Meadows.

The following figures from The Australian Bureau of Statistics are for the whole of Tasmania (not Launceston alone) but provide an indication that throughout 2020, the rate of arrivals was higher than the number of departures from the State.

March 2020 Quarter			December 2020 Quarter			March 2021 Quarter		
Arrivals	Departures	Net	Arrivals	Departures	Net	Arrivals	Departures	Net
3032	2734	+298	3841	3542	+299	3808	3531	+277

Table 1 - Interstate migration (ABS; sourced 25 August 2021; <https://www.abs.gov.au/statistics/people/population/regional-internal-migration-estimates-provisional/latest-release>)

Anecdotal reports from new residents and real estate agents confirm that residential demand within Launceston is unprecedented, putting upward pressure on prices and supply. Tasmania (and Launceston) is proving to be an attractive destination for interstate migration, however, residential land is needed to facilitate this in a sustainable manner.

3.3.3 Social

In part, the social implications of allowing the proposed rezone and subdivision are related to the economic factors. The current demand on property within Launceston means prices are rising, potentially excluding first time home buyers or lower income buyers. While this proposal will not impact the supply of land significantly, it is a contribution.

The social benefits to the location include the proximity to services and retail outlets as well as local schools, all of which contribute towards established and thriving neighbourhoods. The local area has existing residences with established gardens and tree lined streets. The Punchbowl Reserve to the north is an excellent open space destination, as is Carr Villa Reserve to the south. All these factors contribute to the wellbeing and living standards that are recognised as desirable by the Launceston Residential Strategy and by the Planning Scheme itself as it aims to protect amenity for residents where possible.

In summary, the proposal would have a net positive impact when considered against environmental, economic and social terms and is a good development outcome.

3.4 Objectives of the Land Use and Approvals Act 1993

3.4.1 Schedule 1, Part 1 Objectives

Section 20(1)(a) and 43C (1)(a) of the *Land Use Planning and Approvals Act 1993* (The Act) require that in determining an application, the planning authority must seek to further the objectives set out in Schedule 1 of the Act. Schedule 1, Part 1 has been examined and responded to below.

Objective	Response
a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and	The land is currently used for recreational purposes and has been developed as such. The portion of land subject to this proposal is currently cleared (some mature trees) and used as a practice fairway. The area has no identified natural resources when considered against ecological processes and genetic diversity.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and	The development is a logical and orderly expansion of the residential area to the west. The adjoining residential use means the development of infrastructure and services will be congruous and in proximity to the existing, which represents sustainable development.
(c) to encourage public involvement in resource management and planning; and	The planning application process under section 43A of LUPAA provides a public consultation period of 28 days. During this period, the public can make comment on the proposed application. Following this period, the Tasmanian Planning Commission hold hearings to ensure all stakeholders have an opportunity to have input and have their views heard.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and	The development will facilitate economic development through future development of the land in accordance with the provisions of the GRZ. The subsequent addition of residents to the area means increased participants in the local economy, contributing to the sustainment of local trade and employment.
(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.	Each level of government and the private sector have their distinct roles to play in the development process. This proposal is compliant and dependant on these processes.

3.4.2 Schedule 1, Part 2 Objectives

Objective	Response
(a) to require sound strategic planning and co-ordinated action by State and local government; and	The rezone is demonstrably sound and in compliance with the policies and actions of the Regional Land Use Strategy, (See Item

	<p>3.7) and other relevant strategies associated with residential development. It represents continuous and contiguous development on what is, by definition, brownfield land.</p>
<p>(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; and</p>	<p>The proposal will seek to set aside the provisions of the Recreation Zone and install those of the General Residential Zone, to be enforced accordingly by the Launceston City Council.</p>
<p>(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; and</p>	<p>The rezone and subdivision proposal seeks to provide additional residential land in an orderly manner.</p> <p>It will contribute to the supply of residential land in a well-suited location in the greater Launceston area.</p> <p>The proposal represents a positive outcome socially and environmentally. Item 3.3 of this report provides an expanded response on the impacts of the rezoning.</p>
<p>(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; and</p>	<p>The proposal is subject to existing policies that guide land use and development. The proposal seeks to be compliant with these and make good use of the land.</p>
<p>(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; and</p>	<p>The section 43A application provides for a development application to be assessed simultaneously to a scheme amendment. The development application has been purposefully included with the rezone application to provide some sense of context and to ensure the process is efficient and consolidated. Future development of proposed Lot 1 will be subject to the application process with Council.</p>
<p>(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; and</p>	<p>The subdivision provides residential zoned land in a pleasant, safe and efficient environment. The subdivision and rezone are within walking distance to bus stops and services.</p> <p>The subdivision will facilitate suitable development that is well located to allow these objectives.</p>
<p>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and</p>	<p>There are no identified buildings, areas or places which are of scientific, aesthetic, architectural or historical interest.</p> <p>While the golf club itself has a long and proud history, this remains intact and unaffected by this proposal.</p> <p>There is no known record of European heritage sites and the site is not on the</p>

	Tasmanian Heritage Register.
(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; and	<p>The proposal and the expansion of public infrastructure will be done in a sustainable manner. All parts of the development will be connected to TasWater reticulated water and sewer, as well as the Council stormwater system.</p> <p>A new cul-de-sac will be provided to service the development, providing a benefit to the community through future vehicular connection to the existing recreational use and the future residential use. Pedestrian infrastructure can be made upon future development.</p>
(i) to provide a planning framework which fully considers land capability.	<p>As the land is not currently, nor, ever likely, to be used for agricultural production, the proposal represents a good land use outcome by allowing residential development within an existing and established urban area.</p>

3.5 State Policies

3.5.1 State Policy on the Protection of Agricultural Land 2009

The provisions of this State policy are captured in the Rural Resource Zone in the Scheme and aim to preserve agricultural land for appropriate uses. The provisions do not affect Recreation or General Residential Zoned land and are not applicable to this application.

3.5.2 State Coastal Policy 1996

The subject site is not located near a coastal zone and this policy is not applicable.

3.5.3 State Policy on Water Quality Management 1997

The provisions of this State policy are practically captured in the Water Quality Code in the Scheme. As the subject site is more than 30m from a wetland or watercourse, the relevance of the policy is minimal. The Kings Meadows Rivulet, approximately 200m to the north, currently captures a large amount of stormwater from Kings Meadows and will accommodate future stormwater from the development.

Provisions are included to allow future development to connect to reticulated stormwater and reticulated sewer. Details are included at Annexure 4.

3.5.4 Natural Environment Protection Measures

The Natural Environment Protection Measures (NEPMs) apply to factors such as air quality, land contamination and waste control and other pollutant matters between states and territories in Australia. The NEPMs relate to matters that are not affected by this proposal. The site is not considered to be contaminated.

3.6 Gas Pipelines Act 2000

The subject site is not affected by the gas pipeline corridor and the requirements of the *Gas Pipelines Act 2000* are not applicable.

3.7 Northern Tasmania Regional Land Use Strategy (RLUS)

Section 30O (1) requires that an amendment be consistent with the regional land use strategy for the regional area to which the amendment relates to. The subject site sits within the City of Launceston municipality and the Regional Land Use Strategy of Northern Tasmania applies. The draft amendment has been examined against relevant sections of the strategy and is discussed as follows.

3.7.1 Regional Strategic Planning Framework

C.4.1 Goal 1: Economic Development

To facilitate economic development and productivity through integrated land use and infrastructure planning.

Strategic Direction G1.2

Adopt an integrated and coordinated approach to government infrastructure, transport and land use planning.

This will be achieved by the following strategies:

- a) Coordinate provision of transport, energy, communications and other infrastructure services with appropriately zoned and located land for development.
- b) Coordinate transport planning and land use planning by:
 - Safeguarding planned network improvements;
 - Identifying key transport networks and future networks; and
 - Understanding transport growth predictions.
- c) Encourage sustainable modes of transport by:
 - Protecting the rail and road network from encroachment by sensitive uses;
 - Ensuring traffic impacts and car parking are adequately considered; and
 - Encouraging cycling, walking and public transport use.
- d) Coordinate land use, future sewerage and water provision whilst promoting effective and efficient use of existing service infrastructure.
- e) Maximise provision of communications technology including the broadband network to commerce and industry, and create opportunities for new development.

Response

The subject site is located within an urban environment, predominantly made up of dwellings within the residential use class. The surrounding land provides reticulated sewer, water and stormwater services which can be extended to the subject site. This will allow for a coordinated and efficient use of infrastructure. The Road Layout and Concept Services Plan provided as Annexure 4, Drawing number 332.31-SK01, from Hydrodynamica, provides detail on proposed sewer, water and stormwater infrastructure to service the lot.

The subject site is located within 0.5km of Hobart Road. Hobart Road provides a major thoroughfare from Kings Meadows towards Launceston CBD and connects to major transport networks. Hobart Road is serviced with bus stops in walking distance to the subject site.

The proposed lots are listed as being within a serviceable area for NBN connection.

C.4.2 Goal 2: Liveability

To promote liveability measures for social and community development and the betterment of healthy, strong and vibrant urban and rural settlements.

Strategic Direction G2.2

Plan for socio-demographic changes

This will be achieved by the following strategies:

- a) Plan for the needs of an ageing population including retaining and attracting a skilled labour supply, particularly people aged 15 – 29, to provide for a sustainable future workforce.
- b) Promote and plan for a diverse range of dwelling types and sizes, including small lot housing and multiple dwellings (to match changes in household size and composition) in locations highly accessible to community services.

Response

The proposed rezoning and subdivision will provide residential land within an urban environment. The new lot will be suitable for residential development that facilitates a suitable range of dwelling types. The land is well suited for building and convenient living, being unconstrained by landform hazards. The location is highly accessible to community services. In all, the proposed rezoning is consistent with this strategic direction.

Strategic Direction G2.4

Enhance social inclusion

This will be achieved by the following strategies:

- a) Improve accessibility through improved walking and cycling networks, and integrated public transport.
- b) Promote accessibility of services for new dwellings and in response to issues of affordability.
- c) Provide for a mix of integrated and complementary land uses.

Response

The subject site has excellent accessibility for road, pedestrian and public transport networks that exist in the locality. The land is proposed to be zoned General Residential which allows for a range of complementary uses which may be assessed as discretionary and determined to be suitable. The development will integrate with the surrounding area which has a range of complimentary land uses in existence, including the Major Activity Centre of Kings Meadows.

C.4.2 Goal 3: Sustainability

To promote greater sustainability in new development and develop stronger community resilience to social and environmental change.

Strategic Direction G3.1

Promote and protect the Region's unique environmental assets and values.

This will be achieved by the following strategies:

- a) Protect sensitive landforms and ecosystems, including coastal landforms and karst (limestone area shaped by erosion).
- b) Manage the relationship between development and impacts of natural hazards (for example salinity, land instability, acid sulfate soils, bushfire and flood potential, contamination).
- c) Promote regionally significant open space and outdoor recreational opportunities.
- d) Enable opportunities for renewable energy production including wind, geothermal, tidal, and wave energy.
- e) Protect the future capacity of the natural resource base including productive soils, minerals, hard rock and significant forest assets.
- f) Protect and enhance water quality including significant wetlands and waterways.
- g) Protect and manage available agricultural land for sustainable productive use and values.
- h) Preserve and protect areas of natural environmental significance, particularly:
 - Areas of biodiversity and important flora and fauna communities and threatened species;
 - land and coastal areas sensitive to climate change, tidal and storm surges, rising sea levels and other natural hazards (including acid sulfate soils, bushfire and flooding); and
 - Regionally significant open space, scenic landscape amenity areas and outdoor recreation reserves.

Response

The subject site is not within a sensitive landform and is classified as land which has been previously developed. The site is free from land form hazards. The golf course provides an outdoor recreation reserve that also contributes to the area's sense of place and open space. Although a section of land will be taken out of this space, it is minor when considered against the whole of the site and currently under-utilised. The development of land will help to future proof the recreational use of the site and retain the sense of open space and vegetation for the benefit of the community.

The Punchbowl Reserve and Carr Village Reserve are within walking distance and each provide an excellent community recreational open space. The land is not in close proximity to any watercourse or wetlands, the closest being the Kings Meadows Rivulet and wetland approximately 300m north of the site. Sewerage and stormwater are able to be managed through infrastructure solutions.

The site is vegetated with planted species but it is not assessed as significant and the area proposed for rezoning is currently used as a practice fairway. The vegetation being removed is not considered to be of regional significance to the bioregion.

3.7.2 Regional Land Use Categories

D.2.1.2 Urban Growth Areas

Comprise land within the developed urban settlement or in areas intended for urban development as identified in a Priority Consolidation Area, Supporting Consolidation Area, Growth Corridor or Future Investigation Area shown in the Regional Framework Plan Maps D.1, D.2 and D.3.

The areas indicated in the Regional Framework Plan are indicative only, and represent a contiguous urban form that will be subject to local strategy which:

- provides for growth that will occur in or contiguous to Urban Growth Areas;
- determines the nature of development and linkages to the greater urban area;
- determines the appropriate boundaries of the Urban Growth Area on a particular site; - considers the Key Principles in D.2.1.1.

Response

The subject site is within land identified as Priority Consolidation Area (see Figure 12). The priority consolidation area is classified as an urban growth area. The intent of the urban growth area is to provide for urban development which meets the needs of a changing population.

Priority consolidation areas

- Comprising land in established urban areas focused on the Launceston Central Area as defined in the Regional Framework Plan Map D.1; and
- Support a range of urban use and development that provides improved access, services, amenity and liveability.

Response

The subject site is located within the Priority Consolidation Area See (Figure 17) at the interface of the Supporting Consolidation Area. The area is an established and connected suburban environment, located near schools, open space reserves and community services.

The Major Activity Centre of Kings Meadows services the area which is accessible by pedestrians, vehicles and public transport. The area at large accommodates a wide range of integrated land uses, including residential, recreational, commercial and industrial uses.

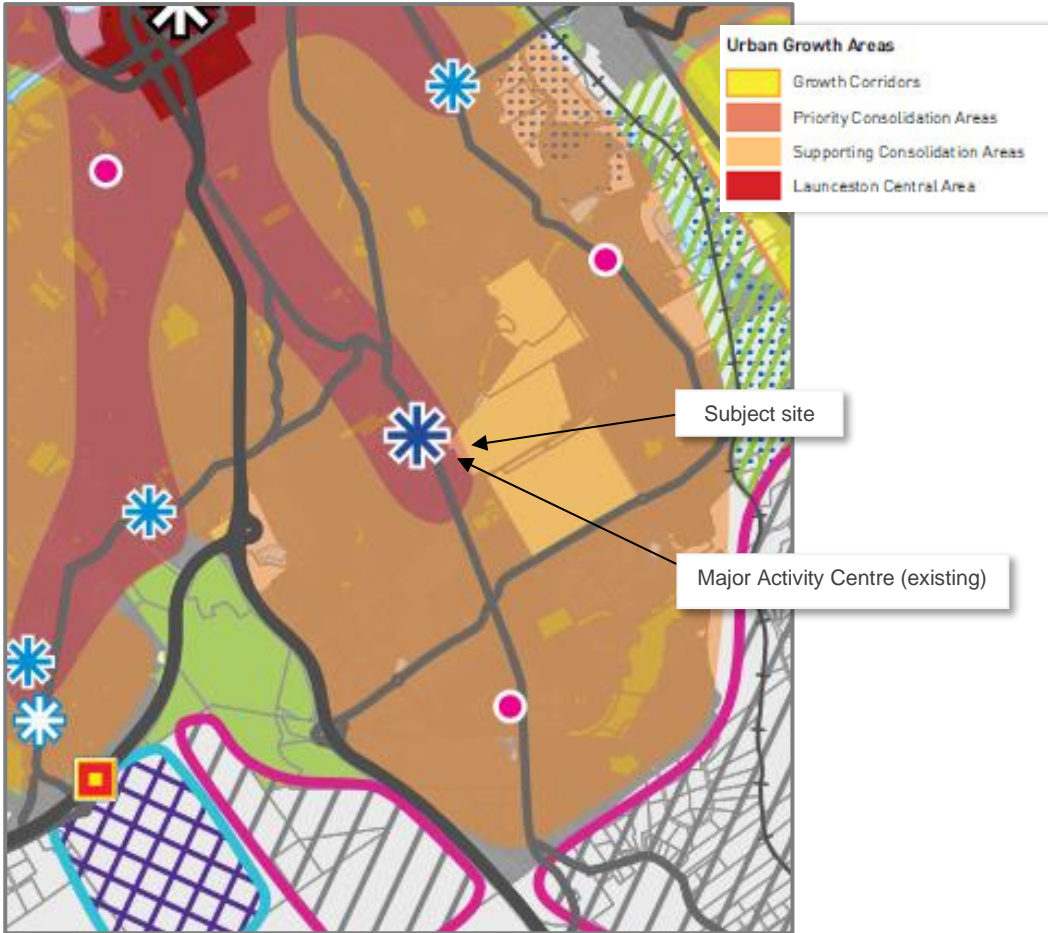


Figure 18 Extract, Map D.1 Regional Framework Plan (Source: Northern Tasmania Regional Land Use Strategy)

3.7.3 Regional Planning Policies

E.2 Regional Settlement Network Policy

E.2.3 Key Settlement Network Strategies

Settlement pattern

Planning for and development of the Regional Settlement Network should apply the following strategies:

- 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.

Response

The proposed rezone and subdivision development is an opportunity to provide infill development within an existing and connected urban area. As the subject site has previously been developed (for recreational purposes) the site is considered to be brownfield development. The proposed subdivision

allows the continuous and seamless extension of residential development, stemming from the western boundary.

The location is central to both open space localities and to services and is connected by an established transport network within Norwood and Kings Meadows.

E.2.4 Specific Policies and Actions	
Regional Settlement Networks	
Policy	Actions Response
<p>RSN-P1</p> <p>Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).</p>	<p>RSN-A1</p> <p>The proposed re-zone makes provision for the supply of well-located and serviced residential land.</p> <p>RSN-A2</p> <p>The site is located within a Priority Consolidation Area (interfacing with the Supporting Consolidation Area).</p> <p>RSN-A3</p> <p>The proposed zoning of GRZ allows for flexible use of the land within the provisions of the GRZ on a section of land that is currently underutilised by the golf club.</p>
<p>RSN-P2</p> <p>Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.</p>	<p>RSN-A4</p> <p>The area surrounding the proposed residential land is serviced by TasWater. The land can be developed to be fully serviced for water and sewer. This is shown by the concept engineering drawings provided at Annexure 4, Drawing 332.31-SK01.</p> <p>RSN-A5</p> <p>The re-zone allows for residential development choices that match demand within the limits of the GRZ.</p> <p>RSN-A6</p> <p>The subject site is in proximity to the Major Activity Centre and transport options.</p>

Housing Dwellings and Densities	
Policy	Actions Response
<p>RSN-P5</p> <p>Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region’s Urban Growth Areas to meet residential demand.</p>	<p>RSN-A10</p> <p>The proposed rezone and development will allow for appropriate density growth to occur in a well serviced area and appropriate location. The proposed 1.2ha lot will provide for a range of dwelling types including multiple dwellings.</p>
<p>RSN-P7</p> <p>In new development areas include a diversity in land uses, employment opportunities and housing types at densities that support walkable communities, shorter</p>	<p>RSN-A12</p> <p>The development proposal integrates into the existing community and development pattern. There are employment opportunities nearby (walkable) for a</p>

vehicle trips and efficient public transport services.	broad demographic, and within a short commute (Greater Launceston). The local primary school and public transport bus stops are also in proximity to the site.
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Integrated land use and transport	
Policy	Actions Response
<p>RSN-P8</p> <p>New development is to utilise existing infrastructure or be provided with timely transport infrastructure, community services and employment.</p>	<p>RSN-A14</p> <p>Complies. The proposal is in alignment with the Urban Growth Area purpose and objectives. There is existing transport infrastructure within the surrounding area to rely on and utilise.</p>

E.4 Regional Infrastructure Network Policy
E.4.3 Key Infrastructure Network Strategies
<p>Planning and development of the Regional Infrastructure Network should apply the following strategies:</p> <ul style="list-style-type: none"> ▪ Support development that consolidates and maximises the use of existing infrastructure capacity and planned infrastructure; ▪ Develop and protect transport assets and systems to promote a sustainable transportation network, having regard for access and choice and including public transport, cycling and walking movements; ▪ Promote greater coordination between government sectors in infrastructure planning to achieve greater alignment with land use planning and more efficient and effective land use outcomes; ▪ Promote infrastructure planning that leverages renewable energy opportunities; ▪ Support transport planning initiatives that improve accessibility; and ▪ Advance and demonstrate consistency with the strategic planning projects and priorities promoted by the Tasmanian Infrastructure Strategy (2010).

Response

Kings Meadows is classified as a Major Activity Centre (MAC) according to the Table E.2 of the strategy. The role of MACs is to provide for a wide range of services and facilities (including offices for business and government) to serve the surrounding subregion, with a strong focus on the retail and commercial sector (See Figure 18). The subject site area is within a developed location with existing transport networks including Metro Bus services throughout.

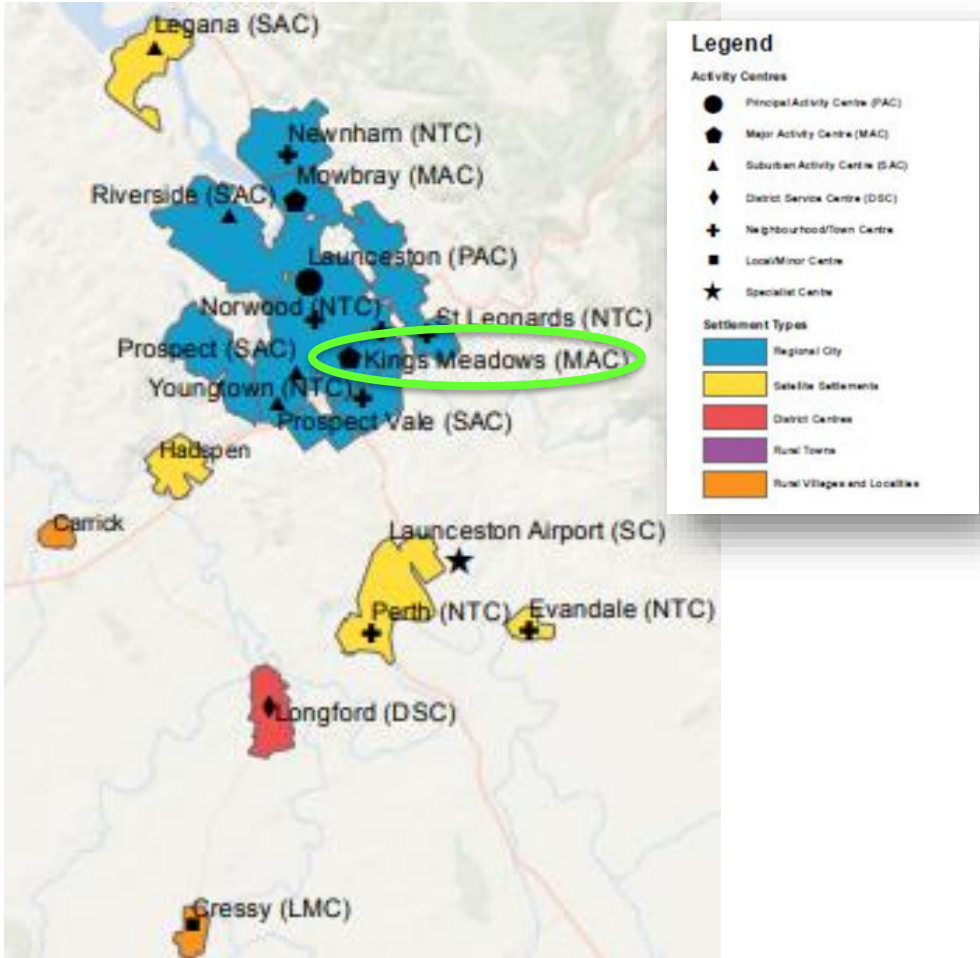


Figure 18 - Extracted from the Northern Tasmania RLUS - Map E1 Regional Settlement and Activity Centre Networks.

E.4.4 Specific policies and actions	
Policy	Actions Response
<p>RIN-P6</p> <p>Facilitate and encourage active modes of transport through land use planning.</p>	<p>RIN-A10 RIN-A11</p> <p>The potential development will include a road that connects to the existing transport network. There are bus stops on Hobart Road and many services and destinations are easily in walking distance.</p> <p>RIN-A16</p> <p>The development will increase participation in the Activity Centre Network by allowing residential development in a consolidated area. This promotes interaction with established activity areas in excellent proximity and convenience.</p>
<p>RIN-P7</p> <p>Facilitate an efficient and convenient public transport system through land use planning.</p>	<p>RIN-A18</p> <p>The rezone allows for residential development appropriate to the land that is closely tied, by proximity and access, to the available public transport services.</p> <p>RIN-A22 RIN-A23 RIN-A24</p>

	<p>The GRZ is an appropriate zone to encourage densities that support public transport, and being in proximity to the MAC, make use of the network by being in walkable distance to public transport options.</p> <p>With growth and residential demand currently experienced in Launceston, the demand for public transport is likely to increase and dwellings with easy access to transport networks and services will be needed.</p>
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E.7 Regional Environment Policy

E.7.3 Key Environment Strategies

- Support measures to adapt to climate change and reduce growth of greenhouse emissions.
- Avoid locating land designated for housing, industry, community and infrastructure services within or adjacent to areas which are vulnerable to an unacceptable level of risk, including coastal inundation, landslip, flooding or contaminated land.
- Support 'early action' against climate change and advance strategic planning initiatives that identify and prioritise response to environmental issues and limit associated future costs.
- Advance regional integration and coordination to align planning policy and strategy between local councils and at different levels of government to provide consistency in environmental response.
- Measures for climate change adaptation are to inform municipal planning schemes including technological, infrastructure, planning and regulatory measures.
- Build and protect a strong network of open space to advance conservation and natural cultural values, enhance urban area amenity, encourage healthy lifestyles, promote climate change mitigation and maintain utilitarian values.
- Provide for development that adequately considers water quality and potential impacts on coasts, waterways and wetlands.
- Promote landscape management and policy initiatives to recognise the importance of scenic landscapes for natural values and tourism outcomes.
- Advance and demonstrate consistency with State and regional planning policies, projects and initiatives.

Response

Maintaining a compact urban environment with consolidated infrastructure development is considered desirable against sustainability measures, which are important in the combat against climate change. The subject site is so located and also free from land form hazards such as landslide, inundation and bushfire hazard.

As wastewater and stormwater can be managed through infrastructure and established services, the impact to the environment is manageable and represents best case planning for residential growth, being consolidated infill development. Scenic aspects and values can be managed to be retained as much as is practical, the development area is set behind existing housing, making the development low impact and integrated into the existing urban form.

The proposed rezone and subdivision are consistent with the State and regional policies, and the objectives of local strategies.

E.7.4 Specific policies and actions

Biodiversity and Native Vegetation

Policy	Actions Response
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<p>BNV-P01</p> <p>Implement a consistent regional approach to regional biodiversity management, native vegetation communities and native fauna habitats including comprehensive spatial regional biodiversity mapping.</p> <p>BNV-P02</p> <p>Except where planning scheme provisions provide for exemptions, restrict land clearing and disturbance of intact natural habitat and vegetation areas, including areas of forest and non-forest communities declared under the Nature Conservation Act, coastal wetlands and remnant and appropriate cultural vegetation within settlement areas.</p> <p>BNV-P03</p> <p>Land use planning is to minimise the spread and impact of environmental weeds.</p> <p>BNV-P04</p> <p>Land use planning processes are to be consistent with any applicable conservation area management plans or natural resource management strategy</p>	<p>BNV-A01</p> <p>The proposed rezone does not incorporate any further protective overlays as the area has not been identified to contain significant natural values.</p> <p>The subject site is affected by the Scenic Management Area Overlay which seeks to protect, retain and maintain vegetated areas where possible, acknowledging that the surrounding urban area cannot maintain full vegetative cover. The position of the area to be rezoned is lower topographically on the lot and will adjoin a residential area of Kings Meadows. It will not look out of character.</p> <p>No threatened flora and fauna have been identified on the site. As the development area is contiguous to the existing residential development, the impact to the vegetative effect for the area is minimal.</p> <p>BNV-A02</p> <p>The existing vegetation is low biodiversity value.</p> <p>BNV-A04</p> <p>No offsets are proposed or required.</p>
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Landscape and scenic amenity	
Policy	Actions Response
<p>LSA-PO1</p> <p>Consider the value of protecting the scenic and landscape amenity of key regional tourism routes having regard to the routes identified in Map E3 and local circumstances, as well as the:</p> <ul style="list-style-type: none"> ▪ Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the tourism industry as well as local visual amenity; ▪ Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and ▪ Need to protect skylines and prominent hillsides from obtrusive development/works. <p>LSA-PO2</p> <p>Protect specific topographic or natural features of significant scenic/landscape significance.</p>	<p>LSA-A01</p> <p>The subject site is within an identified Scenic Management Area according the Launceston Interim Planning Scheme 2015. A full response is provided at Item 4.2-E7 of this report.</p> <p>LSA-A03</p> <p>The response at Item 4.2-E7 shows the proposed subdivision complies with the provisions of the overlay.</p>

3.8 City of Launceston Strategic Plan 2014-2024

The City of Launceston Strategic Plan 2014-2024 is prepared according to the Local Government Act 1993 and outlines Council’s direction to the operations to be undertaken with regard to goals, strategy and actions.

Relevant overarching goals to this application are:

Goal	Actions/Results
To promote Launceston as a unique place to live, work, study and play.	<p>Showcase Launceston as an attractive city in which to live.</p> <p>Provide for a liveable and amenable environment through the delivery and maintenance of public places, open spaces and facilities.</p>
To reduce the impacts on our natural environment and to build resilience to the changing intensity of natural hazards.	<p>Well managed stormwater flooding events.</p> <p>A reduction in our and the community's impact on the environment.</p>
To drive appropriate development opportunities as well as infrastructure, land use planning and transport solutions.	<p>Levels of investment and development in the CBD and other urban areas, including (mixed) residential uses.</p> <p>Increased customer satisfaction for planning and approval services.</p> <p>Increased number of Development Applications and Building Applications.</p>
To develop a strategic and dedicated approach to securing economic investment in Launceston.	<p>Increased population numbers.</p>

Response:

This proposal is consistent with the strategic direction of the Plan, and will contribute to the goals by developing appropriate residential development. The rezoning will facilitate a liveable and amenable development while ensuring the impact on the environment is relatively insignificant. The development will contribute to an increased number of development applications and increased population numbers within the municipality.

3.9 Launceston Residential Strategy 2009-2029

The Launceston Residential Strategy 2009-2029 provides strategic direction for housing in the Launceston Municipality. It is designed to be compliant with State legislation and to be consistent with the goals of Launceston Vision 2020; to manage housing supply and to achieve community benefits such as access to services and reduced car dependency.

Among the relevant responses set out in the strategy, is the imperative to cater to housing and transport network diversity at the subdivision stage and seek opportunities for infill opportunities that prevent outward sprawl and maximise existing infrastructure.

Social and economic factors touched on in the strategy include the economic contribution of the construction industry and flow on effects; and, the increase of an aging population and expectations around residential density and access to services. Careful planning can help to ensure appropriate densities and access to transport and services is met.

In considering how to increase density without detriment, the strategy states that a mix of lot sizes should be presented within subdivision applications, to provide for a range of housing development types. Subdivision design should integrate with the existing urban fabric and consider the incorporation of transport networks and open spaces into residential layout.

In assessing housing supply and demand, there needs to be opportunities sufficient to satisfy the needs of the population, and to direct growth to appropriate locations. Council should aim to provide sufficient opportunity for viable development with economical and sustainable provision of infrastructure. This means working with developers proactively to address current issues and maximise housing opportunities.

The current demand for residential lots has not been predicted by the strategy. Projections for a high-level growth scenario estimate a general population of 72,903 by 2024, whereas, the current population of Launceston, in 2021 is 80,916 according to the last census (Australian Bureau of Statistics, 2020). It is evident that a growing population is a current trend and the provision of suitable land for residential development is paramount.

The Strategy seeks to prioritise brownfield development where possible, which is fully serviced and within proximity to identified centres of activity. Vacant residential land is recognised as desirable also and locations and servicing should also be considered.

When measured against this summarised strategic criterion, the proposal meets the overarching objectives and predicted demands for residential land. Whether the land can be categorised as 'brownfield' development (given the site has been previously developed, albeit for recreation purposes), or vacant land, it is ideally located in a walkable area that is integrated with transport networks (pedestrian, vehicle and public transport) and with close proximity to a major activity centre. The activity centre at Kings Meadows has an abundance of retail and other outlets and is virtually self-contained. Most residential needs can be met by the activity centre in Kings Meadows, reducing the need to travel to the Launceston CBD which contributes to more congestion in the city centre.

While not recognised in any documentation, the current demand for real estate has been observed and residential opportunities are scarce, particularly within localities serviced as completely as the subject site. The proposed rezone and subdivision will, in a small way, contribute to the provision of well-suited residential land, upon future residential development, which is in line with the goals of this strategy.

3.10 Land Use Conflict

Section 32 (1)(e) requires land use conflict to be considered.

This application seeks to rezone the land from Recreation Zone to General Residential Zone and then to subdivide the land.

The rezoning allows the following use classes, according the *Launceston Interim Planning Scheme 2015*, within the General Residential Zone.

10.0 General Residential Zone

10.2 Use Table

No Permit Required	
Use Class	Qualification
Educational and occasional care	If for home based child care
Residential	If for a single dwelling
Natural and cultural values management	

Passive recreation	
Permitted	
Use Class	Qualification
Residential	If for multiple dwellings
Utilities	If for minor utilities
Discretionary	
Use Class	Qualification
Business and professional services	If for a medical centre
Community meeting and entertainment	If not a cinema or function centre
Educational and occasional care	
Food services	If for a cafe or takeaway food premises
General retail and hire	If for a local shop
Residential	<p>If not listed as No Permit Required or Permitted</p> <p><i>Except for assisted housing* on land at 242-254 St Leonards Road, St Leonards, as shown on the overlay maps, which is restricted to single person tenancies for each dwelling of no more than 6 months per tenant.</i></p> <p><i>*means housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.</i></p>
Utilities	
Visitor accommodation	

The adjoining land to the subject site (as defined at Annexure 2 – Rezone Plan) is in the Recreation Zone to the east, and the Inner Residential Zone to the west (noting that Council has proposed to rezone the Inner Residential land to General Residential under the draft LPS for the Tasmanian Planning Scheme).

The use of the golf club is considered to be relatively passive. The use does not generate emissions (noise, dust) to a degree that would affect residents; the grounds are maintained and the use, at the western end of the lot, is more closely associated with the clubrooms and parking area. This would be separated by driveway from the area to be re-zoned. It would be similar to, and likened with pedestrian activity for the most part, and vehicle activity is at low speeds within the grounds. The activity generated by the golf club is such that would be an expected for the zone.

As there has been residential use adjacent to the golf course, and sharing a boundary, for some time, it is demonstrated that the two zones and relative provisions are not in conflict. The open, vegetated space provided by the golf course increases the vista of green space, or borrowed scenery, enjoyed by residents. The main area of play on the golf course is directed away from the residential areas.

Residential uses and golf courses have operated in harmony around the state since their development. There are multiple examples of golf courses within the region which are developed adjacent to residential zonings. It is assessed that there is no risk of conflict between the General Residential Zone and the permissible uses provided for under the adjoining Recreation Zone.

4. The Development

The development application is assessed against the provisions of the General Residential Zone of the *Launceston Interim Planning Scheme 2015*.

The development seeks to create 3 lots by subdivision being: 1 lot to be rezoned for residential use of 1.28ha; 1 new road lot, to allow access to the residential area and the golf course area; and, the balance lot if the golf course of 40.9ha.

A concept services plan is provided at Annexure 4 showing future connections for reticulated services.

4.1 Zone assessment

10.0 General Residential Zone

10.1 Zone Purpose

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.

10.1.2 Local Area Objectives

There are no local area objectives

10.1.3 Desired Future Character Statements

There are no desired future character statements

Response:

The proposed does not present a conflict to the purpose of the zone.

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.	
Acceptable Solutions	Performance Criteria
A1.1 Each lot, or a lot proposed in a plan of subdivision, must: <ul style="list-style-type: none"> a) have a minimum area of no less than 500m²; and 	P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

<p>A1.2 Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> b) be able to contain a rectangle measuring 10m by 15m; or 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 <p>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.</p>	<ul style="list-style-type: none"> a) the relevant acceptable solutions for development of buildings on the lots; b) the likely location of buildings on the lots; c) the likely provision of on-site parking and manoeuvrability for vehicles; d) the topography of the site; e) the presence of any natural hazards; f) adequate provision for private open space; and g) the existing pattern of development in the area.
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Response:

A1.1 The acceptable solution is achieved. Each lot is at least 500m². The newly created residential lot is suited for further residential subdivision and development.

A1.2 Not applicable

A1.3 The acceptable solution is achieved. The portion of land being subdivided contains no buildings. The subdivided area is sufficient to maintain appropriate setbacks from existing residential development to the south and to the west.

10.4.16 Frontage and access

<p>Objective</p>	
<p>To ensure that lots provide:</p> <ul style="list-style-type: none"> a) appropriate frontage to a road; and b) safe and appropriate access suitable for the intended use. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.</p>	<p>P1 Each lot, or a lot proposed in a plan of subdivision, must be provided with a frontage, or legal connection to a road by a right-of-carriageway, of no less than 3.6m width, having regard to:</p> <ul style="list-style-type: none"> a) the width of frontage proposed, if any; b) whether any other land has a right-of-carriageway as its sole or principal means of access over the frontage; c) the number of immediately adjacent rights-of-carriageway; d) the topography of the site; e) the proposed use of the lot; f) the construction and maintenance of the road;

		<ul style="list-style-type: none"> g) the existing pattern of development in the surrounding area; and h) the advice of the road authority.
A2	No acceptable solution.	<p>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:</p> <ul style="list-style-type: none"> 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.

Response:

- A1 The acceptable solution is achieved. The new lot has frontage of at least 3.6m which will be accessible by the proposed new road.
- P2 The performance criteria are addressed. The new road lot will allow access to the two parcels and will be suited to future development.

10.4.17 Discharge of stormwater

Objective	
To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.	
Acceptable Solutions	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.	<p>P1 All stormwater runoff is to be collected and discharged from the subdivision in a manner that will not cause adverse impacts, having regard to:</p> <ul style="list-style-type: none"> a) the location of the discharge point (if any); b) stormwater flow paths both internal and external to the site; c) the location of building areas within the site; d) the topography of the site; e) the characteristics of the site, including rainfall; f) the development on the site and adjoining land; g) the additional runoff from the subdivision development and likely future development of the land; and h) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.
A2 The Council's General Manager has provided written advice that the public stormwater	P2 Stormwater discharge flows from the subdivision are mitigated to a level that the

<p>system has the capacity to accommodate the stormwater discharge from the subdivision.</p>	<p>public stormwater system can accommodate, having regard to:</p> <ul style="list-style-type: none"> a) the location of the discharge point (if any); b) stormwater flow paths both internal and external to the site; c) the topography of the site; d) the characteristics of the site, including rainfall; e) the development of the site; f) the additional runoff from the subdivision development and likely future development of the land; and g) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.
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Response:

A1 The acceptable solution is achieved. The new lot, including the new road, is catered to for stormwater connection taking into consideration future development of the residential lot. The Road Layout & Concept Services Plan (Hydrodynamica Drawing 332.31-SK01) at Annexure 4 provides detail.

A2 The acceptable solution is dependent on the General Manager’s advice.

10.4.18 Water and sewerage services

Objective	
To ensure each lot provides for appropriate water supply and wastewater disposal.	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.	P1 No performance criteria.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.	P2 No performance criteria.

Response:

A1 The acceptable solution is achieved. The new lot will be connected to reticulated water supply in accordance with TasWater standards. See: Hydrodynamica Drawing 332.31-SK01 at Annexure 4.

A2 The acceptable solution is achieved. The new lot will be connected to reticulated sewerage system in accordance with TasWater standards. See: Hydrodynamica Drawing 332.31-SK01 at Annexure 4.

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.

Acceptable Solutions		Performance Criteria	
A1	Subdivision does not create any new road, public open space or other reserves.	P1	Subdivision must be designed to enhance the amenity of the area having regard to: <ul style="list-style-type: none"> a) the topography of the site; b) any significant natural and cultural features of the site; c) access to public open spaces and roads; d) the retention of existing vegetation; e) linking areas of significant local habitat; and f) the character of the surrounding area.

Response:

- P1 The performance criteria are addressed. The subdivision has been designed with a new road to allow continued access to the gold club and access to the newly created lot.
- a) The topography is relatively flat and even and poses no constraints to the road construction or access;
 - b) No significant features have been identified;
 - c) The road allows suitable connection to existing networks.
 - d) No vegetation will be removed for the creation of the road.
 - e) Significant habitat has not been identified for the site.
 - f) The surrounding area to the east is the golf course and leading to the suburb of Norwood. The area to the west is established suburban development in Kings Meadows. The subdivision re-aligns the interface between suburban character and recreational.

10.4.20 Walking and cycling network

Objective	
<p>To:</p> <ul style="list-style-type: none"> 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. 	
Acceptable Solutions	
Performance Criteria	
A1	Subdivision does not create any new road, footpath or public open space.
P1	Subdivision provides roads, footpaths or public open spaces that are designed to provide safe and convenient walking and cycling networks, having regard to: <ul style="list-style-type: none"> a) linkages to any existing pedestrian and cycling networks; b) connection of footpaths, shared paths, cycle paths and bicycle lanes;

	<ul style="list-style-type: none"> c) access for cycling and walking to activity centres, community facilities, bus stops and public transport routes and public open spaces; d) the road network and public open spaces; and e) passive surveillance.
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Response:

P1 The performance criteria are addressed. The subdivision creates a new road:

- a) linking to the existing pedestrian network on Opossum Road.
- b) Opossum Road does not have designated bicycle paths or other shared paths. The footpath will be continued along the new road.
- c) Connection to the existing network which allows passage to the activity centre, bus stops and services will be maintained.
- d) Appropriate and seamless continuation of the road network has been planned.
- e) The new road leads to the new lot created for residential purposes. The proximity to Opossum Road and the localised traffic of the golf club means there will be regular opportunities for passive surveillance. Further opportunities are dependent on the development of the new residential area, which will be subject to planning application also.

10.4.21 Lot diversity

Objective	
To provide a range and mix of lot sizes to suit a variety of dwelling and household types.	
Acceptable Solutions	Performance Criteria
A1 Subdivision is for 10 lots or less.	<p>P1 Subdivision provides a range and mix of lot sizes suitable for the development of a variety of dwelling and household types, having regard to:</p> <ul style="list-style-type: none"> a) lot sizes suitable for single dwellings, multiple dwellings and other forms of residential use; b) the topography of the site; c) demand for a variety of housing types; d) the proximity of activity centres; e) the proximity and access to public open space; f) the proximity, availability and accessibility of pedestrian, cycling, and bus stops and public transport, routes; and g) the character of the surrounding area.

Response:

A1 The acceptable solution is achieved. The subdivision proposal is for 3 lots.

10.4.22 Solar orientation of lots

Objective	
To provide for solar orientation of lots and solar access for future dwellings.	
Acceptable Solutions	Performance Criteria
<p>A1 Any lot for residential use with an area of less than 500m², in a subdivision of 10 or more lots, must have the long access between 30 degrees west of north and 30 degrees east of north.</p>	<p>P1 Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:</p> <ul style="list-style-type: none"> a) the size, shape and orientation of the lots; b) the topography of the site; c) the extent of overshadowing from adjoining land; d) any development on the site; e) the location of roads and access to lots; and f) the existing pattern of subdivision in the area.

Response:

A1 The acceptable solution is achieved. The lot meets the minimum lot size. Future development will be subject to appropriate layout.

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.	
Acceptable Solutions	Performance Criteria
<p>A1 Subdivision does not create any new road.</p>	<p>P1 The road network provides for convenient and safe movement for motor vehicles, pedestrians, cyclists and public transport, having regard to:</p> <ul style="list-style-type: none"> a) the existing network of roads, cycle paths and bicycle lanes, shared paths, footpaths and public transport routes; b) the function of the road and its relationship to arterial and neighbourhood road types; c) the speed limits on roads in the area; d) the location of activity centres; e) the volume of traffic in the area; f) access for service and emergency vehicles; and g) the topography of the site.

Response:

P1 The performance criteria are addressed. The new road:

- a) joins the existing road network and transport infrastructure;

- b) the road and footpaths will be a local road and will come under council authority.
- c) The new road will be subject to the local speed limit of 50km/h or as dictated by the road authority.
- d) The proximity of the MAC is described as a convenient distance to the subject site. The Kings Meadows precinct is easily within walking distance from the site. It would take less than five minute drive by car.
- e) The volume of traffic in the area is not considered unreasonable. It is generally classed as residential traffic consistent with levels seen in surrounding suburbs of Launceston acknowledging that Opossum Road acts as a connector road to Hobart Road. A Traffic Impact Assessment is provided at Annexure 5 for further detail.
- f) Access is suitable for service and emergency vehicles
- g) The road is proposed on generally level ground. The topography of the site does not have a major impact on the usability of the site for pedestrians and vehicles.

10.4.24 Public transport network

Objective	
To provide for access to public transport.	
Acceptable Solutions	Performance Criteria
A1 Subdivision does not create any new road.	P1 The subdivision provides for adequate access to public transport, having regard to: <ul style="list-style-type: none"> a) the number of lots proposed; b) the walking distances from the lots to public transport route; c) any public transport strategy or plan for the area; and d) the likelihood of the provision of public transport for the area.

Response:

- P1 The performance criteria are addressed.
- a) The total number of lots proposed is three, with one being for future residential development.
 - b) The residential lot is approximately 500m walking distance to the nearest bus stop.
 - c) The City of Launceston Transport Strategy 2020-2040 (Draft) is available and seeks to increase liveability through active and public transport uptake and provide connection through access to centres, education and services. The subject site is demonstrated to be in line with these goals.
 - d) Public transport is available to the area.

4.2 Code assessment

The following Codes under the Scheme are considered applicable to this application.

Code		Comments
E1	Bushfire-prone Areas Code	Applicable. Refer to the following section of the report
E2	Potentially Contaminated Land Code	Not applicable
E3	Landslide Code	Not applicable
E4	Road and Railway Assets Code	Applicable. Refer to the following section of the report
E5	Flood Prone Areas Code	Not applicable
E6	Parking and Sustainable Transport Code	Applicable. Refer to the following section of the report
E7	Scenic Management Code	Applicable. Refer to the following section of the report
E8	Biodiversity Code	Not applicable
E9	Water Quality Code	Not applicable
E10	Open Space Code	Applicable. Refer to the following section of the report
E11	Environmental Impacts and Attenuation Code	Not applicable
E12	Airports Impact Management Code	Not applicable
E13	Local Historic Cultural Heritage Code	Not applicable
E14	Coastal Code	Not applicable
E15	Telecommunications Code	Not applicable
E16	Invermay/Inveresk Flood Inundation Area	Not applicable
E17	Cataract Gorge Management Area Code	Not applicable
E18	Signs Code	Not applicable
E19	Development Plan Code	Not applicable

E1 Bushfire-prone Areas Code

This code applies to subdivision of land that is located within or partially within a bushfire prone area. As the balance lot is mapped on a planning scheme overlay map as being within a bushfire prone area, the code applies, however the area to be developed is not affected. The Bushfire Hazard Exemption Report is provided at Annexure 6.

E4 Road and Railway Assets Code

This code applies to use or development of the land that will require a vehicle crossing. The Traffic Impact Assessment provided at Annexure 5 addresses the criteria of this code.

E6 Parking and Sustainable Transport Code

This code applies to all use and development.

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.	
Acceptable Solutions	Performance Criteria
<p>A1 The number of car parking spaces must</p> <ul style="list-style-type: none"> 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 2 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. 	<p>P1.1 The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to: (a)-(h)</p> <p>P1.2 The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to: (a)-(c)</p> <p>P1.3 The number of car parking spaces complies with any relevant parking precinct plan.</p>

Response:

A1 The acceptable solution is achieved. Each lot requires 2 spaces for residential use. The lot is adequately sized to allow for this upon future development. The existing parking area for the golf club will not be impacted by the development.

E7 Scenic Management Code

This Code applies to the development of land within a scenic road corridor, or within a scenic management area shown on the planning scheme overlay maps.

E7.6 Development Standards

E7.6.2 Scenic management areas

Objective	
The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.	
Acceptable Solutions	Performance Criteria
<p>A3 Subdivision is in accordance with a specific area plan.</p>	<p>P3 Subdivision must have regard to:</p> <ul style="list-style-type: none"> a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; b) the size, shape and orientation of the lot; c) the density of potential development on

	<p>lots created;</p> <ul style="list-style-type: none"> d) the need for the clearance or retention of vegetation; e) the need to retain existing vegetation; f) the requirements for any hazard management; g) the need for infrastructure services; h) the specific requirements of the subdivision; i) the extent of works required for roads or to gain access to sites, including any cut and fill; j) the physical characteristics of the site and locality; k) the existing landscape character; l) the scenic qualities of the site; and m) any agreement under s.71 of the Act affecting the land.
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Response:

P1 The performance criteria are addressed.

- a) The area is subject to E7.6.3.4 – 4 Carr Villa and Punchbowl Reserve Precinct:

Existing character statement - description and significance

The Carr Villa and Punchbowl Reserve Precinct is a vegetated corridor, encompassing the Carr Villa Memorial Cemetery and Crematoria and Punchbowl Reserve. These areas contribute to the treed character of the Kings Meadows, Norwood and Punchbowl areas. whilst also providing significant native habitat for threatened flora and fauna. It's significant for its historic, natural and scenic landscape values within an urban setting.

New residential development, particularly near the Punchbowl Reserve, is characterised by large bulky houses with limited opportunity to establish trees and vegetation that contribute to the Precinct.

The development at this juncture will not include the removal of any vegetation. The lot has been made with the aim of provided for future residential development.

- b) The lot is proposed at 1.28ha and follows the western boundary of the existing lot with respect to already made infrastructure (driveway).
- c) The density potential is according to the provisions of the GRZ. Single and multiple dwellings are permissible under the zone but the majority of the lots will not allow high density development due to the size and dimensions.
- d) No vegetation is proposed to be removed as a part of this application.
- e) The future development will determine the need to retain vegetation
- f) No hazard management is required.
- g) Infrastructure services will be required for future residential development. The have been planned in accordance with the character of the surrounding area.
- h) The subdivision is to create a new residential area with a road lot to service it. The balance will remain as the golf club.
- i) Works required for the road and for reticulated services will be required for the purpose of this subdivision only.

- j) The site, while currently vegetated and part of the golf course, adjoins residential development described as *large bulky houses with limited opportunity to establish trees and vegetation that contribute to the Precinct*.
- k) The existing landscape character is vegetated and a part of the golf course.
- l) The subject site itself is not significant but is collected within the Carr Villa and Punchbowl Reserve locality, which are characterised as highly valued scenic public open spaces that are well known to residents of Launceston.
- m) The development is not affected by and agreements under s.71 of the Act.

E10 Open Space Code

This Code applies to subdivision creating additional lots in the following zones: General Residential; The proposal is exempt from this code according to E10.4.1; a payment will be made instead of public open space.

5.0 Conclusion

This application to rezone a portion of land from Recreation Zone to General Residential Zone, along with a proposal for a 3 lot subdivision has merit when viewed against the relevant strategies and provisions.

The area to be rezoned is located towards the edge of the priority consolidation area, interfacing with the supporting consolidation area, acknowledging that these areas in the Regional Land Use Strategy are general in nature and do not create hard boundaries. Nevertheless, the area in question is an excellent candidate for residential development, being consolidated infill in a thriving neighbourhood and with excellent proximity to services. No conflict with the neighbouring zone can be perceived.

The subdivision creates a new lot suited for residential development and a road lot to allow access to this and the balance lot, being the access to the golf club.

Supporting reports detailing various aspects of the proposal have been supplied and it has been illustrated that the rezone is compliant with the relevant tests set out by the *Land Use Planning and Approvals Act 1993*, along with all relevant zone and code standards under the *Launceston Interim Planning Scheme 2013*.

Future lots will be created in proximity to the Major Activity Centre of Kings Meadows, and are within an Urban Growth Area which adjoins existing residential land in Kings Meadows.

This application is considered orderly and with merit. It is appropriate for Council initiation and Tasmanian Planning Commission approval.

Annexure 1 – Certificate of Title Plan and Folio Text

Annexure 2 – Proposed Rezoning Plan

Annexure 3 – Subdivision Proposal Plan

Annexure 4 – Lot Access Road & Concept Services Plan

Annexure 5 – Traffic Impact Assessment

Annexure 6 – Bushfire Exemption Report