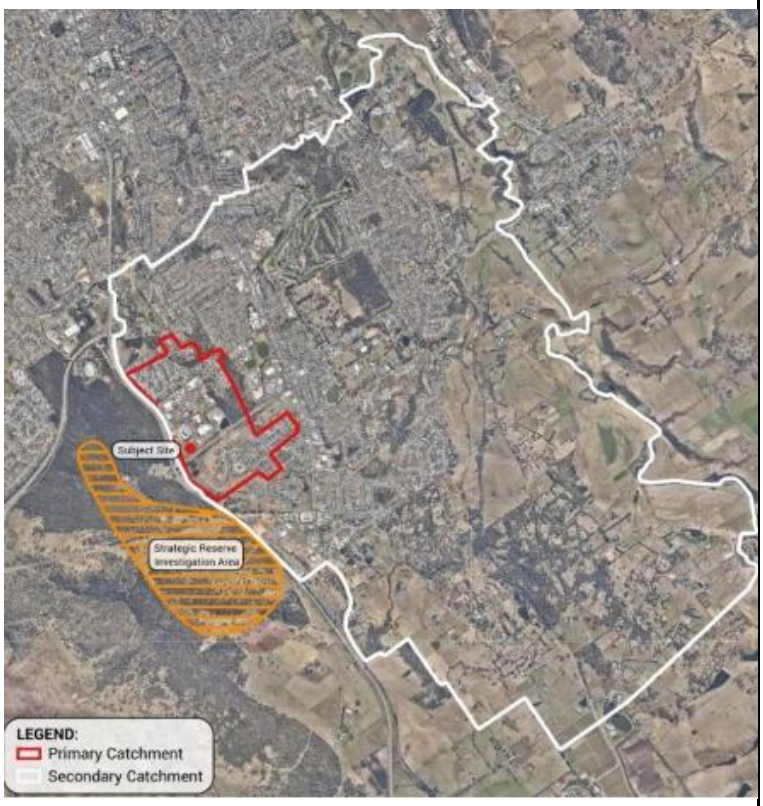
ORDINARY COUNCIL - 11 September 2025 Attachments

Issue	6ty° Response
1. Non-compliance with current planning scheme and strategic policies within the context of RLUS Policy RAC-P9.	The information contained within the planning submission including the retail assessment is based on current and up-to-date data. Community need is demonstrated by the fact that the catchment in which the proposed supermarket is located within has evolved into large residential and employment precincts without the provision of readily available and accessible convenience retailing. The proposed supermarket will provide the only retail offering within the primary catchment (as determined by the retail assessment) where it will support and provide retail amenity for the residential and employment precincts. The retail assessment did not identify any specific adverse impacts the proposed supermarket would or likely have on existing activity centres. The proposed supermarket will provide demonstrable synergy with the existing employment and residential precincts through the provision of convenience based retailing. The retail assessment concluded that the proposed supermarket would result in a net community benefit in terms of employment, value-added and construction metrics in comparison to other industrial or commercial uses that could establish on the site under the current zone controls.
2. Lack of demonstrated community need and flawed catchment assumptions.	The primary catchment used for the catchment analysis is identified in Figure F3 of the retail assessment and is reproduced below. The assumptions made with respect to there being no supermarkets or convenience retailers within the primary catchment are therefore correct, and not 'false' as claimed by the representor. There is no dispute as to the location and proximity of the supermarket and retailing offerings within 2km

	of the site as detailed within the representation. However, these are located within the secondary catchment of the site and not the primary catchment. 
3. Potential adverse impact on existing centres and fragmentation of retail hierarchy.	The retail assessment (and associated independent peer review) did not determine that the proposed supermarket will undermine the nearby retail activity centre of Kings Meadows. The proposed (draft) amendment and associated planning permit limits the size and scale of the (general) retail use which will restrict augmentation of this use on the site and the surrounding Light Industrial zone does not permit any further (general) retail uses of the nature proposed. As such, the proposed supermarket will not contribute to a new retail node within Connector Park of a scale that will weaken or threaten the retail activity hierarchy.
4. Inappropriate land use	The site including associated zone and established use and development within the surrounding area is appropriate to

within an industrial precinct.	support the proposed supermarket. The proposed supermarket will predominately be used by people already travelling past the site on the way to or from the adjoining and adjacent residential and industrial precincts. Cycling and pedestrian connectivity has been incorporated into the design which will be integrated with the broader pedestrian and cycle strategy that is being pursued by Council and the Department of State Growth.
5. Strategic Misalignment with Launceston Corporate Strategic Plan 2014-2024.	The proposed supermarket is recognised as an outlier form of use within the context of its location. The residential and industrial precincts have developed and expanded without the provision of convenient retail offerings and without the most pragmatic pedestrian, cycling and vehicle integration. The proposed supermarket will assist to mesh the industrial and residential precincts with a focal convenience retail offering within an area that bisects the precincts and the popular recreation area of Kate Reed Reserve.
6. Scope and Intent of the project have shifted without reassessment.	It is true that the size and scale of the proposed retail use has reduced. This was to ensure that the size and scale of the supermarket was not of a degree that it would (likely) start to compromise other retail activity centres. The current supermarket (as proposed) is the one that has been assessed and considered by Council, not the larger design.
7. General traffic and parking issues.	The car parking area will be level and a TIA has been prepared which did not identify any specific traffic safety issues.

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19th August 2025

Mr George Walker

Director 6ty

gwalker@6ty.com.au

10 DOLERITE DRIVE TIA – PARKING AND SUSTAINABLE TRANSPORT CODE C2 QUERIES

This letter is to augment earlier advice provided in the TCS TIA of the 6th March 2025, based on feedback received from community representations.

1) Parking and Sustainable Transport Code C2 Queries

C2.6.2 Design and layout of parking area

Acceptable Solution A1.1

Parking, access ways, manoeuvring and circulation spaces must

(a) comply with the following:

(i) Have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1 – 6

As per Section 3.3 of AS 2890-Part 1 - Gradients of access driveways may be 12.5% for 6m and transition with change of grade to 5% for light vehicles.

Maximum access grade of 5% is required for articulated vehicles over 20m.

Existing access grade is 8% over 20m. **A1.1 is not satisfied.**

Acceptable Solution A1.2: *Parking spaces provided for use by persons with a disability must satisfy the following:*

a) Be located as close as practicable to the main entry point to the building
b) Be incorporated into the overall car park design; and
c) Be designed and constructed in accordance with Australian / New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Offstreet parking for people with disabilities

A1.2 is satisfied.

Performance Criteria P1*: All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:*

(a) The characteristics of the site
The access grade of some 8% over 20m links Dolerite Drive with the development site, which is a level pad, see Appendix A.

As 10 Dolerite Drive can be accessed from the Eastern and Western ends of the street, a 50:50 traffic assignment has been assumed. This recognises the Residential land use to the North and South of the site. It is noted that the Southern residential zone accesses the Connector Park Drive (CPD) Roundabout and traffic can proceed directly along CPD to Dolerite Drive and the Eastern approach to 10 Dolerite Drive.

Combined with the existing passing traffic generated by the Discount Fuel Station and Bunnings Hardware East of 10 Dolerite Drive, see Appendix A.2, the 50:50 split between Eastern and Western arrivals and departures is considered appropriate.

(b) The proposed slope, dimensions and layout
The access grade of some 8% over 20m transitions to Dolerite Drive and the development site, which is a level pad with minimal crossfall, see Appendix A.1, A.4 & A.5.

(c) Useability in all weather conditions
Satisfiable.

(d) *Vehicle and pedestrian traffic safety*
The proposal caters for design vehicles to safely enter and exit the site in a forward direction.

Width is available for a footpath along the Western side of Dolerite Drive from #10 Dolerite Drive to the Kings Meadows Connector Road ranging in width between 2.2 and 2.5m. A 2m wide footpath alongside an 8.6m wide access road with AADT of 3,500 vpd is broadly consistent with LGAT Urban Road Standard TSD-R06 and considered safe. See Appendix A.2 and the available width for footpath.

(e) *The nature and use of the development*
The nature of the use is small supermarket and the access and site ground surface is suitable for the proposed use.

(f) *The expected number and type of vehicles*
There is capacity for light and commercial supply vehicles accessing the site.

(g) *The likely use of the parking areas by persons with a disability.*
Some persons with a disability are likely to use the parking areas provided.

(h) *The nature of traffic in the surrounding area*
Dolerite Drive is the adjacent road providing access to the site and has low traffic (3,500 vpd) with capacity to cope with traffic due to the proposal.

(i) *The proposed means of parking delineation and*
Parking spaces will be delineated with line marking or with plastic dots developed for parking delineation.

(j) *The provisions of AS 2890.1:2004 Parking facilities,*
Part 1: Off-street car parking and
Part2: Off-street commercial vehicle facilities

P1 is satisfied.

C2.6.6 Loading bays

Acceptable Solution A1: *The area and dimensioning of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, for the type of vehicles likely to use the site.*

A1 is not satisfied, as the access grade is 8% which exceeds 5% nominated in the standard.

Performance Criteria P1*: Loading bays must have an area and dimensions suitable for the use, having regard to:*

(a) *The type of vehicles likely to use the site*
Access for two design vehicles has been assessed:
- 19m semi-trailer, see Appendix B.1 for swept path
- 12.5m Heavy Rigid, see Appendix B.2 for swept path

West bound trucks on Dolerite Drive can turn right to enter 10 Dolerite Drive in a forward direction and internally turn and reverse into the load bay. Unloaded trucks can simply exit in a forward direction onto Dolerite Drive. Either design vehicle can be catered for with adjustment of the entry kerb alignment, see Appendix B.1 & B.2

(b) *The nature of the use*
Use is for delivery of supermarket stock.

(c) *The frequency of loading and unloading*
2-3 visits / week are assumed.

(d) The area and dimensions of the site
Appendix B.1 & B.2 show the key site dimensions

(e) The topography of the site
8% grade access to flat site satisfies rate of change or grade criteria.

(f) the location of existing buildings on the site
Supermarket building is located on the Southwest corner of the site and allows heavy commercial vehicles entering the site in a forward direction to reverse into the loading bay area, see Appendix B.1 & B.2

(g) any constraints imposed by existing development.

The surrounding topography and proposed supermarket footprint constrain access to the site but:

- enable heavy commercial vehicle to reverse into the loading bay
- enter and exit the site in a forward direction.

In summary the access grade and available manoeuvre space within the site is sufficient for design vehicles to enter and exit the site in a forward direction subject to minor kerb line adjustment. Some realignment of the entry kerb line is required to enable trucks entering to turn internally and reverse into the loading bay, see Appendix B.1 & B.2

P1 is satisfied.

2) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 37 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours faithfully

Richard Burk

Director
Traffic and Civil Services
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Enc.

Appendices

Appendix A – 10 Dolerite Drive access images

Appendix B – Turning templates for the design vehicle

TRAFFIC & CIVIL SERVICES

Appendix A – 10 Dolerite Drive access images

Appendix A.1 - Access side view

Access Grades

Road crossfall: -3%

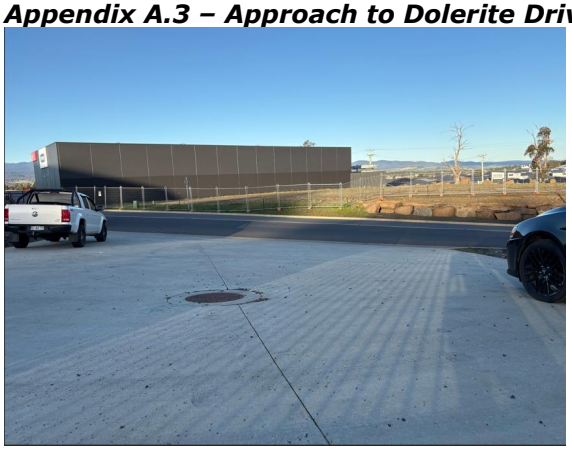
- **Access**
- **at 1m: 8%**
- **at 6m: 9%**
- **at 11m: 8%**
- **at 16m: 7%**
- **at 21m: 6%**
- **at 25m: 0%**

Appendix A.2 – Footpath

Footpath width:

- **varies between 2.2 & 2.5m.**

Appendix A.3 – Approach to Dolerite Drive



TRAFFIC & CIVIL SERVICES

Appendix A.4 – Access side view

Appendix A.5 – Elevation view of access

Appendix A.6 – Major traffic generators East of the access

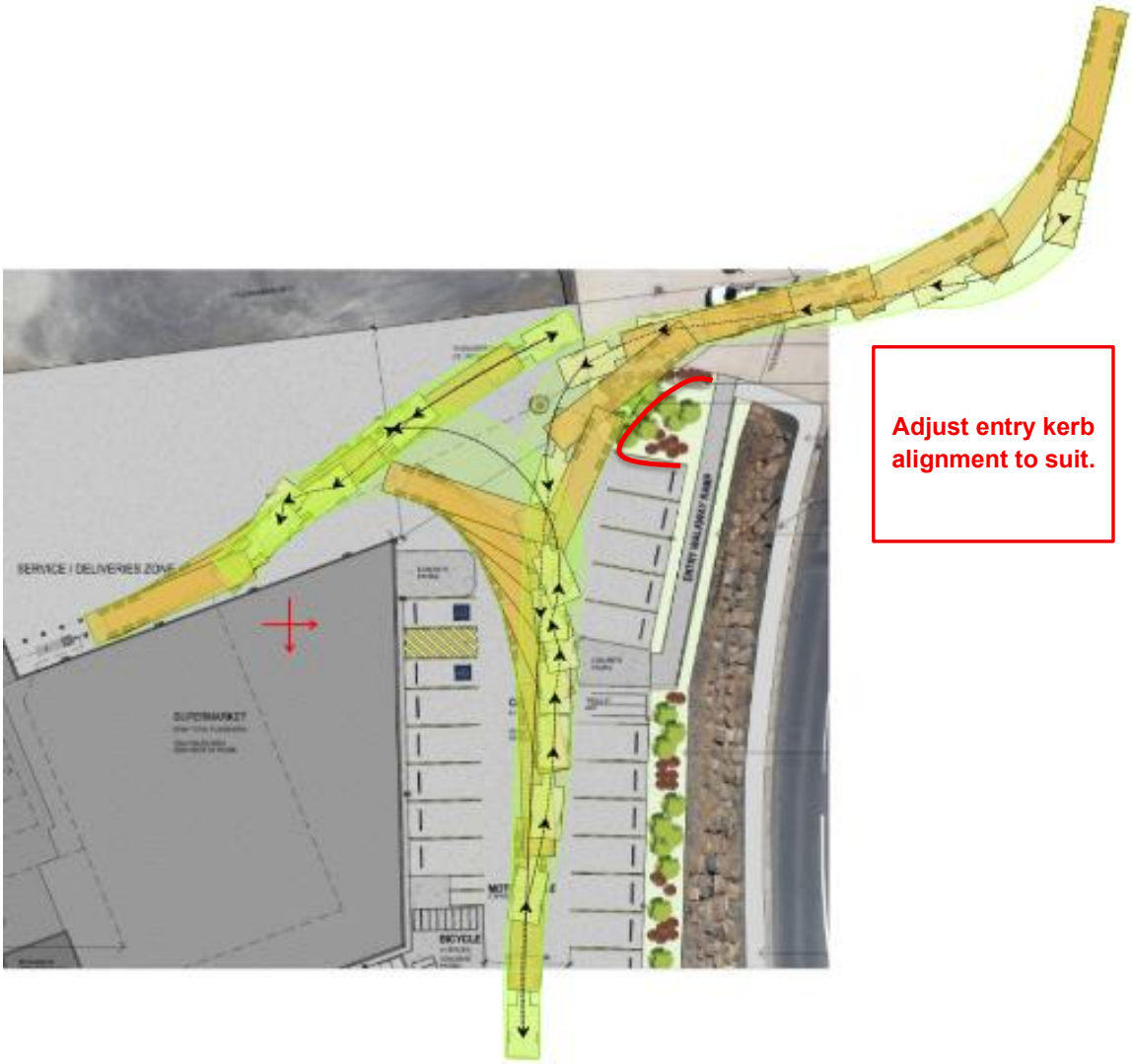
Major traffic generators East of the access:

- **Bunnings Hardware**
- **Discount Fuel Sales**

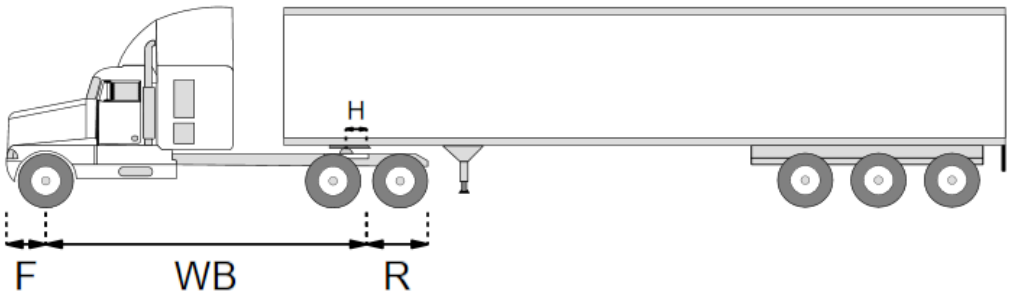
TRAFFIC & CIVIL SERVICES

Appendix B – Turning templates for the design vehicle

Appendix B.1 – 19m Semitrailer access to 10 Dolerite Drive



TRAFFIC & CIVIL SERVICES



Overall values of Prime mover and semi-trailer

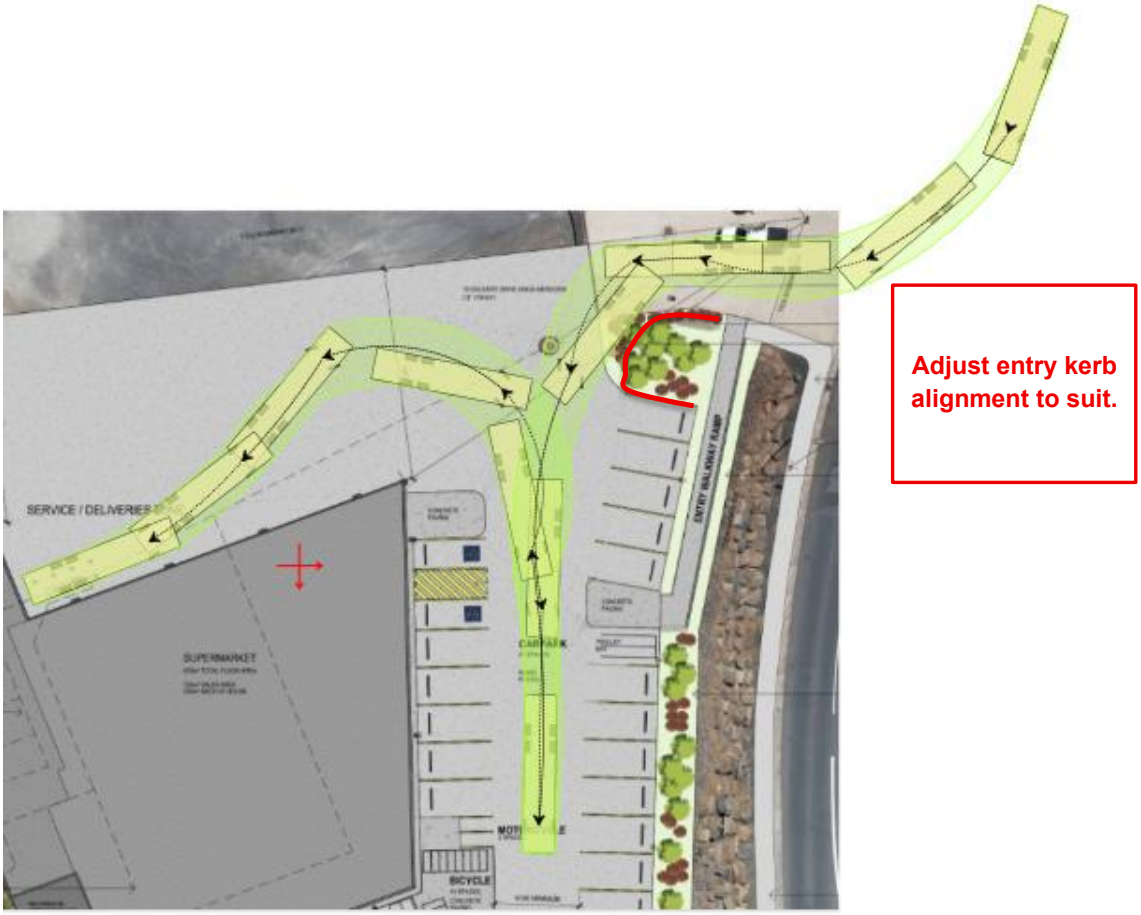
Length: 19.00 m		Steering angle:	27.76 °	Articulating angles:	70 °
Max width: 2.50 m		Turn radius (curb to curb):	12.5 m		
Lock to lock:	4 s	Turn radius (wall to wall):	13.26 m		

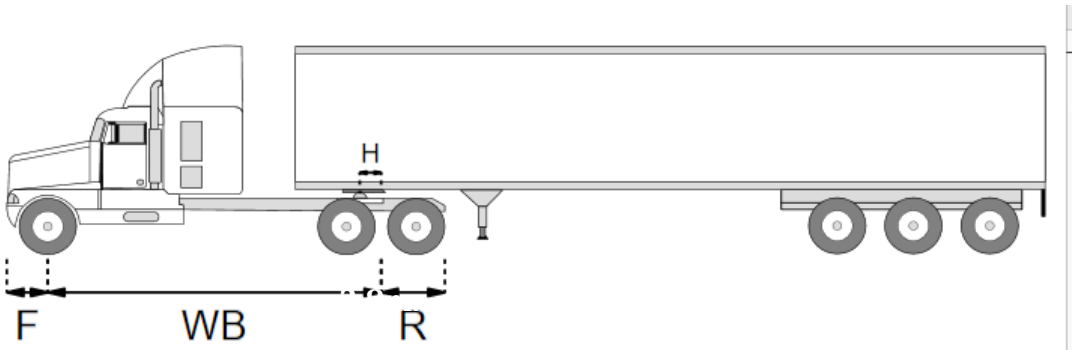
Dimensions of Cab

Front:	1.6 m	Width:	2.5 m
Wheel base:	5.3 m		
Rear:	1.2 m		
Hinge:	0.2 m		

TRAFFIC & CIVIL SERVICES

Appendix B.2 – 12.5m Heavy Rigid access to 10 Dolerite Drive





Overall values of Prime mover and semi-trailer

Length: 19.00 m | Steering angle: 27.76 ° | Articulating angles: 70 °

Max width: 2.50 m | Turn radius (curb to curb): 12.5 m

Lock to lock: 4 s | Turn radius (wall to wall): 13.26 m

Dimensions of Cab

Front: 1.6 m | Width: 2.5 m

Wheel base: 5.3 m

Rear: 1.2 m

Hinge: 0.2 m

TASMANIAN PLANNING SCHEME - LAUNCESTON
Amendment PSA-LLP0011

Amend LAU-Site-Specific Qualifications table within the Launceston Local Provisions Schedule as described below:

Reference Number	Site Reference	Folio of the Register	Description (modification, substitution or additional)	Relevant Clause in State Planning Provisions
18.2	10 Dolerite Drive, Kings Meadows	181165/1	Amend the qualification within the Use Table for General Retail and Hire to allow a supermarket up to 1,000m² in gross floor area	Light Industrial Zone - 18.2 Use Table

THE COMMON SEAL of the
City of Launceston is affixed,
pursuant to the Council's resolution
in the presence of:-

Date:

Sam Johnson OAM
Chief Executive Officer

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

PROPERTY ADDRESS: 10 Dolerite Drive, Kings Meadows

DEVELOPMENT/USE: Site Specific Qualification into the Launceston Local Provisions Schedule to allow the General Retail and Hire Use Class as a Discretionary (unqualified) use within the Light Industrial Zone; and

General Retail and Hire - A new supermarket

ZONE: Light Industrial **USE CLASS:** General Retail and Hire

DECISION:

That the Council, at its meeting held on 19 June 2025 (Minute No: 11.1), made a decision to approve the development application, 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 Senior Leader City Development unless modified by a condition of the Permit:

a) Cover Sheet, prepared by 6ty, Project No. 21.281, Drawing No. Ap00, dated 07/01/2025;
b) Site Plan, prepared by 6ty, Project No. 21.281, Drawing No. Ap01, dated 07/01/2025;
c) Floor Plan, prepared by 6ty, Project No. 21.281, Drawing No. Ap02, dated 07/01/2025;
d) Roof Plan, prepared by 6ty, Project No. 21.281, Drawing No. Ap03, dated 07/01/2025;
e) Elevations, prepared by 6ty, Project No. 21.281, Drawing No. Ap04, dated 07/01/2025;
f) Sections, prepared by 6ty, Project No. 21.281, Drawing No. Ap05, dated 07/01/2025;
g) Building Views, prepared by 6ty, Project No. 21.281, Drawing No. Ap06, dated 07/01/2025;
h) Site Views, prepared by 6ty, Project No. 21.281, Drawing No. Ap07, dated 07/01/2025; and
i) Traffic Impact Assessment, prepared by Traffic & Civil Services, dated March 2025.

2. AMENDED PLANS REQUIRED
Prior to the commencement of any work, amended plans must be submitted to the satisfaction of the Senior Leader City Development. Once approved, these amended plans will be endorsed and will then form part of the Permit. The amended plans must show:

a. An adjustment to the entry kerb to cater for 19.0m semi-trailers and 12.5m heavy rigid vehicles; and
b. A signed and line marked pedestrian access way across the parking aisles
c. The provision of access ramps within the car park to facilitate access between the car parking areas and the internal footpaths, such as at the location of the accessible parking spaces and the trolley bay.

Date: 19 June 2025

Richard Jamieson

SENIOR LEADER CITY DEVELOPMENT

Permit No: DA0124/2023

City of LAUNCESTON

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PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

Amended plans should include identification information such as updated revision numbers, revision date and revision description. The changes are to be highlighted in red clouds or a format agreed with the planning officer.

3. ILLUMINATED SIGNAGE
No signage may be illuminated.

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 7am to 6pm Monday to Friday and 8am to 5pm Saturday and 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 2025/00467-LCC, dated 12/05/2025 and attached to the permit.

7. DRIVEWAY AND PARKING AREA CONSTRUCTION
Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must:

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

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

8. DAMAGE TO COUNCIL INFRASTRUCTURE & ASSETS
The developer is liable for all costs associated with the repair of damage to Council infrastructure and assets 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 Council 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.

Date: 19 June 2025

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9. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

The explicit permission of the Executive Leader Community Assets and Design is required prior to undertaking works where the works:

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

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

10. 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.

11. FILLING OF LAND

Site filling that exceeds a depth of 300 mm must comply with the provisions of AS3798 Guidelines on earthworks for commercial and residential developments current at the time of the application. Prior to the use commencing, a Civil Engineer must certify that all the works have been carried out in accordance Australian Standard AS 3798 and the endorsed plan.

12. SUBMISSION AND APPROVAL OF PLANS

Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to the Executive Leader Community Assets and Design for approval. Such plans and specifications must:

a. include all infrastructure works required by the permit or shown in the endorsed plans and specifications including:
    i. provision of a 1.5m wide footpath along the Dolerite Drive frontage of the site between the site access and Kings Meadows Link.

Date: 19 June 2025

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s.57 Land Use Planning and Approvals Act 1993

ii. all alterations to existing services to ensure compliance of the proposed public footpath, including replacement of the existing stormwater V-grate at the southern end of the frontage with a manhole or other pedestrian-appropriate alternative.

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

13. COMPLETION OF WORKS
All works must be carried out to Council standards and under the direct supervision of a suitably qualified and experienced civil engineer engaged by the owner and approved by the Council. Certification that all works have been carried out in accordance with the approved engineering design plans and to Council standards will be required prior to issue of the Certificate of Practical Completion.

14. AS CONSTRUCTED PLANS
An "as constructed" plan must be provided in accordance with Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from Council's Community Assets and Design Team.

15. 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, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; the presence of vermin, or otherwise.

16. EXTERIOR AND SECURITY LIGHTING
Exterior lighting and security lighting is to comply with the Australian Standard AS4282 'Control of the obtrusive effects of outdoor lighting' or any subsequent versions.

17. NO BURNING OF WASTE
No burning of any waste materials, including removed vegetation, generated by the development to be undertaken on-site. Any such waste materials are to be removed to a licensed waste disposal facility (e.g. Launceston Waste Centre), reclaimed or recycled.

Date: 19 June 2025

Richard Jamieson

SENIOR LEADER CITY DEVELOPMENT

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

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

20. BUILDING ACT 2016 REQUIREMENTS
Prior to acting on this permit, it is recommended that an architect, a licensed building practitioner such as a building surveyor or a building designer be consulted to determine the requirements for any associated building, plumbing or demolition work under the Building Act 2016.

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

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

Notes

A. General

This permit was issued based on the proposal documents submitted for (insert application reference). You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 03 6323 3000.

This permit takes effect after:
a. The 14 day appeal period expires; or
b. Any appeal to the Tasmanian Civil & Administrative Appeal Tribunal (TASCAT) is withdrawn or determined; or
c. Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or
d. Any other required approvals under this or any other Act are granted.

Date: 19 June 2025

Richard Jamieson

SENIOR LEADER CITY DEVELOPMENT

Permit No: DA0124/2023

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PLANNING PERMIT

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The permit lapses after a period of two (2) 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 Tasmanian Civil & Administrative Tribunal (TASCAT).

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

For more information see the Tasmanian Civil & Administrative Tribunal (TASCAT) website www.tascat.tas.gov.au <http://www.tascat.tas.gov.au>

D. Permit Commencement.
If an applicant is the only person with a right of appeal pursuant to section 61 of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing. A copy of Council's Notice to Waive Right of Appeal is attached.

E. Food Businesses
All food businesses must be registered with council in accordance with the Food Act 2003 prior to commencing. Food premises fit out must comply with the National Construction Code TAS Part I4 or any subsequent versions of this document.

Richard Jamieson

SENIOR LEADER CITY DEVELOPMENT

Date: 19 June 2025

Permit No: DA0124/2023

City of LAUNCESTON

Town Hall, St John Street, Launceston
PO Box 396, LAUNCESTON TAS 7250 T 03 6323 3000
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TITLE: DA0269/2025 - 35 Melbourne Street, South Launceston - Construction of an Additional Dwelling

FILE NO: DA0269/2025

AUTHOR: Anushka Dissanayake (Town Planner)

APPROVER: Chelsea van Riet (Executive Leader Community Assets and Design)

ATTACHMENT ONE

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

8.0 General Residential Zone

The purpose of the General Residential Zone is: 8.0.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided. 8.0.2 To provide for the efficient utilisation of available social, transport and other service infrastructure. 8.0.3 To provide for non-residential use that: (a) primarily serves the local community; and (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts. 8.0.4 To provide for Visitor Accommodation that is compatible with residential character.
Consistent The proposed use is a permitted use within the zone and the development is consistent with the purpose statements as it will add to the variety of residential use and dwelling types within the established South Launceston residential area. Whilst the predominant dwelling type in the area is single dwelling, there are some examples of multiple dwellings within the neighbourhood.

8.4.1 Residential density for multiple dwellings

That the density of multiple dwellings: (a) makes efficient use of land for housing; and (b) optimises the use of infrastructure and community services.
Consistent The proposal is assessed as complying with the acceptable solution of the standard.
A1 Multiple dwellings must have a site area per dwelling of not less than 325m^2.
Complies The site has an approximate area of 809m2, resulting in a site area of 404m² per dwelling. The proposal complies.

8.4.2 Setbacks and building envelope for all dwellings

The siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;

(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and
(d) provides reasonable access to sunlight for existing solar energy installations.

Consistent

A1 Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:
(a) if the frontage is a primary frontage, not less than 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;
(b) if the frontage is not a primary frontage, not less than 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;
(c) if for a vacant site and there are existing dwellings on adjoining properties 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 located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.

Relies on Performance Criteria

The proposed Unit No. 2 is located at the rear of the lot. However, the development includes a retaining wall approximately 14.5m in length and 1m in height, with a setback of around 0.4 m from the primary frontage. Therefore, the proposal relies o performance criteria.

P1 A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

Complies

The height of the proposed retaining wall is approximately 1m and, therefore, is considered to be a low scale structure that will not visually dominate the streetscape. The retaining wall is required due to the topographical constraints of the site and has been designed to ensure the overall development remains compatible with the existing character of the area. ;;The proposal is assessed as complying with the performance criteria.

A2 A garage or carport for a dwelling must have a setback from a primary frontage of not less than:
(a) 5.5m, or alternatively 1m behind the building line;
(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or
(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.

Complies

The proposal does not include a garage or a carport within 5.5m of the primary frontage.

A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:
(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) 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 property with an adjoining frontage; and
    (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and
(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:
    (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; 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

The proposed development does not comply with the building envelope and setback requirements of the acceptable solution. The detailed assessment is provided below:

(a)

(i) While the proposed dwelling is located toward the rear of the lot, the development includes a retaining wall approximately 14.5 m in length and 1 m in height, with a setback of around 0.4 m from the primary frontage.

(ii) The proposed building height along the north-eastern side boundary is 6.2 m with a side setback of 1.5 m. Along the south-western side boundary, the proposed building height is approximately 8.2 m with a side setback of 3.3 m. As such, portions of the development extend beyond the prescribed building envelope.

However, the development remains within the building envelope at the rear of the lot, where the proposed building height is 4.6 m with a rear setback of 4.4 m (1.9 m from the deck).

(b)

The proposed additional dwelling will maintain a minimum side/rear setback of 1.5 m. However, the retaining wall along the north-eastern boundary is proposed to be located on the boundary itself with no setback.

Accordingly, the proposal does not meet the building envelope and setback requirements outlined in the acceptable solution of the standard. The proposal relies on performance criteria.

P3 The siting and scale of a dwelling must:

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:
  (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;
  (ii) overshadowing the private open space of a dwelling on an adjoining property;
  (iii) overshadowing of an adjoining vacant property; and
  (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:
  (i) an adjoining property; or
  (ii) another dwelling on the same site.

Complies

(i) (ii) All adjoining properties to the subject site are currently developed with residential dwellings. Overshadowing impacts on adjoining properties have been assessed as follows:

- **33 Melbourne Street**: The subject site is oriented towards the north-west. Given this orientation and the separation between the proposed development and the dwelling at 33 Melbourne Street, it is considered that there will be no overshadowing to a habitable room or no unreasonable loss of sunlight to the private open of this dwelling which is located to the rear of the property.
- **37 Melbourne Street**: A significant portion of this dwelling is located towards the front of the lot and only a blind wall of that dwelling faces the subject property. Having regard to the siting of this dwelling, the slope of the land, and the orientation of the lot, it is considered that the proposed development will not cause for reduction in sunlight to a habitable room on this property. Further, Sun shadow diagrams submitted by the applicant indicate there will be no significant shadowing on the rear yard of this property after 11am on the shortest day of the year.

- **75 Mulgrave Street**: This dwelling is located to the rear of the subject site at a higher elevation. The proposal complies with the building envelope requirements on this side (rear) and maintains a minimum setback of 1.9m from the proposed deck and 4.4m from the rear wall of the dwelling. Given the development meets these requirements, any overshadowing on this property is considered reasonable and will align with the acceptable limits under the planning scheme.

(iii) overshadowing of an adjoining vacant property; and - N/A

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;
The proposed dwelling is situated on a steeply sloping lot with an approximate gradient of 21%. The design employs a skillion roof with varying building heights that respond to the natural topography of the site. The approximate maximum heights are as follows:

- 5.6 m at the rear,
- 6.2 m on the north-eastern side, and
- 8.1 m on the south-western side.

These height variations are considered to accommodate the site's slope, while the skillion roof design helps to reduce the apparent bulk of the dwelling when viewed from adjoining properties. In addition, the dwelling incorporates articulated façades with recessed portions (the section with the garage and master bedroom), which further break up the building form and soften its visual impact.

The development combines materials such as Trimdek roof cladding, James Hardie monument colour wall cladding, brick veneer, and blade wall, which create visual interest and break up the façades

Overall, the variation in height, use of different materials, and articulated design are considered to minimise potential visual impacts caused by the scale, bulk, or proportions of the dwelling when viewed from adjoining properties.

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and
The existing separation between dwellings on adjoining properties to the rear and south-west is less than the proposed setbacks. The proposed setbacks are therefore considered appropriate and consistent with the established properties in the surrounding area.

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: (i) an adjoining property; or (ii) another dwelling on the same site. - No existing solar installations were observed on an adjoining property or on the existing dwelling on the site.
The proposal is assessed as complying with the performance criteria.

8.4.3 Site coverage and private open space for all dwellings

That dwellings are compatible with the amenity and character of the area and provide: (a) for outdoor recreation and the operational needs of the residents; (b) opportunities for the planting of gardens and landscaping; and (c) private open space that is conveniently located and has access to sunlight.
Consistent
A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); 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).
Complies The proposed site coverage is approximately 27% and will have a total area of private open space of not less than 60m2 associated with each dwelling. The proposal complies.
A2 A dwelling must have private open space that: (a) is in one location and is not less than: (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); (b) has a minimum horizontal dimension of not less than: (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); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.
Relies on Performance Criteria The proposal provides a private open space for Unit 1 (existing dwelling) of 24 m2, with a minimum horizontal dimension of 4 m, located to the rear of the dwelling. The gradient of this area will not exceed 1 in 10. However, the proposed private open space areas for Unit 2, including two separate decks measuring 16.9 m2 and 13.9 m2, do not achieve the minimum 24 m2 in a single location as required by the standard. As such, the proposal relies on performance criteria.
P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is: (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.
Complies The proposed Unit 2 includes two deck areas located to the rear and front and the dwelling has an overall private open space of over 100m^2. Therefore, it is considered that proposal provides reasonable extent of private open space capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play. The spaces are conveniently located in relation to the living areas of the dwelling and are oriented to take advantage of sunlight. The proposal is assessed as complying with the performance criteria.

8.4.6 Privacy for all dwellings

To provide a reasonable opportunity for privacy for dwellings.
Consistent
A1 A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not 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 not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 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 proposed rear deck will have a finished floor level of approximately 2m above the existing ground level, while the front deck will have a finished floor level of approximately 4.2m above the existing ground level. Both decks will maintain a minimum setback of 3 m from the side boundaries. The rear deck of Unit 1 will be set back 1.9 m from the rear boundary and will include a 2 m high fixed timber privacy screen. However, the transparency details of the privacy screen have not been specified in the submitted plans. Therefore, a condition will be recommended on the planning permit to ensure the privacy screen meets the acceptable solution requirements. The front deck of Unit 1 will have a minimum separation distance of 3.5m from the private open space of Unit 2. Therefore, unable to meet A1(c) (ii) of the clause. Therefore, the proposal relies on performance criteria.
P1 A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of: (a) a dwelling on an adjoining property or its private open space; or (b) another dwelling on the same site or its private open space.
Complies The proposed private open space for Unit 1 will comprise an area of approximately 90m2, which will be separated from Unit 2 by a 1.8m high solid fence to ensure adequate visual separation and privacy between the two dwellings. Further, a significant section of the private open space will be located at a minimum distance of 6m from the subject deck. The proposal is assessed as complying with the performance criteria.
A2 A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b): (a) the window or glazed door: (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 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 not less than 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, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 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 not less than 1.7m above floor level, with a uniform transparency of not more than 25%.
Complies Any proposed window or glazed door to a habitable room with a finished floor level more than 1 m above the existing ground level will maintain a minimum setback of 4 m from the rear boundary and 3 m from any side boundary. The proposal complies.
A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.
Complies The proposed driveway for Unit 2 will have a minimum separation of 5m from Unit 1. The proposal complies.

8.4.8 Waste storage for multiple dwellings

To provide for the storage of waste and recycling bins for multiple dwellings.
Consistent
A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m^2 per dwelling and is within one of the following locations: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.
Relies on Performance Criteria The proposal includes a dedicated waste storage area for both dwellings, each with a minimum size of 1.5 m2. However, the waste storage area proposed to the Unit 2 is located at the front of the dwellings. Therefore, the proposal relies on performance criteria.
P1 A multiple dwelling must have storage for waste and recycling bins that is: (a) capable of storing the number of bins required for the site; (b) screened from the frontage and any dwellings; and (c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.
Complies The proposed dedicated waste storage areas of both dwelling will be screened by a 1.8m colorbond fence. Therefore, the proposal is assessed as complying with the performance criteria.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Consistent

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use
Consistent The proposed development provides appropriate parking and access and is consistent with the purpose of the code.
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.
Relies on Performance Criteria The proposal provides two car parking spaces per dwelling as required under Table C2.1 of the code. It also provides a visitor car parking space dedicated to Unit 2. However, given the absence of access to the visitor parking space for Unit 1, the proposal relies on the performance criteria.
P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and 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 surrounding area.
Complies As previously discussed, The proposal relies on the performance criteria due to the absence of direct access to the visitor parking space for Unit 1. The Unit 1 (the existing dwelling) consists of three bedrooms, and having regard to the residential nature of the use, the demand for a visitor parking space is expected to be infrequent.

Melbourne Street is generally a low traffic street with a speed limit of 50 km/h. The surrounding area is predominantly residential, and on street parking is available along the road. In addition, the site is connected to the public transport network, with a Metro bus stop located on Mulgrave Street which is within approximately 40m of the site. Therefore, having regard to the availability of on street parking in the vicinity, the low traffic volumes on Melbourne Street, and the proximity to public transport, it is considered that the absence of visitor parking space for Unit 1 is not expected to result in any significant parking or traffic issues and is considered to meet the performance criteria.

C2.5.2 Bicycle parking numbers

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Consistent
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.
Complies There is no bicycle parking requirement for the proposed residential use.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
Complies The proposed parking, access ways, manoeuvring and circulation spaces will be concreted and be drained to the public stormwater system. The proposal complies.

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6*.
Complies The proposed parking, access ways, manoeuvring and circulation spaces will have a gradient less than 25% and provide for vehicles to enter and exit the site in a forward direction. The driveway will have a minimum width of 3m. The proposed car parking space dimensions which satisfy the requirements in Table C2.3. The proposed vertical clearance of the garage is 2.1m. The proposal complies.

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Consistent

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Consistent
A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.
Complies The proposed development consists of two multiple dwellings, each with three bedrooms. Having regard to industry guidelines the development is expected to generate less than 40 vehicle movements per day. The proposal complies.

DESIGN TO LIVE

PROPOSED ADDITIONAL DWELLING
35 MELBOURNE STREET,
SOUTH LAUNCESTON, 7250.

DRAWING #	DRAWING
MLBR35-1	COVER PAGE
MLBR35-2	SITE SURVEY PLAN
MLBR35-3	SITE PLAN
MLBR35-4	LANDSCAPE PLAN
MLBR35-5	STRATA PLAN
MLBR35-6	PARKING AND TURNING 1
MLBR35-7	PARKING AND TURNING 2
MLBR35-8	GROUND FLOOR PLAN
MLBR35-9	FIRST FLOOR PLAN
MLBR35-10	EXTERNAL SERVICES
MLBR35-11	ELEVATIONS N/W-S/E
MLBR35-12	ELEVATIONS N/E-S/E
MLBR35-13	SUN STUDY - WINTER SOLSTICE
MLBR35-14	SUN STUDY - WINTER SOLSTICE
MLBR35-15	PERSPECTIVES

AREAS	(m²)	COUNCIL		ZONE	
		LAUNCESTON COUNCIL		GENERAL RESIDENTIAL	
DWELLING G.F.	116.70	LAND TITLE REFERENCE	59566/2	ENERGY STAR RATING	TBC
DWELLING F.F.	101.11	PROPERTY ID	6623700	CLIMATE ZONE	7
FRONT DECK	16.91	LOT SIZE (M²)	809	ALPINE AREA	N/A
REAR DECK	13.91	BAL RATING	N/A	CORROSION ENV'	LOW
		DESIGN WIND CLASS	TBC	SITE HAZARDS	LOW & MED LANDSLIP HAZARD AREA
		SOIL CLASSIFICATION	TBC		
		PLANNING OVERLAY	AIRPORT OBSTACLE LIMITATION AREA, LOW & MED LANDSLIP HAZARD BAND		

ATTACHMENTS

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0269/2025
Date advertised: 26/07/2025
Planning Administration

DESIGN
ACC # 371799313
ABN. 71 615 812 747
PH. 6344 7319
E. info@designtolive.com.au
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CLIENT/S: HENDRY BUILDING AND DEVELOPMENTS

SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING COVER PAGE

I/WE APPROVE THESE DRAWING TO BE CORRECT PER CONTRACT.

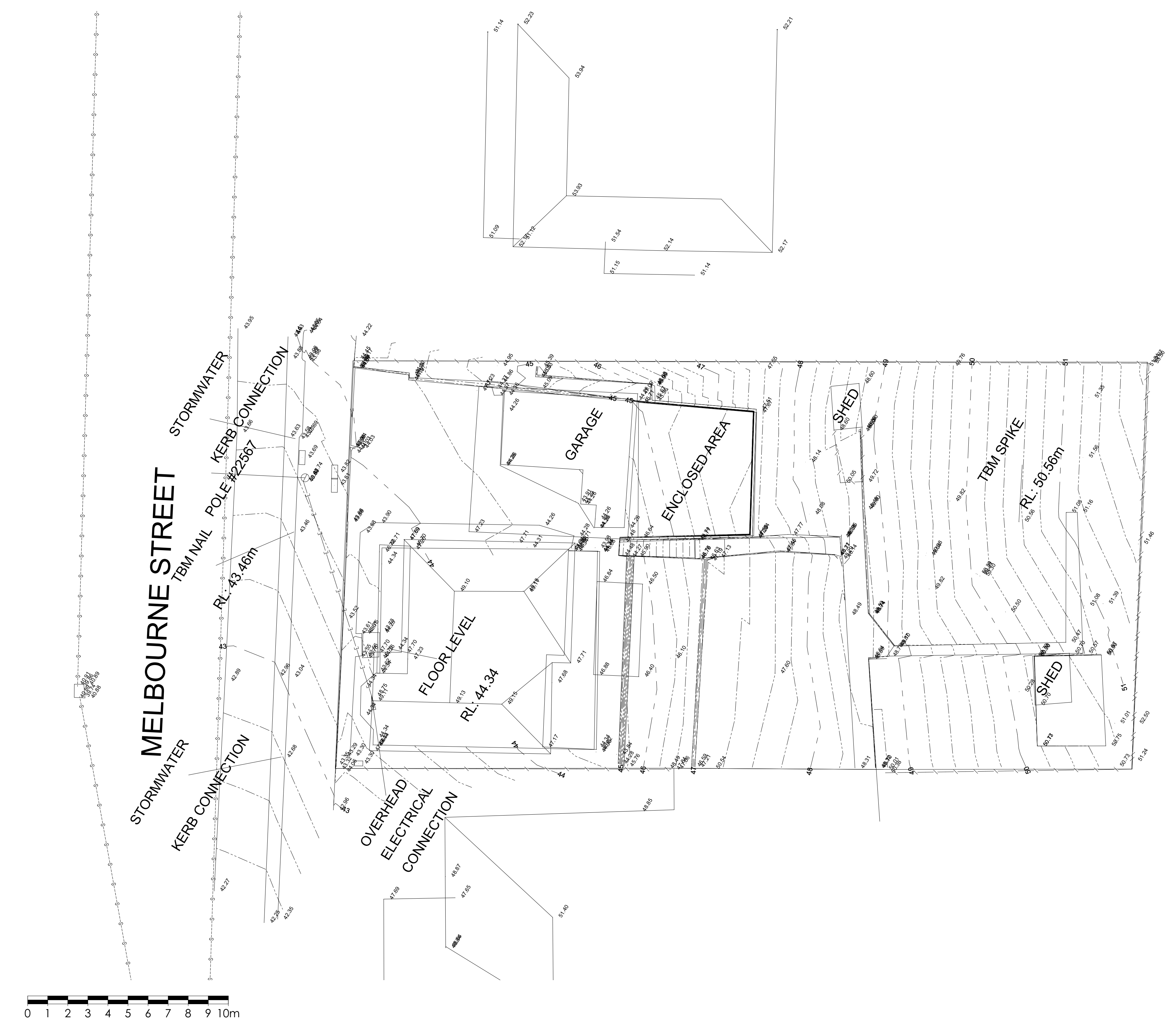
SIGNATURE: **DATE:**

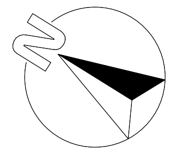
SIGNATURE: **DATE:**

REV.	DATE	DESCRIPTION
R1	04/06/2025	FOR REVIEW
R2	20/06/2025	FOR D.A.
R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	1/15
CHECKED	M.L.	SCALE (@A3)	NTS

Document Set ID: 5273300
Version: 1, Version Date: 28/08/2025





SURVEYOR: NJK DATE: 07/11/24

1. THIS PLAN HAS BEEN PREPARED BY NOVA LAND CONSULTING FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT USED FOR ANY OTHER PURPOSE.

2. TITLE BOUNDARIES SHOWN WERE NOT MARKED AT THE TIME OF THIS SURVEY.

3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.

4. NOVA LAND CONSULTING CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.

5. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF NOVA LAND CONSULTING.

6. HORIZONTAL BEARING DATUM IS PLANE BASED ON MGA20 PER GNSS.

7. VERTICAL DATUM IS AHD PER DSM1210-11

8. CONTOUR INTERVAL IS 1.0m INDEX IS 0.2m.

9. BOUNDARIES ARE COMPILED FROM LONG STANDING OCCUPATION; AND ARE APPROXIMATE AND SUBJECT TO SURVEY.

10. CO-ORDINATES ARE PLANE AND BASED ON MGA20 SCALED AROUND DSM1210-11.

DESIGN
ACC # 371799313
ABN. 71 615 812 747
PH. 6344 7319
E. info@designtolive.com.au
W. designtolive.com.au

CLIENT/S: HENDRY BUILDING AND DEVELOPMENTS

SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING SITE SURVEY PLAN

I/WE APPROVE THESE DRAWING TO BE CORRECT PER CONTRACT.

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REV.	DATE	DESCRIPTION
R1	04/06/2025	FOR REVIEW
R2	20/06/2025	FOR D.A.
R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	2/15
CHECKED	M.L.	SCALE (@A3)	1:200

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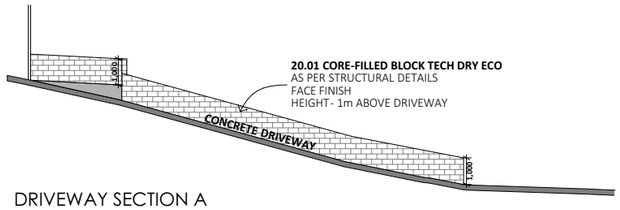
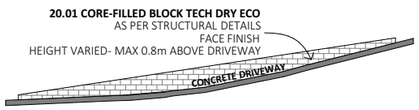
LOCALITY PLAN
NOT TO SCALE

AREA	m²
DWELLING G.F.	116.70
DWELLING F.F.	101.11
FRONT DECK	16.91
REAR DECK	13.91



DRIVEWAY SECTION A
SCALE - 1:200



DRIVEWAY SECTION B
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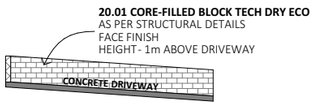
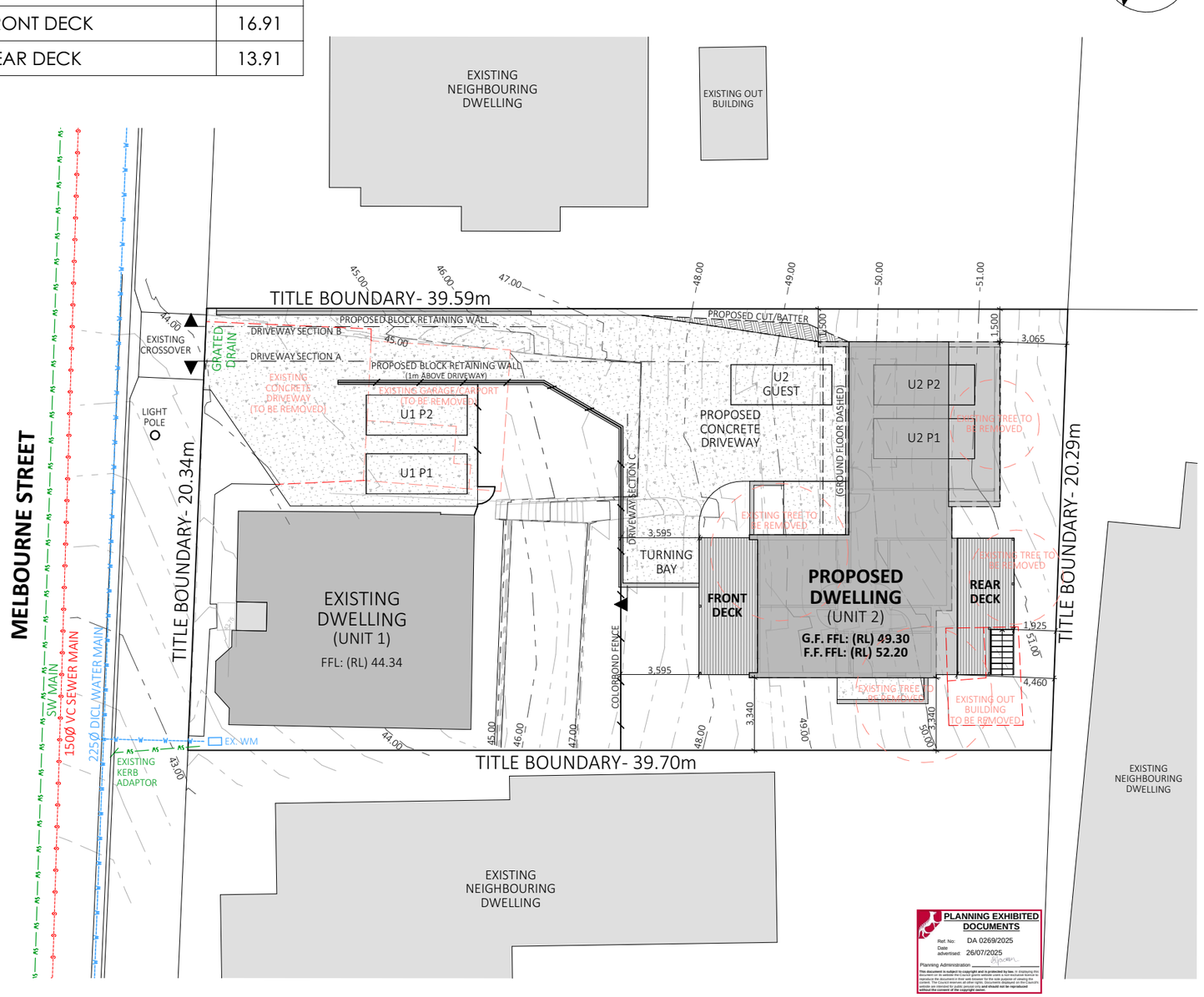


DRIVEWAY SECTION C
SCALE - 1:200

0 1 2 3 4 5 6 7 8 9 10m



DESIGN	ACC # 371799313 ABN. 71 615 812 747 PH. 6344 7319 E. info@designtolive.com.au W. designtolive.com.au	**CLIENT/S:** HENDRY BUILDING AND DEVELOPMENTS **SITE ADDRESS:** 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.	**DRAWING** SITE PLAN	I/WE APPROVE THESE DRAWING TO BE CORRECT PER CONTRACT. **SIGNATURE:** **DATE:** **SIGNATURE:** **DATE:**	COPYRIGHT: This is the sole property of Design To Live, and may not be used in whole, or in part without written or formal consent from Design To Live. Legal action will be taken against any person/s infringing the copyright.	**REV.**	**DATE**	**DESCRIPTION**	**DESIGNER**	M.L.	**JOB NUMBER**	MLBR35
						R1	04/06/2025	FOR REVIEW	**DRAWN**	J.L.	**DRAWING**	**3/15**
						R2	20/06/2025	FOR D.A.				
						R3	18/07/2025	FOR F.I.R.	**CHECKED**	M.L.	**SCALE (@A3)**	1:200

LANDSCAPING KEY	
	GRASS
	PERVIOUS
	CONCRETE
m²	DEDICATED P.O.S
	BIN STORE
	CLOTHES LINE
	MAILBOXES
	1.8m FENCE
	LOW LYING SHRUB MAX MATURE HEIGHT 0.5m SPECIES SELECTION BY CLIENT
	MEDIUM SHRUB MAX MATURE HEIGHT 1m SPECIES SELECTION BY CLIENT
	MEDIUM TREE MAX MATURE HEIGHT 2-4m SPECIES SELECTION BY CLIENT
	LARGE TREE MAX MATURE HEIGHT 4m+ SPECIES SELECTION BY CLIENT

DESIGN

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SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING LANDSCAPE PLAN

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REV.	DATE	DESCRIPTION
R1	04/06/2025	FOR REVIEW
R2	20/06/2025	FOR D.A.
R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	4/15
CHECKED	M.L.	SCALE (@A3)	1:200

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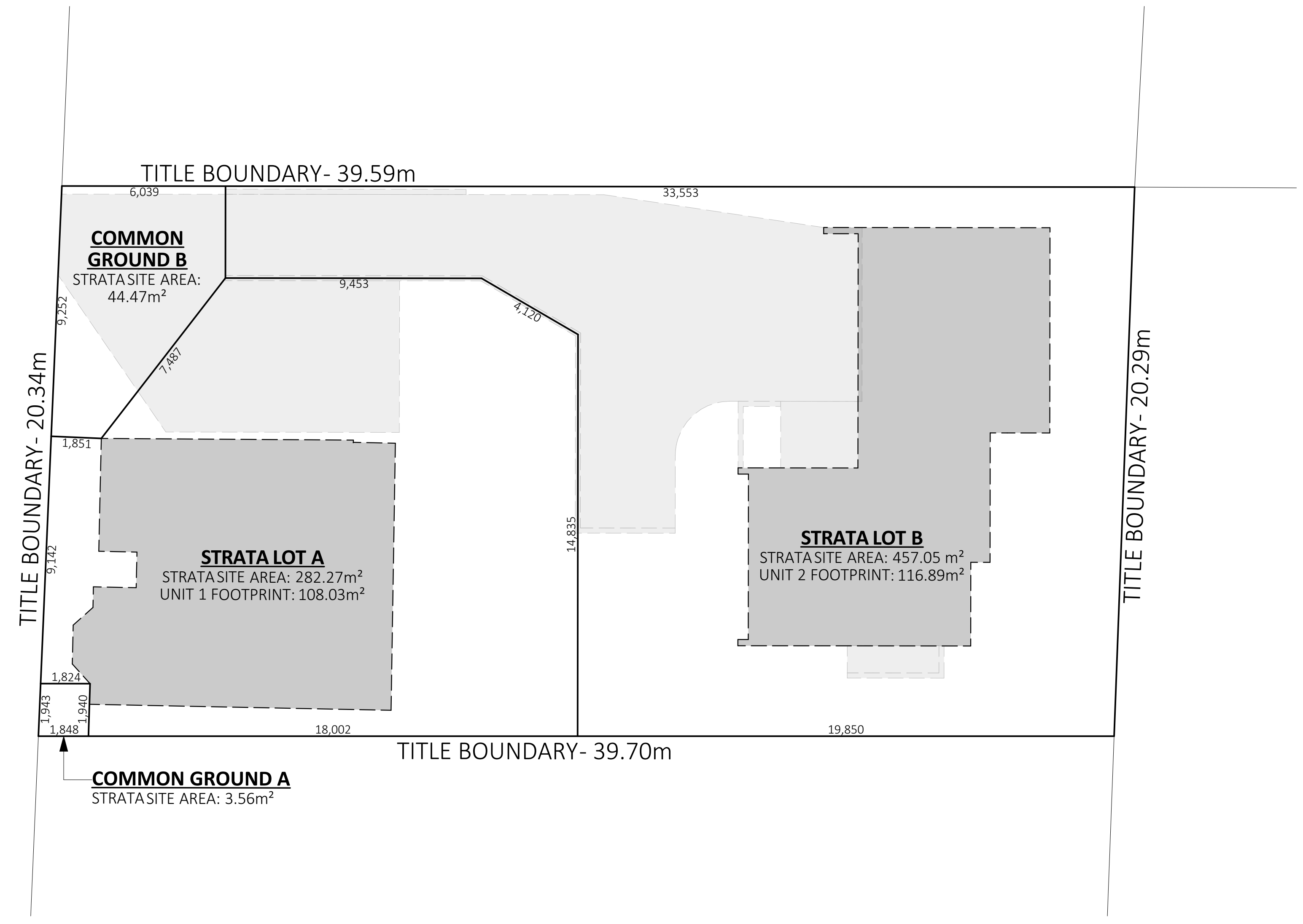
TOTAL IMPERVIOUS SITE COVERAGE:
453.45m² / 56.05%



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CLIENT/S: HENDRY BUILDING AND DEVELOPMENTS

SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING
STRATA PLAN

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REV.	DATE	DESCRIPTION
R1	04/06/2025	FOR REVIEW
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R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	5/15
CHECKED	M.L.	SCALE (@A3)	1:200

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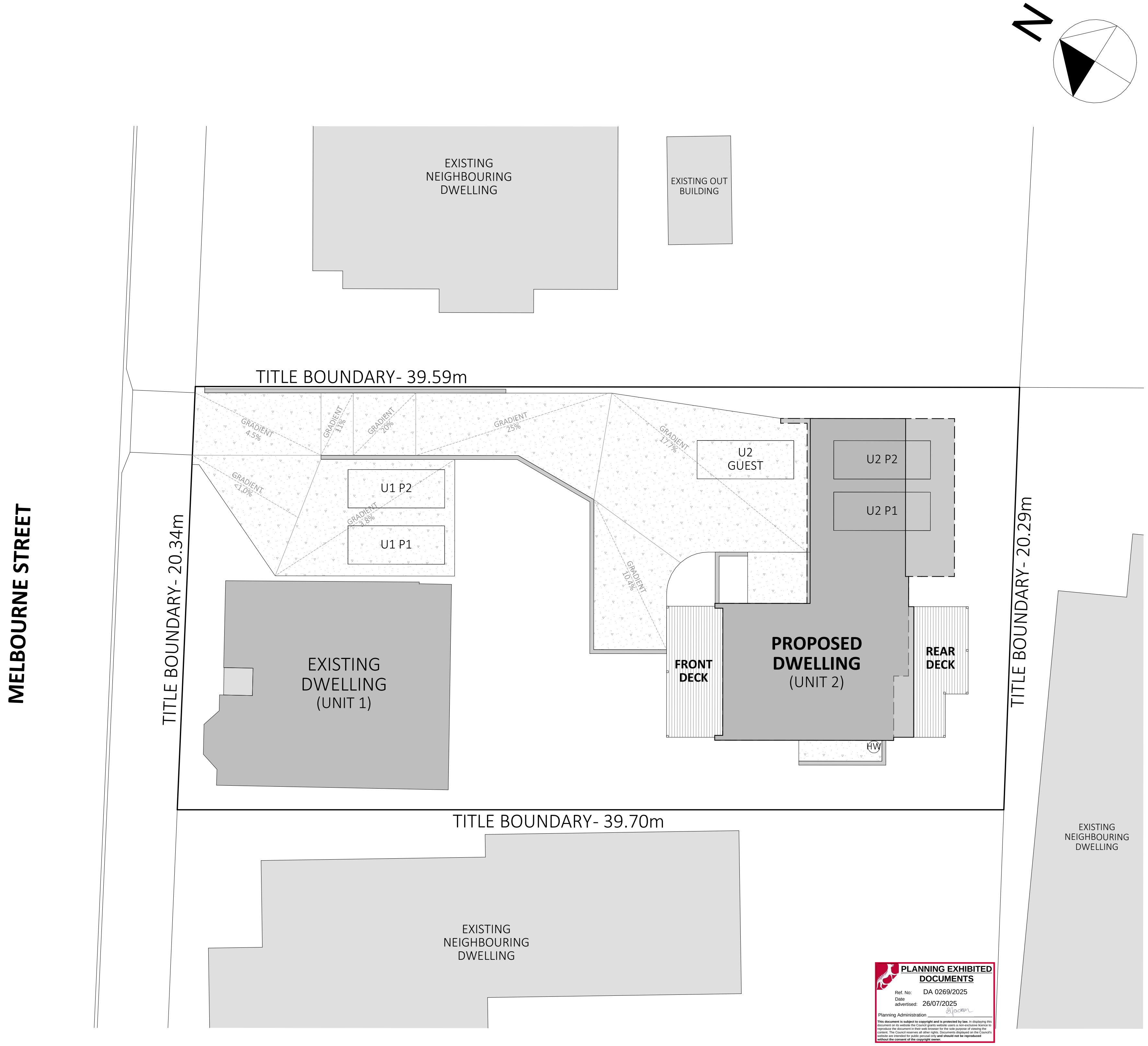
PARKING SUMMARY:

UNIT 1: 2 x PARKING SPACES (FORWARD ENTRY. REVERSE EXIT)
ON-STREET GUEST PARKING
UNIT 2: 2 x GARAGE PARKING SPACES (FORWARD ENTRY, FORWARD EXIT)
GUEST PARKING IN FRONT OF GARAGE



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CLIENT/S: HENDRY BUILDING AND DEVELOPMENTS

SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING PARKING AND TURNING 1

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DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	6/15
CHECKED	M.L.	SCALE (@A3)	1:200

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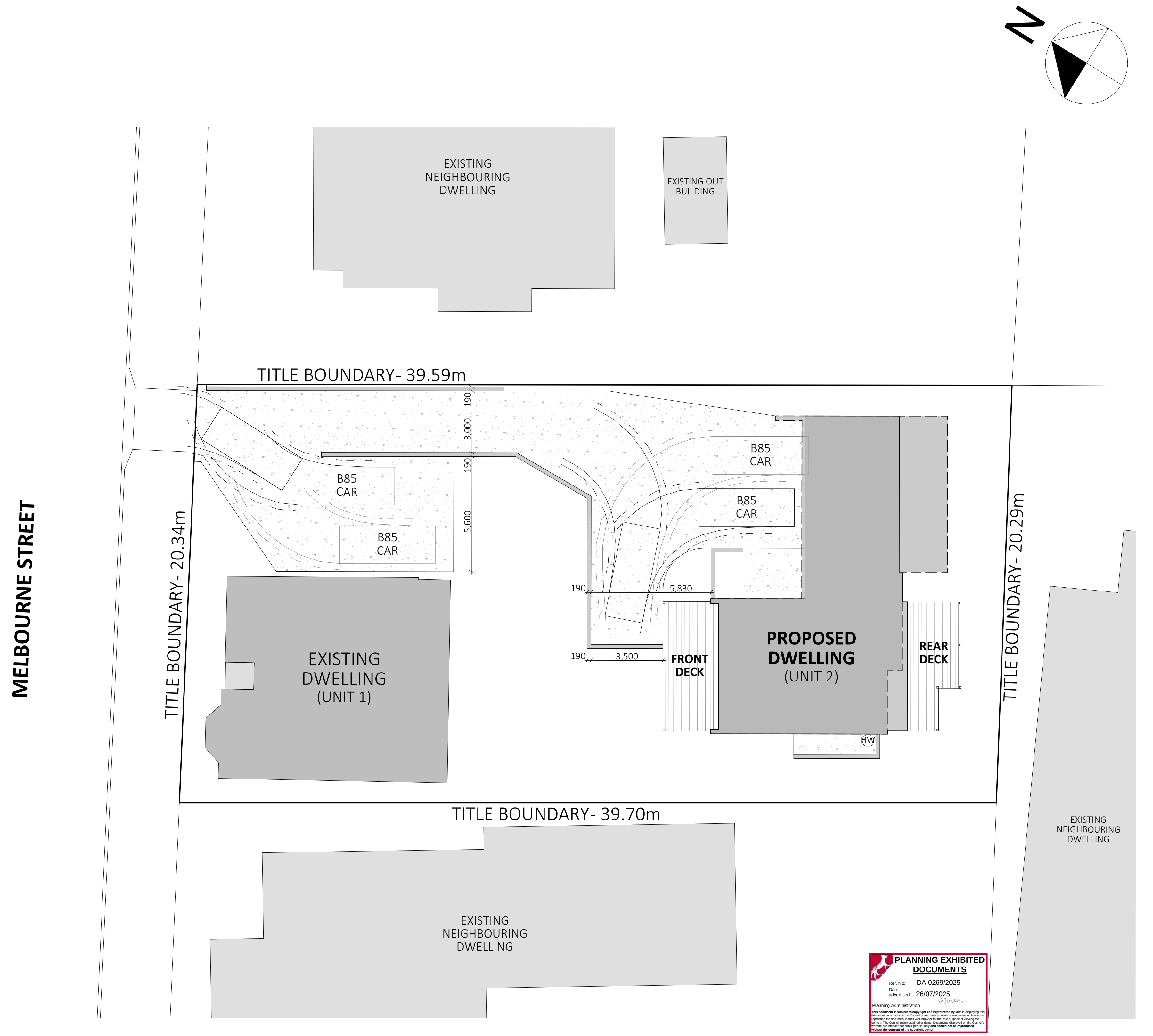
PARKING SUMMARY:

UNIT 1: 2 x PARKING SPACES (FORWARD ENTRY. REVERSE EXIT)
ON-STREET GUEST PARKING
UNIT 2: 2 x GARAGE PARKING SPACES (FORWARD ENTRY, FORWARD EXIT)
GUEST PARKING IN FRONT OF GARAGE



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SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING PARKING AND TURNING 2

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R2	20/06/2025	FOR D.A.
R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	7/15
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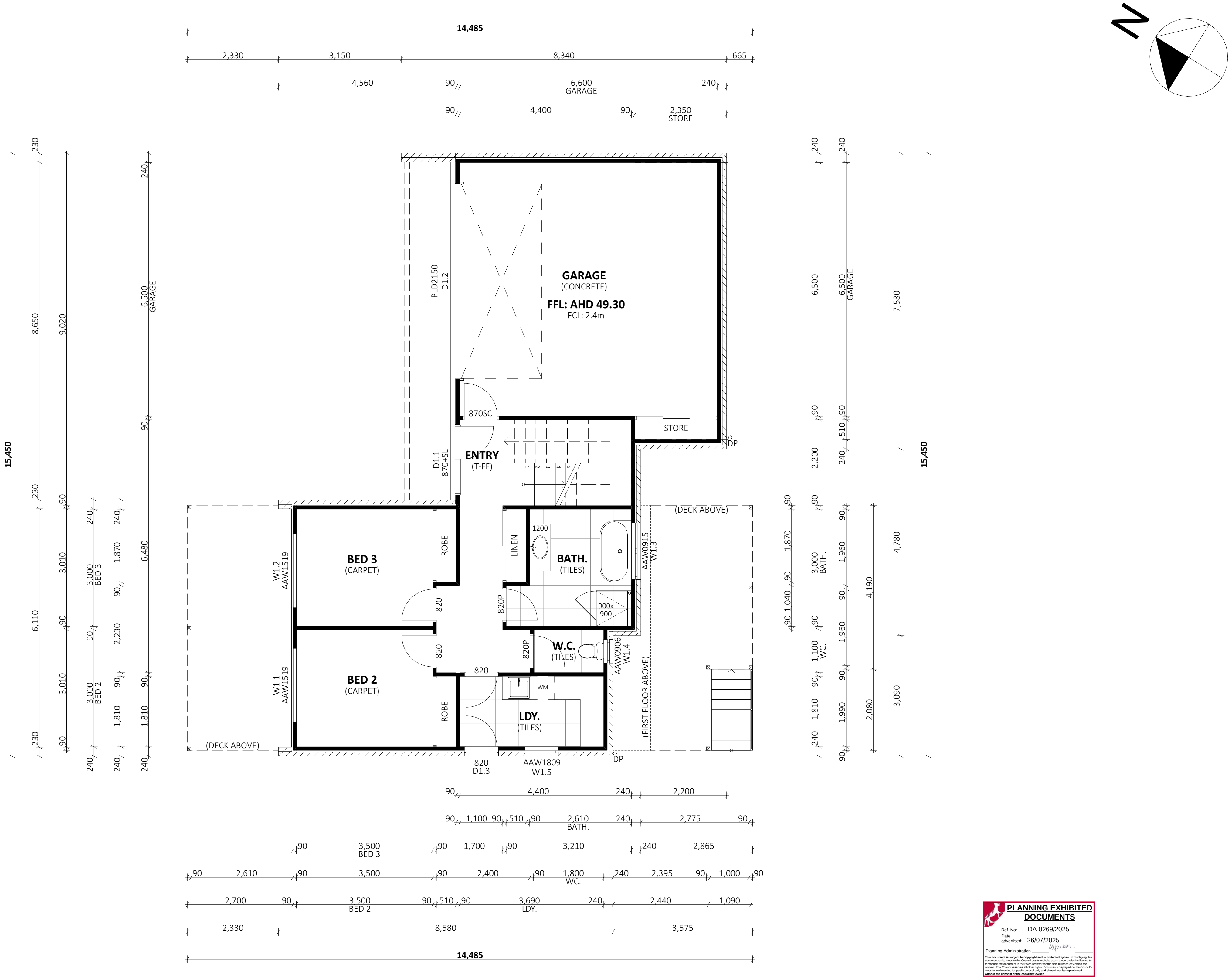

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HENDRY BUILDING AND DEVELOPMENTS	GROUND FLOOR PLAN	SIGNATURE: DATE:	This is the sole property of Design To Live, and may not be used in whole, or in part without written or formal consent from Design To Live. Legal action will be taken against any person/s infringing the copyright.
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R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
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SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING FIRST FLOOR PLAN

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SIGNATURE: **DATE:**

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R2	20/06/2025	FOR D.A.
R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	9/15
CHECKED	M.L.	SCALE (@A3)	1:100

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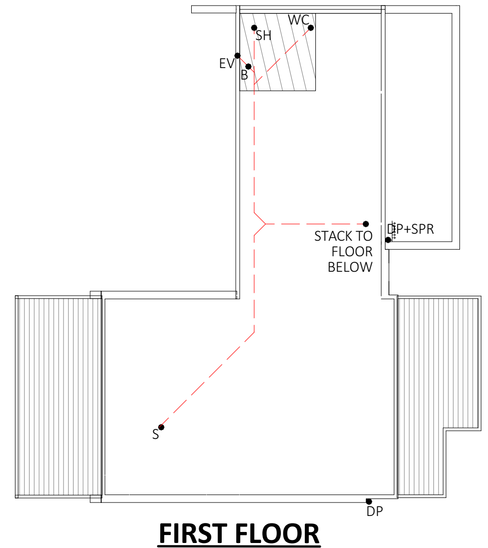
LEGEND	
DP	DOWNPIPE (90Ø)
B	BASIN
Ba	BATH
S	SINK (65Ø)
T	LAUNDRY TUB (65Ø)
SH	SHOWER
WC	WATER CLOSET
FW	FLOOR WASTE
EV	VENT (THROUGH TO ROOF)
IO	INSPECTION OPENING
ORG	O/FLOW RELIEF GULLY
RE	RODDING EYE
X	EXTERNAL TAP
P	DRAINAGE PIT (450 x 450mm)
(hatched)	WET AREAS
(green dashed)	STORMWATER LINE (100mm PVC)
(red dashed)	SEWER LINE (100mm PVC)
(blue dashed)	AG. DRAIN

THIS PAGE IS TO BE PRINTED AND READ IN COLOUR.

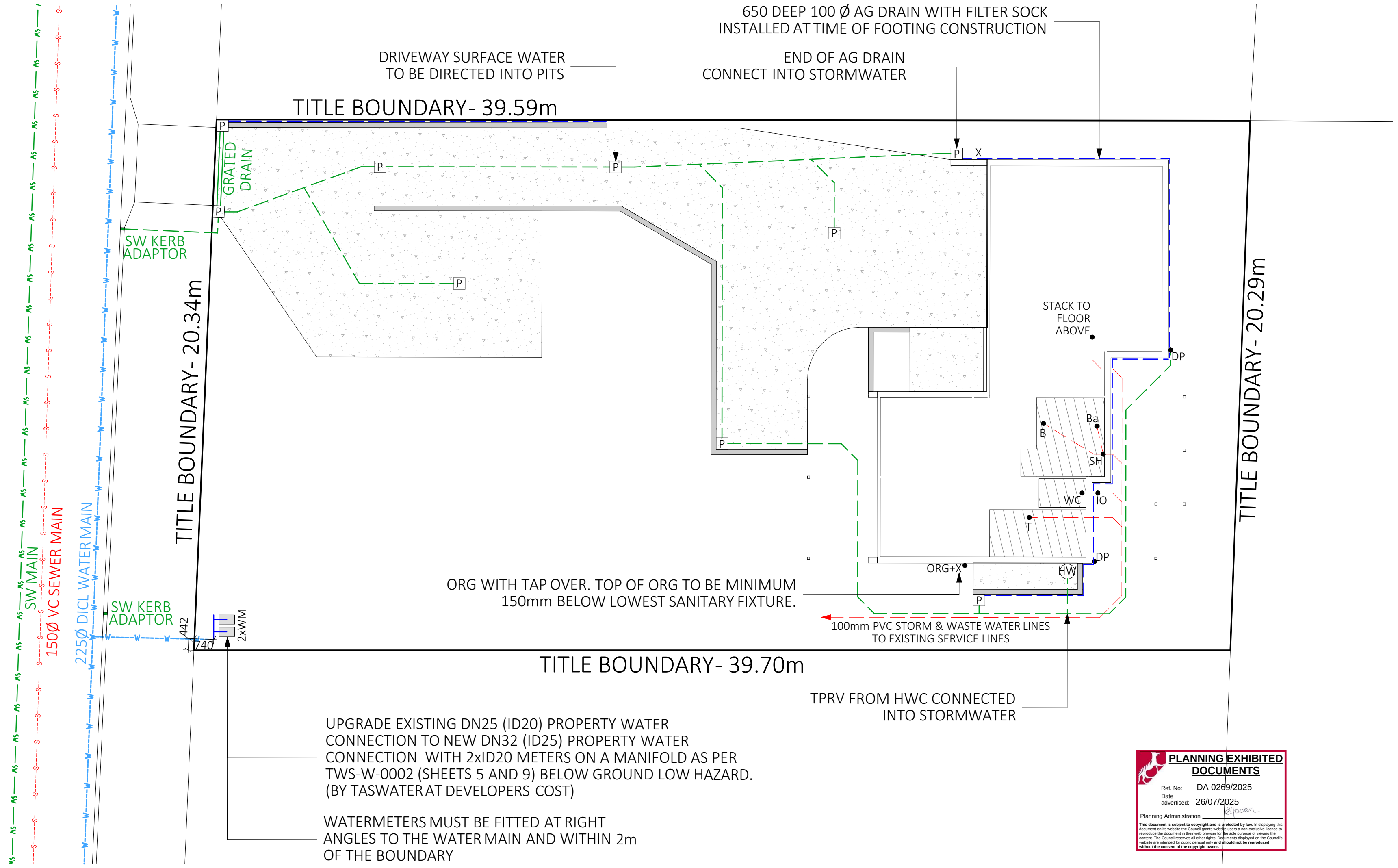
NOTES:

ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH AS-3500 AND LOCAL PLUMBING CODE AND SHOULD BE CARRIED OUT BY A LICENSED PLUMBER.

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES INTERGRATED CODE (WSA 03-2011-3.1 VERSION 3.1 MRWA VERSION 2.0) AND THE SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES INTERGRATED CODE (WSA 02-2014-3.1 MRWA VERSION 2.0) AND TASWATER'S SUPPLEMENTS TO THESE CODES.



FIRST FLOOR



INSTALL INSPECTION OPENINGS AT MAJOR BENDS FOR STORMWATER AND ALL LOW POINTS OF DOWNPIPES.

PROVIDE SURFACE DRAIN TO BACK OF BULK EXCAVATION TO DRAIN LEVELLED PAD PRIOR TO COMMENCING FOOTING EXCAVATION.

SERVICES

THE HEATED WATER SYSTEM MUST BE DESIGNED AND INSTALLED WITH PART B2 OF THE NCC VOLUME THREE- PLUMBING CODE OF AUSTRALIA.

THERMAL INSULATION FOR HEATED WATER PIPING MUST:
A) BE PROTECTED AGAINST THE EFFECTS OF WEATHER AND SUNLIGHT; AND
B) BE ABLE TO WITHSTAND THE TEMPERATURES WITHIN THE PIPING ; AND
C) USE THERMAL INSULATION IN ACCORDANCE WITH AS/NZS 4859.1

HEATED WATER PIPING THAT IS NOT WITHIN A CONDITIONED SPACE MUST BE THERMALLY INSULATED AS FOLLOWS:

1. INTERNAL PIPING
a) ALL FLOW AND RETURN INTERNAL PIPING THAT IS-
i)WITHIN AN UNVENTILATED WALL SPACE
ii)WITHIN AN INTERNAL FLOOR BETWEEN STOREYS: OR
iii) BETWEEN CEILING INSULATION AND A CEILING
MUST HAVE A MINIMUM R-VALUE OF 0.2

2.PIPING LOCATED WITHIN A VENTILATED WALL SPACE, AN ENCLOSED BUILDING SUBFLOOR OR A ROOF SPACE
a) ALL FLOW AND RETURN PIPING
b)COLD WATER SUPPLY PIPING AND RELIEF VALVE PIPING WITHIN 500mm OF THE CONNECTION TO CENTRAL WATER HEATING SYSTEM,
MUST HAVE A MINIMUM R-VALUE OF 0.45

3. PIPING LOCATED OUTSIDE THE BUILDING OR IN AN UNENCLOSED BUILDING SUB FLOOR OR ROOF SPACE
a)ALL FLOW AND RETURN PIPING
b)COLD WATER SUPPLY PIPING AND RELIEF VALVE PIPING WITHIN 500mm OF THE CONNECTION TO CENTRAL WATER HEATING SYSTEM
MUST HAVE A MINIMUM R-VALUE OF 0.6

PIPING WITHIN AN INSULATED TIMBER FRAMED WALL, SUCH AS THAT PASSING THROUGH A WALL STUD, IS CONSIDERED TO COMPLY WITH THE ABOVE INSULATION REQUIREMENTS.

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SITE ADDRESS: 35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING EXTERNAL SERVICES

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REV.	DATE	DESCRIPTION
R1	04/06/2025	FOR REVIEW
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DESIGNER	M.L.	JOB NUMBER	MLBR35
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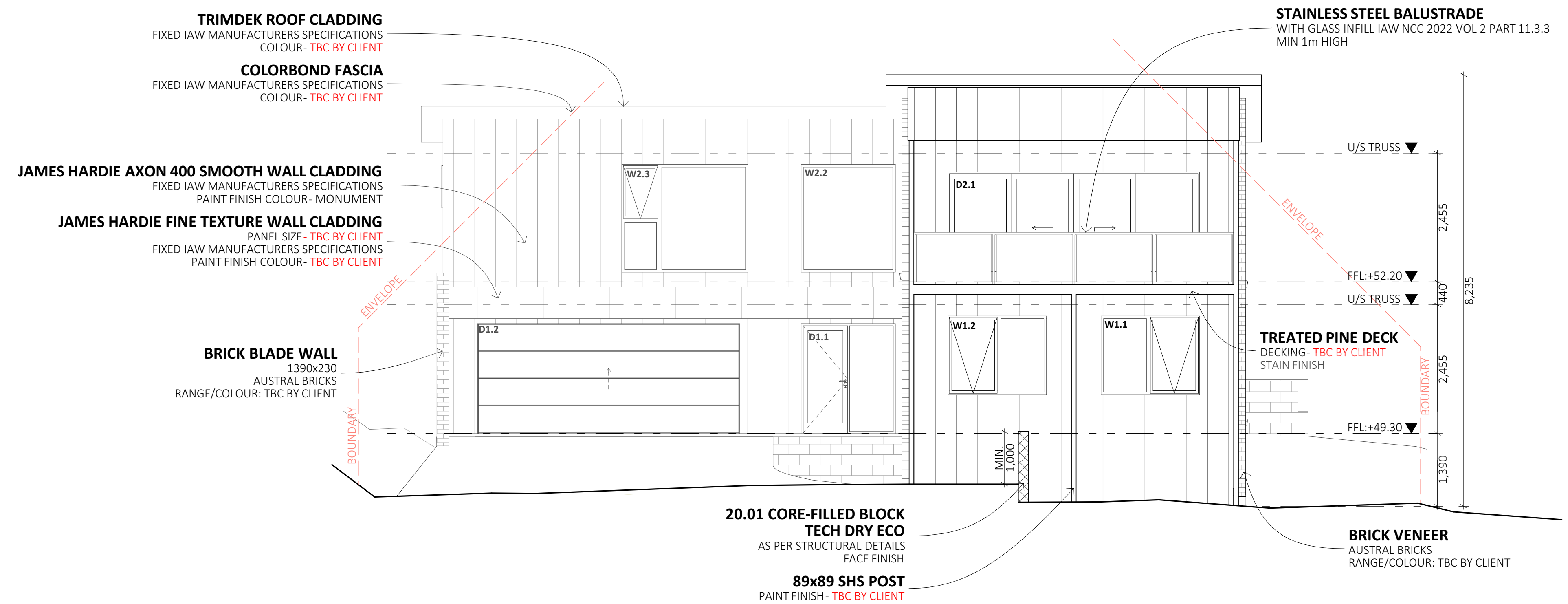
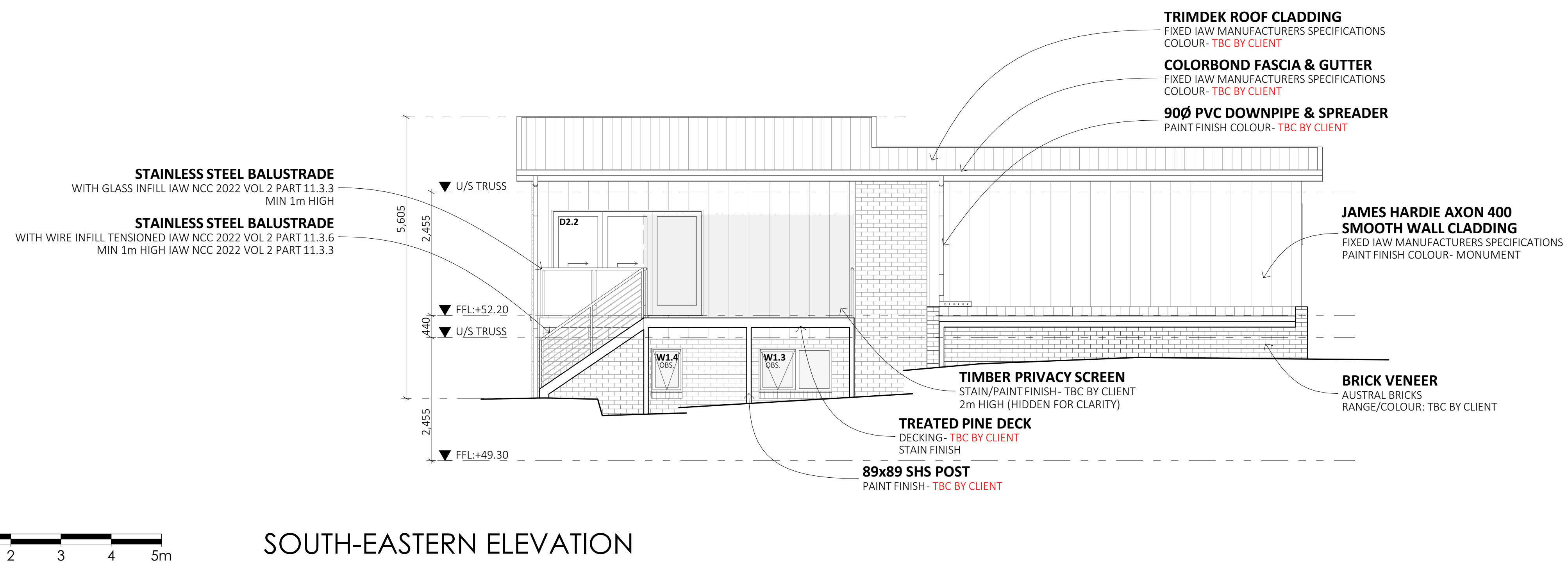


NORTH-WESTERN ELEVATION



SOUTH-EASTERN ELEVATION

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DRAWN	J.L.	DRAWING	11/15
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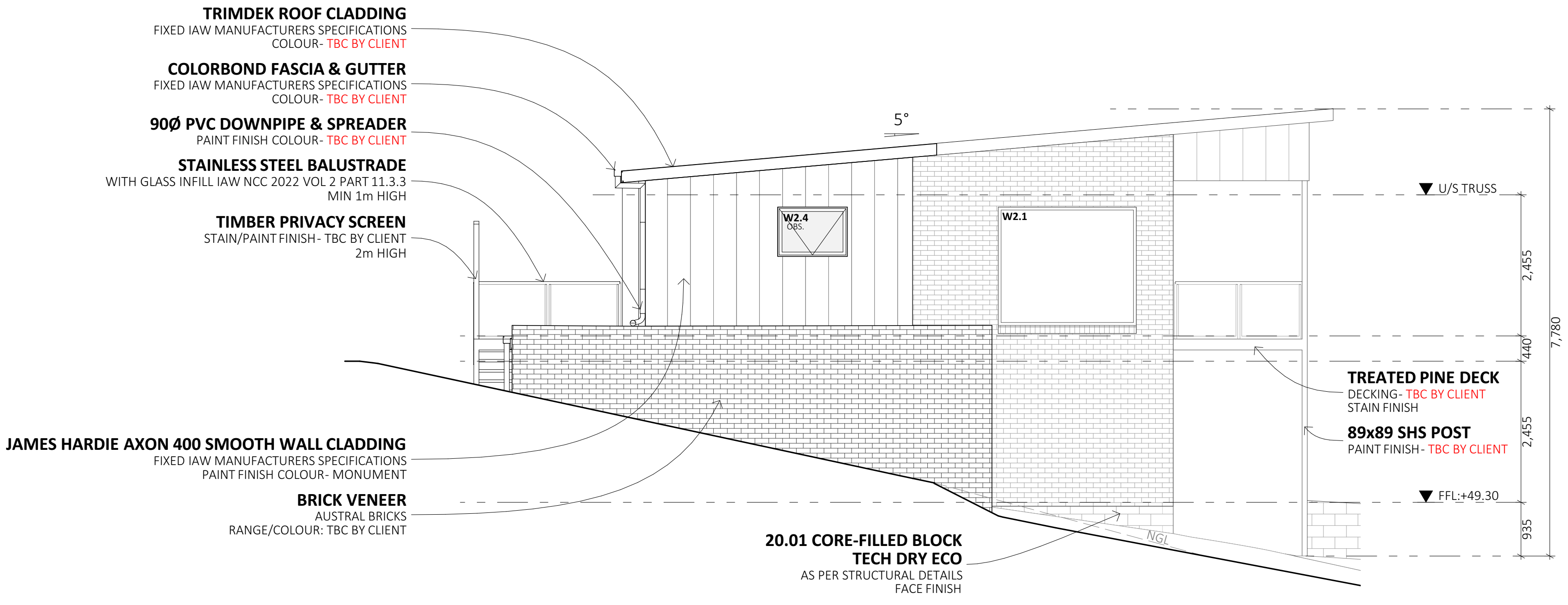
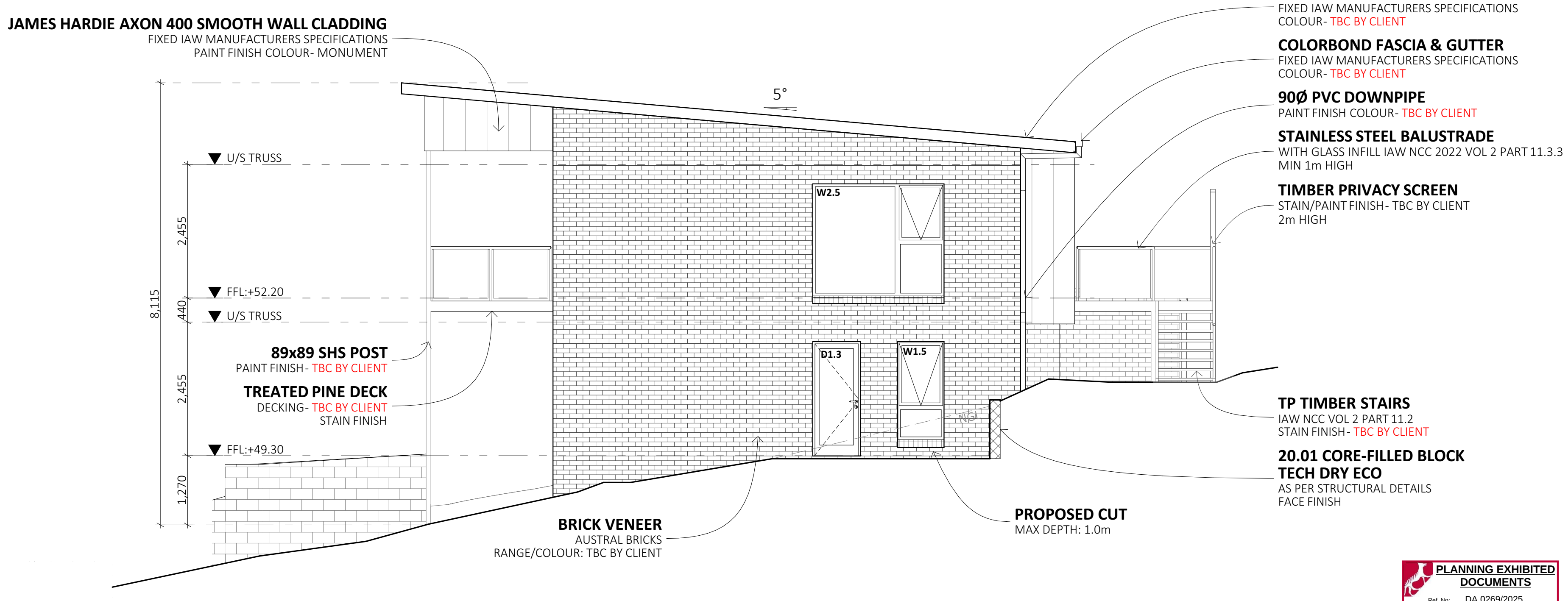


NORTH-EASTERN ELEVATION



0 1 2 3 4 5m

SOUTH-WESTERN ELEVATION

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DRAWING ELEVATIONS N/E-S/E

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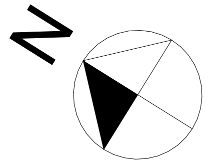

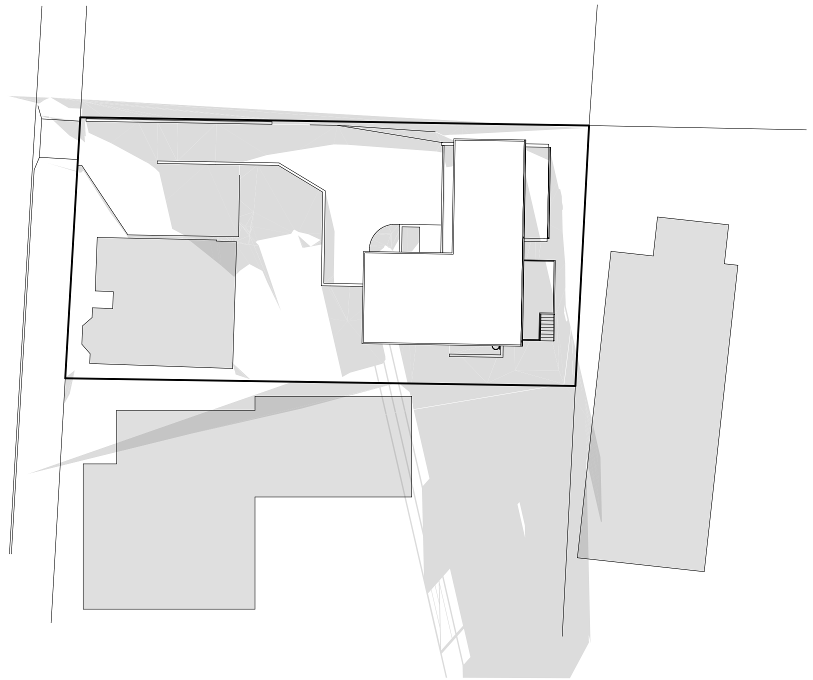

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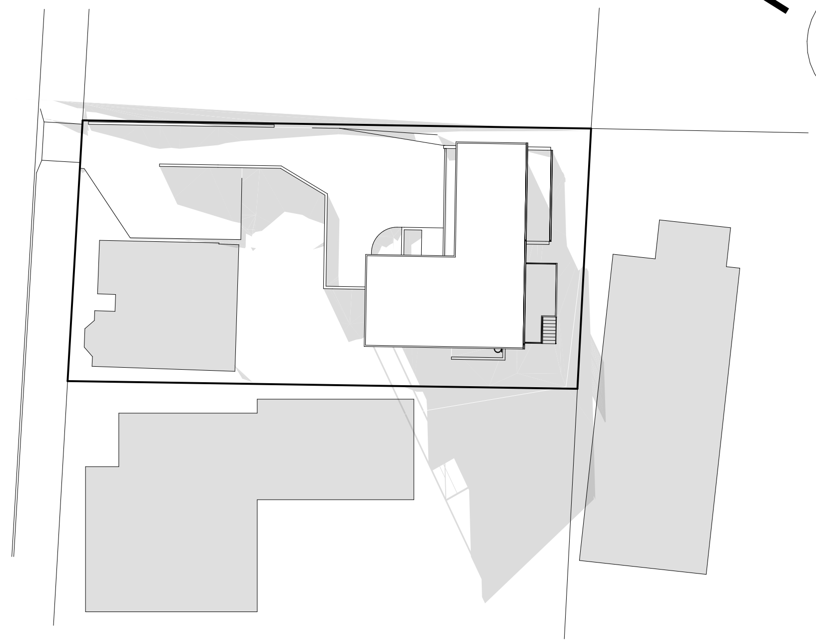

10AM

11AM

12PM

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CLIENT/S:
HENDRY BUILDING AND DEVELOPMENTS

SITE ADDRESS:
35 MELBOURNE STREET, SOUTH LAUNCESTON, 7250.

DRAWING
SUN STUDY - WINTER SOLSTICE

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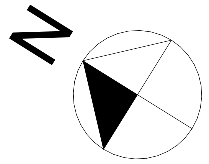
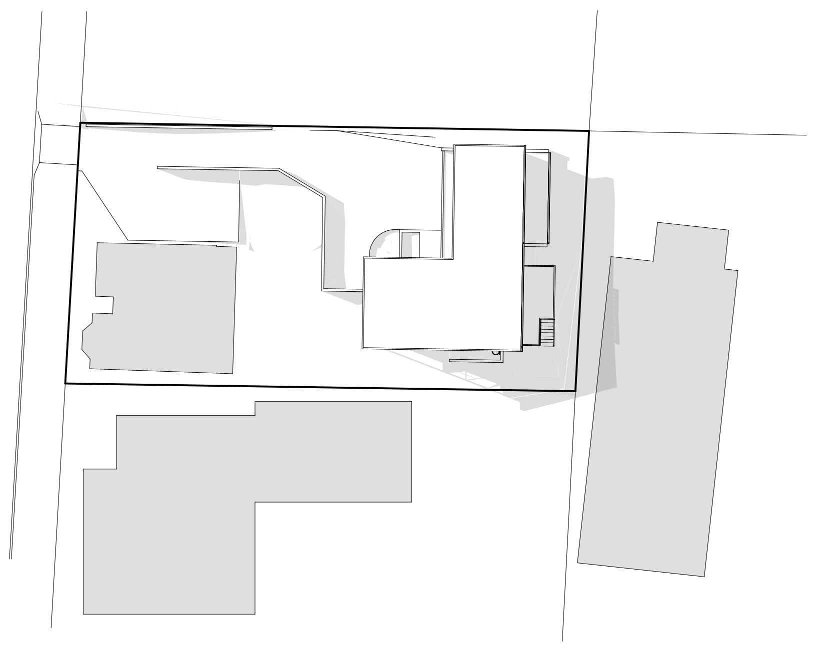
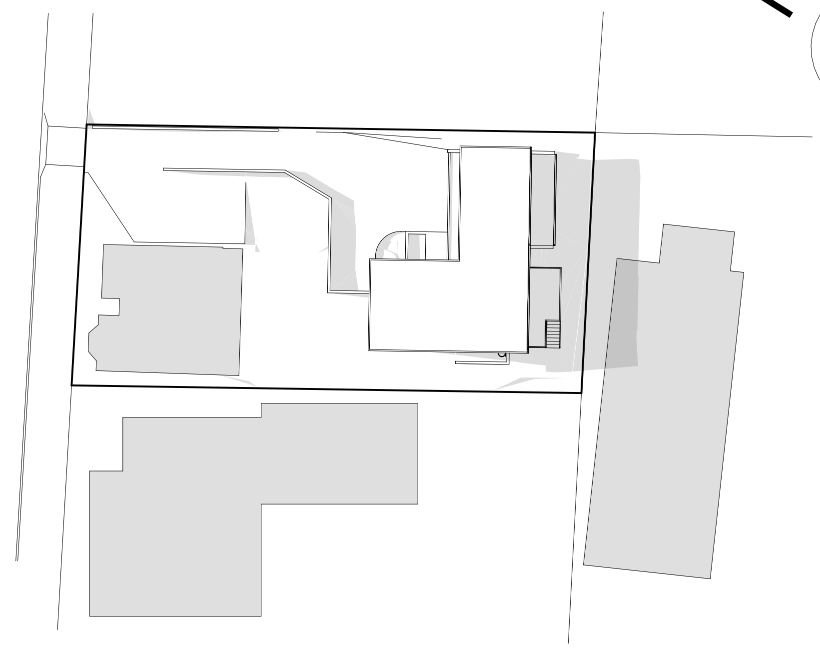




1PM



2PM

3PM

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DRAWING: SUN STUDY - WINTER SOLSTICE

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DRAWING
PERSPECTIVES

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R3	18/07/2025	FOR F.I.R.

DESIGNER	M.L.	JOB NUMBER	MLBR35
DRAWN	J.L.	DRAWING	15/15
CHECKED	M.L.	SCALE (@A3)	NTS

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Version: 1, Version Date: 28/08/2025

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA0269/2025
Council notice date	3/07/2025
TasWater Reference No.	TWDA 2025/00782-LCC
Date of response	10/07/2025
TasWater Contact	Rachael Towns
Phone No.	0436 615 228

Response issued to

Council name	CITY OF LAUNCESTON
Contact details	Planning.Admin@launceston.tas.gov.au
Development details	
Address	35 MELBOURNE ST, SOUTH LAUNCESTON
Property ID (PID)	6623700
Description of development	Multiple Dwellings x 2 (1 existing, 1 new)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Design to Live	MLBR35 Dwg 10/13	R2	20/06/2025

Conditions

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 connection and sewerage system and connection to 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 construction, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater..

DEVELOPER CHARGES

4. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $1054.20 to TasWater for water infrastructure for .6 additional Equivalent Tenements,

Tasmanian Water & Sewerage Corporation Pty Ltd
GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
ABN: 47 162 220 653

indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

5. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $1757 to TasWater for sewerage infrastructure for 1 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

6. The applicant or landowner as the case may be, must pay a development assessment fee of $251.35 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General
For information on TasWater development standards, please visit
https://www.taswater.com.au/building-and-development/technical-standards
For application forms please visit
https://www.taswater.com.au/building-and-development/development-application-form

Developer Charges
For information on Developer Charges please visit the following webpage -
https://www.taswater.com.au/building-and-development/developer-charges

Water Submetering
As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

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.

a. A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit https://www.taswater.com.au/building-and-development/service-locations for a list of companies.
c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.
   NOTE: In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 – SECT 56ZB A regulated entity may charge a person for the reasonable cost of –
   (a) a meter; and
   (b) installing a meter.

Advice to the Drainage Authority

The combined system is at capacity in this area. TasWater cannot accept additional flows of stormwater into this area within the combined system over those currently discharged.
The Drainage Authority will be required to either refuse or condition the development to ensure the current service standard of the combined system is not compromised.

Declaration

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

LOCAL ACTION FOR GLOBAL IMPACT

A Community Emissions Action Plan

PRODUCED BY

City of LAUNCESTON

Acknowledgement of Country

We acknowledge the people of the Kanamaluka ('Tamar River') the traditional owners of the Land upon which we work, and we pay our respect to Aboriginal Elders; past and present. We respect all Tasmanian Aboriginal people, their culture and their rights as the first peoples of this Land. We recognise and value Aboriginal histories, knowledge and lived experiences and commit to being culturally inclusive and respectful in our working relationships with all Aboriginal people.

Contents

The City of Launceston is proud to produce the *Local Action for Global Impact: A Community Emissions Action Plan* developed in collaboration with our residents, local businesses and subject matter experts, including Ironbark Sustainability. This Plan presents our shared vision for emissions reduction for the future of our community and reflects our values and goals towards climate action.

This Plan is developed for the community, by the community, and its success depends on the continued involvement and support of every member of our community. This Plan sets out our emissions reduction pathway (i.e. climate mitigation). Climate adaptation - how we will adapt to the impacts of climate change - will be addressed separate to this Plan.

What's in the Plan

Achieving the change required to minimise the impacts of climate change is going to take all of us. Every individual, every household, every business and every organisation must commit to reducing greenhouse gas emissions.

The City of Launceston (Council) understands the profound impact climate change will have on our City and is committed to helping our community to take effective action to reduce emissions across the municipality.

The Launceston community has been loud and clear about wanting to see greater action on climate change throughout all segments of the community and across all levels of government. This Community Emissions Action Plan (the Plan) is a resource for our community and businesses to understand what they can do to reduce emissions and also outlines what Council will do to support the process throughout the community.

Members of the Launceston community have been heavily involved in the development of this Plan through the Low Carbon Launceston campaign; Engage for Change community talk series; community, business and youth surveys; community and business focus group sessions; and providing feedback on the draft Plan. Through this process, the message was clear that the Launceston community are extremely concerned about climate change and want to see - and be part of - urgent and ambitious action. A key output of community engagement was the development of a decision-making framework for prioritising emissions reduction actions, including setting ambitious targets.

Launceston's 2020/21 emissions were 666,000 tonnes (t) CO_2-e, almost a tenth of Tasmania's emissions. To help prevent global average temperatures from increasing by more than 2°C, a science derived target of net zero emissions by 2050 has been set and an interim target of 50% by 2035[1].

Commercial and industrial sectors make up over half of Launceston's emissions across all emissions sources – electricity, gas, transport, industrial processes and product use (IPPU), fugitive emissions and agriculture. Reaching Launceston's net zero target cannot be achieved without significant shifts in these sectors. Recognising this, Council completed a project to identify key greenhouse gas emitting organisations and sectors in the municipality. Council intends to collaborate with these organisations and support their decarbonisation.

The Emissions Climate Action Plan aims to make the best use of resources to leverage strengths and key areas of influence to achieve the greatest emissions reduction. Actions are presented across four themes (Sustainable Transport, Zero Carbon Energy, Natural Resources and Circular Economy), and distinguished between actions that are community-led and Council-led. Key advocacy opportunities have also been identified across these themes.

Refer to the Appendix for further information on the Plan's background, government policy context, and the City of Launceston's climate action journey to date.

While the City of Launceston takes wood heater smoke seriously, the air quality issue is categorised as a public health concern rather than a driver of climate change. The City of Launceston will address wood heater smoke in a separate plan.

1 "Net zero" refers to achieving a balance between the greenhouse gases emitted into the atmosphere and those removed from it, so that the net amount added is zero. This is a key strategy for addressing climate change, as it stops the accumulation of greenhouse gases, which are the primary drivers of global warming. Reaching net zero by a target year (e.g., 2050) is a key goal in international climate agreements.

Make the pledge now!

Whether you're a Launceston community member, employee, business owner or student, make the climate action pledge today at the City of Launceston's Low carbon Launceston and find out how we can all work together to reduce emissions and reach net zero by 2050.

Together, the City of Launceston and the community will work towards the following outcomes over the next five years:

Sustainable Transport

- Reduce reliance on cars in Launceston by increasing public and active transport capabilities, aiming to increase the proportion of distance travelled by these modes to 15% by 2040
- Support a shift towards a more compact and well connected city with housing located in well serviced and accessible areas
- Reduce barriers to electric vehicle (EV) uptake

Circular Economy

- Reduce waste to landfill and waste emissions
- Empower the Launceston community to transition towards a circular economy

Key Greenhouse Gas Emitters

- Form long-term collaborations with key emitting organisations in Launceston
- Provide support to organisations to set ambitious emissions targets and achieve those targets
- Support commercial and industrial subsectors to work together to tackle common emissions source and emissions reduction barriers
- Improve visibility and participation of the business sector in community climate action

Zero Carbon Energy

- Get off gas: in particular, opting for electric alternatives to gas water and space heating, and gas use in industrial manufacturing
- Improve energy performance and efficiency of buildings
- Purchase and generate renewable energy

Natural Resources

- Engage with primary producers to promote sustainable land management
- Increased land restoration and revegetation
- Increased urban forest canopy to 40% cover by 2040
- Increased protection of vegetation in the municipality

What the Launceston Community Says

Council led an engagement process in 2023-2025 to ensure the actions described in this Plan were driven by community input. This included:

- The Low Carbon Launceston campaign – awareness raising and promotion
- Engage for Change - a series of climate change talks delivered by experts in their relevant fields
- Online surveys for business/industry, community and youth
- Follow-up community and business focus group sessions
- Final round of engagement on draft Action Plan - feedback reflected throughout final version

Through this process, Council also gained a better understanding of how the community feels about climate change and how they would like us to contribute to helping reduce community emissions:

Most respondents were extremely concerned about climate change and want to see - and be part of - urgent and ambitious action to reduce emissions

People believe more incentives, financial support and supportive government policies will help them take further action

There is great scope to further engage and collaborate with the commercial and industrial sectors to achieve community targets

A clear priority identified in this engagement was to focus on emissions reduction, including setting ambitious targets.

A key output of this community engagement was the development of a decision-making framework for prioritising Council action. This framework identified the criteria against each possible opportunity for emissions reduction was assessed. The criteria selected through this process were:

1. **Actions that use Council's levers of influence and those that will best use available resources**
2. **Actions that are measurable and trackable**
3. **Actions selected and prioritised based on these criteria:**
    1. **Emissions reduction potential**
    2. **Co-benefits e.g. cost savings, health benefits and improved liveability**
    3. **Equity: who will benefit, who requires support and at what level, including the potential reach of the action**

Actions presented in the Plan have been identified and prioritised based on this decision-making framework.

Climate Change Projections

Climate change is already significantly affecting our climate, and it will continue to do so. Average annual temperatures in Tasmania have increased by 1.1°C since 1910, rainfall has decreased and the number of days with dangerous fire weather has increased[2]. In 2022, the University of Tasmania's Climate Futures Research Program with the support of the City of Launceston, undertook detailed modelling into the climate change impacts expected in Launceston and surrounds[3] (Table 1).

Table 1. *Climate projections for the City of Launceston municipality* [4]

Variable	1997-2017	2041-2060	2081-2100
Mean annual temperature	11.2°C	12.5°C (+1.3°C)	14.0°C (+2.8°C)
Mean annual rainfall	1,010 mm	923 mm (-87 mm)	888 mm (-122 mm)
Very high fire danger	6.2 days	8.4 days (+2.2 days)	13.8 days (+7.6 days)
Frost risk days	65.4 days	44.5 days (-20.9 days)	24.1 days (-41.3 days)
Sea level rise	-	+0.22 m	+0.82 m
Extreme weather events		Projected to increase	

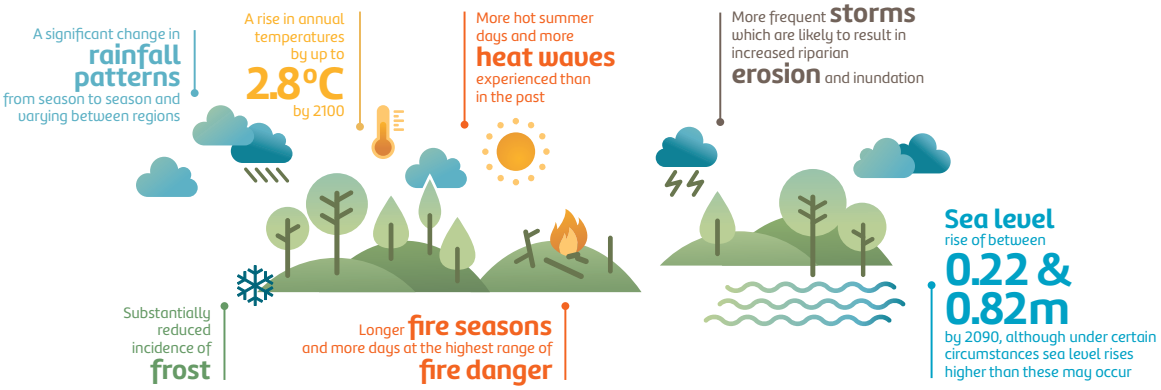
Some of the impacts of these changes include:

- An increasingly unpredictable climate, with changes to flooding patterns
- Impacts on farmers, particularly through the decrease in the number of frost days and reduced rainfall
- A reduction in the ability to carry out hazard reduction burns, which further increases fire risk
- Impacts on the region's flora and fauna

The impacts in other parts of Australia and the world are expected to be even more extreme[5] and this may put pressure on Tasmania, including flow-on economic impacts and through migration to our cooler climate.

These changes to our climate are being fuelled largely by greenhouse gas emissions[6] and rapid reductions in emissions are needed to reduce the impacts.[7] This Plan outlines how we can work together to act at the scale needed to respond to the climate crisis.

Projected changes in Launceston by 2100



2 https://www.climatechangeinaustralia.gov.au/en/changing-climate/state-climate-statements/tasmania/
3 https://www.launceston.tas.gov.au/files/assets/public/v/1/waste-and-environment/launceston-climate-profile-climate-change-information-for-decision-making.pdf; https://www.launceston.tas.gov.au/files/assets/public/waste-and-environment/climate-summary-2022.pdf
4 Changes given in brackets are relative to baseline of 1997 – 2017. Sea level data is based on Average subregions of: https://www.launceston.tas.gov.au/files/assets/public/waste-and-environment/climate-summary-2022.pdf; remaining variables from: https://www.launceston.tas.gov.au/files/assets/public/v/1/waste-and-environment/launceston-climate-profile-climate-change-information-for-decision-making.pdf;
5 https://www.launceston.tas.gov.au/files/assets/public/waste-and-environment/climate-summary-2022.pdf
6 Land use change such as deforestation is another important (though lesser) reason
7 https://www.un.org/sustainabledevelopment/climate-change/

Launceston Community Emissions Profile

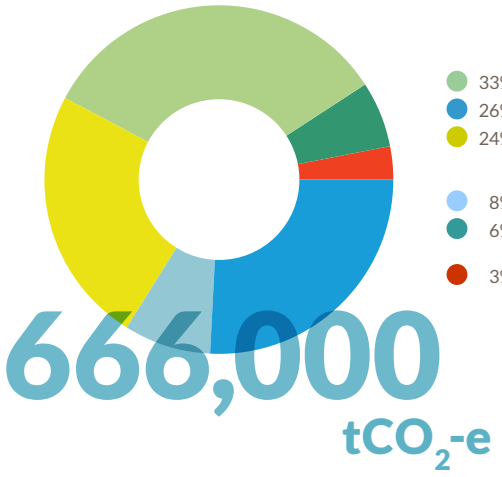


Figure 1. *Launceston's community emissions for 2021/22 broken down by sector.*

In 2021/22, Based on data supplied by the Southern Tasmanian Council Authority, the City of Launceston's municipality-wide emissions were approximately 666,000 tonnes (t) CO_2-e[8] in 2021/22 (Figure 1). The inventory was developed based on the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC protocol). Community emissions include all Scope 1 and Scope 2 emissions produced within the Local Government boundary including from Council, residential, commercial, and industrial activities. Data is drawn from electricity distributors data and Australian Energy Statistics, as well as data from waste facilities.

A large proportion of the community's emissions come from energy[9] (34%), transport (33%), and industrial and commercial processes[10] (24%). Council's corporate emissions make up 4% of the community's total emissions, predominantly from emissions associated with managing the Launceston landfill.

What we heard

"Understanding your current emissions and your major energy consumers will enable business to take action. This will help them understand where to begin and what their early wins / big ticket items are. Reducing emissions also requires both a technological and behavioural approach."

Low Carbon Launceston participant

8 A carbon dioxide equivalent or CO_2-e is a metric measure used to compare the emissions from various greenhouse gases (e.g. carbon dioxide, methane, nitrous oxide), based on how well they trap heat in the atmosphere (their global-warming potential, GWP), by converting amounts of other gases to the equivalent amount of carbon dioxide with the same GWP.

9 Electricity and gas for residential, commercial and industrial applications.

10 Emissions other than transport and energy associated with commercial and industrial processes, for example refrigerants, chemical production, and manufacturing processes.

What we heard

"A community united towards these goals is obviously a huge factor in achieving them - we need a sports-team-like feel to get everyone working towards the same goal!"

Low Carbon Launceston participant

Emissions Target

Setting targets is an important step in reducing emissions as it creates essential context for the required scale of action and aligns with the global emissions reduction requirements. Within a municipality, councils typically only have direct control of around 1 to 2% of total municipal emissions through their corporate activities (4% in the case of Launceston because of the landfill Council owns and operates), with most emissions-producing activities being carried out by other community stakeholders. This means Council only has a small degree of direct control when it comes to reducing community-wide emissions.

To work with this challenge, the City has established two targets for the municipality: the overall, net zero Science-Derived Target (SDT) for the community (including an interim target); and a target indicating Council's contribution to the overall target.

Community Science-Derived Target

A community SDT defines how much and how quickly a community must reduce emissions in line with the Paris Agreement goals (of limiting global warming by 1.5°C or 2°C). The target is based on a scaled carbon budget from the Nationally Determined Contribution (NDC) for Australia. This is the target needed to be achieved through the combined actions of all stakeholders across the community (local, State, and Federal governments, businesses, households and other community groups).

In 2023/24, the Launceston municipality had a total of ~7.5 million tonnes CO_2-e left to emit before the allocated carbon budget would be exhausted. If Launceston can achieve an average emissions reduction of 4.2% per year, we will stay under the carbon budget and hit net zero emissions by 2050.

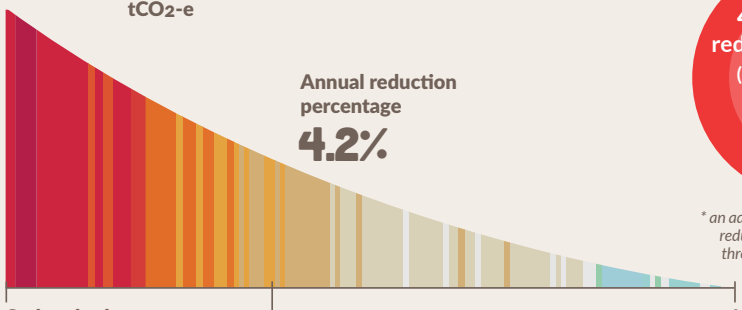
To help keep Launceston on track in the shorter-term, an interim target has also been proposed in line with the SDT method.

TARGETS:

40% emissions reduction[11] by 2035 (or reduce annual emissions to 400,000 tCO_2-e by 2035)*

Net zero emissions by 2050

** an additional 10% of emissions reduction is to be achieved through Council programs*



11 Forty percent below 2020/21 inventory year.
12 The runway identifies the number of years that the Launceston municipality could continue emitting at current rates before exhausting the carbon budget.

Target for City of Launceston's Contribution to Community Emissions Reduction

Within the context of achieving net zero emissions in Launceston by 2050, a second target presents what the City of Launceston is specifically trying to achieve. This target is based on modelling best practice of Council-led efforts to reduce emissions.

Extensive work across the Local Government sector indicates that councils are typically able to achieve impacts of 5-8% community emissions reduction from targeted intervention programs, with larger impacts associated with municipalities that have larger commercial and industrial emissions (as these sectors are easier to mobilise at scale). Additionally, a further 3-6% reduction may be possible based on direct engagement with larger stakeholders in Launceston, with the City of Launceston playing the role of steward/facilitator of action. Based on these figures, the City of Launceston deems it ambitious but reasonable to set a target of reducing 10% of total emissions within the municipality by 2035 based on the City of Launceston's community mitigation programs. This includes landfill emissions, but excludes all other emissions from Council operations, which is tackled in a separate plan.

City of Launceston's Towards Zero Emissions Action Plan 2021-2025 (corporate plan)

Since 2021, the City of Launceston has been working hard to reduce corporate emissions across our diverse portfolio of assets, services and operations. Some key achievements include:

- Electrifying the Launceston Aquatic Centre's heating system (e.g. getting off fossil fuel gas) reducing annual emissions by approximately 1,600 tCO_2-e and annual cost savings of $650,000
- Expanding the landfill gas flaring capacity at the Launceston Waste Centre reducing annual emissions by approximately 80,000 tCO_2-e and generating over 9,000 MWh of renewable energy annually (equivalent to powering 1,000 homes)
- Continuing the electrification of our vehicle fleet, major and minor plant, and equipment; introducing an e-bike and e-scooter to our fleet; and promoting the efficient use of fleet vehicles through our Sustainable Fleet Guide
- Expanding the food organics and garden organics (FOGO) collection service and Organics Processing Facility at the Launceston Waste Centre reducing approximately 26,000 tCO_2-e annually
- Installing roof top solar photovoltaic (PV) cells at 14 Council owned sites generating approximately 950 MWh annually and reducing approximately 123 tCO_2-e annually.

City of Launceston's contribution budget

10%
reduction of community emissions by
2035

Roles and Responsibilities

The climate emergency requires urgent action to reduce emissions by individuals, households, businesses, industry and all levels of government. The roles and actions for each stakeholder to undertake depends on their decision-making responsibility and the influence they have within the community. For example, households and businesses can choose to transition off gas or add roof top solar PV cells to their homes or offices but have little influence over the amount of renewable energy supplying the grid. Similarly, while Local Governments have direct control over their operations and assets, they do not have control over decisions made by residents and businesses within their municipality or actions taken at the State or Federal level.

Achieving net zero emissions will only be possible if everyone contributes by undertaking action across their spheres of control, influence and concern.

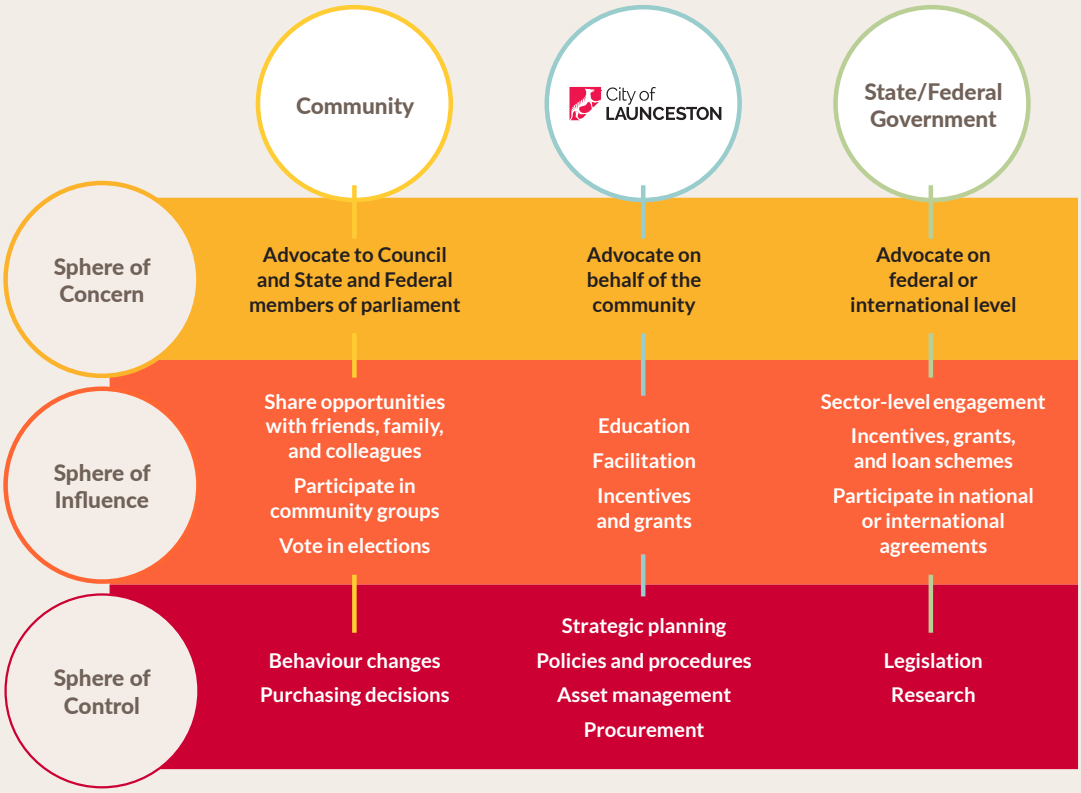


Figure 3. Roles and responsibilities

What we heard

"Open their eyes, minds, and heart to the truth that each individual can actually do something and every effort big or small matters."

Low Carbon Launceston participant

Community Emissions Action Plan

What we heard

"I think a lot of actions aimed at reducing emissions are not only good for the environment, but they are good for people's health and can save money."

Low Carbon Launceston participant

Plan Introduction

The scale of the emissions reduction required to avoid the worst impacts of climate change means that action from all parts of the community is needed including businesses, residents, schools, community groups and government. A range of talented people from all walks of life make up the Launceston community and we need everyone to take action as we leap towards a clean and prosperous future.

This Community Emissions Action Plan has been divided into four action areas:

1 Sustainable Transport

2 Zero Carbon Energy

3 Natural Resources

4 Circular Economy

The Plan includes both community-led and Council-led actions. Community-led actions highlight changes that members of the community can make to directly contribute to reducing Launceston's emissions by 40% by 2035. Council-led actions are those that the City of Launceston have committed to lead and facilitate that will contribute to a further 10% reduction in emissions by 2035.

In addition, the municipality's key emitters have been identified which presents significant opportunity for Council to support the increase in emissions reduction from the commercial and industrial sectors.

Community advocacy is critical for driving action and is the single biggest way individuals can have an impact on climate change. This can include advocating to governments, for example through contacting elected representatives and providing submissions to government plans and consultations. It can also involve petitioning businesses and other organisations like schools and universities to reduce their emissions or take positive climate action. Advocacy can be carried out by individuals, businesses and community groups: *the more voices the greater the impact*.

Community-led Actions

There are many things community members can do to help reduce emissions, whether it be small changes in your home, advocating for change, participating in existing projects or leading a new project.

The Plan presents high-impact actions that community members and businesses can take to help reduce Launceston's emissions. They are drawn both from engagement with the Launceston community and the experiences of other communities across Australia and the world. These actions go hand-in-hand with Council actions so that Council and community can work together to achieve significant decarbonisation.

Advocacy is the deliberate support and promotion of a cause or issue, aimed at influencing public opinion or policy. Through actions like lobbying, awareness-raising, and campaigning, advocates work to create change and protect the rights or interests of others.

The City of Launceston's Engagement Platform, Low Carbon Launceston, provides further information on what you can do to take climate action and pledge your commitment to help reduce community emissions and reach net zero by 2050.

Make the pledge now!

Local Community Groups

Community groups can be strong drivers behind government actions and ambitions, and play an important role in rallying the wider community to take action. There are many community groups and organisations already driving climate action in and around Launceston. Refer to the City of Launceston website for further information on groups with a local presence in Launceston.

Council regularly engages with community groups and seeks to collaborate with local organisations on climate action. Actions community groups can take include:

- Lead and/or participate in an EV bulk buying initiative for more affordable second hand EVs
- Explore opportunities to set up a Virtual Power Plant (VPP) or energy share arrangement between residents/businesses to enable those with extra roof space (like big warehouses) to max out solar PV on their roof tops while selling cheaper, greener electricity to nearby properties like apartment blocks
- Mobilise their community to reduce consumption and waste
- Lead community planting events to revegetate and restore key pockets of land in the community

City of Launceston-led Actions

As the closest level of government to the community, Council is in a unique position to leverage change and support community emissions reduction. Council has committed to lead and facilitate actions that will contribute 10% of the total emissions reduction required (refer to page 10 for more information on Council's target).

The Plan sets out actions for Council to begin implementing over the next five years. Whilst some programs will be completed within this timeframe, the majority will continue to roll out beyond 2030 as a continuous process to reduce emissions. The Plan will be reviewed, renewed and adjusted in response to international, national and local changes over the coming decades as we transition into a low carbon economy.

Under each broad action, potential interventions have been identified. In line with the decision making criteria developed from the Low Carbon Launceston community focus sessions, each action also documents the decision making criteria/considerations such as relative emissions impact, reach, timeframe, cost and co-benefits and considerations. A proposed metric to measure the success of each action and a proposed output-based target has also been developed.[13]

As we continue to strive to be leaders in climate action and drive regional climate action as founding partner in the Northern Tasmanian Alliance for Resilient Councils (NTARC)[14], an overarching advocacy focus of the City of Launceston's is advocating for more support by the State Government in understanding our role as Local Government in community emissions reduction, accounting and reporting at a municipality scale. Additionally, we are collaborating through NTARC to enable scaling of our efforts across the north-east regions to strengthen and coordinate emissions reduction. This includes the opportunity for the state-wide emissions reporting to be accessible at a municipal scale across key sectors and an accounting methodology to be standardised across all municipalities.

Refer to the Appendix for further information on the four distinct groups that make up Council-led actions.

Reporting our Progress to 2035

The City of Launceston will monitor progress on the Plan's targets and actions through our corporate reporting framework. Summary tracking and reporting to Council and the community will occur in 2030 and 2035. Additional updates will be provided to the community through news articles, newsletters, website updates, and the Low Carbon Launceston Engagement Platform.

13 Contact the City of Launceston for further information on metrics and output-based targets.
14 The City of Launceston is a key member of the Northern Tasmanian Alliance for Resilient Councils (NTARC)

1. Sustainable Transport

Did you know?

The City of Launceston uses data from the Strava Metro app to help understand active transport travel patterns, improve safety, and evaluate local infrastructure improvement projects. More Strava users means better-informed active transport projects.

On-road transport contributes 33% to Launceston's emissions, about 220,000 t CO_2-e per year, and almost all of this is from on-road freight and other vehicles. Reducing transport emissions is therefore a key priority to decarbonise Launceston. Indeed, when considering emissions abatement potential, economic feasibility and technological readiness, transitioning the transport sector comes out as the lowest hanging fruit.[15]

The geography, climate and transport infrastructure of Launceston have contributed to a largely car-based transport culture (Figure 4). The City of Launceston has ~77,000 people and about 85,000 cars, so there is more than one car for each person – even children and others without a license. 1.4 million kilometres are travelled by petrol and diesel vehicles per day in Launceston – that's 174,000 car trips every day! While EV uptake will play a critical role in reducing transport emissions, a significant mode-shift away from cars toward active and public transport will be essential.

Introducing dedicated walking and cycling infrastructure and traffic calming measures lowers barriers to using active transport and improves safety. New developments also present opportunities to shift from prioritising cars to promoting sustainable transport options.

Data shows that Launceston's modes of transport have not changed much over the past 18 years.[16] Cars continue to dominate with 89% of people travelling to work by car, with only 5-6% walking, 1% cycling and 2% commuting by bus.[16] The percentage of distance travelled by public and active transport was only 2.5%, compared to 8.9% for Hobart (Figure 5).

The City of Launceston, together with key stakeholder groups, developed a clear vision for the future of transport locally: "Our community will have access to diverse transport choices that connect them to our places. Our focus on partnerships and innovation will promote our community's wellbeing and improve Launceston's liveability".[17]

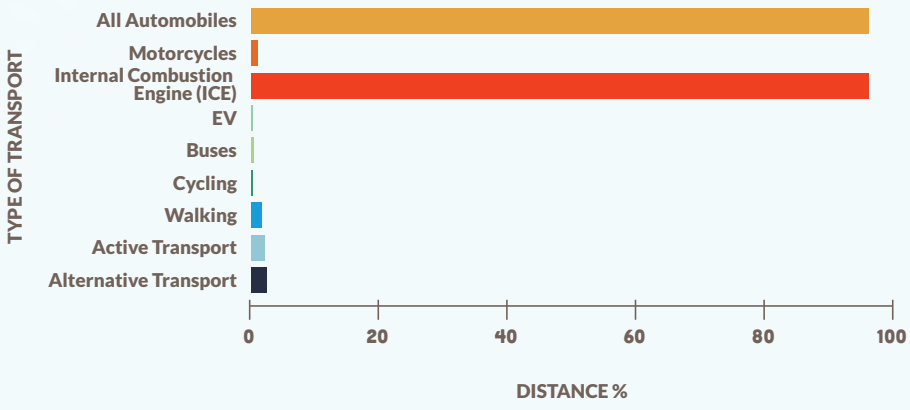


Figure 4. *The percentage of total distance (in kilometers) travelled by transport mode in Launceston in 2023 (Source: Google Environmental Insights Explorer data).*

15 Driving Net-Zero: Options for reducing Tasmania's transport emissions Technical Policy Paper, pg 10: https://www.utas.edu.au/__data/assets/pdf_file/0012/1667577/Transport-technical-policy-report_final-28072023.pdf
16 https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA64010
17 Health by stealth: Transport for an Active Tasmania: https://static1.squarespace.com/static/623a545e8b98e16a852629af/t/62959e1b3f26b1712ca41304/1653972511440/Transport+for+an+Active+Tasmania.pdf

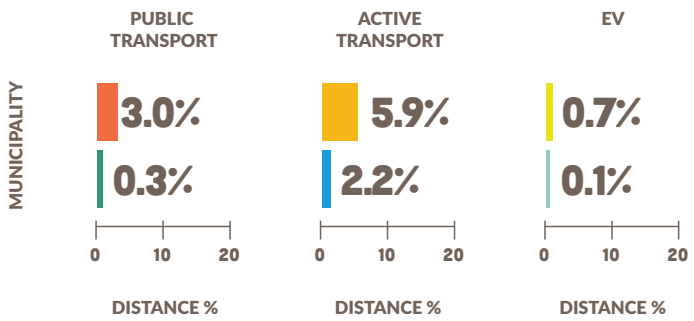


Figure 5. *Percentage of total distance (in kilometres) travelled in 2023 by public transport, active transport (walking and cycling including e-bikes and e-scooters), and EVs in Launceston and Hobart (Source: Google Environmental Insights Explorer data).*

Sustainable Transport Outcomes

- Reduce reliance on cars in Launceston by increasing public and active transport capabilities, aiming to increase the proportion of distance travelled by these modes to 15% by 2040
- Support a shift towards a more compact and well-connected city with housing located in well serviced and accessible areas
- Reduce barriers to EV uptake

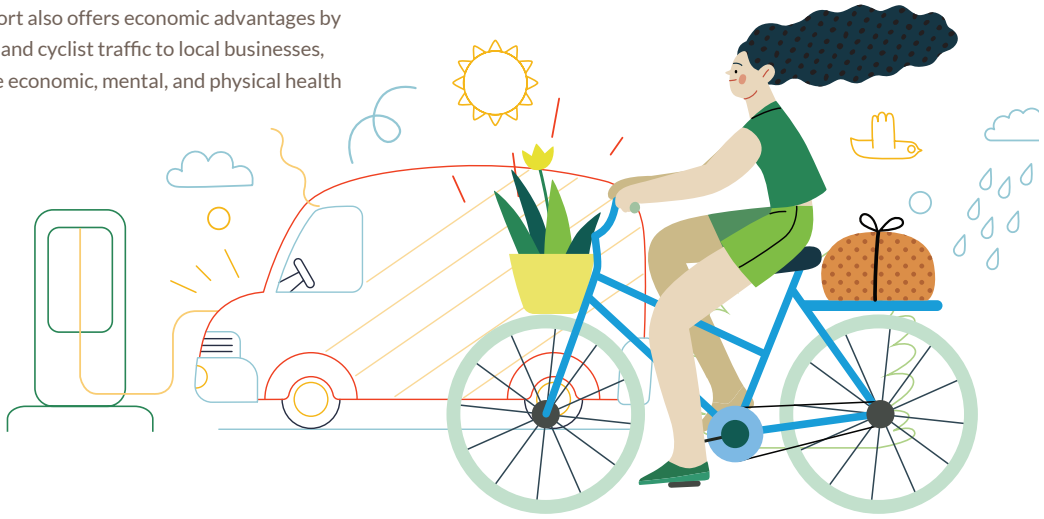
The Benefits of Investing

Reducing car ownership and embracing alternative modes of transport is a crucial longer-term transport goal that requires significant planning and investment but will lead to a more liveable, less congested, safe, healthy and connected city.

Active transport also offers economic advantages by boosting foot and cyclist traffic to local businesses, along with the economic, mental, and physical health benefits that come from higher levels of physical activity. Steps taken to encourage active transport, like traffic calming measures, can also make our roads safer and reduce wildlife fatalities. Public transport users are 3.5 x more likely to be classified as 'sufficiently active' compared with car users due to the increased activity associated with getting to and from public transport stops and stations.[17]

Improving access to alternative modes of transport is particularly advantageous for young people, the elderly and those who cannot afford to own a car, who are often among the more vulnerable members of the community.

Transitioning to EVs is also a vital step that will not only reduce transport emissions immediately but also improve air quality and reduce vehicle running costs for residents. Promoting a greener city with higher living densities will also improve amenity and connectivity.



Community-led Actions for Sustainable Transport

What can you do?

Actions you and your network can take to reduce transport emissions are outlined below.

Take the pledge!

Head to Low carbon Launceston to join your community in taking climate action.

Table 2. *Community-led actions and advocacy focus to reduce transport emissions.*

Actions	Stakeholder	Number
Direct community-led actions		
Commit to minimise driving and instead choose to walk, cycle, or catch public transport where possible	Residents	**CL-T-1**
Go electric for your next vehicle purchase. Whether its new or second-hand, an EV will not only cut your emissions but also reduce costs associated with car ownership e.g. servicing fees	Residents, Businesses	**CL-T-2**
Provide incentives for commuting via active and public transport	Businesses, Schools	**CL-T-3**
Advocacy focus actions - how your voice can make a difference		
Increase the financial incentives for zero emission vehicles similar to other states e.g. discounts on vehicle registration and stamp duty for EVs until price parity is reached	State and Federal	**A-T-1**
Set a zero emissions public transport target in line with other states	State	**A-T-2**
Increase the use of rail freight instead of road haulage, and transition rail to zero emissions technology	State and Federal	**A-T-3**
Introduce a state-wide zero emission bus fleet	State	**A-T-4**
Install bike racks on buses servicing key bus routes	State	**A-T-5**
Amend the planning scheme to remove minimum car park requirements in areas with sufficient new or existing transport services	State	**A-T-6**

City of Launceston-led Actions for Sustainable Transport

What will the City of Launceston do?

Actions (and possible interventions) Council will take to support the community in reducing transport emissions are outlined below.

Table 3. *City of Launceston-led actions to reduce emissions from transport*

Actions and Interventions	Co-benefits and criteria	Number
Leveraging the City of Launceston's strengths/established roles		
Facilitate the required infrastructure to support zero-emissions vehicle uptake in Launceston For example, support new installation of EV chargers through facilitation with EV charger companies and landowners to allow for easier and more targeted installations; and liaise with TasNetworks to map out preferred installation locations	Short-medium term, high emissions impact, low investment cost Decreased living costs for residents due to lower refuelling costs	C-T-1
Ensure adequate infrastructure is in place for pedestrians, cyclists, bus passengers, drivers and micromobility users For example, in line with the Launceston Transports Strategy 2020-2040, maintain and expand cycle paths and supporting infrastructure on priority routes to support active transport choices; and develop an Active Transport Network Plan and delivery schedule. In the next Launceston Transports Strategy Implementation Plan, provide specific targets to inform success and align implementation actions to these targets e.g. achieve 15% alternative transport (active or public transport) by 2040	Long term, high emissions reduction, high investment cost Very high co-benefits and equity – increased connectivity, road safety, health and wellbeing, and less air pollution	C-T-2
Increase traffic calming measures to encourage more active transport and improve safety For example, progress changes to the transport network guided by the Network Operating Plan and 'movement and place' framework; aim to reduce speed limits in activity centres to 40 km/h; and continue to pursue the City Heart vision for the CBD	Short term, high emissions impact, low investment cost High co-benefits - increased road safety and accessibility for everyone, reduced wildlife fatalities Initial push-back anticipated	C-T-3
Encourage the adoption of shared-mobility models including car sharing, coordinated carpooling, bike sharing, demand-response transport or ride sharing For example, partner with Dept of State Growth and UTAS to trial an electric demand-response transport (DRT) service in Launceston	Medium term, medium emissions impact, medium investment cost High co-benefits and equity - increased road safety, reduced congestion, and reduced transport user costs	C-T-4
Promote development that encourages active and public transport (urban layout, zoning) For example, develop design standards and neighbourhood plans which integrate provision for active and public transport modes into new development	Medium-long term, medium emissions reduction, medium cost investment High co-benefits and equity - improved amenity, increased health and wellbeing, connectivity	C-T-5

Create green networks that provide linkages between key destinations For example, align green network to the walking and cycling corridors (as identified in the City of Launceston Transport Strategy 2020-2040) to encourage the use of active and public transport	Medium-long term, medium emissions impact, high investment cost High co-benefits and equity - improved amenity, increased health and wellbeing, connectivity	C-T-6
City of Launceston-led programs		
Develop a transport community mode shift program For example, develop a collaborative active transport program that encourages commuters to commit to a car free time period, participate in trialling preferred bike routes, and informing council of priority active transport infrastructure works; and collaborate with institutions associated with life changes such as rental agencies, schools, universities/TAFEs etc to target engagement on transport mode shifts	Long term, high emissions impact, high investment cost Co-benefits – increased health and wellbeing	P-T-1

2. Zero Carbon Energy

Electricity makes up 26% of the Launceston's emissions across residential, commercial and industrial sectors, and gas makes up a further 8% (mostly from the industrial sector). Tasmania has access to large amounts of hydroelectricity, which makes the Tasmanian electricity grid greener than most. However, Tasmania also purchases some fossil fuel-sourced electricity from Victoria. Gas is a fossil fuel and as the electricity grid gets greener, substituting gas for electric alternatives will reduce emissions. Green hydrogen is likely to be a key part of the transition away from fossil fuels for some energy intensive industries like steel manufacturing and heavy freight transport.

ENERGY CONSUMPTION

New homes in the Launceston area are estimated to have an average NatHERS rating of 6.3-6.6 Stars, which is below the minimum rating of 7 Stars set by the National Construction Code (NCC). Existing, older houses are expected to have far lower energy performance, as low as 1.5 Star. Improving energy performance of new and existing buildings will not only reduce electricity and gas emissions, but will make dwellings more comfortable and affordable to heat and cool.

GAS

Gas (also known as natural gas) was introduced to Tasmania relatively recently and its limited reticulation network infrastructure means only about 6% of households are connected to the natural gas network. All other houses using gas use LPG bottled gas. All gas is imported into Tasmania, either through an undersea reticulation network (natural gas) or shipped (LPG), which means the cost of gas is relatively expensive. This situation presents a great opportunity for Tasmanian households to avoid gas in the first place, or get off gas, save on costs and take advantage of the predominantly green electricity grid.

Most of Launceston's gas emissions are coming from the industrial sector. Gas makes up 14% of Launceston's industrial emissions (13% from natural gas and 1% from LPG). Across Tasmania, over 1,000 commercial and industrial customers are connected to natural gas, with new connections increasing each year. Some of these industries are more difficult to electrify with current technology, but with limited infrastructure and expensive gas, Launceston's industrial businesses could be innovation leaders in transitioning away from gas.

RENEWABLE ENERGY

Tasmanian houses have the lowest uptake of solar PV of any other state (21% of houses, compared with 29% on Victoria and over 50% in Queensland and South Australia). Twenty percent of dwellings in the City of Launceston have solar PV, which is slightly lower than neighbouring municipalities (e.g. West Tamar is 29%). Despite the reduced solar energy in Tasmania and the greener electricity grid, installing solar still stacks up both from an emissions point of view and financially, representing a good opportunity for emissions reduction in Launceston.

Solar PV by kW

Solar PV by number of Installations

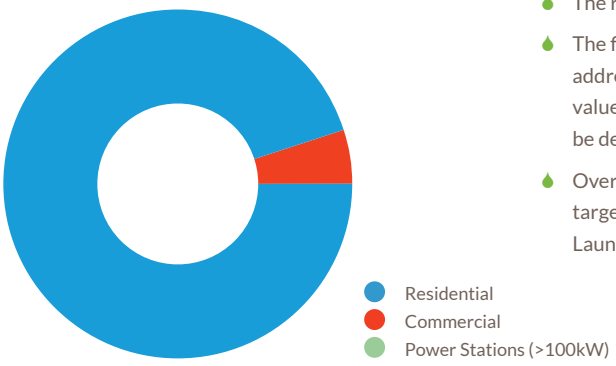


Figure 6. *Solar PV by system size and number of installations*[18]

Zero Carbon Energy Outcomes

- Get off gas: in particular, opting for electric alternatives to gas water and space heating, and gas use in industrial manufacturing
- Improve energy performance and efficiency of buildings
- Purchase and generate renewable energy

The Benefits of Investing

Reducing energy consumption, going all-electric and powering our buildings with renewable electricity will not only reduce emissions, but it will also reduce air pollution and improve health, reduce utility and maintenance costs, improve building comfort and improve energy security.

Transitioning Launceston's stationary energy away from fossil fuels, will reduce our electricity, gas and industrial processes emissions.[19]

Launceston will also benefit from increased rooftop solar PV uptake as electricity requirements increase to accommodate the charging of more electric vehicles.

While the overall emissions impact of solar PV for Tasmania is substantially lower than for other states due to lower solar energy levels and greener electricity, this action can still represent significant emissions reducing potential for the following reasons:

- The rental sector has very low existing uptake
- The financial barriers to solar installs are addressing split incentives, not the underlying value, which means that increasing uptake will not be dependent on cash injections
- Overall, the potential for emissions reduction targeting the household rental sector for Launceston would be around 18,000t CO_2-e/year

18 Note, any system >100kW is considered a power station as it can generate Large-Scale Generation Certificates (LGCs).
19 Stationary energy is the combustion of fuel for energy purposes in all uses other than transport

Community-led Actions for Zero Carbon Energy

What can you do?

Actions you and your network can take to reduce building energy emissions are outlined below.

Table 4. *Community-led actions and advocacy focus to reduce energy emissions*

Actions	Stakeholder	Number
Direct community-led actions		
Assess your home and workplace for energy efficiency improvements	Residents, Businesses	CL-E-1
Architects, designers and builders to commit to designing and building only high energy performance buildings, including upskilling their teams and communicating with property owners the importance of energy efficiency	Businesses	CL-E-2
Businesses in the construction, development, or trade industries to commit to promoting all-electric buildings and/or encourage property owners to opt for all-electric homes	Businesses	CL-E-3
Plumbers and installation companies to encourage hot water system replacements to be efficient electric heat pumps instead of gas or inefficient electric systems	Businesses	CL-E-4
Property owners planning new construction to select all-electric buildings. Those with existing properties to transition away from gas by replacing gas appliances with efficient electric alternatives (e.g. hot water, space heating and stove tops)	Residents, Businesses	CL-E-5
Property owners to retrofit their buildings to maximise energy performance through e.g. maximising insulation and draught proofing	Residents, Businesses	CL-E-6
Participate in or lead a joint renewable energy Power Purchase Agreement (PPA). Residents and businesses advocate for and seek opportunities to participate in a Virtual Power Plant (VPP), Virtual Energy Network (VEN), or microgrid program	Residents, Businesses	CL-E-7
Landowners maximise the amount of solar PV on their roof or land and where feasible, explore opportunities to purchase batteries	Residents, Businesses	CL-E-8
Advocacy focus actions - how your voice can make a difference		
Remove the Tasmanian 7-star NatHERS exemption to align with the rest of Australia (A-E-1)	State and Federal	A-E-1
Introduce new minimum energy performance and thermal comfort standards for rental properties through minimum NatHERS rating or energy efficiency features e.g. insulation (A-E-2)	State	A-E-2
Ban gas in all new dwellings (A-E-2)	State	A-E-3

City of Launceston-led Actions for Zero Carbon Energy

What will the City of Launceston do?

Actions (and possible interventions) Council will take to support the community in reducing building energy emissions are outlined below.

Did you know?

Updated Home Energy Audit Toolkits (HEAT) are available from the City of Launceston free of charge to conduct a simple home audit to help make your home more energy efficient and reduce household energy costs and emissions.

Table 5. *City of Launceston actions to reduce energy emissions*

Actions and Interventions	Co-benefits and criteria	Number
Leveraging the City of Launceston's strengths/established roles		
Raise Environmentally Sustainable Design (ESD) standards for buildings For example, advocate for the State Government to include ESD in the State Planning Provisions of the Tasmanian Planning Scheme; develop guidance documentation for applying ESD principles in the planning and design of buildings; and incentivise sustainable building practices via development incentives	Long term, medium-low emissions impact, low cost investment Large reach High co-benefits and equity: increased climate adaptation capacity and thermal comfort, reduced utility bills	C-E-1
Reduce number of buildings reliant on gas For example, phase out the installation of gas equipment in new building construction and upgrades by advocating to the State Government for changes to the State Planning Provisions in the Tasmanian Planning Scheme	Long term, high emissions impact, low investment cost Large reach High co-benefits - increased health and wellbeing, reduced utility bills	C-E-2
City of Launceston-led programs		
Degasification/electrification of commercial and residential buildings For example, facilitate a program to encourage all-electric new buildings and replacement of old gas appliances with efficient electric alternatives in existing buildings	Medium-long term, medium emissions impact, low investment cost Large reach - commercial and residential sectors High co-benefits - increased health and wellbeing, reduced utility bills	P-E-1
Increase installation of energy efficient appliances For example, facilitate a program in line with best practice opportunities based on the findings of the Local Government Energy Upgrade Programs Review	Medium term, medium emissions impact, medium investment cost High co-benefits and equity - increased health and wellbeing, reduced utility bills	P-E-2
Increase solar uptake for rental properties For example, facilitate a program that addresses the barrier for solar uptake on rental properties	Long term, medium-low emissions impact, low cost investment Three solar uptake programs may have some scaling benefits if rolled out together or in succession Equity: improved access to renewable energy, reduced power bills for renters	P-E-3

Actions and Interventions	Co-benefits and criteria	Number
Increase solar uptake for commercial leases For example, facilitate a program that addresses the barrier for solar uptake on commercial properties	Long term, medium-low emissions impact, low cost investment Three solar uptake programs may have some scaling benefits if rolled out together or in succession Equity: improved access to renewable energy, reduced power bills for leasees	P-E-4
Increase solar uptake for buildings with a heritage overlay (P-E-5) e.g. facilitate a program that promotes allowances for solar on buildings that have a heritage overlay	Long term, medium-low emissions impact, low cost investment Three solar uptake programs may have some scaling benefits if rolled out together or in succession Equity: improved access to renewable energy, reduced power bills	P-E-5

3. Natural Resources

Tasmania is one of the few places in the world that has a net positive emissions footprint because we emit less greenhouse gases than our forests and soils are removing.[20] This along with the high proportion of renewables in the electricity grid has allowed the State Government to set a new target of net zero emissions or lower from 2030 for all of Tasmania.

AGRICULTURE AND FORESTRY

Agriculture and forestry make up 6% of Launceston's total emissions (Figure 1), most of which is coming from beef and dairy cattle and sheep. Agriculture is considered one of the hard-to-abate industries and it will take a longer time to decarbonise. As energy and transport sectors continue to decarbonise however, tackling emissions from agriculture will become a stronger focus.

Local Government and regional bodies like natural resource management organisations (NRMs), play a critical role in helping producers reduce emissions through the delivery of services and programs. Launceston is fortunate to have both NRM North and Tamar NRM running programs to help primary producers improve soil health, address weeds and other pests, and promote sustainable agricultural practices.

Tasmania's native forests are internationally recognised for their unique species conservation value, and they are among the most carbon-dense forests in the world. Plantation forests make up around 9% of Tasmania's forests,[21] and if not displacing native forests, they can act as a carbon sink while growing. Reducing old growth native harvesting presents an opportunity to protect biodiversity while sinking carbon. State Forest management measures like the decommissioning of wood chipping and paper pulp exports have also contributed significantly to Tasmania's sequestration capacity. The City of Launceston municipality has 142,030 ha of forest, including state reserves, plantation forests and private land.[22] Working with State Government to protect the remaining native forest in Launceston while supporting sustainable plantation forestry can help to reduce forestry emissions.

To reach Launceston's emissions targets, primary industry sectors, with government support, will need to adopt new measures to transition their industry. Overcoming challenges in reducing agricultural and forestry emissions also requires advocacy and support from consumers. For example, Ashgrove Dairy in nearby Elizabethtown has released a world first low emissions milk, Ecomilk, but it costs 12.5 c/L more than the non-eco version. Customers have an opportunity to get behind this product before it scales and becomes cheaper.

20 University of Tasmania Driving Net-Zero: Options for Reducing Tasmania's Transport Emissions: https://www.utas.edu.au/__data/assets/pdf_file/0004/1667578/Transport-emissions-discussion-paper-28072023-final.pdf
21 https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0007/525445/Forestry_Fact_Sheet_2022-23.pdf
22 LIST TASVEG 4 layer

Did you know?

The City of Launceston's Tree Explorer App enables you to discover and learn about the trees located in the parks and streets of Launceston. Jump on the City of Launceston website and simply click on your preferred tree to access detailed information, or use the search and query tools to map various tree species.

REVEGETATION

Revegetation of urban environments and farmland can help to sequester carbon, with a single tree absorbing around 20 kg CO_2 per year.[23] The City of Launceston is known for our leafy parks and significant trees, and the urban forest (trees on private and public land), covers around 20% of the urban area.[24] Council has a target of increasing this to 40% by 2040, which will reduce the CO_2 in the atmosphere while also providing a number of other community benefits.

Natural Resources Outcomes

- Engage with primary producers to promote sustainable land management
- Increased land restoration and revegetation
- Increased urban forest canopy to 40% cover by 2040
- Increased protection of vegetation in the municipality

The Benefits of Investing

Sustainable and regenerative farming practices have benefits that reach far beyond emissions reduction. They can involve using livestock to regenerate instead of damage the land, reducing nitrogen fertilisers and other chemical inputs, and revegetation. These practices can also improve the quality of farm products, improve yields and reduce farm costs.

Increased vegetation enhances carbon sequestration and may also directly reduce emissions through reduced air conditioning usage. It has many co-benefits:

- Reduced urban heat island effect in a warming climate
- Improved visible aesthetic of the streetscapes
- Increased uptake of active transport, which increases safety, health and wellbeing
- Benefits to biodiversity

Take the pledge!

Head to Low carbon Launceston to join your community in taking climate action.

Community-led Actions for Natural Resources

What can you do?

Actions you and your network can take to reduce natural resource related emissions and/or increase sequestration capacity are outlined below.

Table 6. *Community-led actions and advocacy focus to reduce natural resources emissions or increase sequestration*

Action	Stakeholder	Number
Direct community-led actions		
Keep and plant more trees in your garden or property	Residents, Businesses	CL-N-1
Supermarkets, grocery stores and other food outlets to shift towards locally produced, and low carbon and regeneratively farmed meat and dairy products	Businesses	CL-N-2
Consume less meat and more fruits, vegetables, legumes, and nuts, especially from local and sustainable producers	Residents, Businesses	CL-N-3

23 https://www.usda.gov/media/blog/2015/03/17/power-one-tree-very-air-we-breathe
24 https://www.launceston.tas.gov.au/Parks-Gardens-Active-Recreation/The-Urban-Forest/Growing-our-Urban-Forest

Primary producers to explore options for agrivoltaics where permitted (dual-use land for solar power and agriculture) on their land	Businesses	CL-N-4
Residents and businesses to apply sustainable land management practices such as reducing/eliminating chemical use, conserving soil health and vegetation, and the planting of local species, with support from government and community groups	Residents, Businesses	CL-N-5
Advocacy focus actions - how your voice can make a difference		
Greater protection of native vegetation within the municipality	State	A-N-1

City of Launceston-led Actions for Natural Resources

What will the City of Launceston do?

Actions (and possible interventions) Council will take to support the community in reducing natural resource related emissions and increase sequestration capacity are outlined below.

Table 7. *City of Launceston-led actions to reduce natural resources emissions or increase sequestration*

Action and Interventions	Co-benefits and criteria	Number
Leveraging the City of Launceston's strengths/established roles		
Support the transition to low emissions farming and regenerative practices For example, promote soil health initiatives; provide native plant giveaways or subsidies; facilitate access to carbon farming schemes; and collaborate with stakeholders to determine locally-relevant primary producer targets to reduce emissions and how each group can best contribute	Short-medium term, medium emissions impact, low investment cost Co-benefits - supporting food security and increased climate adaptation capacity (e.g. topsoil erosion)	C-N-1
Strengthen tree protection measures on both public and private land For example, strengthen planning and development controls; improve public land tree management; increase community engagement on tree protection; and align tree protection with broader strategies	Medium-long term, low emissions impact, low investment cost High co-benefits and equity - increased climate adaptation capacity, health and wellbeing, biodiversity outcomes, knowledge sharing	C-N-2
Increase urban forest For example, conduct an annual tree giveaway for Launceston residents; advocate for increased protection of trees on private land; and create and protect natural habitat corridors between reserves, open and green space	Long term, low emissions impact, low to medium investment cost Very high co-benefits and equity - increased climate adaptation capacity	C-N-3
Increase native forest cover in non-urban Launceston (across residential and public land including reserves and parks) For example, revegetation of suitable Council-owned land; incorporate and support cultural burning practices; create habitat corridors along waterways and transport corridors by linking existing bushland; and create buffer plantings around remnant vegetation to expand forest cover	Long term, high-medium emissions impact, medium investment cost Very high co-benefits and equity - increased climate adaptation capacity, health and wellbeing, biodiversity outcomes, knowledge sharing, potential economic benefits to relevant sectors	C-N-4

4. Circular Economy

Waste emissions contribute 3% to the community's emissions (Figure 1), largely from decomposing waste at the Launceston landfill followed by wastewater treatment. This doesn't include the embodied emissions of products before they become waste. Aside from the methane emissions produced from landfill organic waste, increased modern consumption habits have led to an accumulation of items that don't last long and is destined for landfill, being too hard to recover or recycle. Striving towards a circular economy goes further than reducing waste by designing it out in the first place (Figure 7). It helps ensure that valuable resources, stay in circulation and don't end up as waste.

The City of Launceston owns and operates the region's landfill site (the Launceston Waste Centre) and are committed to reducing waste emissions.

For instance, Council captures much of its landfill gas and converts it into electricity, powering the equivalent of 2,500 Launceston homes, which halves waste emissions at the landfill. The City of Launceston also has a voluntary kerbside FOGO service, which has almost 50% uptake and very low contamination rates of 0.5%. FOGO is also being extended to businesses that produce a lot of organic waste such as the Launceston General Hospital and hotels and restaurants.

Tasmanians produce an average of almost one tonne of landfill waste per year. From Council's kerbside bin audits, 67% of this could have been recovered and diverted from landfill. This includes food, garden and other organics, paper and cardboard, and comingled recycling.

Figure 7. *Diagram representing a circular economy model, European Environment Agency*[25]

25 https://www.eea.europa.eu/en/analysis/maps-and-charts/circular-economy-system-diagram

Circular Economy Outcomes

- Reduce waste to landfill and waste emissions
- Empower the Launceston community to transition towards a circular economy

Did you know?

The City of Launceston's Repair Café is a free, monthly, community event aiming to divert items from landfill, pass on valuable repairing knowledge and connect community. Bring along your broken household item to the Launceston Repair Cafe and learn how to fix it with the help of an expert repairer. Toss it away? No way!

The Benefits Of Investing

A circular economy fundamentally rethinks how we design, produce and consume products. By prioritising processes like maintenance, reuse, refurbishment, remanufacture, recycling, and composting, it ensures that materials remain in circulation rather than becoming waste.[26][27] As well as reducing waste and waste emissions, a circular economy promotes resource conservation and biodiversity protection, while also reducing costs and supporting a more efficient and innovative supply chain.

Take the pledge!

Head to Low carbon Launceston to join your community in taking climate action.

Community-led Actions for a Circular Economy

What can you do?

Actions you and your network can take to embrace the circular economy and reduce waste related emissions are outlined below.

Table 8. *Community-led actions and advocacy focus to reduce waste emissions*

Actions	Stakeholder	Number
Direct community-led actions		
Learn about circular economy principles, product stewardship, and the environmental impact of products to make more informed purchasing decisions	Residents, Businesses, Schools	CL-CE-1
Educate students and the community on circular economy principles	Schools, Businesses	CL-CE-2
Choose quality and second-hand items whenever possible and supporting product designs that are recyclable and repairable	Residents, Businesses, Schools	CL-CE-3
Ensure unwanted goods are passed on after use (through rehoming, repurposing, or recycling) to maximise resource use and minimise waste	Residents, Businesses, Schools	CL-CE-4

26 https://www.eea.europa.eu/en/analysis/maps-and-charts/circular-economy-system-diagram
27 Ellen Macarthur Foundation, Circular Economy Introduction, https://www.ellenmacarthurfoundation.org/topics/circular-economy-introduction/overview

Advocacy focus actions - how your voice can make a difference

Increase product stewardship to minimise waste generation from product and packaging manufacturing	State and Federal	A-CE-1
Increase resource optimisation and recovery and circular economy opportunities including the introduction of a container refund scheme; circular economy principles in Government purchasing policies; mandating a product packaging and labelling scheme to promote the use of recycled materials and product recyclability; and prioritising a response and solution to the national recycling crisis	State and Federal	A-CE-2

City of Launceston-led Actions for a Circular Economy

What will the City of Launceston do?

Actions (and possible interventions) Council will take to support the community to embrace the circular economy and reduce waste related emissions are outlined below.

Table 9. *City of Launceston-led actions to reduce emissions from waste*

Actions and Interventions	Co-benefits and criteria	Number
Leveraging the City of Launceston's strengths/established roles		
Promote adaptive reuse of existing buildings For example, promote the continued use or reuse of existing buildings; and encourage salvage strategies for essential demolition to reduce landfill waste	Medium-long term, medium emissions impact, low investment cost High co-benefits - conservation of heritage buildings, cost savings	C-CE-1
City of Launceston-led programs		
Expand FOGO program For example, promote FOGO uptake for facilities generating large volumes of organic waste such as supermarkets, hospitals, hotels, retirement homes, schools, airport etc.	Medium term, high emissions impact, high investment cost Large reach High co-benefits and equity - educational opportunities, circular economy and recource recovery benefits	P-CE-1
Identify waste diversion and circular economy opportunities For example, through identification of large waste streams in landfill waste and collaboration with industry and community groups, determine high impact landfill diversion and circular economy opportunities	Medium-long term, potentially high emissions impact (project dependent), low-medium investment cost Large reach High co-benefits - educational opportunities, circular economy and recource recovery benefits	P-CE-2

Key Greenhouse Gas Emitters

As with most municipalities, Launceston has a number of key organisations that play an influential role in the economy of the local community. These organisations also typically have larger emissions impacts, and therefore can be effective partners to the City of Launceston in reaching emissions mitigation targets. There are no comprehensive registries of carbon emissions associated with individual organisations, however Launceston is building up knowledge of where emissions are occurring.

Commercial and industrial sectors make up over half of Launceston's emissions and across all emissions sources – electricity, gas, transport, IPPU, fugitive emissions and agriculture. Reaching Launceston's net zero target cannot be achieved without significant shifts in these sectors. Recognising this, Council completed a project to identify key greenhouse gas emitting organisations in the municipality.[28]

Within the City of Launceston, 3,168 facilities across 2,865 organisations were identified (with some organisations having multiple facilities). Approximately 17% of total emissions in Launceston have been attributed to these businesses and organisations.

Roughly half of the organisations within the Launceston commercial sector were identified.

Figure 8 presents how emissions are split between commercial business subsectors. Retail trade comprises the largest share of emissions (including entities such as supermarkets, car retailers, hardware and department stores, clothing retailers, pharmacies and electrical and appliance stores), followed by health care and social assistance and education and training. Each of these subsectors tend to share similarities in emissions sources which presents collaboration opportunities for emissions reduction.

About a third of organisations within Launceston's industrial sector were identified. Of those, 41% comes from manufacturing, 19% from agriculture, forestry and fishing, 17% from transport and 15% from utilities.

Businesses and other organisations are under increasing obligation to report on and reduce emissions and some are leading the way with ambitious emissions targets and plans. It is crucial that all businesses and organisations, particularly key emitting ones, act decisively to reduce their share of community emissions.

Through the findings from the key emitters project, Council intends to engage and form strong collaborations with key emitting entities to reduce emissions.

Figure 8. *Key identified commercial subsectors in Launceston indicating emissions contribution.*

28 To identify key emitters in Launceston, Council employed the Snapshot Pro key emitters tool, which uses publicly available data compliant with the Greenhouse Gas Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC). Snapshot Pro only identifies entities and emissions sources where the data is publicly available, but it provides key insights into where emissions from businesses are coming from. Data was sourced from The Safeguard Mechanism, the National Greenhouse Energy Reporting System (NGERS), and the National Pollutants Inventory (NPI) and is modelled based on technical jobs to municipality and industry subsector, based on the Australian and New Zealand Standard Industrial Classification (ANZSIC).

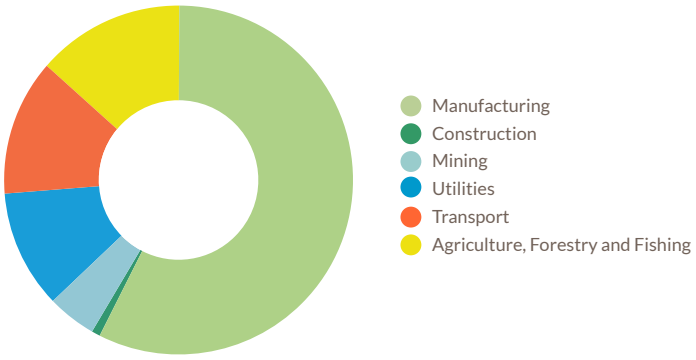


Figure 9. *Key identified industrial subsectors for Launceston, indicating emissions contribution.*

Key Emitter Outcomes

- Form long-term collaborations with key emitting organisations in Launceston
- Provide support to organisations to set ambitious emissions targets and achieve those targets
- Support commercial and industrial subsectors to work to together to tackle common emissions source and emissions reduction barriers
- Improved visibility and participation of the business sector in community climate action

Take the pledge!

Head to Low carbon Launceston to join your community in taking climate action.

Benefits of Investing

Identifying key greenhouse gas emitting organisations in the municipality will improve community understanding of where business emissions originate and how they are being addressed. This deeper insight fosters celebration and strong community support for local businesses and industries that are taking strong action on climate change. Additionally, the information can provide a more streamlined approach to enable businesses to effectively tackle the challenge of reducing their emissions.

City of Launceston-led Actions for a Key Emitters

What will the City of Launceston do?

Actions (and possible interventions) Council will take to work with key emitters are outlined below.

Table 10. *City of Launceston actions to work with key emitters*

Actions and Interventions	Co-benefits and criteria	Number
Leveraging the City of Launceston's strengths/established roles		
Direct engagement with large GHG emitters For example, through use of Snapshot Pro data, engage with key emitting organisations or businesses • Reach out to establish points of engagement by encouraging businesses to: – Verify emissions – Share their progress to meeting emissions targets – Commit to targets, and improve targets where appropriate – Participate in programs (local or State) – Participate in local working groups – Participate in direct advocacy • Form collaborations/partnerships with key emitting organisations • Provide support to organisations as required • Promote climate action taken by organisations to community	Short-term, very high emissions impact, low cost Co-benefits: Improved council relationship and understanding of local industries and businesses, more transparency for community, communicable, measurable	P-K-1

KEY EMITTER TARGETS

Many of the leading organisations within the municipality are already strongly committed to achieving emissions reduction, and collectively they are having an enormous impact on the future trajectory of the community. Through investigations into the current landscape of practice, 17 key organisations with existing emissions targets or other commitments have been identified. Collectively, these organisations form approximately 11% of the total emissions for the municipality.

Emissions reduction commitments vary in ambition, with net zero targets ranging from 2030 to 2050. Some organisations have interim targets, for example 55% reduction by 2030. For several organisations in Launceston, the relevant commitments have been made by parent organisations.

Future Trends

When examining what the impact of these commitments are, a future projection of the municipality can be used. This future projection takes into account macro trends in population, economic activity, and key technology shifts like the adoption of EVs. Over this projection, two trends can be applied:

- The reduction required to achieve an emissions target (like a science-derived target)
- The collective impacts of commitments by key organisations.

Additionally, Launceston can identify locations where these commitments can be increased so as to more confidently reach emissions reduction targets. These increases can form a central part of Council's engagement with the business community.

For Launceston, the projections for the municipality, taking into account commitments by key emitters, is shown in Figure 10. This graph shows that key emitters are already making an enormous contribution to the reduction of emissions for the municipality. Through their actions and commitments alone, the community is on track to approach the 2035 interim target. This buys the community of Launceston time to be able to address emissions from other sectors, ideally further accelerating the reduction to net zero.

Engaging Business

A significant opportunity remains for Council to support the increase in emissions reduction from the commercial and industrial sectors. Council can engage with businesses who have not yet established emissions reduction targets, businesses who have targets but could be more ambitious, and continue to gather more information about businesses who have not yet been identified.

From this information, Council will progress in directing businesses to take more ambitious action. These strategies can include:

Directly contacting the organisation: to discuss their emissions and reduction targets. Many businesses, being busy and focused on their operations, have simply not taken the time to consider how they might approach this issue. Because emissions reduction actions frequently have attractive business cases, many organisations will financially benefit from considering taking action, in addition to the role they can play within their communities.

Establish working groups: Some businesses have thought about targets, but potentially don't understand how they can realistically set them, or they see that there are insurmountable barriers to taking these kinds of actions. Council could facilitate working groups, connecting organisations that have make strong commitments to those who are still exploring their options, with the intention of facilitating direct peer-to-peer learning about how to progress.

Advocacy: In some instances, businesses face challenging, structural obstacles to taking action. In these instances, speaking to the organisations, learning about their challenges, and then establishing an advocacy platform to the appropriate entity (be it State/Federal government, or some administrative or regulatory body). Local Government could assist with raising awareness of issues, consolidating a clear message, and creating local context to drive change.

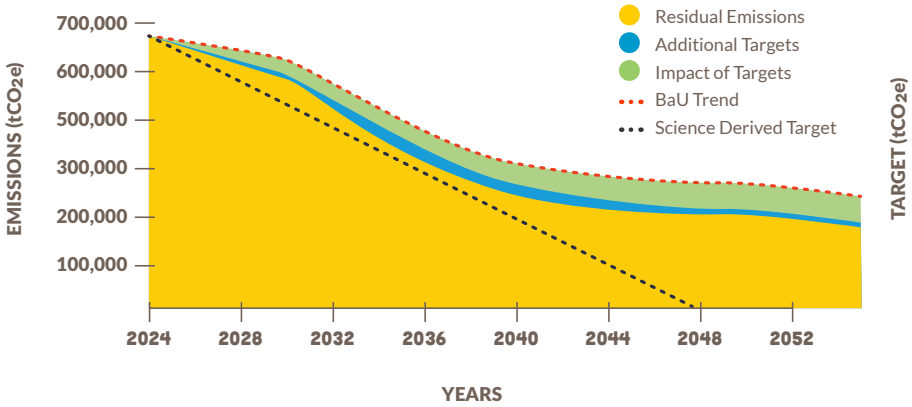


Figure 10: *Emissions trend for Launceston showing commitments from key emitters*

Appendix
Additional Information

Further Background to the Plan

There is an urgent need to decarbonise by 2050 to avoid the worst impacts of climate change. Engagement with the Launceston community indicated an extreme level of concern about climate change, and in 2019 the City of Launceston declared a climate emergency, recognising the need for urgent action. We have since presented our position statement for climate change and sustainability in our Sustainability Strategy, developed the Sustainability Action Plan 2022-2030 aligned with the United Nations (UN) Sustainable Development Goals (SDGs), and developed the Towards Zero Emissions Action Plan 2021-2025, which outlines what Council will do to reduce emissions from our own operations. This Community Emissions Action Plan focuses on what the Launceston community need to do to decarbonise and the role Council will play over the next five years to contribute. Beyond 2030, Council's programs will continue to evolve in response to the community's needs for support and emerging technological capabilities.

The main outcome of this work has been to develop a robust plan that:

1. Respond to the wants of the community
2. Empowers and mobilises industry, businesses and the wider community in the City of Launceston to take strong and meaningful action to reduce emissions
3. Achieves significant reduction in community emissions.

Government Policy Context

Action on climate change is a focus of government policy at an international, federal and regional level. The Paris Agreement stands as a legally binding international treaty on climate change, with a primary objective to curb global warming. In this agreement, 196 countries committed to limiting temperature increase to below 2°C and as close to 1.5°C as possible above pre industrial levels[29]. The UN SDGs are used by institutions and organisations across the world to guide efforts for improving health and education, reducing inequality, addressing climate change and preserving the natural environment.

Australia's Climate Change Act 2022 legislates a 43% reduction in greenhouse gas emissions by 2030, and the country must reach net zero target by 2050. The Federal Government is in the process of developing a series of plans to achieve this net zero target across key economic sectors. The Tasmanian Government's own Climate Change Act has a target for the state to achieve net zero emissions by 2030.

29 United Nations, 2015, Paris Agreement, https://unfccc.int/sites/default/files/english_paris_agreement.pdf

Table 11. *Summary of international, federal and state climate strategies, plans and commitments relevant to this Plan.*

Document	Jurisdiction	Description	Relevance
UN Sustainable Development Goals (SDGs)	International	The 2030 Agenda for Sustainable Development, adopted by all United Nations Member States in 2015, provides a shared blueprint for peace and prosperity. At its heart are the 17 SDGs, which recognise that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change and working to preserve our oceans and forests.	These goals are used as internationally recognised guiding principles by many local governments. SDGs 6, 7, 11, 12, 13, 14 and 15 were identified as being most relevant to Launceston.
Paris Agreement 2015	International	The Paris Agreement, adopted in December 2015, represented a historic turning point in the global fight against climate change. It sets a target to limit the increase in global average temperature to below 2˚C and as close to 1.5˚C as possible.	Australia is a signatory to the Agreement. For the first time, cities were recognised as critical players in reducing carbon emissions.
Climate Change Act (2022)	Federal	The Act legislates a 2030 target of 43% below 2005 levels, and reach net zero by 2050.	Meeting these targets will require action across Australia, including all levels of government and society as a whole.
Federal Government Net Zero Plan (in development)	Federal	The Federal Government is developing a Net Zero Plan to lay out and extend Australia's action on climate change. It will include setting a 2035 emissions reduction target.	The Plan will outline the actions the Federal government is taking, which will assist the City of Launceston in reducing emissions.
Federal Government sectoral plans (in development)	Federal	The Federal Government is developing sectoral plans for reaching net zero for the following sectors: – Electricity and energy – Agriculture and land – Transport and infrastructure – Resources – Industry – Built environment The work will be underpinned by the recently completed Sector Pathways Review.	The pathways review provides sector-based data and guidance on reaching net zero emissions. It outlines mature technologies that the City of Launceston can access, such as solar and pumped hydro renewable energy, EVs and diversion of organic waste from landfill. It also outlines emerging technologies such as hydrogen production. It also sets out six key barriers to emissions reduction, some of which the City of Launceston can target.

Document	Jurisdiction	Description	Relevance
Climate Change (State Action) Act 2008	State	The Act, last amended in 2022, sets a new target of net zero emissions or lower from 2030 for all of Tasmania. It requires the government to: – Work with industry and business to develop sector-based emissions reduction and resilience plans, to be updated every five years – Prepare a climate change action plan every five years – Prepare a statewide climate change risk assessment, which considers the risks associated with energy transition (including social and economic impacts) to be updated every five years – Prepare and publish an annual greenhouse gas emissions report and an annual climate change activity statement.	Meeting these targets will require action across Tasmania. The City of Launceston is uniquely placed to assist our community to reach these targets. The targets will also put a downward pressure on emissions in the state, which will assist the City of Launceston in meeting our own internal targets.
Climate Change Action Plan 2023-25	State	Outlines the Tasmanian Government's plans for action on climate change until 2025. It includes three priority areas: – Information and knowledge about Tasmania's emissions, future climate and emissions reduction, sequestration and adaptation opportunities – Transition and innovation – Adaptation and resilience	The Climate Change Action Plan aims to support communities and businesses in Tasmania to reduce their emissions. This will assist the City of Launceston to reach the outcomes outlined here. For example, the action plan includes community climate change action grants to support community-level action to reduce emissions.
Emissions Reduction and Resilience Plans	State	The State Government is in the process of developing emissions reduction and resilience plans which will outline priority areas and future opportunities for the below sectors: – Transport (draft available) – Waste (draft available) – Energy (draft available) – Industrial processes and product use (draft available) – Agriculture (in development) – Land use, land use change and forestry (in development)	The sectoral plans provide data and guidance for Tasmania's sectors to reach net zero, which will assist the City of Launceston reduce emissions. They also outline opportunities that the City of Launceston can leverage.

Document	Jurisdiction	Description	Relevance
Tasmanian Renewable Energy Action Plan, Renewable Hydrogen Action Plan, and Renewable Energy Coordination Framework	State	In November 2020, the Government legislated a Tasmania Renewable Energy Target. The goal is to increase the State's renewable energy output by 200 per cent based on 2022's renewable energy figures. In 2040, Tasmania aims to produce twice as much clean power as in 2022. The Tasmanian Renewable Energy Action Plan, Renewable Hydrogen Action Plan, and Renewable Energy Coordination Framework documents set out the actions that will be taken to achieve this goal.	Reaching this target will assist the City of Launceston in reducing emissions. The actions outlined in the plans also indicate strong interest in green hydrogen, including State and Federal commitment to developing a Green Hydrogen Hub located at Bell Bay, ~50 km from the centre of Launceston.
Tasmanian Future Gas Strategy	State	The Tasmanian Future Gas Strategy outlines the Tasmanian Government's vision for the future of gas in Tasmania. The Strategy sets out four alternatives: electrification, bioenergy, renewable hydrogen and other synthetic renewable gases.	Gas currently contributes around 7% of the City of Launceston's community emissions.
Tasmanian Waste and Resource Recovery Strategy 2023-2026	State	The Strategy sets out a framework to reduce the generation of waste, boost recycling and resource recovery, and to position Tasmania to move towards a circular economy.	Waste contributes around 3% of the City of Launceston's community emissions and the City of Launceston manages a landfill.
Tasmanian Urban Passenger Transport Framework	State	The Framework's vision is to provide a safe and responsive passenger transport system that supports improved accessibility, liveability and health outcomes for our communities. It includes the Greater Launceston Metropolitan Passenger Transport Plan.	Transport contributes around 33% of the City of Launceston's community emissions.
Tasmanian Energy Saver Loan Scheme	State	Interest free loans of up to $10,000 are available to help Tasmanian households, non-profits and small businesses access a range of energy efficient products including: – Solar PV and battery storage systems – Reverse cycle air conditioning – Hot water systems – Induction and ceramic stove tops – Energy efficient white goods – Double glazing – Insulation.	These loans can help City of Launceston residents reduce their emissions.
Tasmanian Government EV Support	State	The Tasmanian government has several programs to support the uptake of EVs including no-interest loans for residents and the Electric Vehicle Working Group.	Council and residents can take advantage of these programs to accelerate the transition to EVs.

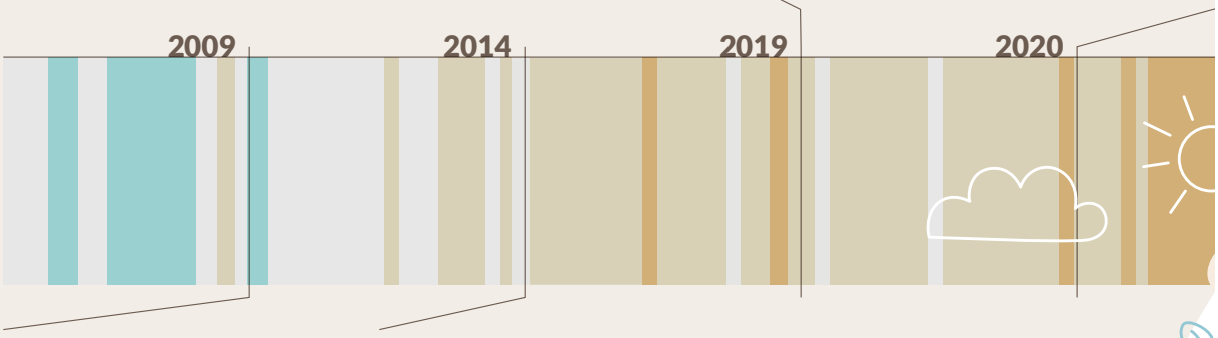
Launceston's Climate Action Journey So Far

Reflecting on our climate action journey so far can help us understand the path forward. The City of Launceston has taken many steps to support the community's response to climate change over the years. Implemented activities to support the reduction of specific emissions sources have been identified in relevant sections of the Plan in Section 4.

2019

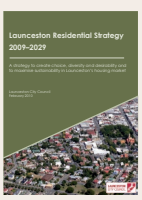
Climate emergency declared, acknowledging the urgent action required to address climate change

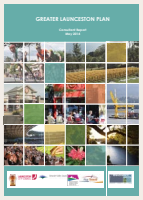
Committed to the **Cities Power Partnership**, making pledges related to community emissions including encouraging sustainable transport use such as public transport, walking and cycling through the Council transport planning and design; supporting cycling through provision of adequate cycle lanes, bike parking and end-of-ride facilities; and lobbying State and Federal Government to increase sustainable transport options.



2009

Launceston Residential Strategy 2009 – 2029 launched, acknowledging the increasing need to positively respond to the challenges associated with climate change.





SUSTAINABLE CITIES AWARDS

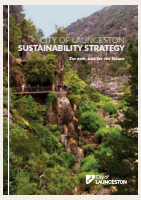
2014

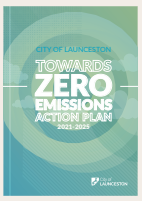
Greater Launceston Plan 2014 – 2034 released to coordinate the long-term planning and development of the Greater Launceston sub-region. This sub-region includes the City of Launceston, George Town Council, Meander Valley Council, Northern Midlands Council and West Tamar Council. The Plan calls for sustainable prosperity for the region, including maintaining exceptional environmental and liveability qualities.

Sustainable Cities award won by The City of Launceston.

2019 continued...

Sustainability Strategy endorsed seeking positive solutions for climate change mitigation and adaption and to work towards greater community resilience and a more sustainable future. The Strategy also set out to develop a Towards Zero Emissions Action Plan (released in 2021) and a Sustainability Action Plan (released in 2022).





2020

Annual emissions audits for City of Launceston corporate emissions commenced and Vaseline established (2018/19).

2021

Annual emissions audits for community emissions commenced

Towards Zero Emissions Action Plan 2021-2025 released, setting out how the City will achieve the (then) target of being carbon neutral for Council operations by 2025. This included an action to work with business, industry, residents and other key stakeholders to further develop the draft actions on reducing community emissions as well as improving waste avoidance and recovery and investigating carbon sequestration.

2023

City Innovation Strategy launched to develop Launceston as a sustainable and climate conscious city through increasing the uptake of sustainable mobility options; enhancing waste management procedures; and new/innovative sustainability projects.

Low Carbon Launceston community engagement, including surveys, focus groups and community talk sessions.

2021 2022 2023 2024

2022

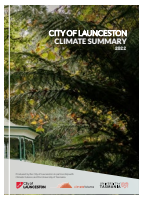
City of Launceston Climate Summary released, providing a future climate outlook for the Launceston region (funded by Northern Tasmanian councils).

Sustainability Action Plan 2022-2030 released, including mitigation and adaptation actions, striving to be leaders in sustainability.

2024

Preparation of the City of Launceston Housing Strategy 2025-2035 commenced.

City of Launceston Community Zero Emissions Plan commenced (this document).



Types of City of Launceston-led Actions

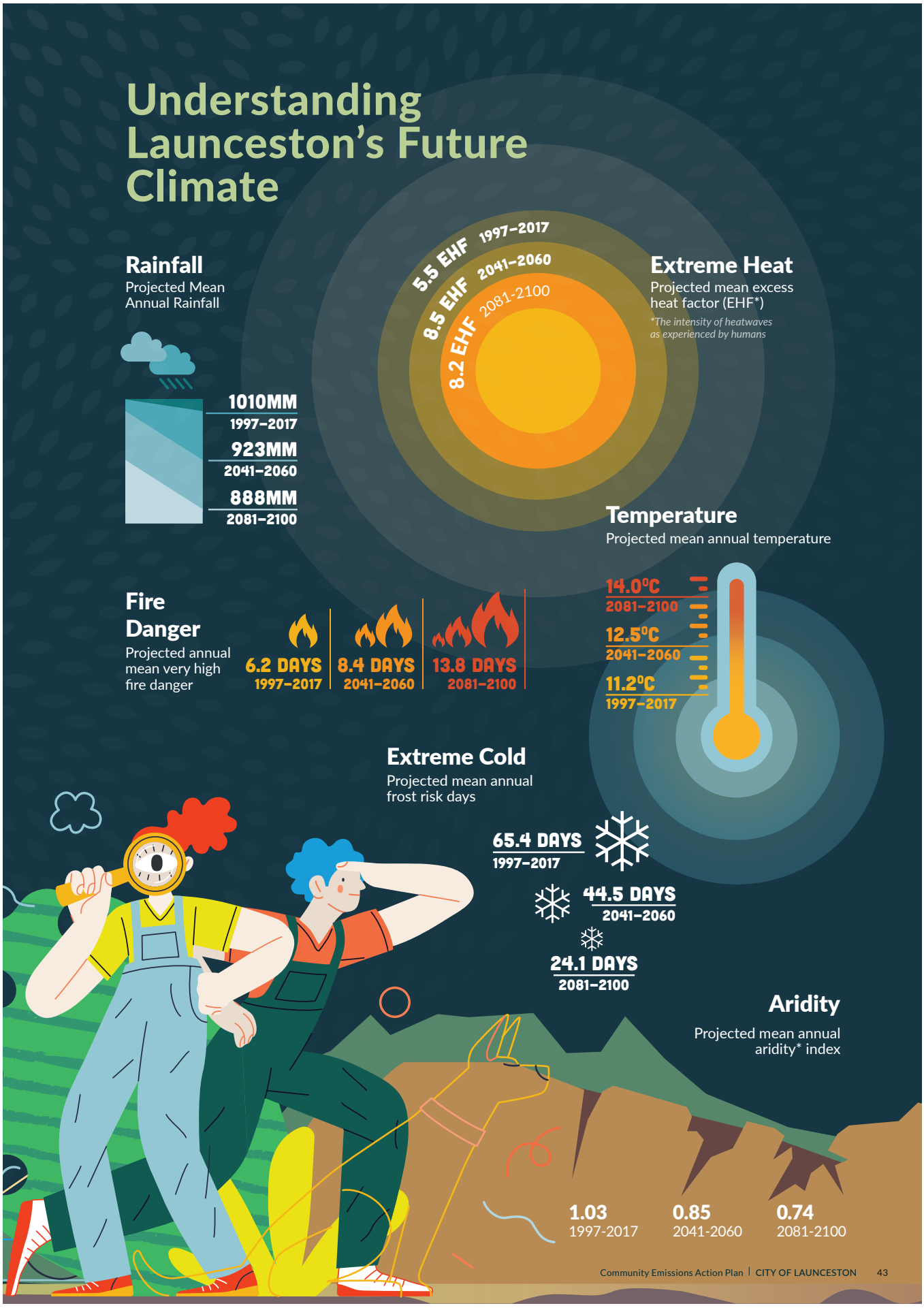
Council has committed to lead and facilitate actions that will contribute 10% of the total emissions reduction required (see page 9).

There are four distinct groups that make up Council led actions. These include:

1. **Council business-as-usual (BAU) actions:** these actions are part of Council's established roles already. Existing actions (or adjustments or additions on existing council actions), have been identified as having a high emissions reduction impact.
2. **New council-led programs:** These are discrete programs run by Council in a space Council would not otherwise be working in (not BAU). If executed successfully, they have been identified to lead to significant emissions reduction.
3. **Advocacy:** Advocacy can play a powerful roll in amplifying Council's impact. The City of Launceston undertakes advocacy to both champion advocacy topics themselves, and support the community to advocate to State and Federal governments and other sectors, to assist in achieving emissions reduction outcomes.
4. **Actions for key emitting organisations:** Through Council's analysis of the municipality's key greenhouse gas emitters, 17 businesses/ organisations have been identified, which contribute to 11% of the total emissions for Launceston. This is a single action to engage with these businesses and covers multiple emissions sources (See page 32).

Under each broad action, specific potential interventions have been identified, along with a proposed metric to measure the success of that action, and a proposed output-based target for each action. In line with the decision making criteria developed from the Low Carbon Launceston community focus sessions, each action documents the decision making criteria/considerations such as relative emissions impact, reach, timeframe, cost and co-benefits and considerations.

Actions will require a range of administrative steps and communications and marketing support and will be carried out in conjunction with the relevant interventions.


Understanding Launceston's Future Climate
Rainfall
Projected Mean Annual Rainfall
1010MM
1997–2017
923MM
2041–2060
888MM
2081–2100
5.5 EHF 1997–2017
8.5 EHF 2041–2060
8.2 EHF 2081-2100
Extreme Heat
Projected mean excess heat factor (EHF*)
*The intensity of heatwaves as experienced by humans
Temperature
Projected mean annual temperature
14.0°C
2081–2100
12.5°C
2041–2060
11.2°C
1997–2017
Fire Danger
Projected annual mean very high fire danger
6.2 DAYS
1997–2017
8.4 DAYS
2041–2060
13.8 DAYS
2081–2100
Extreme Cold
Projected mean annual frost risk days
65.4 DAYS
1997–2017
44.5 DAYS
2041–2060
24.1 DAYS
2081–2100
Aridity
Projected mean annual aridity* index
1.03
1997-2017
0.85
2041-2060
0.74
2081-2100
Community Emissions Action Plan | CITY OF LAUNCESTON 43

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City of LAUNCESTON

City of Launceston
Reference No. 07-PIx-011
Version: 26/06/2017
Approved By: Council

QVMAG Collection Policy

Introduction

Museums and art galleries collect, preserve, research and communicate to the wider community original evidence of our natural and cultural heritage.

The collections of the Queen Victoria Museum and Art Gallery (QVMAG) were begun in the nineteenth century. Since that time, they have developed as an important component of Tasmania's and Australia's natural and cultural heritage.

Principles

1. QVMAG makes acquisitions consistent with its mission, which is:

   To be a leader in the intellectual and creative development of Launceston and the State by increasing our enjoyment and understanding of our natural and cultural heritage.

2. In conjunction with the mission statement above, this policy guides QVMAG's core business of managing, developing, researching and interpreting its collections.

3. It is the intention of this policy to define QVMAG's past and current collecting areas and define those collecting areas that the museum intends to develop into the future. This policy will not discuss the day-to-day management of these collections, which are instead the subject of separate procedures and guidelines. Nevertheless, this policy must stress that QVMAG has a clearly defined responsibility to acquire only those items it deems can be appropriately managed into the future as per museum best practice.

4. Since the 19th century QVMAG's collections have been made for the following purposes:

   (a) To be an archival record of

      (i) the artistic heritage of the people of Tasmania;
      (ii) the material culture of the peoples who now and previously inhabited Tasmania and adjacent lands;
      (iii) the living and past faunas and floras of Tasmania and adjacent lands and seas; and
      (iv) the minerals and rocks that form the geology of Tasmania.

   (b) To be a source of material for researching the fields of the arts, history and natural science.

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QVMAG Collection Policy

(c) To be a source of materials and ideas for interpretation, namely exhibitions, educational programs, publications and digital media.

5. QVMAG's collections continue to be developed for the following purposes:

   (a) To continue the purposes already established for its museum's collections.
   (b) To take advantage of new and appropriate collecting trends as they arise.
   (c) To enable QVMAG to better serve its community into the future.

6. The City of Launceston, as owner of QVMAG, will adopt and publish a written statement of its Collection Policy in respect of works of art and museum specimens. Acquisition outside the stated policy shall only be made in exceptional circumstances.

7. The City of Launceston endorses the principles of Museums Galleries Australia's *Code of Ethics for Art, History and Science Museums* (1999) which guide the activities of QVMAG's professional staff.

8. The City of Launceston supports the principles of the UNESCO Convention on the means of prohibiting and preventing the illicit import, export and transfer of ownership of Cultural Property, 1970, acceded to by Australia in 1990.

9. The City of Launceston recognises and endorses the contribution of QVMAG's Aboriginal Reference Group to this policy, a contribution which extends across all three collecting areas.

10. The City of Launceston will not acquire, whether by purchase, gift, bequest or exchange, any object or work of art unless the responsible officer is satisfied that QVMAG can acquire a valid title to the item in question, and that, in particular, it has not been acquired in, or exported from, its country of origin (and/or any intermediate country in which it may have been legally owned) in violation of that country's laws or in contravention of cultural material protocols.

11. So far as biological and geological material is concerned, the City of Launceston will not acquire by any direct or indirect means any specimen that has been collected, sold or otherwise transferred in contravention of any national or international wildlife protection or natural history conservation law or treaty of Australia or any other

country, except with the express consent of an appropriate outside authority.

12. If appropriate and feasible, the same tests as are outlined in paragraphs 7 and 8 above will be applied in determining whether to accept loans for exhibitions or other purposes.

13. The City of Launceston recognises the need for cooperation and consultation between museums and art galleries on joint policy matters.

14. From time to time other collection-related policies will be developed to meet QVMAG's requirements. Such policies include the current QVMAG Human Remains Policy and the future QVMAG Loans Policy.

Acquisitions

1.0 **Introduction**

1.1 QVMAG has a special responsibility to preserve and exhibit material evidence of the natural and cultural history of Tasmania. The Collection Policy recognises this as QVMAG's primary responsibility, and recognises that in most collections there will be a northern Tasmanian emphasis. However, in some cases the acquisition of additional material from beyond the State may improve our understanding of Tasmania's natural and cultural heritage.

1.2 In developing its collections, the QVMAG will:

- reflect the cultural, scientific and natural diversity of Tasmania;
- reflect the histories and experiences of all Tasmanians within a national and international framework;
- seek to document, maintain and research the collections as per museum best practice; and
- aim to make the collections accessible to the visiting public and researchers through physical and electronic means.

1.3 All objects considered for acquisition undergo an assessment process proscribed by the parameters of this policy and wholly guided by the expertise of the relevant curatorial section. Acquisition will be guided by QVMAG Acquisition Procedures, as per the recommendations of the *Crowe Horwath QVMAG Collection Review* (2016). The Acquisition Proposal Form includes donations, cultural gifts, exchanges and purchases.

QVMAG Collection Policy

In particular, the suitability of all proposed objects will be assessed against the stated selection criteria for each collection area. When proposing objects for acquisition, QVMAG will also consider whether it can adequately care for such objects as per museum best practice.

1.4 QVMAG recognises the need to describe the significance of new acquisitions using a consistent and accessible methodology. Objects entering the collection of QVMAG are assessed in terms of their historic, aesthetic, scientific and social values to determine their significance to achieve this. QVMAG will follow the principles and guidelines set out in *Significance 2.0: a guide to assessing the significance of collections*, Roslyn Russell and Kylie Winkworth, available on the internet at;

http://www.environment.gov.au/heritage/publications/significance2-0/.

2.0 **Collections**

QVMAG's collections are managed in four broad collecting areas:

- Natural Science
- Visual Art & Design
- History
- Library

2.1 **Natural Science**

Natural Science collections within the QVMAG cover three distinct areas, each with its own collection goals and spheres of specialisation. These are:

(a) ***Zoology***

Zoology includes comprehensive collections of Tasmanian vertebrate and invertebrate fauna, including introduced species, with specialist research collections from the remainder of Australia and beyond in molluscs, spiders and mammalian ectoparasites.

(b) ***Botany***

Botany comprises comprehensive collections of Tasmanian plants, including significant historical holdings.

(c) ***Geology***

QVMAG Collection Policy

Geology comprises mineral and rock collections from throughout Tasmania with important comparative material from interstate and overseas. Within Geology, Palaeontology includes a significant collection of fossils from Tasmania and elsewhere in and beyond Australia.

Collection of Natural Science Specimens
The collection supports biodiversity and nature conservation-related research, and geological and palaeontological research that helps us to understand and maintain the ecosystems that support all species, including our own. It also lets us use Tasmania's non-renewable mineral resources.

QVMAG continues to collect representative specimens of Tasmania's geology and fauna for reference, study, educational and display purposes. The primary source new material will be through collection by staff and recognised associates, and by Government Agencies. However, acquisition (by purchase if necessary) of important private or historic collections of Tasmanian natural science material, including records, will continue to be of great importance.

Relevant specimens or collections of material from elsewhere in Australia will be acquired for reference, study, educational and display purposes.

2.2 **Visual Art & Design**
The Visual Art & Design collection has five principal components, each of which has its own distinct collection policy. These components are:

(a) Colonial Art

This collection documents the artistic and cultural heritage of Tasmania, and Colonial Australia, from pre-European settlement until the end of the 19th century. This collection includes paintings, works on paper, sculpture and significant frames relating to this period.

(b) Modern Australian Art

This collection documents the history of Australia's postcolonial art of the 20th Century including paintings, photography, works on paper, sculpture and multi-media. Particular emphasis placed on the achievements of Tasmanian artists and contextualising these works through the collection of significant national artists.

(c) Contemporary Art

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Reference No. 07-PIx-011
Version: 26/06/2017
Approved By: Council

QVMAG Collection Policy

This collection documents the work of Australia's contemporary art and culture including paintings, works on paper, photography, sculpture, multi-media and screen-based art. Particular emphasis will be placed on the achievements of Tasmanian artists and contextualising these works through the collection of significant national artists.

QVMAG has a small but significant collection of International paintings, sculpture and works on paper. This collection will be maintained and developed where appropriate.

(d) *Decorative Arts*

Within the Decorative Arts collection there are three sub-sections, each of which has a distinct collection policy. These components are:

Australian Decorative Arts

This collection documents the material cultural heritage of Australia with an emphasis on ceramics, furniture, woodwork, textiles and costumes with significant aesthetic value. The collection focuses primarily on objects designed and made in Australia, and in particular Tasmania and Tasmanian practitioners.

Contemporary Decorative Arts

This collection aims to document and promote understanding of the evolution of contemporary decorative arts in Australia since 1945 in all media. Particular emphasis will be placed on the achievements of Tasmanian practitioners.

International Decorative Arts

This collection documents the aesthetic development and evolution of British, European and Asian decorative arts through ceramics, textiles and costumes. Specific consideration will be given to the work of international practitioners where their work has influenced the development of Tasmanian and/or national craft and design. Consideration will be given to historic artworks that complement the QVMAG collection.

2.3 **History**

It is the primary concern of the History section to collect the material culture of the people of Launceston and Tasmania and to research,

QVMAG Collection Policy

maintain and interpret this social history for the community. The History collections comprise:

(a) Tasmanian Social History Collection

Social History is the most broadly defined area within the History collections and is the most active collecting area. It includes convict material and the Guan Di Temple. Artefacts must be provenance to Tasmania for inclusion in the Social History Collection.

(b) ***Comparative Cultural Collection***

This collection consists of cultural material from communities and societies from outside Tasmania, particularly from the Australian mainland and the Pacific, with incidental material from other cultures. This collecting area also responds to the global awareness of our modern community and reflects Tasmania's global relationships. This collection is primarily historical and will be augmented only as the opportunity arises.

(c) Technology Collection

This collection includes scientific instruments, machinery, tools and vehicles. This collecting area documents Tasmanian working and recreational life, its economic and business history and links Tasmania to the wider history of Australian technological development.

(d) Arms Collection

The Arms Collection consists of firearms, swords, daggers, uniforms, military equipment and accoutrements, many of which are significant from a purely technical perspective. There is a strong local history significance to this collecting area which also covers most of the major military events in Tasmanian history.

(e) Archaeological Collections

The Archaeological Collections include material from shipwrecks, and mining and convict sites. This collection has the capacity to complement the other History collection areas.

(f) Tasmanian Aboriginal Collections

The Tasmanian Aboriginal Collections comprise artefacts, many of which were collected prior to 1950. They include the Tasmanian

QVMAG Collection Policy

Aboriginal Stone Tools Collection, a nationally significant research and interpretation collection. QVMAG also holds a significant collection of Tasmanian Aboriginal Shell Necklaces. Any further collecting in these areas will be informed by advice from the QVMAG Aboriginal Reference Group.

(g) Numismatics Collection

QVMAG has also maintained a small but historically interesting collection of coinage, tokens, medals and badges from around the world. This is not currently an active collecting area, and will be augmented only as appropriate donations are forthcoming.

(h) Archival Collections (formerly known as *Community History)*

The Archival Collections document the cultural heritage of the Tasmanian community and reflect the island's diverse and changing ways of life with particular reference to the northern region of the State. Of note are four specific collecting areas:

(i) ***Photographs***
This collection is a comprehensive visual record of Tasmania from the 1840s and includes all photographic formats from daguerreotypes onwards. A small component of film and video supports the visual record.

(ii) ***Manuscripts***
This collection has two principal components: manuscripts collected as single items, and collections of textual records created or acquired by an individual, family, business or organisation.

(iii) ***Tasmanian Ephemera***

The History Section collects Tasmanian ephemera as the opportunity arises. Ephemera augments the Tasmanian Social History Collection.

(iv) ***Oral History***
This collection consists of recorded interviews that document the working lives and achievements of Tasmanians. It also includes a small component of local radio material.

2.4 Library

(a) ***Rare Book Collections***

These collections include books with specific historical or cultural value, of aesthetic importance, or with a significant provenance.

(b) Special Book Collections

These collections have an association with a prominent individual or organisation and support the research endeavours of staff at QVMAG. The publications contained within are not considered to be rare.

(c) The 'working collections': The General Book Collection and Serials Collection

These collections primarily support the research endeavours of QVMAG staff. These collections contain a sizeable amount of Tasmaniana material.

(d) *Maps, Architectural and Engineering Drawing Collections*

These collections document the cartographic, built and engineering heritage of Tasmania through drawings and specifications.

Deaccessioning

1. Introduction

While the City of Launceston acknowledges the need for responsible deaccessioning, it is strongly of the opinion that deaccessioning is a management tool of last resort, bearing in mind the City of Launceston's responsibility to past and future donors to hold QVMAG collections in trust for the community.

QVMAG is able to deaccession material from its collections under the Local Government Act 1993. QVMAG also insists on responsible acquisition, and when acquiring items the long-term resource implications (staff, accommodation, conservation and research) will be considered. As one of the major functions of a museum is to preserve its collections in perpetuity, there is a strong presumption against the disposal of items from QVMAG's permanent collections.

The following statements mirror deaccessioning practice followed throughout Australian museums and are supported by the museum profession's governing body, Museums Galleries Australia. QVMAG's deaccessioning procedures will follow museum best practice.

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QVMAG Collection Policy

2. Deaccessioning Criteria

An item may be deaccessioned from a collection for one or more of the following reasons:

- the item does not fall within the guidelines of the QVMAG Collection Policy;
- the item duplicates material already held in the collections;
- the item is in such poor condition that it would be impossible to repair or conserve (e.g. insect infestation or other degenerative causes);
- the cost of conservation or restoration and/or storage would be prohibitive;
- the item is the property of an indigenous or other community group and should be returned as part of a national or international convention on the restitution of cultural material;
- the item is subject to legislation that prevents QVMAG holding title to the object;
- lack of documentation about the item;
- the item is unsafe (e.g. contains hazardous chemicals);
- the item or part of it is to be used for scientific research.

3. Disposal

Disposal is the method by which deaccessioned material is removed from the collection. The preferred methods of disposal beyond the institution would be by gift or exchange to another public institution (except for items which are damaged or dangerous).

The appropriate methods of disposal are:

- **internal transfer** – the transfer of items to a hands on/ education/ demonstration collection, or parts to be used in the restoration of other collection items;
- **gift** – to another museum or returned to the donor;
- **sale** – to the public by auction or tender;
- **exchange** – to another public museum in exchange for a more suitable item for the collection;
- **destruction** – when the item is extensively damaged or is not considered worthy of treatment.

PRINCIPLES:

The ethical standards that underpin this Policy are defined in both the Acquisition Code that prefaces this Policy and *Museums Australia's Code of Ethics*, which can be found at http://www.museumsaustralia.org.au/userfiles/file/Governance/maethics.pdf
The Council's Organisational Values apply to all activities.

RELATED POLICIES & PROCEDURES:

City of Launceston
Reference No. 07-PIx-011
Version: 26/06/2017
Approved By: Council

QVMAG Collection Policy

Related Council policies include:
Museum Human Remains Policy 07-PIx-005
QVMAG Strategic Plan 2012-2017

RELATED LEGISLATION:

N/A

REFERENCES:

UNESCO Convention, which can be found at:
http://portal.unesco.org/en/ev.php-URL_ID=13039&URL_DO=DO_TOPIC&URL_SECTION=201.html

QVMAG Acquisition Proposal Form

DEFINITIONS:

N/A.

REVIEW:

This policy will be reviewed no more than two years after the date of approval, or more frequently if dictated by operational demands and with Council's approval.

City of Launceston
Reference No. 07-Plx-011
Version: 20/06/2015
Approved By: Council

QVMAG Collection Policy

DOCUMENT INFORMATION:

Reference Number:	07-Plx-011
Date:	26/06/2019
Review:	Two years from date of approval
Key Function:	Cultural Development
System:	
Document Type:	Policy
Responsible Directorate:	QVMAG
Approved by:	Council
Action Officer:	Richard Mulvaney
Text Search Key Words	Museum acquisitions

To be Communicated To: *(To be identified by Action Officer or Approver)* (Insert ✓ in relevant row)		Department/Area only
		Directorate via Director and Managers
		Specific Areas: •
	✓	Council-wide
	✓	Council Website

Hard Copy Distribution	

Dear QVMAG Friends

Thank you for your ongoing support of QVMAG.

I understand that there has been some uncertainty around a recent recommendation to Council for delegation relating to QVMAG, so I'd like to provide some clear information to ensure everyone is on the same page.

Under section 333(1) of the *Local Government Act 1993 (Tas)*, the City of Launceston Council has management and control of QVMAG and its collections. At present, all acquisitions go through a careful process involving our professional curatorial team and the Museum Governance Advisory Board (MGAB). However, there has been no formal delegation in place that allows the MGAB, the Director, or staff to accept acquisitions on behalf of Council.

Why delegations to receive assets are important

When QVMAG (or Council) acquires, or is given donations or other assets, it's important that they are formally accepted by someone who has the legal authority to do so. This is called a **delegation**. The Council can only delegate to the CEO.

This means that, without a delegation, every acquisition — no matter the size or value — would need to go to full Council for approval. This step has not been occurring and if it was it would make the process slow and unwieldy. The current recommendation before Council simply seeks to fix that gap.

Delegations make sure that:

- any gift or donation is properly recorded as a council asset,
- the organisation is aware of any costs or legal obligations (liability) associated with the item, and
- decisions are made consistently with our policies.

What the proposed delegation means

The CEO would be able to approve acceptance of acquisitions into the Council Collection if they:

  - advance QVMAG's purpose under section 333(1) of the Act;
  - are consistent with existing Council policies and procedures; and
  - have a purchase value of less than $100,000 (excluding GST).

Any acquisition worth more than $100,000 would *still need full Council approval*.

The delegation **does not** apply to deaccessioning items (disposal of assets). These must still go through the usual selection process and be adopted by Council. QVMAG plays a vital role in preserving and sharing our region's rich heritage, and the governance processes around acquisitions are designed to protect both the collection and the Council.

In relation to some of the other concerns recently shared with you:

McWilliams Masterpiece donation: While the generous donation from the QVMAG Foundation has been supported by the Museum Governance Advisory Board (MGAB), the Board has no authority to accept items into the collection.

Adoption of assets: The receipt of an annual report is not equivalent to, and cannot replace, a formal resolution of Council to adopt assets. All assets that contribute to Council's liabilities must be endorsed by Council unless this authority is expressly delegated. Delegating such powers to the Director, when the MGAB itself has no delegation, would create a conflict of interest under the current governance model.

Acquisitions: There has been no pause on acquisitions, whether by donation or purchase. A number of acquisitions have been considered by the Board in past months.

QVMAG branding: The QVMAG Board and Councillors have recently been presented with QVMAG's exciting new marketing campaign, which demonstrated strong alignment with the QVMAG brand. There has been no move to remove or diminish the QVMAG logo.

Cultural Gift Program: My reference to this program highlighted the advantage of the proposed delegation, as it would enable donations to be finalised up until the end of the financial year without requiring a Council meeting for acceptance into the collection.

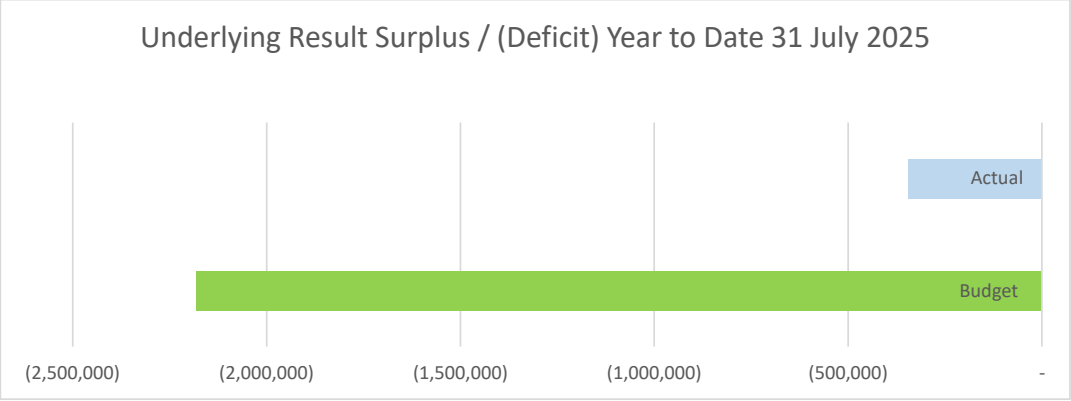
Staffing matters: Council does not comment on individual staffing matters. Doing so would be inappropriate and potentially unlawful, particularly where commentary could prejudice natural justice or expose individuals and the organisation to reputational harm.

I hope this helps clear up any confusion. I will be attending the Friends meeting on Monday afternoon to answer any questions you may have and you're also very welcome to reach out to me directly any time.

Your continued support as is invaluable, and I am looking forward to working closely with the Friends committee so that we can maximise the potential of your support for the benefit of QVMAG.

CITY OF LAUNCESTON
Statement of Comprehensive Income
For Year to Date 31 July 2025

	2025/26 YTD $ Actual	2025/26 YTD $ Budget	Variance YTD $ Fav/(Unfav)
REVENUES FROM ORDINARY ACTIVITIES			
Rates	7,739,139	7,810,519	(71,380)
User Fees and Charges	2,877,835	2,393,724	484,111
Statutory Fees & Charges	467,548	506,709	(39,160)
Capital Grants	13,907	-	13,907
Financial Assistance Grants	-	156,083	(156,083)
Other Operational Grants	252,833	271,602	(18,769)
Interest	225,772	265,757	(39,985)
Other Income	273,351	156,325	117,026
	11,850,386	11,560,719	289,667
EXPENSES FROM ORDINARY ACTIVITIES			
Employee Benefits	3,719,576	4,529,421	809,845
Materials and Services	5,397,476	5,730,615	333,139
Impairment of Debts	-	2,583	2,583
Finance Costs	8,333	8,666	333
Depreciation	2,367,820	2,239,826	(127,994)
State Government Fire Service Levy	-	814,085	814,085
State Government Landfill Levy	377,660	392,766	15,106
Rate Remissions and Abatements	308,735	25,026	(283,709)
	12,179,600	13,742,989	1,563,389
Comprehensive Result Surplus/(Deficit)	**(329,214)**	**(2,182,270)**	**1,853,056**
Capital Grants	13,907	-	13,907
	13,907	-	13,907
Underlying Result Surplus/(Deficit)	**(343,121)**	**(2,182,270)**	**1,839,149**



Monthly Capital Expenditure Report - July 2025

City of LAUNCESTON

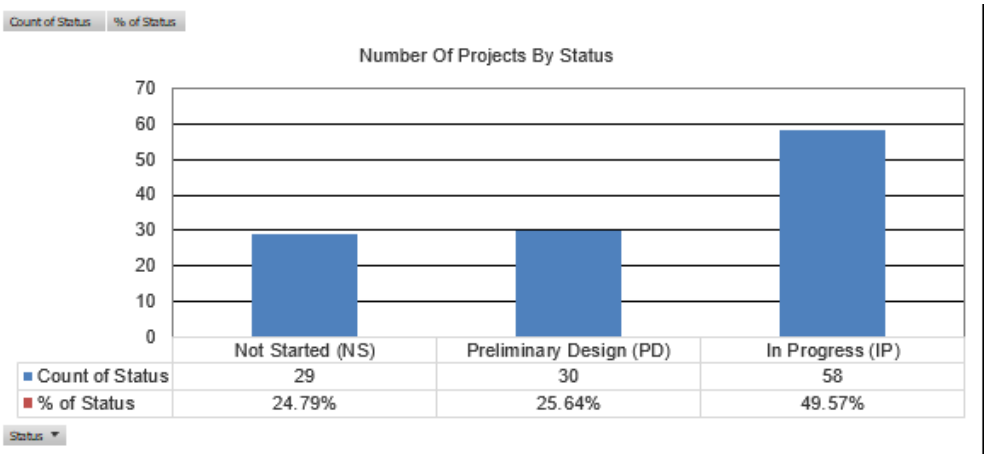
City of Launceston - Capital Expenditure Report

Summary by Network

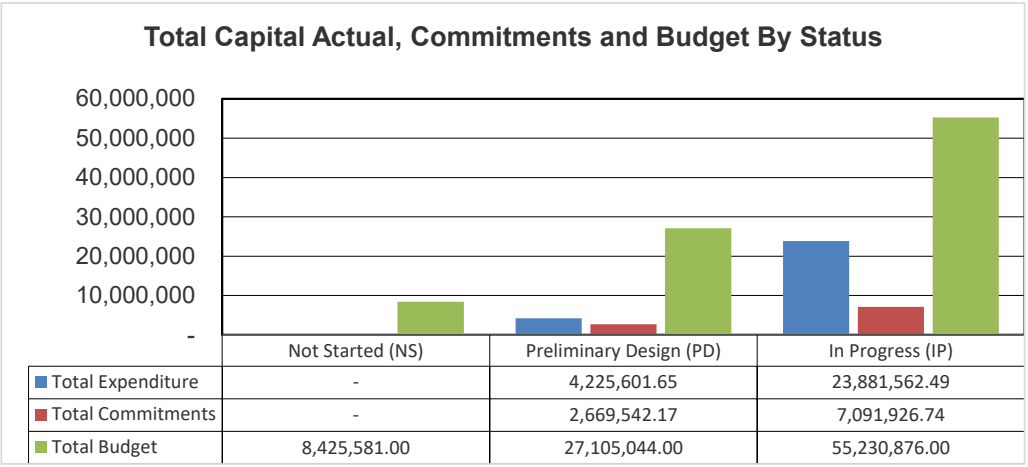
For the Period to : 31 July 2025

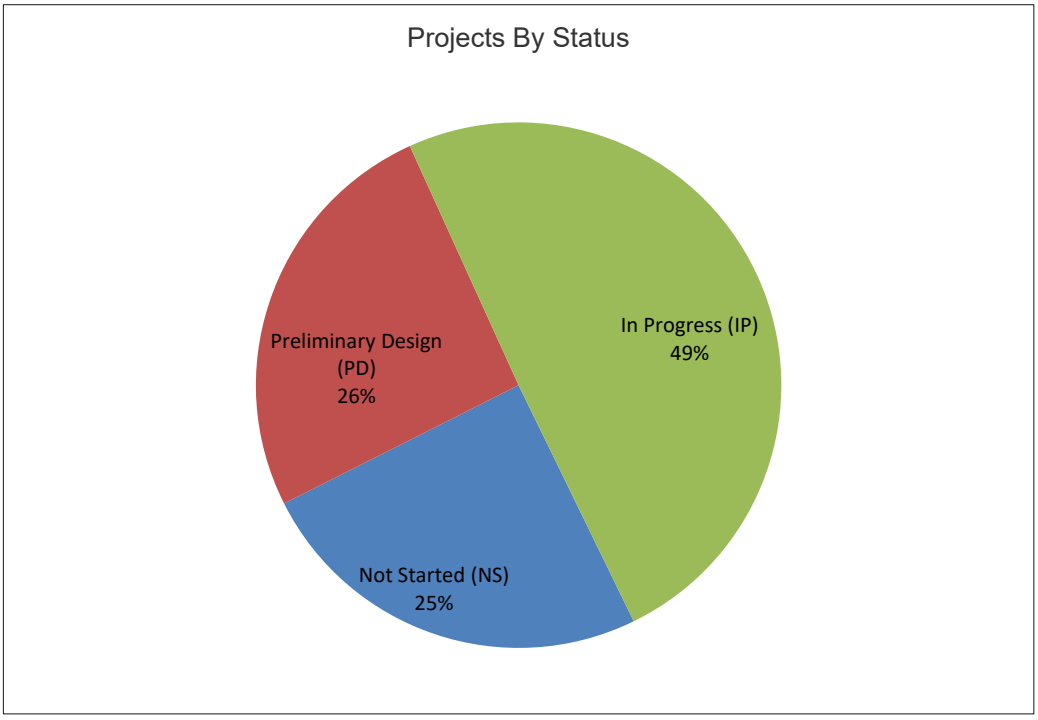
PROJECT DESCRIPTION	Funds	Actual Expenditure				Projected Expenditure		
	TOTAL ESTIMATE	W.I.P. JULY 1	ACCRUED ORDERS	YTD EXPEND.	TOTAL ACTUAL EXPEND.	COMMITTED COSTS	ACTUAL PLUS COMMITTED	PERCENT OF BUDGET
	$	$	$	$	$	$	$	%
GRAND SUMMARY								
NETWORK								
Office of the Chief Executive	-	-	-	-	-	-	-	20%
Delivery and Performance	**1,718,257**	140,799	-	1,953	**142,752**	43,798	**186,550**	11%
Strategy and Innovation	**6,250,000**	450,956	-	11,207	**462,163**	70,320	**532,483**	9%
Queen Victoria Museum and Art Gallery	**1,765,956**	310,965	-	11,563	**322,527**	532,017	**854,544**	48%
Connections and Liveability	**19,995,118**	4,981,093	772	87,386	**5,069,251**	3,312,322	**8,381,573**	42%
Community Assets and Design	**61,032,170**	22,270,169	10,527	(170,225)	**22,110,471**	5,803,013	**27,913,483**	46%
Land Sales (see analysis below)	-	-	-	-	-	-	-	0%
GRAND TOTAL	**90,761,501**	**28,153,981**	**11,299**	**(58,116)**	**28,107,164**	**9,761,469**	**37,868,633**	**42%**

Total capital expenditure budget for 2025/2026 is made up of carried forward budget funds of $48,734,116, Current Year Council Funds of $31,123,306 and External Funding of $10,904,079 for a total budget of $90,761,501.



The Council currently has a total of 117 capital projects with 29 (24.79%) not started.




Projects By Status
Preliminary Design (PD) 26%
In Progress (IP) 49%
Not Started (NS) 25%

Ground Rent Assessment Report

Mowbray Ambulance Station

HERRON TODD WHITE

Mowbray Ambulance Station (Part of) 1C George Town Road, Newnham TAS 7248

As at 18 June 2024
Prepared for Launceston City Council
Our Ref JB3992984

Launceston

Herron Todd White (South East Regional Australia) Pty Ltd ABN 85 612 422 938

14-22 Earl Street,
Launceston TAS 7250
PO Box 15
Launceston TAS 7250

Telephone 03 6334 4997
tasmania@htw.com.au
htw.com.au

INSTRUCTIONS	
Property Address	Mowbray Ambulance Station, (Part of) 1C George Town Road, Newnham TAS 7248.
Instructing Party	Launceston City Council
Prepared For	Launceston City Council
Basis of Assessment	The interest being valued is the market rent of the demised premises in accordance with the provided lease documentation. The demised premises comprises of the land only, with the lessee having constructed all improvements. Our assessment has been completed on the basis of certain critical assumptions and qualifications as detailed in this report.
Purpose of Assessment	Our rental assessment has been prepared for lease negotiation purposes and may only be relied upon by Launceston City Council. The report is not available for any other purpose, nor is any liability extended to any third party, without the valuer's written authority and consent.
Date of Inspection	18 June 2024.
Relevant Date of Assessment	18 June 2024 The lease expiry is due to occur on a future date, being 21 November 2024. As future market conditions are unknown, the date of inspection has been adopted as the date of assessment.
Date of Issue	27 June 2024.

PROPERTY DETAILS

Real Property Description	The land being Part of Lot 1 on Sealed Plan No. 143014, being more formally described within Certificated of Title Volume 143014 Folio 1 (as per search dated 13/06/2024). In the event that a full title search is obtained and that it contains anything which could be considered a title defect or which may affect the rental value of the property, we reserve the right to review our indicative assessment. Any Real Property Description (i.e. Lot and Plan details) quoted in this report have been obtained from third party information sources and whilst endeavours have been made to verify such information we accept no responsibility for inaccuracy of any information provided and relied upon.
Registered Proprietor/Lessor	Launceston City Council.
Lessee	The Crown in Right of Tasmania represented by the Department of Health.
Local Authority	Launceston City Council.
Zoning	The parent site is zoned Recreation Use under the Launceston Local Provisions Schedule of the Tasmanian Planning Scheme.
Purpose of Zone	• To provide for active and organised recreational use and development ranging from small community facilities to major sporting facilities. • To provide for complementary uses that do not impact adversely on the recreational use of the land. • To ensure that new major sporting facilities do not cause unreasonable impacts on adjacent sensitive uses.
Location	The parent property is situated on the western side of George Town road and shares a northern boundary with Newnham Drive. The subject site is positioned in the far western corner of the parent site with its own entrance and is fully security fenced, however does share the address with Mowbray Indoor Sport N Skate which has vehicle access from George Town road.

Aerial Image
Source: Landchecker

Planning Map
Source: TheList

Property/Tenancy Summary	The subject site is situated in the far western corner of the parent site and comprises of an approximately 1,970 square metre, fully fenced parcel of land. Access to the property is via two crossovers fronting Newnham Drive. The site is contained within a Recreation Zone. The site is improved with a purpose built office and warehouse which is owned by the Lessee. All improvements to the property are to be excluded from our market rent assessment. The site is currently used as a base for Ambulance Tasmania.

IMPROVEMENTS

Office Building

Warehouse

Warehouse External from Newnham Drive

Parking/Hardstand

Parking/Hardstand

Main Entrance to Site

Eastern Corner

IMPROVEMENTS

General Description

The site is improved with a purpose built office and warehouse which is owned by the Lessee and does not form part of the rental assessment. The site is currently being utilised as a base for Ambulance Tasmania.

The lessee's buildings comprise a single level office building with a Net Lettable area of approximately 163 square metres and a single level warehouse building with a Net Lettable area of approximately 130 square metres.

The site area is approximately 1,970 square metres with approximately 540 square metres of bitumen hardstand area and the balance land being grassed or occupied by the lessee's structures.

Access to the site is via an electric security gate off Newnham drive. The site is fully fenced with wire fencing and is monitored by CCTV.

Onsite parking is available for seven vehicles.

Lettable Area

Description	Size
Land	1,970
Total	**1,970 Square Metres**

A formal survey of lettable areas has not been provided. The right is reserved to review this Rental Assessment in the event that a formal survey of areas determines lettable areas that differ materially from those adopted herein.

OCCUPANCY DETAILS

Overview

We have relied upon various lease documentation and information provided by the instructing party. We have assumed that the information provided is correct and there are no side agreements of which we are not aware. Should this prove not to be correct, we reserve the right to vary this indicative rent assessment.

Our summary of the current lease particulars are shown as follows:

Lease Summary

Lease Status:	Executed.
Demised Premises:	Part of 1c George Town Road, Launceston. The part of the Land shown outlined in red on the Plan. (See Annexure 3).
Permitted Use:	(a) Operating an ambulance base which includes, an office to support the operation of an ambulance station, storage of items to support the operation of an ambulance base; and (b) All reasonably necessary ancillary purposes to the operation of an ambulance base.
Lettable/Land Area:	1,970 square metres.
Lessor:	Launceston City Council.
Lessee:	The Crown in Right of Tasmania represented by the Department of Health.
Commencement Date:	22 November 2019.
Expiry Date:	21 November 2024.
Term/Option:	5 year term with no further options.
Commencement Rental:	$4851.96 per annum net plus GST.
Current Rental:	$5727 per annum net plus GST.
Rent Reviews:	CPI annual reviews.
Outgoings:	4.1 (b) states the Lessee is to pay all land tax (on a single holding basis), rates, water, sewerage, and other charges levied against the Premises and payable by the owner. Conversations with the Launceston Council indicate no outgoings are currently being recovered from the tenant.
Incentives:	No incentives offered in the lease.
Car Parking:	Incorporated with demised premises as per map in Annexure 3.
Make Good Requirements:	Clause 4.4 states: Upon notice from the Lessor or a Government Body having jurisdiction, the Lessee must repair, remedy or otherwise make good all damage to the Premises caused during the Term and any other defects and lack of repair that are the Lessee's responsibility under this lease.
Security/Guarantees:	Not mentioned within the lease.
Special Conditions:	Item 10 (Clause 11) Access Agreement: The Lessee acknowledges that the Premises has no direct access to a public road. If the Lessee requires access to a public road then it will, at no cost to the Lessor, negotiate a licence agreement with the adjoining land owner to access a public road.

The tenancy summary should not be construed as a legal opinion of terms and conditions by which the property is occupied. In this regard, legal advice should be sought. In the event any onerous legal matter was revealed, the right is reserved to review this Rental Assessment.

OUTGOINGS

According to the lease the tenant is responsible for land tax (on a single holding basis), rates, water, sewerage, and other charges levied against the Premises and payable by the owner.

Conversations with the Launceston Council indicate no recovery of outgoings is currently being sought from the tenant, which is contrary to the wording of the lease document.

Our valuation is provided on a Gross basis.

MARKET REPORT

The Australian economy continued to grow at a modest rate in the March Quarter 2024. The Reserve Bank of Australia (RBA) expects growth to remain subdued through most of 2024, with higher interest rates weighing on consumer spending. The RBA central forecast is for GDP growth of 1.6% through 2024, before increasing to 2.3% in 2025 as household consumption recovers *(Source: Statement on Monetary Policy – May 2024).*

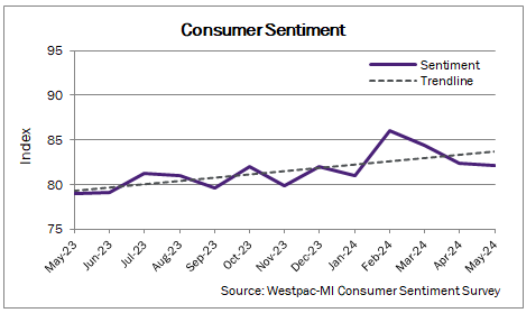
Some key economic indicators providing a snapshot of the Australian economy are detailed below:

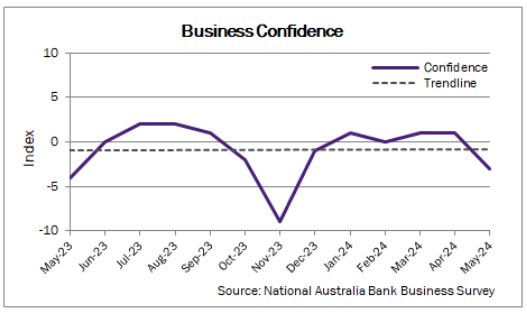
Indicator	Latest Growth Rate	Previous Growth Rate	12 Months Prior	Comments
Gross Domestic Product (GDP)	+0.1%	+0.2%	+0.2%	The Australian economy (GDP, seasonally adjusted) rose by 0.1% in the March quarter 2024, being the lowest rate of growth over the past six quarters. GDP grew by 1.1% through the year to 31 March 2024.
Final Consumption Expenditure	+0.6%	+0.2%	+0.2%	Expenditure (seasonally adjusted) grew 0.6% in Q1 2024. Household spending increased by 0.4%; while Government expenditure rose 1.0%.
Exports of Goods and Services	+0.7%	-0.3%	+1.8%	Exports of goods and services (seasonally adjusted) increased by 0.7% in the first quarter 2024. Imports rose by 5.1% during the same period.
Real Net National Disposable Income	-0.2%	+1.4%	+0.9%	Net disposable income (seasonally adjusted) fell 0.2% in Q1 2024 and by 0.5% over the year. The terms of trade rose 0.2% over the quarter.
Population	+0.5%	+0.6%	+0.5%	Australia's population increased by 0.5% in the December Quarter 2023 and by 2.5% over the 12 months ending 31 December 2023.
Inflation	+1.0%	+0.6%	+1.4%	The Consumer Price Index (All Groups) rose 1.0% in the first quarter 2024 and by 3.6% over the twelve months ending 30 March 2024. This represents the fifth consecutive quarter of lower annual inflation.
Retail Sales	+0.1%	+0.3%	+0.0%	Australian retail trade (seasonally adjusted) for April 2024 rose 0.1% month on month. Turnover was 1.3% above sales for April 2023.

Source: Australian Bureau of Statistics

Indicator	Latest Rate/Index	Previous Rate/Index	12 Months Prior	Comments
Target Cash Rate	4.35%	4.35%	4.10%	At its June 2024 meeting the Reserve Bank Board left the cash rate unchanged. Inflation has fallen substantially, albeit remains above the target range. The future direction of the cash rate remains uncertain.
Unemployment Rate	4.0%	4.1%	3.6%	The national unemployment rate (seasonally adjusted) for May 2024 decreased marginally to 4.0%. The number of people unemployed fell by 9,200 over the month, while employment numbers rose by 39,700.
Consumer Sentiment	82.2	82.4	79.0	Westpac-MI consumer sentiment index for May 2024 fell to 82.2 points and continues to be deeply pessimistic. Ongoing high inflation and the fear of further interest rate rises remain of key concern to consumers.
Business Confidence	-3	+1	-4	NAB business confidence index for May 2024 slumped to -3 points. Confidence fell sharply in the manufacturing, transport and construction sectors, and remained negative for the retail sector (in trend terms).

Source: Reserve Bank of Australia, Australian Bureau of Statistics, Westpac-MI and National Australia Bank





ASSESSMENT CONSIDERATIONS

MARKET EVIDENCE

Rental Evidence Tabled below is a summary of the most relevant rental evidence that has been reviewed, analysed and compared to the subject.

No	Address	Commence Date	Term (Years)	Options (Years)	Land Area (sqm)	Gross Rent P.A.	Gross Land Rate ($/sqm)
1.	46 Wellington Street, South Burnie	May-2024	3	3	1,729	$30,000	$17
Comments:	A rectangular shaped corner allotment zoned Commercial under the Burnie Local Provisions Schedule. The site comprises a security fenced, level, bitumen sealed parcel of land with three access points and all services connected.						
Comparison:	**Superior zone, bitumen hardstand area and access, slightly inferior location, similar size. Overall we would expect a lower rate per square metre to apply for the subject.**						
2.	340 & 342 Hobart Road, Youngtown	March-2023	2	3+3+3	1,849	$40,000	$22
Comments:	A sloping, irregular shaped corner allotment zoned General Residential. The site is fully fenced with extensive bitumen hardstand and a small site office and warehouse. Currently being used as a car yard. All services connected.						
Comparison:	**Similar zone and location, superior bitumen hardstand area slightly inferior access and smaller size. Overall we would expect a lower rate per square metre to apply for the subject.**						
3.	Lots 1 & 2/3 Kimpton Street, Spreyton	Dec-2022	3	-	3,008	$22,000	$7
Comments:	An irregular shaped corner allotment zoned Light Industrial under the Devonport Local Provisions Schedule. The site comprises vacant land only with no hardstand or fencing improvements.						
Comparison:	**Superior zone, slightly inferior location, inferior access and hardstand, larger size. Inferior market conditions. Overall we would expect a higher rate per square metre to apply for the subject.**						
4.	25 Massy Greene Drive, South Burnie	Dec-2021	3	3+3	17,800	$65,000	$4
Comments:	A slightly irregular shaped site zoned General Industrial under the Burnie Local Provisions Schedule. The property consists of level gravel hardstand/open storage land which fronts the Emu River.						
Comparison:	**Superior zone, bitumen hardstand area and access, slightly inferior location, larger size. Inferior market conditions. Overall we would expect a higher rate per square metre to apply for the subject due to its smaller size.**						
5.	39 Loone Lane, Spreyton	Sep–2021	3	3+3	3,006	$16,500	$5
Comments:	A near rectangular shaped corner allotment zoned Light Industrial under the Devonport Local Provisions Schedule. The property comprises security fenced, level gravel storage/hardstand land.						
Comparison:	**Superior zone, slightly inferior similar access and slightly superior hardstand, larger size. Inferior market conditions. Overall we would expect a higher rate per square metre to apply for the subject.**						

Rental Conclusion

The evidence presented ranges from $4 to $22 per square metre per annum Gross, and for ground rent tenancies ranging in size from 1,729 square metres to 17,800 square metres.

In determining an appropriate rent for the subject tenancy we have had regard to the leasing of 46 Wellington Street, South Burnie which is situated approximately 149 kilometres north-west of the subject tenancy. The site is leased for a term of three years commencing May 2024 with a passing rent of $30,000 ($17 per square metre) per annum Gross. The site is in a superior zone with more potential zone uses and surrounded by similar industrial buildings however in a slightly inferior regional area. It has a superior hardstand component, similar access with two crossovers and is a similar size. We are of the opinion a lower rate per square metre would be applicable for the subject tenancy.

The subject land parcel lacks frontage to a prominent road and is located in a Recreation Use Zone, which limits the type of activities which can be undertaken. We consider this zoning warrants a rental that is towards the lower end of the range indicated by the evidence outlined above.

We are of the opinion that a suitable market rental range is in the order of $5 to $7 per square metre per annum Gross plus GST for the subject tenancy in this instance. Please see General Comment's section for further commentary.

Our calculations are set out below:

Rental Calculations

Based on the rental evidence presented and the considerations outlined herein, the market rental for the subject tenancy is calculated as follows:

Direct Comparison Method			
Market evidence suggests a rate per square metre of land area range as follows:			
Comparisons	**Land Area**	**$/sqm**	**Total ($)**
Lower Range	1,970	$5	$9,850
Upper Range	1,970	$7	$13,790
Core Value		**$6**	**$11,820**
Rounded for Valuation Purposes			**$12,000**

GENERAL COMMENTS

We offer the following comments in relation to the upcoming tender negotiation:

- Outgoings were not provided by the Lessor and conversations with the leasing manager indicate that the current tenants have not been charged outgoings. Our opinion is based on market evidence and due to the nature of the site a new lease should be calculated and charged on a Gross basis. Subsequently our valuation figure is provided on a Gross basis.
- We have completed this report in accordance with typical market lease conditions and how we believe a determining valuer may go about setting a market rental if the matter of rental was to be disputed. The lessor does need to be mindful, however, that the nearby evidence is wide and varied and that if the matter goes to determination then a determining valuer may take a different view to the one expressed in this report.
- As discussed previously, the passing rent in the final year of the executed lease is $5727 ($2.90 per square metre) per annum net plus GST.
- The valuer assumes that all terms of the lease are being adhered to as at the date of valuation.
- We make note, that due to the subject property being within a Recreation Use Zone, and the type of buildings being valued, it does limit tenancy options and this has been taken into account within our valuation.
- **All improvements to the property are excluded from our market rent assessment.**

RENTAL ASSESSMENT

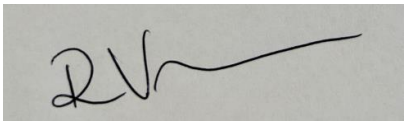
Market Rental is assessed at

$12,000 Per Annum Gross – Excluding GST

(Twelve Thousand Dollars Per Annum Gross - Excluding GST)

This assessment is subject to the assumptions and qualifications contained within and appended to this report.

Valuer



Rebecca Van Essen

AAPI / Certified Practising Valuer
AAPI No: 111523

This Rental Assessment is for the use only of Launceston City Council to whom it is addressed and for no other purpose. No responsibility is extended to any third party who may use or rely on the whole or any part of the content of this assessment.

ASSUMPTIONS, CONDITIONS AND LIMITATIONS

Critical Assumptions

This Rental Assessment is provided subject to the assumptions, disclaimers, limitations and qualifications detailed within this report. Reliance on this report and extension of our liability is conditional upon the reader's acknowledgement and understanding of these statements.

This Rental Assessment is predicated on the outgoings information provided which is expressly assumed to be accurate. Should there be any discrepancies or misrepresentations, the right is reserved to review and amend this assessment.

ANNEXURES

Definitions, Assumptions, Qualifications & Disclaimers
Letter of Instruction
Extract From Lease
Demised Premises

DEFINITIONS, ASSUMPTIONS, QUALIFICATIONS & DISCLAIMERS

DEFINITIONS	
Market Rent	The estimated amount for which an interest in real property should be leased on the valuation date between a willing lessor and a willing lessee on appropriate lease terms in an arm's length transaction, after proper marketing and where the parties had each acted knowledgeably, prudently and without compulsion. This definition is endorsed by the International Valuation Standards Council and the Australian Property Institute.
Incentives	Inducements offered/provided by Landlords to attract tenants to lease an interest in real property. Examples may include but are not limited to; rent free periods, provision of fit-out by the Landlord, cash incentives, payout of previous leases and other similar inducements.
Highest and Best Use	The use of an asset that maximises its potential and that is physically possible, legally permissible and financially feasible.
ASSUMPTIONS	
Encumbrances	This Rental Assessment is prepared on the assumption that there are no other encumbrances (other than those noted within this report), which may have an adverse effect on this assessment. Should any such encumbrance become apparent, the right is reserved to review this Rental Assessment.
Floor Areas	This report is prepared on the assumption that any floor areas provided by a third party (if applicable) are in accordance with the Australian Property Institute's appropriate recommended method of measurement for the specific premises type.
Land Not Affected	Unless identified within the body of this report, this Rental Assessment is prepared on the assumption that the land is not affected by unstable, hazardous, or toxic soil material, however no professional expert advice has been sought in this regard. Should any such issues become apparent, this matter should be referred to the valuer for comment and the right is reserved to review this Rental Assessment.
Market Data	Market data has been obtained from a range of generally reliable online and physical sources, or as reported by real estate agents. A reasonable attempt has been made to corroborate such information where necessary. This Rental Assessment is prepared on the assumption that market data as obtained is correct.
Tenancy Details	This report is prepared on the following assumptions: a) all tenancy information provided to the valuer is correct (the valuer has not formally verified this information); b) all tenants are being charged in accordance with the lease documentation and/or advice supplied; c) there are no undisclosed material arrears; and d) there are no undisclosed side agreements. Should any of these assumptions be incorrect, the right is reserved to review this Rental Assessment.
Town Planning	Formal town planning searches have not been considered unless Herron Todd White was provided with one or specifically instructed to order one. If a formal town planning search is not provided or obtained, this Rental Assessment is prepared on the assumption that planning data obtained from the relevant Planning Authority is accurate and that all necessary and appropriate town planning and/or building consents, approvals and certifications have been issued for the use and/or occupation of the improvements as more fully described in this report. In the event that a formal town planning search or any other relevant document is obtained after this report is prepared and the information therein is found to be materially different to the town planning information detailed within this report, the right is reserved to review this Rental Assessment.
QUALIFICATIONS & DISCLAIMERS	
Accuracy of Information	Any objective information, data or calculations set out in this Rental Assessment will be accurate so far as is reasonably expected from a qualified and experienced valuer, reflecting due skill, care and diligence. The valuer has not independently verified any third party information provided for the purpose of undertaking this assessment. If any of the information provided by others and referred to in this report is incorrect, it may have an impact on the rental assessment. Herron Todd White will not be liable for errors, omissions or inaccuracies in this report or any costs or losses incurred by you or any other party who relies on this report, resulting from: a failure by you to correct any incorrect information included in any instructions provided to Herron Todd White; a failure to disclose relevant information within your possession or knowledge; any inaccurate or incomplete information provided to Herron Todd White by you or any third party. The report is provided on the proviso that any party who relies on it accepts this risk.
API Standards	This Rental Assessment has been prepared with regard to the Australian Property Institute (API) professional standards framework which comprises: - Code of Ethics and Rules of Professional Conduct - International Standards (such as International Valuation Standards) - Guidance Papers - Protocols

QUALIFICATIONS & DISCLAIMERS	
Asbestos Materials	The valuer is not qualified to conclusively determine the existence of asbestos and will not be held liable nor responsible for his/her failure to identify any asbestos containing materials and the impact which any asbestos material has on the property and its rental value.
Conflict of Interest	Neither the valuer, nor to the best of their knowledge, any director, shareholder or employee of Herron Todd White, has any conflict of interest, or direct, indirect or financial interest in relation to this property and/or client that is not disclosed herein.
Encroachment	The valuer has physically identified the boundaries upon inspection and there did not appear to be any encroachments. However, the valuer is not a surveyor and no warranty can be given without the benefit of an identification survey.
Excluded Searches	No searches other than those identified in this report have been undertaken. Should any person relying on this valuation be aware or become aware of an issue that may affect marketability and/or rental value then the searches should be referred to the valuer for comment.
Fixtures/ Fittings	The Rental Assessment does not include lessee owned fixtures and fittings.
Goods and Services Tax (GST)	This Rental Assessment is exclusive of GST and has been completed on the basis that should GST be payable on the lease of this property, it would be recovered from the lessee resulting in the lessor not being financially disadvantaged. All rentals and outgoings quoted in this report are net of GST unless otherwise stated.
Limited Liability	Liability limited by a scheme approved under professional standards legislation.
Market Movement	This Rental Assessment is current at the date of assessment only. The rental value assessed within this report may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from changes in rental value subsequent to the date of assessment is excluded as is liability where the assessment is relied upon more than 90 days after the date of assessment or such earlier date if you become aware of any factors that have an effect on the assessment. The Rental Assessment is valid for 90 days after the date of assessment but this does not guarantee the rental value for that period for the reasons described in this clause.
No Compliance Certificate	Unless stated otherwise, no Compliance Certificate/Certificate of Classification has been obtained. This Rental Assessment is subject to the building(s) complying in all material respects with any restrictive covenants affecting the site. Furthermore, it is assumed that the site improvements have been built, occupied and operated in full compliance with all requirements of law, including all zoning, land-use classifications, building, planning, fire and health by-laws (including asbestos and legionnaires disease), rules, regulations, orders and codes of all authorities, and that there are no outstanding requisitions.
No Pecuniary Interest	The valuer has no material pecuniary interest in the subject property either past, present or prospective at the date of preparing this report and the opinion expressed is free of any bias in this regard.
Not to be reproduced without permission	Neither the whole nor any part of this report or any reference thereto may be included in any published documents, circular or statement, nor published in part or full in any way, without written approval of the form and context in which it may appear.
Other Legal, Financial and Taxation Implications	Herron Todd White does not provide legal, financial or taxation advice and this report is not to be treated or relied upon as legal, financial or taxation advice. Unless stated otherwise, this Rental Assessment is provided independent of any consideration of property related tax implications that may be associated directly or indirectly with the property.

QUALIFICATIONS & DISCLAIMERS	
Reliance and Disclosure	**This Rental Assessment is prepared for the private and confidential use by the party to whom it is addressed and for the purpose stated. Any party who relies on this report for another purpose or is not an Intended User, but uses or relies on the Rental Assessment (including a party who has paid the fee for preparation of the report), in whole or in part, does so at their own risk.** The party to whom it is addressed must promptly notify Herron Todd White if they become aware of any unauthorised use of this Rental Assessment or if it is being used for an unintended purpose. The party to whom this Rental Assessment is addressed is required to cooperate with Herron Todd White to mitigate loss or damage resulting from such unauthorised use. Herron Todd White will not be liable for any financial loss or damage resulting from the unauthorised use of this Rental Assessment or for the use by any party for an unintended purpose, if the person to whom this Rental Assessment is addressed fails to notify Herron Todd White or reasonably cooperate with Herron Todd White in mitigating the loss or damage. **Herron Todd White's warning is registered here, that any party, other than the person to whom this Rental Assessment is addressed, should obtain their own report.** If the person to whom this report is addressed, or person authorised by that person, reproduces this report in whole or in part, or otherwise discloses this report to a third party, whether permitted or otherwise, they must: (a) tell Herron Todd White the name and address of the person to whom it is disclosed; (b) tell the person that it is disclosed to that they may not rely on any Herron Todd White materials and that Herron Todd White have no liability or responsibility to them in connection with the information disclosed to them; and (c) use best efforts to obtain the person's agreement to release and indemnify Herron Todd White from and against all liabilities (including legal costs) arising from or in connection with the disclosure of the information or the person's reliance on it. The person to whom this report is addressed is responsible for ensuring that all persons to whom this Rental Assessment is disclosed is made aware of, and comply with the obligations set out in this clause.
Structural Survey	This Rental Assessment report does not purport to be a site or structural survey of the land or improvements thereon, and any advice provided is not given in the capacity as an expert.
Tenancy Information	The tenancy summary as included within this report should not be construed as a legal opinion of terms and conditions by which the property is occupied. In this regard, legal advice should be sought. In the event any onerous legal matter was revealed, the right is reserved to review this Rental Assessment.

Annexure 1 Letter of Instruction

INSTRUCTION FORM

In order to proceed with your services(s), please complete the required information and return this instruction form to the relevant office as detailed below.

Entity:	Herron Todd White (South East Regional Australia) Pty Ltd
Postal address:	PO Box 15 Launceston TAS 7250
Email:	tasmania@htw.com.au

(Part of) 1C George Town Road, Newnham TAS 7248 ()	
Purpose/Approach	Rental Assessment (Market Value/As Is)
Reporting Contact	Launceston City Council
Type of property	Commercial-Office-Office Building
Servicing Office	Launceston Ph: 03 6334 4997
Total Fee (Incl GST)	**$2,200.00** This Fee is valid for 30 days from the date indicated on the covering letter accompanying this Instruction Form.
Access arrangements	
Contact Person	
Phone	
Email	
Comments	

Information required by Herron Todd White to complete the report include
• Registered/Deposited Plan, or Plan of Subdivision • Certificate of Title
Special instructions for Herron Todd White in respect of the report
• Mowbray Ambulance Station (Part of 1C George Town Road)

Annexure 2 Lease Extract

Lease

1c George Town Road, Newnham

Date

Launceston City Council
(Lessor)

and

The Crown in Right of Tasmania represented by the Department of Health
(Lessee)

THE CROWN SOLICITOR OF TASMANIA
Executive Building
15 Murray Street Hobart Tasmania 7000
GPO Box 825 Hobart Tasmania 7001
Telephone: (03) 6165 3650
Facsimile: (03) 6173 0265

Doc Ref: 11562-19_Lease_ICD_190710_1c George Town Road_Final.docx

Lease

Details and recitals

Date: 22 NOVEMBER 2019

Parties:

Name	**Launceston City Council**
ACN/ARBN/ABN	73 149 070 625
Short form name	**Lessor**
Notice details	18-28 St John Street, Launceston in Tasmania Telephone: 03 6323 300 Email: contactus@launceston.tas.gov.au Attention: Manager Architectural Services Facilities Management Directorate

Name	**The Crown in Right of Tasmania** represented by the Department of Health
ACN/ARBN/ABN	93 912 406 611
Short form name	**Lessee**
Notice details	GPO Box 1526, Hobart, Tasmania 7001 Telephone: (03) 6173 2342 Email: pps@dpfem.tas.gov.au Attention: Andrew Newell – Manager, Capital Works and Accommodation

Recitals:

A. The Lessor is the registered proprietor of the Land.

B. The Lessor has agreed to grant the Lessee a lease of the Premises in accordance with this Lease.

C. The Lessee has agreed to accept a lease of the Premises in accordance with this Lease.

Information Table

Item 1 Page 1: Land	
All that area of land situated at 1c George Town Road, Launceston in Tasmania comprised in folio of the Register Volume 143014 Folio 1.	
Item 2 (clause 1.1): Premises	
That part of the Land shown outlined in red on the Plan.	
Item 3 (clause 1.1): Improvements	
Ambulance base, together with any other improvements on the Premises to support the operation of an ambulance station as owned by the Lessee.	
Item 4 (clause 1.1): Commencement Date	
The date of this Lease	
Item 5 (clause 1.1): Expiry Date	
5 years from the date of this Lease	
Item 6 (clause 1.1): Term	
The period of 5 years	
Item 7 (clause 3): Rent	
$4851.96 per annum as adjusted in accordance with clause 3.2	
Item 8 (clause 1.1): Insured Amount	
$10,000,000.00	
Item 9 (clause 1.1): Permitted Use – Ambulance Base	
The Lessee may use the Premises for the purposes of: (a) operating an ambulance base which includes, an office to support the operation of an ambulance station, storage of items to support the operation of an ambulance base; and (b) all reasonably necessary ancillary purposes to the operation of an ambulance base.	

Item 10 (clause 11): Special terms and conditions

The following Special terms and conditions apply to this Lease:

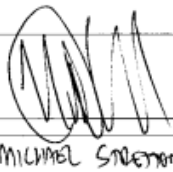
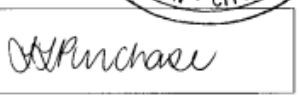
1. **Access Agreement**
   The Lessee acknowledges that the Premises has no direct access to a public road. If the Lessee requires access to a public road then it will, at no cost to the Lessor, negotiate a licence agreement with the adjoining land owner to access a public road.

Signing

Signing by Lessee

The common seal of **Launceston City Council** was affixed pursuant to a Resolution of the said Council in the presence of:

Common seal

Signature: →		Signature: →	
*Print name and position held:	MICHAEL STEVENS GENERAL MANAGER	*Print name and position held:	LEANNE PURCHASE A/MANAGER CORPORATE STRATEGY

*Use BLOCK LETTERS

Signing by Lessor

Signed as a deed for **The Crown in Right of Tasmania** by the person named below in the presence of the witness named below:

Signature: →	Michael Reynolds		
*Print name:	MICHAEL REYNOLDS	Witness' signature: →	
*Position:	DEPUTY SECRETARY CORPORATE SERVICES	*Witness print name and position:	ROSA SANTESSO EXECUTIVE SERVICES OFFICER
Position Number:			
Please complete:	Acting pursuant to an Instrument of dated		
*Use BLOCK LETTERS		*Witness print address:	C/22 ELIZABETH ST HOBART 7000.

Annexure 3 Demised Premises

Premises are indicated in red