ORDINARY COUNCIL - 19 June 2025 Attachments

8.1.1. PUBLIC QUESTIONS ON NOTICE - ROBIN SMITH - TRAILERS FOR UNSHELTERED ROUGH SLEEPERS (HOMELESS) - 22 MAY 2025 5

8.1.1.1. Question on Notice - Robin Smith - Trailers for Unsheltered Rough Sleepers (Homeless)_ 5

8.1.2. PUBLIC QUESTIONS ON NOTICE - ROBIN SMITH - CBD 'BLOCKIE' DRIVING - 22 MAY 2025.....6

8.1.2.1. Question on Notice - Robin Smith - Dangerous Driving in CBD Redacted 6

8.1.9. PUBLIC QUESTIONS ON NOTICE - RAY NORMAN - DISPOSAL OF HUMAN REMAINS - 9 JUNE 2025 7

8.1.9.1. Questions on Notice - Ray Norman - Disposal of human remains Redacted 7

8.1.10. PUBLIC QUESTIONS ON NOTICE - ROBIN SMITH - CITYPROM REVIEW (SEPTEMBER 2020) - 10 JUNE 2025 14

8.1.10.1. Question on Notice - Robin Smith - Cityprom Review - 10 June 2025 Redacted 14

8.1.11. PUBLIC QUESTIONS ON NOTICE - ROBIN SMITH - GHD BUS STOP ASSESSMENT REVIEW - 11 JUNE 2025 15

8.1.11.1. Question on Notice - Robin Smith - GHD Bus Stop Assessment Review Redacted.....15

8.1.12. PUBLIC QUESTIONS ON NOTICE - ROBIN SMITH - PEER REVIEW OF GHD REPORT - 11 JUNE 2025 17

8.1.12.1. Question on Notice - Robin Smith - Peer Review of GHD Report (2014) 17

8.1.13. PUBLIC QUESTIONS ON NOTICE - ROBIN SMITH - PARKING FEASIBILITY REPORT - 11 JUNE 2025 18

8.1.13.1. Questions on Notice - Robin Smith - Parking Feasibility Redacted.....18

11.1. DA0124/2023 - PSA-LLP0011 - 10 DOLERITE DRIVE, KINGS MEADOWS - COMBINED 40T SCHEME AMENDMENT 20

11.1.1. DA0124 2023 Attachment 1 20

11.1.2. DA0124 2023 Attachment 2 30

11.1.3. D A 0124.2023 - Documents to Endorse....49
11.1.4. D A 0124.2023 - Tas Water SPAN....140
11.1.5. DA0124 2023 Instrument....143
11.1.6. D A 0124.2023 - Application Documents....144
11.2. PSA-LLP0030 - REZONING - PARTIAL REZONING FROM AGRICULTURE TO RURAL AT 43 LOS ANGELOS ROAD, SWAN BAY (ALSO DESCRIBED AS 729-739 JOHN LEES DRIVE)....330
11.2.1. PSA LLP0030 Attachment 2....330
11.2.2. Planning Scheme Amendment Map LL P 0030 43 Los Angel Road Overlay....353
11.2.3. Planning Scheme Amendmen t Map LL P 0030 43 Los Angelos Road....354
11.2.4. P D 25 37042 729 - 739 JOHN LEES D R, DILSTON 5 - Submission to Planning Authority Notice - Cond....355
11.2.5. PS A- LL P 0030 - Application Documents....356
11.3. DA0143/2025 - 189 GEORGE STREET, LAUNCESTON - RESIDENTIAL - CONSTRUCTION OF ALTERATIONS AND ADDITIONS TO A DWELLING....438
11.3.1. DA0143 2025 189 George Street Launceston Planning Scheme Assessment....438
11.3.2. D A 0143.2025 - Documents to Endorse....444
11.3.3. Tas Water SPAN....458
11.3.4. Notice of Heritage Decision W A 8631....461
14.1.8. COUNCILLORS' QUESTIONS ON NOTICE - COUNCILLOR D C GIBSON - PERSONAL INFORMATION PROTECTION ACT - 10 JUNE 2025....463
14.1.8.1. ECM 875138 v 14 17- Plx-005 Personal Information Protection Policy .463
16.1. NORTHERN YOUTH COORDINATING COMMITTEE REPORT - 6 MAY 2025....468
16.1.1. NYCC 6 May 2025 Meeting Minutes....468
16.2. HOMELESSNESS ADVISORY COMMITTEE REPORT - 15 APRIL 2025....474
16.2.1. HAC meeting minutes 15 April 2025 002....474
17.1. ARTS AND CULTURE GRANT - 2025....480
17.1.1. Arts-and- Culture- Grant- Guidelines-2025 (10)....480
17.1.2. Arts and Cultural Development Policy....487

17.2. CONCESSIONAL ENTRY TO COUNCIL'S WASTE DISPOSAL FACILITIES 490
17.2.1. Attachment Concessional Entry Proposal 25 26 490
17.3. CARR VILLA MEMORIAL PARK MASTERPLAN 491
17.3.1. Carr Villa Memorial Park Masterplan 2025 491
17.3.2. Draft Carr Villa Memorial Park Masterplan Consultation Outcomes Report 541
17.4. SPECIAL EVENT SPONSORSHIP 2024/2025 - AUSTRALIAN NATIONAL U15 AND U19 BADMINTON CHAMPIONSHIPS 553
17.4.1. ECM 3414369 v 11 05- Plx-018 Event Sponsorship Assessment Panel - Terms of Reference 553
19.2. ST LEONARDS AND WAVERLEY NEIGHBOURHOOD PLAN - STAGE 2 COMMUNITY ENGAGEMENT - FEEDBACK SUMMARY 556
19.2.1. Attachment 1 - Stage 2 Consultation Summary, May 2025 556
19.2.2. Attachment 2 - Written Submissions Summary Table 566
19.4. FEE WAIVER REQUEST - ROAD OCCUPATION - HEALTH HUB 578
19.4.1. 247 Wellington Street - Request to Waive Road Occupation Fees 578
20.4. 2025/2026 STATUTORY ESTIMATES (BUDGET) 580
20.4.1. 2025-2026 Statutory Estimates 580
20.4.2. 2025-2026 Capital Projects 599
20.4.3. 2025-2026 Major Operational Projects 601
20.6. RELATED PARTY DISCLOSURE POLICY 12-PLX-031 602
20.6.1. DRAFT Related Party Disclosure Policy (ECM Doc Set ID 5235916) 602
20.7. MEMORANDUM OF UNDERSTANDING BETWEEN STATE EMERGENCY SERVICE AND CITY OF LAUNCESTON 618
20.7.1. DRAFT CoL and SES MoU 11 June 2025 (Doc Set ID 5237304) 618
20.8. MINOR MUNICIPAL BOUNDARY ADJUSTMENT - MEANDER VALLEY ROAD, TRAVELLERS REST 624
20.8.1. Attachment 1 - ECM 5207396 MVC minute 21 Jan 624
20.8.2. Attachment 2 - ECM 4974766_ Letter regarding 49 and 25 Meander Valley Road 625
20.8.3. Attachment 3 - ECM 5207370 - report to MVC 629

20.8.4. Attachment 4 - ECM 5182453 v 1 Information Sheet_-_ Minor Municipal Boundary Adjustment 643
21.1. LAUNCESTON CENTRAL INC. - SERVICES AGREEMENT 645
21.1.1. 20.3. Launceston Central Inc. - 3 Year Agreement Review - Council-Minutes-3- October-2024 645
21.2. CITY OF LAUNCESTON 10-YEAR STRATEGIC PLAN (2025-2035) 647
21.2.1. Draft 10-year Strategic Plan - engagement register 3.6.2025 647
21.2.2. City of Launceston 10 year Strategic Plan 2025 - 2035 659
21.3. CITY OF LAUNCESTON ANNUAL PLAN 2024/2025 - PROGRESS AGAINST ANNUAL PLAN ACTIONS FOR PERIOD ENDING 31 MARCH 2025 (QUARTER 3) 670
21.3.1. CoL Annual Plan 2024-25 Q3 Progress Report 670
21.4. CITY OF LAUNCESTON ANNUAL PLAN 2025/2026 721
21.4.1. Co L Proposed Annual Plan 2025 2026 for adoption 721

From: "Robin Mark Smith" <[redacted]>
Sent: Thu, 22 May 2025 23:59:35 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Question On Notice

Dear Sir/Madam,
Please consider the following Question On Notice regarding: Trailers for Unsheltered Rough Sleepers [Homeless]
Clarification of Request for Facilities on Council Land - appearing Council Meeting Agenda, Thursday 19th September 2024 - Item 17.1.
When considering the suitability of the 348 individual council properties, on which basis did council consider (and refuse) the proposed trailer parking on council property (a) permanent parking as a static trailer or (b) for the trailer(s) to be driven to the property in an evening and removed the following morning?
Thank you,
Yours faithfully,
Robin Smith

From: "Robin Mark Smith" [redacted]>
Sent: Thu, 22 May 2025 23:46:50 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Supplementary Question On Notice

Dear Sir/Madam,
Supplementary Question On Notice further to: City of Launceston Council Meeting Agenda Item 8.1 - Questions on Notice, Thursday 13 February 2025
Regarding: Complaints - CBD 'Blockie' Driving
I asked if I could be given an idea of what council holds on complaints relating to vehicles being driven repeatedly around the Launceston CBD core 'blockie route' at the weekends.
Council responded stating:
Customer Service has very limited records of anti-social hooning in the CBD as antisocial behaviour is reported in most cases directly to Tasmania Police.
As I take it that complainants are deflected to Tasmania Police as the responsible agency, is council prepared (in addition to directing such enquiries to police) to develop future capacity to capture any such contacts from the public for future tracking and consideration?
Thank you,
Yours faithfully,
Robin Smith

From: "Ray Norman" [redacted]

Subject: QUESTIONS ON NOTICE TO THE MAYOR & ALL COUNCILLORS

QUESTION 1:

FOREWORD:

I put the questions following on my own cognisance after I have advised a network of clients, one over several years. These matters have personal significance!

As Council is all too aware the space available for the traditional means to respectfully disposal of human remains on public land is diminishing. Additionally, the cultural sensitivities and sensibilities that currently prevail in places, and communities, such as those found in Local Govt. jurisdictions such as those within the Launceston Municipality have undergone dynamic changes.

For instance, it is no longer the case that families and communities can be assumed to be dominated by adherents to the Christian faith or those who defer by default to Eurocentric quasi Christian cultural norms that once prevailed within Anglocentric colonially settled communities. That is communities replete with cultural practices and belief systems that originated elsewhere.

It is important to note that in Tasmania, indeed in Launceston, there is wide and broad spectrum of cultural realities and sensibilities in play.
Thinking about the respectful disposal of the mortal remains of our loved ones, and indeed our own remains, culturally determined sentitives and sensibilities come into play – *and unavoidably*. Here it is often the case that ***'lore'*** and ***'law'*** collide in ways that impact quite heavily on a diversity of cultural realities.
While specific licensing or registration is **NOT** mandated for funeral directors as service providers, formal training is seen as significantly enhancing skills and career prospects of people wishing respectfully dispose of human remains as a business. While **NOT** essential, a Vocational Education and Training (VET) course in funeral services or related areas is seen beneficial in ***'the industry'*** and its clients. Moreover, in Tasmania, becoming a funeral director **DOSE NOT** require a specific license or registration.
Yet largely bureaucratically determined protocols impact upon the respectful, and culturally appropriate means via which community members are permitted to dispose of the mortal remains of their deceased, their 'loved one', and those with whom they identify.
A mortuary is a place where the moral remains of humans are prepared for their respectful disposal and a Tasmanian mortuary, according to the **National Construction Code (NCC)** and relevant regulations, requires specific design and operational features:

- These include physical separation from public areas; and
- A dedicated body preparation rooms;nand
- A screened vehicle access; and
- An airlocks for toilet and shower access; and
- A place with temperature controls; an
- A place with storage protocols; and
- A place where communication with bereaved families can be facilitated; and
- A place that conforms to the regulations set out here – **REGULATIONS LINK**

A hearse is a vehicle that meets these specifications – ***SPECIFICATION LINK***
A cemetery is a place that has been:

- approved, under the Land Use Planning and Approvals Act 1993, for the burial of human remains; and
- Lawfully used for the burial of or placement of human remains; or
- A place that is, or was, lawfully used for the burial or placement of human remains; or
- A place, land or structure, or a class of places, land or structures, prescribed as a cemetery …. For example there are some churches that are cemeteries because there are human remains buried or placed in the church.

Burials on private land, in keeping with section 29 of the Act, are not cemeteries. Private Burials, which requires input from the:

1. Director of Public Health; OR

2. Local Councils; and
3. A person cannot conduct a burial on private land without the written permission of

- … The landowner,
- … The General Manager of the relevant Council; and
- … The Director of Public Health.

Accordingly, the burial or cremation of human remains must conform with the Burial and Cremation Regulations 2015 . Against this background there is a case to be put that Local Govt in collaboration with the State Govt. are acting to:

- Assert ***'traditional cultural values'*** that no longer always pertain widely in a diverse and diversifying community; and
- Prescribe ***'Christian cultural values'*** that are by-and-large not the values adhered to widely in communities such Launceston; and
- Underwrite the virtual monopoly operated by, and enjoyed by, operators in a business sense, Tasmania's ***'Funeral Industry'***; and
- All this in contravention of, or at odds with, the cultural sensibilities and sensitivities of significant portion of the community who adhere to different cultural imperatives that in some instances are antithetic to the assumed/default Anglocentric quasi Christian value systems.

This backgrounding raises serious questions about the veracity, viability, and indeed the legality and sustainability of the regulations to do with the appropriate and respectful disposal of human remains. Given the cultural realities and sensibilities in play with the city and the municipality more widely, ratepayers have right to:

- Expect that Local Govt and the State Govt. to put strategies in place that are enabling; and rather than prohibitive and punitive; and
- Expect that Local Govt and the State Govt. work together to reflect a diversity of cultural sensibilities, and do so without prejudice or discrimination.

This circumstance backgrounds the Councils need to explain in detail to its constituency as to just what is:

- The purposefulness in positioning Council to mitigate **against** diversity and cultural inclusiveness in the respectful disposal of human remains; and
- The incentive to underwrite funeral directors' privileged and monopoly like position in servicing community members in the respectful disposal of the mortal remains of their constituency's *'loved ones'*.

Eventually Local Govt is to do with placemaking and cultural landscaping relative to the cultural realities in play and local geographies. Arguably, it is not within the bailiwick of Local Govt. to determine, regulate or enforce the prevailing of cultural realities within its jurisdiction. To the contrary, Local Govt. has an important role to play to ensure that diversity and inclusiveness is honoured in a democratic liberal society and that one cultural reality and sensibility is not

privileged at the expense of another. Here it is worth mentioning the culturally determined differences between Aboriginal and settler communities, Anglocentric and Subcontinental communities, communities with Asian and European origins etc.

MORAL RIGHTS STATEMENT: *For the question I am submitting to Council here, I assert my moral rights as an author under Australian copyright law. Consequently, should Council decide to either edit, paraphrase, or otherwise alter my question it will cease to be my question and therefore it must* ***not*** *be attributed to me under any circumstance. Likewise, the question is directed to the city's governance and not to the city's management team given that they do not have the delegated authority to answer on Councillors' behalf.*

QUESTION:

Will the City of Launceston's CEO in accordance with the **Land Use Planning and Approvals Act 1993** and the **Local Govt Act 1993** and the requirements of the **Director of Public Health** to facilitate the respectful disposal of the mortal remains of deceased persons in the City of Launceston please provide ratepayers and residents with a position paper setting out:

- The inhibitions preventing the respectful disposal of human remains other than via the established funeral industry;
- The inhibitions preventing relatives et al respectfully and safely transporting the remains of a ***'loved one'*** to mortuary, gravesite, crematorium or some other place for the purpose of then legally and culturally appropriately disposal of human remains; and
- The opportunities available to Council to provide information and documentation to assist grieving Launcestonians find ways and means by which they may respectfully dispose of their deceased ***'loved ones'*** unaided by a commercial funeral director; and
- The cost to ratepayers et al of Council facilitating natural burials on private land, above ground burials on private land, burials at sea other alternatives like cryogenics; and
- The likely and anticipatable costs involved in recovering any of costs to the community when and where Local Govt is in practice providing facilitating services; and
- The inhibitions preventing community members working cooperatively and collaboratively in respect to the appropriate and respectful disposal of human remains in the Launceston municipality/city ?

QUESTION 2:

CONTEXT NOTE:

Given the cultural sensibilities and sensitivities involve it seems that the cost of transporting a deceased person from their place of death to an appropriate mortuary via the agencies of funeral directors located in Launceston and the *kanamaluka*TAMAR/ESK region at times

places extraordinary financial pressures on the city's bereaved people, sometimes it causes almost unbearable financial stress.
There are reports of such services being **$3,000** and without community support this has the potential to generate ongoing stresses with no relief in sight. There is real need in Launceston for people to be able garner trustworthy information from appropriate ***'independent'*** experts who can assist them to:

- Navigate the applicable rules and regulations they are required to do at the time of the death of a member of their community or family ; and
- Independently take charge of the arrangements that need to be made at the time of the death of a member of their community or family; and
- Make affordable decisions about services and protocols that need to be made at the time of a member of their community or family.

Elsewhere community groups, sometimes cooperatives, exist to provide community support for such people. Below there is a selection of references.

- https://www.facebook.com/p/Mossman-Port-Douglas-Community-Funerals-10004019717016
- https://www.abc.net.au/news/2020-06-07/eco-burial-grounds-and-home-funeral-options-on-the-rise/12262436
- https://www.abc.net.au/news/2021-03-19/natural-burials-to-be-available-in-more-qld-regions/13256948 … 2021
- https://www.dairynewsaustralia.com.au/news/an-upright-enterprise/
- https://www.ahc.sa.gov.au/community/latest-news/council-launches-dedicated-natural-burial-ground-martungka … 2024
- https://www.choice.com.au/health-and-body/healthy-ageing/ageing-and-retirement/articles/diy-funerals-and-coffins … choice 2016

MORAL RIGHTS STATEMENT: *For the question I am submitting to Council here, I assert my moral rights as an author under Australian copyright law. Consequently, should Council decide to either edit, paraphrase, or otherwise alter my question it will cease to be my question and therefore it must **not** be attributed to me under any circumstance. Likewise, the question is directed to the city's governance and not to the city's management team given that they do not have the delegated authority to answer on Councillors' behalf.*

QUESTION: 2
Given the authority Councillors has apparently delegated to the CEO who in turn has apparently delegated the authority to staff member or an independent service provider, will Council now request the CEO to establish an appropriately qualified network of networkers to advise Council officers in the first instance and ultimately the elected representatives on:

- The most expedient, reliable and appropriately informed mechanism for providing citizens with the sets of advice they need at the time of the death of a member of their community or family; and

- How to best provide the information people need at such times in an accessible and affordable manner

QUESTION 3:

CONTEXT NOTE:
The tensions to be found against the background of community members acting in accord with personal beliefs and imperatives plus cultural sensitivities and sensitivities undertakes to take control of the respectful disposal of a member of their community or family member are disturbing. Being confronted by bureaucrats deeming that the vehicle people propose to use to transport the deceased somehow fails some criteria or other can be absurd.
The need to resolve this matter is clear. Moreover, given the stress such confrontations cause and the possibility that the functionary is exceeding her/his authority, time is of the essence. Additionally, its an issue that should not arise in the first place.
Clearly there is an increasing need to move the deceased from one place to another and oftentimes on several occasions. As it once was the case such **'vechiles'** were enlisted from community members that satisfied vernacular protocols and were deemed to be fit-for-purpose. For a myriad of reasons this is no longer that simple albeit that an affordable fit-for-purpose may made available affordably and **'owned'** in common by the community.
The possibilities are many and the only thing standing in the way of putting any one of them in place is the lack of someone to take ownership of the issue.
MORAL RIGHTS STATEMENT: *For the question I am submitting to Council here, I assert my moral rights as an author under Australian copyright law. Consequently, should Council decide to either edit, paraphrase, or otherwise alter my question it will cease to be my question and therefore it must **not** be attributed to me under any circumstance. Likewise, the question is directed to the city's governance and not to the city's management team given that they do not have the delegated authority to answer on Councillors' behalf.*

QUESTION: 3
Will Council now consider being proactive in doing the following:

- Canvasing community groups and community service organisations to enlist a coalition of the willing to design and build a community vehicle to transport deceased people; and
- Facilitate there being an interest group coming together and workshopping the options and opportunities relative to providing such a vehicle; and
- Provide accessible storage facilities to enable approved and accredited personnel to use such a vehicle or any community vehicle/s for its/their intended purpose?

Ray Norman
Sturt alumni , Cultural Producer,
Cultural Geographer, Researcher

PS: Please share if you feel inclined

*zing***HOUSE**unlimited

The lifestyle design enterprise and research network
[redacted]

"A body of men holding themselves accountable to nobody ought not to be trusted by anybody." Thomas Paine
"The standard you walk past is the standard you accept" David Morrison
Consultant

https://raynorman7250.blogspot.com/p/zingconsult.html

https://notrubbish.blogspot.com/
*I acknowledge the First Peoples – the Traditional Owners of the lands where we live and work, and recognise their continuing connection to land, water and community. I pay respect to Elders – past, present and emerging – and acknowledge the important role Aboriginal and Torres Strait Islander people continue to play within the research zing***HOUSE***unlimited unde*

From: "Robin Mark Smith" <r[redacted]>
Sent: Tue, 10 Jun 2025 15:38:16 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: QON - CityProm Review

Dear Sir/Madam,
REGARDING - QON - CITYPROM REVIEW
Please consider the following as a Question On Notice for a future General Meeting:
The council commissioned the **CityProm Review** as undertaken by the **noa group** (Sept 2020) which gave option (4) (to cancel completely) or (5) (move within council) as recommendations for consideration.
While neither were selected by council, what were the primary reasons against option (5) as identified by council?
Secondly, did council itself, identify particular savings with this option?
Thank you,
Yours faithfully,
Robin Smith

From: "Robin Mark Smith" <r[redacted]>
Sent: Wed, 11 Jun 2025 13:20:08 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: QON - GHD Bus Stop Assessment Review

Dear Sir/Madam,

REGARDING - QON - City Heart Stage 2 Place Plan 2024-2029 - Launceston Central Bus Interchange Options Technical Feasibility Assessment December 2017

Please accept the following as Questions On Notice at the next available General Meeting which arises as a supplementary from the answers given at the following 3 meetings:-

General Meeting Public Questions Without Notice - Robin Smith, Thursday 23 September 2021 Item 8.2.1.1 - City Heart Stage 2 Development:

What documents were used to come to the decision to relocate the bus interchange from St John Street to Dechaineux Way?

Council replied:-

In late 2017, the Council engaged GHD to undertake a technical feasibility assessment of relocating the existing Launceston Central Bus Interchange from St John Street (between York Street and Brisbane Street) to 12 potential locations around Launceston. In December 2017, GHD released its final report entitled, Launceston Central Bus Interchange Options Technical Feasibility Assessment,... [my underlining].

General Meeting Public Questions Without Notice - Robin Smith, Wednesday 6 October 2021 Item 8.2.4.3:

Is my understanding correct that the Launceston Central Bus Interchange Options Technical Feasibility Assessment only looks at moving one bus stop known as B1 (formerly two bus stops known as bus stop E and F) on St John Street between York Street and Brisbane Street to Dechaineux Way and not those on the other side of the street outside Cotton On?

Council replied:-

The report was initiated based on relocating the existing bus stop on St John Street between York Street and Brisbane Street. [my underlining].

General Meeting Public Questions Without Notice - Robin Smith, Thursday 27 June 2024 Item 8.1.2.3:

With reference to the City Heart Stage 2 project, is my understanding correct that the Launceston Central Bus Interchange options technical feasibility assessment, only looks at moving 50% of the buses in St John Street, on the west side between York and Brisbane Street, and not those on the other side of the street outside Cotton On, as this information is unclear in the document?

Council replied:-

The ... Officer ... responded by saying that the original intent of the report was to investigate options for relocating in St John Street Central to facilitate street upgrades in line with the City Heart Project.

Do I read the report correctly that CBD bus stops A, B and C (now known as A1 & A2 (A1 bus routes to Kings Meadows, Blackstone Heights, Hadspen, Evandale, Longford, Casino, A2 bus routes to Youngtown, Newstead, Norwood, Prospect Vale & Summerhill), being all those bus stops on the east side of St. John Street between Paterson Street and Brisbane Street, were not considered in the interchange relocation report?
May I have a copy of council's instructions to GHD for the bus stops and routes to be considered for relocation under this report?
Thank you,
Yours faithfully,
Robin Smith

From: "Robin Mark Smith" <[redacted]>
Sent: Wed, 11 Jun 2025 13:37:18 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: QON - Peer Review of GHD Report (2014)

Dear Sir/Madam,

Regarding: Question On Notice - 'Place Plan' (City Heart Stage 2) - Peer Review of GHD Report (2014)

Please find the following questions for the next general meeting of council:

I asked at the City of Launceston Annual General Meeting 12 December 2024 - (Public Question Without Notice - Agenda Item 4.2.1.3) if the **GHD Report titled 'City of Launceston, Launceston City Heart Project, Two-way Street Conversion, Preliminary Traffic Assessment', December 2014** could be peer reviewed. The reply was that it had been by Dr Bruce Corben of Corben Consulting in 2015 and a copy was made available.

Having studied the report, and with respect to Dr Corben, this 'peer review' describes itself as a process of '*interpreting the results*' and '*thoughts on the general philosophy and approach*'. It, therefore, would never reveal that the literature it relies is based on citing city models that are unrelatable to any part of Launceston, Tasmania, particularly, Charles Street and Paterson Street.

Therefore, on this basis, would council consider a peer review?

Thank you,

Yours faithfully,

Robin Smith

From: "Robin Mark Smith" <r[redacted]>
Sent: Wed, 11 Jun 2025 16:49:50 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Fw: QON - PARKING FEASABILITY

Dear Sir/Madam,
Reference - Questions Without Notice - Parking Feasibility Report - Access Management Budget $600,000

At the City of Launceston Council Meeting, Thursday 27 March 2025, item 20.3. Parking Feasibility Report - Provision of Multi-storey Parking on Boxing Day and Other Public Holidays, we heard that:

- A current capital budget exists of $600,000 is approved under the Multi-Storey Car Park Access Management System project to fund these works. The desired technological improvements will reduce Council's reliance on internal staff on public holidays and outsourced customer assistance, allowing for a more automated and integrated parking network to be implemented across the multi-storey car parks;
- The CEO outlined programmed business case for 24-hour operation;
- One of the longest serving Councillors stated:-

  I live for the day where it doesn't require a staff member or a security firm to go to the car park to open the roller door or close it.
  As a city of innovation the fact that this still happens every day, twice a day at each carpark is frankly embarrassing.
  We need to get to the situation where we are not reliant on our staff or security form to put up the roller door or pull it down put up the boom gate or pull it down.
  It shows us we need to be more driven by the technological advancements in order to be able to achieve what councillor Walker originally set out to achieve and did that is and that is to have our carparks open when there are mega sales in the city and people are about.

Question (i): As I understand, and contrary to the above, each day for several years, have not all of the council multi-story car park roller-doors in question, opened themselves automatically early in the morning allowing vehicles to enter and exit and then close themselves late at night without staff or on-site security present? [Excepting for standard week days when staff arrive later to commission other activities within the buildings.]
Question (ii): Would this account for why no staff were evidently rostered to work Boxing Day 2024 but the multi-storey car parks were still scheduled to be open?
Question (iii): Were staff rostered on any of the 4 low-demand public holidays identified in the feasibility report or indeed the 9 high-demand public holidays the car parks were reported open?
Thank you,
Yours faithfully,

Robin Smith

ATTACHMENT 1
Statutory Assessment - Response to Requirements for Local Provisions Schedule under LUPAA

Section 34(2) of LUPAA requires a relevant planning instrument to meet all of the following criteria:

(a) contains all the provisions that the SPPs specify must be contained in an LPS

The proposed amendment applies to 10 Dolerite Drive, Kings Meadows which is zoned Light Industrial and is subject to several overlays within the Tasmanian Planning Scheme - Launceston. The proposed planning scheme amendment complies with the SPP requirements for an LPS.

(b) is in accordance with section 32

This section identifies the technical aspects of an LPS such as inclusion of zone maps and overlays, and what additional local provisions can be included if permitted to do so under the State Planning Provisions (SPPs), to add to or override the SPPs. Section 32(4) identifies that an LPS may only include these additional local provisions where:

(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or
(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

The proposed amendment includes a new Site Specific Qualification to allow General Retail and Hire use class to be Discretionary on the property, with no qualification. It is considered the proposed amendment will meet Section 32(4)(b) due to its spatial qualities discussed below:

- The site is uniquely located, within an operating commercial node of the Connector Park estate, and the residential areas of Oakden Park residential estate to the south, and Mount Pleasant Estate to the north;

- It is readily accessible from both the Midland Highway and Kings Meadows Connector, noting it is located in close proximity to these roads;
- The site is located in close proximity (8.0m) north of a future pedestrian and cycle link;
- Is the southern most lot within the industrial Connector Park estate, with only one privately owned adjoining land parcel to the north, ensuring limited land use conflict.

These attributes are unique to this parcel of land, and encourage the implementation of a SSQ so that the land may be developed. Therefore it is considered that the proposed amendment meets the test under sections 32(4)(a).

(c) furthers the objectives set out in Schedule 1 of LUPAA

Assessment of the amendment against the Schedule 1 objectives is provided in the following table.

Part 1 Objectives	**Planning Assessment**
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The site currently sits cleared and vacant within an urban area, with no natural or physical resources, nor is there any ecological or genetic diversity located on the site.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	The proposed amendment will allow a supermarket to be constructed that ensures sustainable development or air, land, and water. The site is able to connect into the reticulated servicing systems.
(c) to encourage public involvement in resource management and planning	The statutory process for the assessment of a planning scheme amendment involves a public notification period. Any representations received will be formally considered by the Planning Authority. The Planning Authority is required to report on any representations to the Tasmanian Planning Commission, which in turn may hold public hearings into representations.

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)	The applicant provided a Retail Assessment to assist in the assessment of the relevant policies. The report concluded that the proposed small supermarket could be supported within the catchment without viably impacting on existing supermarket traders within the sub-regional catchment. Noting the surrounding catchment includes an employment node (Connector Park) and the residential estate, the amendment will directly facilitate economic development.
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State	Community, industry, and other government agencies will have the opportunity to comment on the proposed planning scheme amendment during the public notification period.
Part 2 Objectives	
(a) to require sound strategic planning and co-ordinated action by State and local government	The proposal is considered to be compliant with the relevant sections of the NTRLUS, ensuring sound strategic planning.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land	The SSQ does not remove any existing planning requirements as set out within the SPP's or LPS. The new instrument will be an SSQ that will assist in the development of the land.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land	The SSQ will not impact on the environment, nor will it compromise and social or economic inputs.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels	The proposal is consistent and compliant with all relevant policies at state, regional and municipal levels. This compliance is set out section 4.1 of Part 1.

(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals	The application is made under 40T, which allows for the combined scheme amendment and development application concurrently.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation	The amendment seeks to allow a use that will promote pleasant, efficient, and safe working environments.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value	There will be no impacts to any buildings, historical or otherwise.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community	The site is able to connect into all reticulated services, and has easy vehicular access. The site has the ability to connect into a new pedestrian and cycle path in the future.
(i) to provide a planning framework which fully considers land capability.	Land capability is not a consideration for this assessment.

(d) is consistent with each State policy;

The state policies are listed below, noting that none are applicable for the assessment of this amendment.

State Policy	Planning Assessment
State Policy on the Protection of Agricultural Land 2000	The policy looks to c*onserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.* *As the property is not within the agricultural estate, it is not applicable to the assessment of this application.*

State Policy on Water Quality Management 1997	The proposed amendment will not result in an increase in sediment transport to surface waters. The proposal is therefore consistent with the policy.
State Coastal Policy 1996	The policy only applies to the coastal zone, which is waters within one kilometre inland from the high-water mark. As the site is not located within the area, the policy is not applicable.
National Environmental Protection Measures	There are no known contamination issues associated with the land. Should any contamination issues be discovered in the future, these would be addressed under C14.0 Potentially Contaminated Land Code. The provisions of the applicable zone, the Natural Assets Code, the Attenuation Code, the *Urban Drainage Act 2013,* and the *Environmental Management and Pollution Control* deal with issues related to environmental protection measures.

(da) satisfies the relevant criteria in relation to the TPPs;

The Tasmanian Planning Policies have not yet been implemented.

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates;

The applicable regional land use strategy for Launceston is the Northern Tasmanian Regional Land Use Strategy.

The site is located within a Supporting Consolidation Area (Urban Growth Area), as identified in the Regional Framework Map D.1. The key principals of a Supporting Consolidation Area consists of:

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

The site is separated from Priority Consolidation Areas, and is uniquely located to support reliable and effective access, whilst also allowing a reduction in vehicle dependency. The amendment will allow a new type of service for a cohesive community, and does not detract or compromise the existing activity centre hierarchy.

Comments against the relevant NTRLUS policies and actions are provided below:

E3 - REGIONAL ACTIVITY CENTRE NETWORK POLICY

Specific Policies and Actions		***Planning Assessment***
Policy	***Action***	
Specific Policies and Actions		
RAC-P9	*RAC-A11*	The amendment would allow a supermarket to be developed on a site where it is currently prohibited. The concurrent

Discourage 'out-of-centre' development and provide for new development that supports the Regional Activity Centres Network and the integrated transport system. Development applications that are 'out of centre' will only be considered if all of the following criteria are adequately addressed: ▪ *Community need;* ▪ *No adverse impact on existing activity centres; and* ▪ *Synergy with existing employment hubs (i.e. health, education, research). Overall, community benefit must be demonstrated through a social and economic impact assessment to reflect the strategic directions and policies of the RLUS.*	*Undertake master planning for the major regional activity centres, taking into account the Regional Activity Centres Network and supporting policies to encourage in-centre developments. Master plans should include a detailed development capacity audit, public consultation, opportunities and constraints assessment, methods to improve urban amenity and an economic development strategy and address other activity centre principles. Master plans should enhance accessibility of the higher order activity centres through good layout and good pedestrian movement.* *RAC-A12* *Require any proposed 'out of centre' developments are to undertake a detailed economic impact assessment that addresses how the 'out of centre' proposal complies with the strategic directions and policies of the RLUS.*	development application is applying a small supermarket with 979sqm total floor area. Notwithstanding, the policy allows such development to occur where criteria is able to be met. The applicant provided a Retail Assessment to assist in demonstrating compliance with the NTRLUS. **Community need** As concluded by the retail assessment: • There are currently no supermarket or convenience retailers operating within the subject sites primary catchment. • The total catchments population is currently of a scale that can support another small supermarket in this location, with further growth projected in line with the ongoing development of adjacent residential estates **No adverse impact on existing activity centres** The scale or floorspace and type of retail goods that would be offered will not directly compete with the major supermarkets located in Kings Meadows, which would remain the highest order centre. This is supported by the findings of the retail assessment. **Synergy with existing employment hubs (i.e. health, education, research). Overall, community benefit must be demonstrated through a social and economic impact assessment to reflect the strategic directions and policies of the RLUS.** As concluded by the retail assessment:

		• The proposal is estimated to deliver a net community benefit, with higher number of jobs (FTE) and value-added delivered to the economy compared with light industrial uses. Importantly, the proposal would provide accessible and convenient retail amenity for the growing resident and worker base in the primary catchment. Accordingly, there is a demonstrated community need for such a use in this location, which will not adversely impact on the existing activity centres. This is reflected in the retail assessment, and is compliant with the relevant strategic directions and policies of the NTRLUS.

E5 - REGIONAL ECONOMIC DEVELOPMENT

Specific Policies and Actions		***Planning Assessment***
Policy	***Action***	
Industrial Land		
ED-P2 *Provide for land use planning and infrastructure networks to support the development of:* ▪ *High value agriculture and food products;* ▪ *Digital economy (including the NBN);* ▪ *Vibrant, creative and innovative activity*	*ED-A3* *Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.*	*The proposed SSQ does not change the industrial zoning of the land. It does allow for a use that will not substantially impact on the existing industrial supply of land within the region or the municipality.* *The SSQ will allow a use to occur that is currently prohibited, noting however that its spatial qualities and economic return place the site is a prime position for a supermarket use to operate.*

centres as places of employment and lifestyle; and ▪ *Diverse tourism opportunities ED-P3 Provide a 10 year supply of industrially zoned and serviced land in strategic locations*	*ED-A4 Analyse industrial land demand to 2040 and provide a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy)*	*The Connector Park estate still contains vacant sites with opportunity for industrial use to occur. There will be no land use conflicts with the proposed supermarket occurring within close proximity to existing or future industrial uses. The Connector Estate also contains multiple properties where future subdivision is possible, allowing further land to be available for future industrial uses. It is considered that the site is better suited for a supermarket use based on spatial and economic qualities, noting the reduction of this lot for industrial purposes is appropriate.*

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates

The municipal strategic plan is the City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review (the CSP). The CSP details the following strategic priorities:

- *Strategic Priority 1: We connect with our Community and our Region through meaningful engagement, cooperation and representation.*
- *Strategic Priority 2: We Facilitate Prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.*
- *Strategic Priority 3: We are a Progressive Leader that is accountable to our governance obligations and responsive to our community.*
- *Strategic Priority 4: We value our City's Unique Identity by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit.*
- *Strategic Priority 5: We Serve and Care for our community by providing equitable and efficient services that reflects needs and expectations of our community.*

- *Strategic Priority 6: We Protect our Environment by caring for our unique natural assets and amenity, and sensitively managing future development opportunities.*
- *Strategic Priority 7: We are a City Planning for our Future by ensuring our approach to strategic land use, development and infrastructure investment is coordinated, progressive, and sustainable.*

The proposed draft amendment aligns with the strategies by:

- If initiated, the community and region at large will have the opportunity to comment on the amendment;
- The amendment will facilitate greater opportunity to develop the site for economic benefit, supported by a retail assessment that has identified the property as an opportunity for growth, based on a supermarket use;
- The new use will serve the community and provide a service currently lacking within the catchment.

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates;

The subject site is not located adjacent to a shared municipal boundary.

(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.

The site is not located in the vicinity of the gas distributor pipeline.

ATTACHMENT 2: PLANNING SCHEME ASSESSMENT

PROPOSAL

It is proposed to construct a new 979m² supermarket, of which 720m² will be open to the public, and 259m² as back of house. The building will be setback 20.94m from Dolerite Drive (secondary frontage), 22.95m from the Kings Meadows Connector (primary frontage), and 2.03m from the Midland Highway (secondary frontage). It will be setback 16.40m from the northern side boundary and will be 6.3m high.

There will be 41 car parking spaces, including two accessible spaces, 44 bicycle spaces, and 2 motorcycle spaces. Access will be via the existing crossover onto Dolerite Drive. A new pedestrian entry is proposed, which will connect into a new pedestrian footpath within the road reserve that travels south to the Kings Meadows Connector. It is noted that Council have obtained grant funding to develop a new pedestrian and cycle path along the Kings Meadow Connector.

Various areas of landscaping are also proposed. The building will be constructed out of precast concrete, powder coated aluminium, cladding, and flashing.

Three signs are also proposed.

Sign 1 - Pylon Sign
Dual facing in the south eastern corner of the site, setback 3.25m from the frontage. It measures 6.5m high, with a ground clearance of 3.0m. Each sign measures 2.7m wide and 3.5m high (9.45m² per sign).

Sign 2 - Pylon Sign 9 (illuminated)
Single sign located to the vehicle entrance, located 1m from the Dolerite frontage. It measures 6.5m high, with a ground clearance of 3.0m. The sign measures 2.7m wide and 3.5m high (9.45m²).

Sign 3 - building Fascia
Measures 19.94m x 4.55m (90.72m²). Located above the entry way.

All signs will advertise the business.

It is noted that one pylon sign is proposed to be illuminated. However, Clause LAU-S14.7.3 within the Southern Gateway Specific Area Plan prohibits illumination. A condition not permitting illumination is imposed.

STANDARDS REQUIRING COUNCIL DISCRETION

- 18.3.2 Discretionary uses - Performance Criteria P1
- 18.4.2 Setbacks - Performance Criteria P1
- 18.4.5 Landscaping - Performance Criteria P1

- C1.6.1 Design and Siting of Signs - Performance Criteria P1.1
- C1.6.1 Design and Siting of Signs - Performance Criteria P3
- C1.6.2. Illuminated Signs - Performance Criteria P1
- C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or new Junction - Performance Criteria P1
- LAU-S14.71 Visual Impact - Performance Criteria P1

REPORT:

PLANNING SCHEME REQUIREMENTS

Zone Purpose

18.0 Light Industrial Zone

P1 Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must not result in the potential for a sensitive use to be impacted by emissions, having regard to: (a) the nature of the activity with the potential to cause emissions, including: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; and (iii) degree of emissions from the activity; and (b) the intended use of the lot.
Consistent The proposed use and development will support and not adversely impact on surrounding industrial activities, meeting the purpose of the zone.

18.3.2 Discretionary uses

That uses listed as Discretionary do not compromise the use or development of the land for industrial activities with minimal or managed off site impacts.
Consistent The proposed use ensures that industrial activities will not be compromised, with minimal off site impacts, meeting the objective.
A1 No Acceptable Solution.
Relies on Performance Criteria
P1 A use listed as Discretionary must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to: (a) the characteristics of the site;

(b) the size and scale of the proposed use; and (c) the function of the industrial area.
Complies The property is located at the most south-western corner of the industrial estate. It only adjoins one other property, being 8 Dolerite Drive a currently vacant site. The site is surrounded on three sides by road, being the Midland Highway, Kings Meadows Connector, and Dolerite Drive. The proposed use will not compromise the surrounding industrially zoned properties. A supermarket use is not sensitive, and as such any future surrounding industrial development will not be hindered by the Attenuation Buffer. Being a supporting supermarket to the surrounding area will complement the existing and future industrial uses. The supermarket is of a size that will predominantly only service the immediate surrounding area, and is unlikely to attract more patronage than a full scale model. Accordingly, the proposal will not compromise use or development on surrounding properties, and meets the performance criteria.

18.4.1 Building height

To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.
Consistent
A1 Building height must be not more than 10m.
Complies The building will have a maximum height of 6.3m.

18.4.2 Setbacks

That building setbacks: (a) are appropriate for the site; and (b) do not cause an unreasonable loss of residential amenity to adjoining residential zones.
Consistent The setbacks are appropriate for the site, and will have no impact on residential zones.
A1 Buildings must have a setback from a frontage of: (a) not less than 5.5m; (b) not less than existing buildings on the site; or

(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.
Relies on Performance Criteria The building will be setback 20.94m from Dolerite Drive (secondary frontage), 22.95m from the Kings Meadows Connector (primary frontage), and 2.03m from the Midland Highway (secondary frontage). Due to the setback from Midland Highway, reliance on the performance criteria is required.
P1 Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of road users.
Complies The location was chosen to allow sufficient parking and manoeuvring areas within the site, for safe and reliable access for road users. It has also allowed sufficient landscaping to occur. Its setback to the Midland Highway is considered to be appropriate. The building will be setback 23.5m from the road verge. From this verge, there is a steep decline in topography that gives way to a row of vegetation within the road reserve, before flattening out to the site. It was not considered necessary that the dwelling be setback further to allow for vegetation, noting the existing screening and building finishes. The proposal complies with the performance criteria.
A3 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone.
Complies All air extraction, pumping, refrigeration systems, compressors, and generators will be setback more than 10m from a residential zone.

18.4.5 Landscaping

That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.
Consistent Appropriate landscaping has been provided to meet the objective.

A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 5.5m; or (b) not less than the frontage of an existing building if it is a lesser distance.
Relies on Performance Criteria Midland Highway The building is constructed 2.03m from the Midland Highway. As no landscaping is proposed within this area, reliance on the performance criteria is required. Kings Meadows Connector Landscaping varies from 600mm wide to the full extent of the setback. Due to the 600mm however, reliance on the performance criteria is required. Dolerite Drive Consistent landscaping to 3.0m wide is proposed. As such, reliance on the performance criteria is required.
P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) any relevant local area objectives contained within the relevant Local Provisions Schedule
Complies Landscaping treatment has been provided along all road boundaries. The site is currently bare, with no development or vegetation on site. There are no local area objectives. The widths of vegetation is considered appropriate. Whilst specific plantings have not yet been provided, a recommended landscaping condition will ensure the species and heights are appropriate for the context. Noting the large frontages, it would be unreasonable to expect 5.5m landscaped depth along the entirety. The proposed landscaping is appropriate for an industrial setting, and will enhance the amenity of the streetscape, meeting the performance criteria.

C1.0 Signs Code

The purpose of the Signs Code is:

C1.1.1 To provide for appropriate advertising and display of information for business and community activity. C1.1.2 To provide for well-designed signs that are compatible with the visual amenity of the surrounding area. C1.1.3 To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.
Consistent The proposed signage is appropriate for the use and is compatible with the surrounding area, meeting the purpose of the code.

C1.6.1 Design and siting of signs

That: (a) signage is well designed and sited; and (b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.
Consistent The signage is appropriate and will not unreasonably contribute to visual clutter, meeting the objective.
A1 A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution: (i) roof sign; (ii) sky sign; and (iii) billboard.
Relies on Performance Criteria Table C1.6 requires a Pylon sign is located within the Light Industrial Zone, and must: (a) project not more than 1.2m beyond the boundary with the footpath or road reservation; (b) have no more than two faces; (c) have a maximum area of 5m² for each face; (d) have a maximum height above ground level of 5m; and (e) have a clearance from ground level to the sign not less than 2.4m. <u>Sign 1 - Pylon Sign</u>

Dual facing in the south eastern corner of the site, setback 3.25m from the frontage. It measures 6.5m high, with a ground clearance of 3.0m. Each sign measures 2.7m wide and 3.5m high (9.45m² per sign). Due to its height and face area, the sign relies on performance criteria. <u>Sign 2 - Pylon Sign</u> Single sign located to the vehicle entrance, located 1m from the Dolerite frontage. It measures 6.5m high, with a ground clearance of 3.0m. The sign measures 2.7m wide and 3.5m high (9.45m²). Due to its height and face area, the sign relies on performance criteria. Table C1.6 requires a Building Fascia sign is located within the Light Industrial Zone, and must: (a) not project above, or below, the fascia of the building; (b) not exceed two thirds the depth of the fascia and must not exceed 1m in vertical dimension; and (c) not project more than 200mm from the vertical face of the fascia. <u>Sign 3 - Building Fascia</u> Measures 19.94m x 4.55m (90.72m²). Located above the entry way. Due to the vertical dimension exceeding 1m, the sign relies on performance criteria.	
P1.1 A sign must: (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) be compatible with the streetscape or landscape, having regard to: (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians.	
Complies All signs are located within an applicable zone for the relevant sign type as set out in Table C1. The criteria requires that the signage be compatible with the streetscape.	

Streetscape is defined within the scheme as: *means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from the property boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve. For the purposes of determining streetscape for a particular site, the above matters are relevant when viewed from either side of the same street within 100m of each side boundary of the site, unless for a local heritage precinct or local historic landscape precinct listed in the relevant Local Provisions Schedule, where the extent of the streetscape may be determined by the relevant precinct provisions.* Based on the above definition, the surrounding streetscape encompasses: · Midland Highway; · Kings Meadows Connector; · Two major traffic junctions for access to the major roads; · Six properties along Dolerite Drive The streetscape is somewhat mixed, consisting of a major road, along with developed and vacant industrial land. Dolerite Drive is an industrial streetscape, with the built environment consisting of storage and distribution and a fuel station. The surrounding properties within the streetscape all contain multiple signage, including large and illuminated signage. The proposed signage is considered appropriate for the use and its setting. The multi-faced pylon signage is considered to be directional signage, allowing persons to understand the location of the use, whilst the single illuminated pylon sign allows directions to access the site. The building fascia signage is consistent with the surrounding signage within the streetscape. The impact of the signage, including the number of signs and their locations, is consistent with that within the surrounding area. It is not consider that the signage will impact on the safety of the road users. Accordingly, the proposal complies with the performance criteria.
A2 A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.
Complies All signage is more than 2m from all residential zones.
A3 The number of signs for each business or tenancy on a road frontage of a building must be no more than:

(a) 1 of each sign type, unless otherwise stated in Table C1.6; (b) 1 window sign for each window; (c) 3 if the street frontage is less than 20m in length; and (d) 6 if the street frontage is 20m or more, excluding the following sign types, for which there is no limit: (i) name plate; and (ii) temporary sign.
Relies on Performance Criteria The Kings Meadows Connector frontage will have one pylon sign. The Dolerite Drive frontage will have three signs, two pylon signs and one building fascia. Whilst able to meet A3(d), as the Dolerite Drive frontage contains two pylon signs, reliance on the performance criteria is required.
P3 The number of signs for each business or tenancy on a street frontage must: (a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and (b) not involve the repetition of messages or information.
Complies The two signs are separated by a distance of 52m. The southern most sign is to notify persons of the use, whilst the northern most sign is to signal the entrance. Due to the separation distances, it is not considered that there will be unreasonable or excessive clutter, and therefore it is considered that the performance criteria is met.

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 The proposal ensures safe and appropriate access and parking, meeting the purpose of the code.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use
Consistent
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.
Complies Table C2.1 requires 1 space per 30m² of floor area. Based on the proposed floor area of 979m², 33 spaces are required. As 41 spaces are proposed, the acceptable solution is met.

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 Table C2.1 requires 1 space per 100m² floor area. Based on 979m², 10 spaces are required. As 14 spaces have been provided for, the proposal complies with the acceptable solution.

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Consistent
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.
Complies Table C2.4 states that were providing 41+ car parking spaces, 1 space for every additional 20 car parking spaces required. Based on this, two spaces are required, which have been provided.

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 All parking, access ways, manoeuvring, and circulation spaces will be hardstand, and drain to the public stormwater system.

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 driveway will be flat and able to meet the Australian Standard. All vehicles are able to enter and exit the site in a forward direction, access widths and car parking dimensions meet the requirements of Tables C2.2 and C2.3. There will be a vertical clearance of more than 2.1m.
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, Off-street parking for people with disabilities*.
Complies Two accessible spaces are proposed, which are located next to the main

entry and are designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.

C2.6.3 Number of accesses for vehicles

That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Consistent
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
Complies Once vehicle access will be retained.

C2.6.5 Pedestrian access

That pedestrian access within parking areas is provided in a safe and convenient manner.
Consistent
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.
Complies The parking area has a 2.5m wide footpath, which is offset from the parking aisle by 5.4m.

A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.
Complies The accessible spaces have a flat 1.5m footpath to the entry point.

C2.6.6 Loading bays

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Consistent
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities,* for the type of vehicles likely to use the site.
Complies The proposed loading bay has been designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities.
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*
Complies Vehicle utilising the loading bay are able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

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 The safety and efficiency of the road network will be retained, meeting the performance criteria.

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 The safety and efficiency of the road or network from vehicular traffic generated from the site is appropriate, meeting the purpose of the code.
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.
Relies on Performance Criteria The use will generate up to 1,185 vehicle trips per day, which exceeds the 40 trips under Table C3.1. Accordingly, reliance on the performance criteria is sought.
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
Complies The applicant provided a traffic impact assessment to assist in the assessment of the clause. The report concludes that based on the nature of the traffic generated, being low speed light vehicular traffic, that the surrounding network is able to absorb the increase in movements. There are no other viable alternative locations for access, and based on their assessment the report finds no reason to disallow the proposal due to traffic impacts. The proposal meets the performance criteria.

LAU-S14.0 Southern Gateway Specific Area Plan

The purpose of this specific area plan is: LAU-S14.1.1 To protect the southern approach into Launceston city and municipality from intrusive or inappropriate development. LAU-S14.1.2 To allow for inevident development that complements the existing undeveloped and rural character of the area. LAU-S14.1.3 To maintain the vegetative screening alongside major roads.
Consistent The proposal ensures that the southern approach into Launceston is protected, meeting the objective of the Specific Area Plan.

LAU-S14.7 Development Standards for Building and Works

LAU-S14.7.1 Visual impact

That the siting and design of development is inevident and does not negatively impact on the visual qualities of the southern approach into Launceston city and municipality.
Consistent The design of the development will not negatively impact on the visual qualities of the southern approach, meeting the objective of the clause.
A1 Development for an alteration or extension to an existing building must: (a) have a gross floor area of not more than 20% of that existing at the effective date; (b) have a building height of not more than the existing building; (c) have external building finishes: (iii) with a light reflectance value not more than 40%; and (iv) not in bold or bright colours.
Relies on Performance Criteria As the proposal is for new development, reliance on the performance criteria is required.
P1 Development must not be intrusive and must be compatible with the existing treed and rural character of the southern approach, having regard

to: (a) the visual impact on skylines and vistas when viewed from a major road; (b) the proximity of development to a major road; (c) the bulk and form of buildings including materials and finishes; (d) the potential for current or proposed vegetation to provide screening; (e) the need to clear existing vegetation; (f) the location of development to facilitate the retention of existing vegetation; (g) the impact of any clearing required for hazard management or infrastructure; and (h) any earthworks for cut or fill.
Complies The Southern Gateway SAP extends over all but the most north-eastern corner of the site. The major roads in question are the Kings Meadows Connector and the Midland Highway. When considering the site from the Kings Meadows Connector, it is visible directly south of the site looking north, as well as looking west. When considering the site from the Midland Highway, it is visible looking east and north from the road. As the site is vacant, no vegetation is proposed to be removed. To assist in ensuring the visual impact is reduced, landscaping is proposed along the boundaries. This will include taller species planted in the south-western corner to screen the site when travelling north along the Midland highway. The other proposed landscaping along the frontages, although smaller species, will further assist in screening noting the site is some 4.0m above the Connector. Further to this, the colour scheme, make of natural tones will assist in visual amenity. The development will also sit below the larger 'Sea Road' warehouse to the north. The existing large boulders along the Dolerite Drive and Kings Meadows Connector will further assist in reducing the visual bulk of the building. Existing vegetation along the Midland highway within the road reserve further assists screening. It is considered that the development as proposed use and development maintains the existing treed character of the southern approach without being intrusive, meeting the performance criteria.

LAU-S14.7.2 Vegetation

That the siting of development protects the existing treed and rural character of the southern approach.

Consistent
A1 Buildings and works must be separated from a prominent tree by a distance of not less than 4m.
Complies All development is separated by prominent trees by more than 4.0m.
A2 Building and works must not result in the removal or destruction of screening vegetation or prominent trees.
Complies No vegetation removal is proposed.

LAU-S14.7.3 Signage

That development is designed to prevent the installation of inappropriate signage.
Consistent
A1 There are no billboard, third party or illuminated signs proposed.
Complies No billboard or third party signs are proposed. However, a single illuminated sign is proposed. A condition that the sign not be illuminated is imposed to meet the acceptable solution.

REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Assets	Conditions recommended.
Environmental Health	Conditions recommended .
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
EXTERNAL	
TasWater	TWDA 2025/00467-LCC
DSG	Referred, no response.
TasFire	N/A

Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

CONCLUSION

Subject to the recommended conditions, it is considered that the proposal complies with the Scheme and it is appropriate to recommend for approval.

ECONOMIC IMPACT:

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

ENVIRONMENTAL IMPACT:

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

SOCIAL IMPACT:

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

STRATEGIC DOCUMENT REFERENCE:

Tasmanian Planning Scheme - Launceston.

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

ATTACHMENTS:

Project: IGA CONNECTOR PARK SUPERMARKET

At: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

For: CONNECTOR PROPERTY PTY LTD

Project: 21.281

Drawings:

Ap00	COVER SHEET
Ap01	SITE PLAN
Ap02	FLOOR PLAN
Ap03	ROOF PLAN
Ap04	ELEVATIONS
Ap05	SECTIONS
Ap06	BUILDING VIEWS
Ap07	SITE VIEWS

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY
ISO 9001
QMS Certification Services

PLANNING DOCUMENT

Issue date: 07-01-2025

DELI AREA SINK AND FLOOR WASTE TRADE WASTE TO GREASE INTERCEPTOR TRAP IN MDPE PIPING.

MAX DRAIN LENGTH 75m @ 1.60 FALL
FALL ON DRAIN 1.250m

FLOOR LEVEL 115.800
LESS FALL ON DRAIN 1.250
LESS MINIMUM COVER 0.300
LESS PIPE DIAMETER 0.120

MAXIMUM PIPE INVERT OUT SEWER
MAINTENANCE HOLE: 114.130
SEWER MH INVERT: 113.990

REFRIGERATION CABINET TUNDISH DRAINAGE.

REFRIGERATION CABINET TUNDISH DRAINAGE.

FUTURE SELECT LANDSCAPING.

EXISTING STORMWATER MAINTENANCE HOLE.
INVERT RL 113.70.
ALL SITE STORMWATER TO BE CONNECTED TO EXISTING MAINTENANCE HOLE.

DODONAEA VICOSA SCREEN TO SIGN BASE, WITH CORREA REFLEXA GROUND COVER LAYER.

EXISTING SEWER CONNECTION POINT.
APPROX INVERT RL 113.99.

ILLUMINATED PLYON SIGN.

FIRE HYDRANT BOOSTER LOCATION.

PROPOSED SHARED PATH LINK.

LOCATION OF EXISTING STREET FIRE HYDRANT.

APPROXIMATE LOCATION OF EXISTING DN25 WATER CONNECTION. CONNECTION TO BE CAPPED AND A NEW DN100 FIRE SERVICE INSTALLED BY TASWATER CONTRACTOR AT THE DEVELOPERS COST. CONNECTION TO PROVIDE FOR FIRE HYDRANT USAGE AND DN50 METERED DOMESTIC CONNECTION.

DODONAEA VICOSA GROUPINGS, WITH CORREA REFLEXA GROUND COVER LAYER.

HOT MIXED SEALED BIKE PATH TO CONNECT FROM PROPOSED COUNCIL BIKEWAY TO DEVELOPMENT. CONSTRUCTED WITHIN TITLE REFERENCE 179167/100.

DUAL FACING, NON-ILLUMINATED PLYON SIGN.

NEMATOLEPIS SQUAMEA BACKGROUND SCREEN, WITH CORREA REFLEXA GROUND COVER LAYER

CORREA REFLEXA GROUND COVER LAYER

DODONAEA VICOSA SCREEN TO SIGN BASE, WITH CORREA REFLEXA GROUND COVER LAYER

SITE PLAN

SCALE 1 : 200

PARKING SCHEDULE	
DESCRIPTION	NUMBER
MOTORCYCLE PARKING BAY 2500 x 1200	2
ACCESSIBLE PARKING BAY, LEFT SIDE	1
ACCESSIBLE PARKING BAY, RIGHT SIDE	1
STANDARD CARPARK BAY WITH WHEELSTOP 5500x3000mm	37
BICYCLE PARKING - DUAL	7
TROLLEY BAY	2

Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY
ISO 9001
Quality Management Systems
QMS Certification Services

ISSUE.	DATE	ISSUED FOR
001	24-08-22	DESIGN DEVELOPMENT
002	08-04-24	REDESIGN
003	16-12-24	DEVELOPMENT APPLICATION REVISED
004	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHTS THIS DRAWING AND ALL OF ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLE, WITHOUT THE PRIOR WRITTEN CONSENT OF 6ty Pty Ltd. SOME ITEMS AND CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS, ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

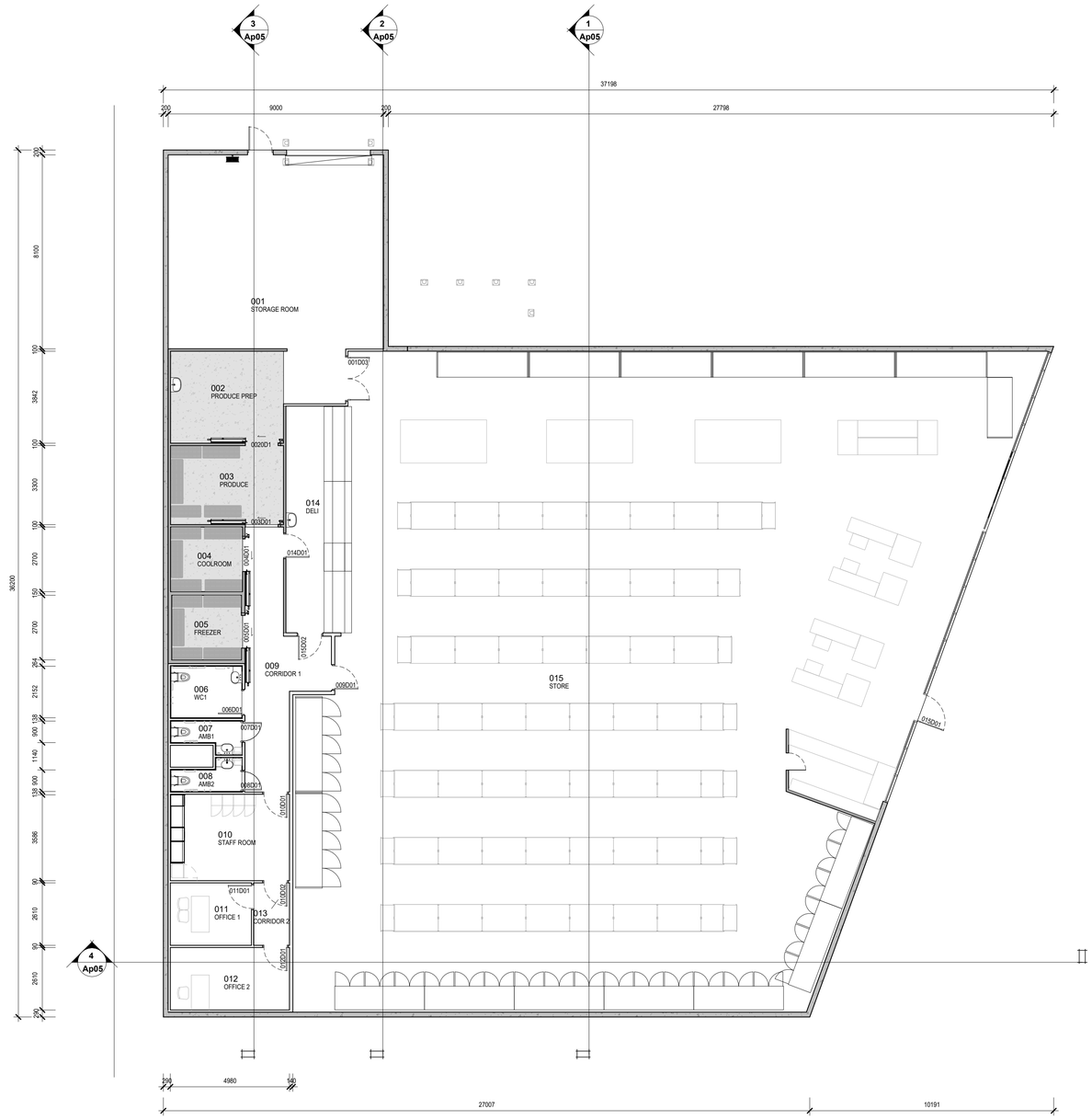
DRAWING: SITE PLAN

TRUE NORTH

DESIGNED: CGB DRAWN: GHN CHECKED:

SCALES: 1 : 200 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap01 REV: 004



FLOOR PLAN

SCALE 1 : 100

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 31245120

APPROVED COMPANY ISO 9001 Quality Management Systems
QHS Certification Services

ISSUE.	DATE	ISSUED FOR
001	22-06-22	DESIGN DEVELOPMENT
002	08-04-24	REDESIGN
003	16-12-24	DEVELOPMENT APPLICATION REVISED
004	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHTO THIS DRAWING AND ALL OF ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd.
SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS, ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

DRAWING: FLOOR PLAN

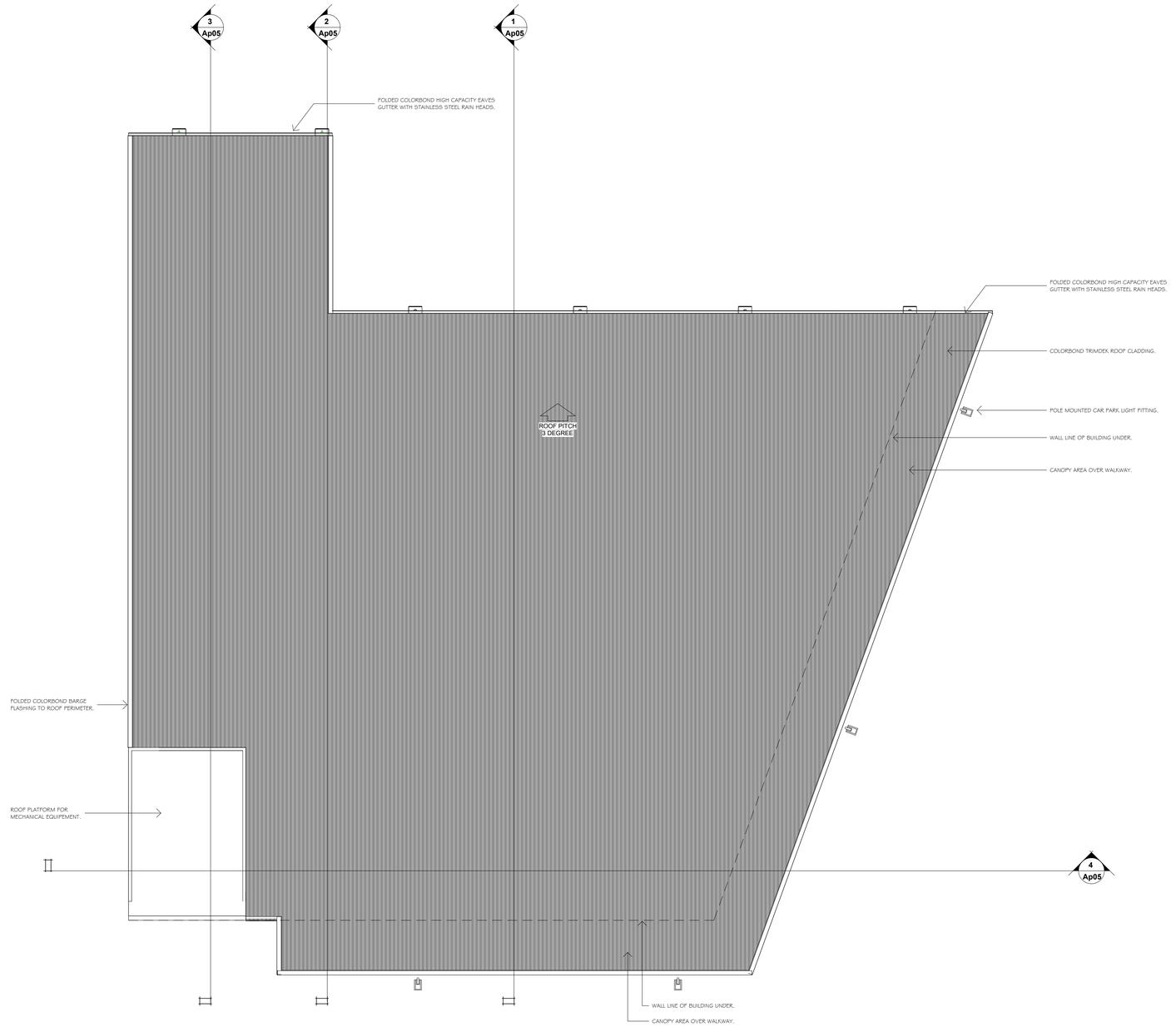
PROJECT NORTH

DESIGNED: CGB DRAWN: GHN CHECKED:

SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap02 REV: 004

Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt



ROOF PLAN

SCALE 1 : 100

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 31124520

ISSUE.	DATE	ISSUED FOR
001	22-06-22	DESIGN DEVELOPMENT
002	16-12-24	DEVELOPMENT APPLICATION REVISED
003	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHT: THIS DRAWING AND ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd.
SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS. ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

DRAWING: ROOF PLAN

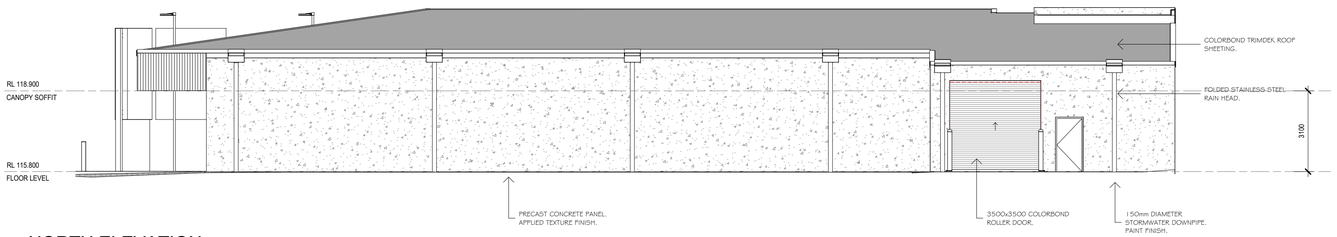
PROJECT NORTH

DESIGNED: Designer DRAWN: Author CHECKED: Checker

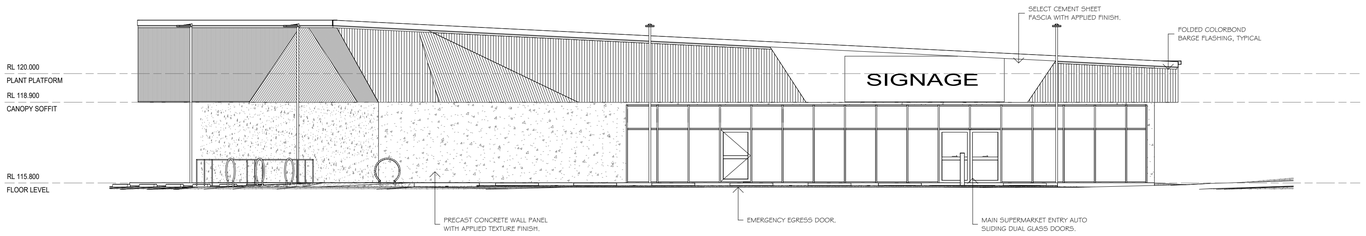
SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap03 REV. 003

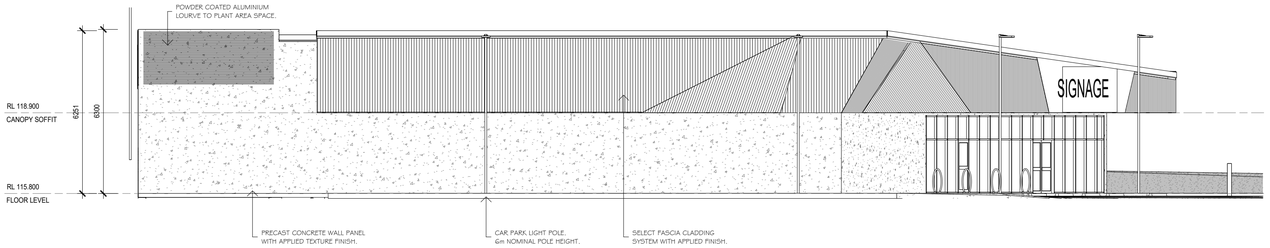
Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt



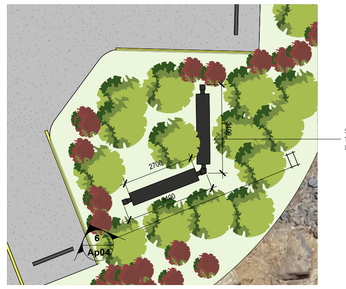
NORTH ELEVATION
SCALE 1 : 100



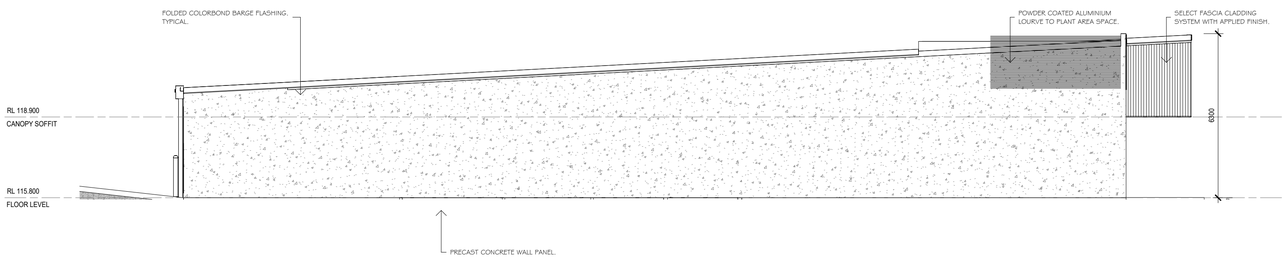
EAST ELEVATION
SCALE 1 : 100



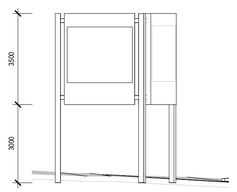
SOUTH ELEVATION
SCALE 1 : 100



SIGN PLAN
SCALE 1 : 100



WEST ELEVATION
SCALE 1 : 100



SECTION 6 Ap04
SCALE 1 : 100

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY ISO 9001 Quality Management Systems
QHS Certification Services

ISSUE.	DATE	ISSUED FOR
001	22-06-22	DESIGN DEVELOPMENT
002	16-12-24	DEVELOPMENT APPLICATION REVISED
003	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHT: THE DRAWINGS AND/OR SET ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd.
SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS. ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

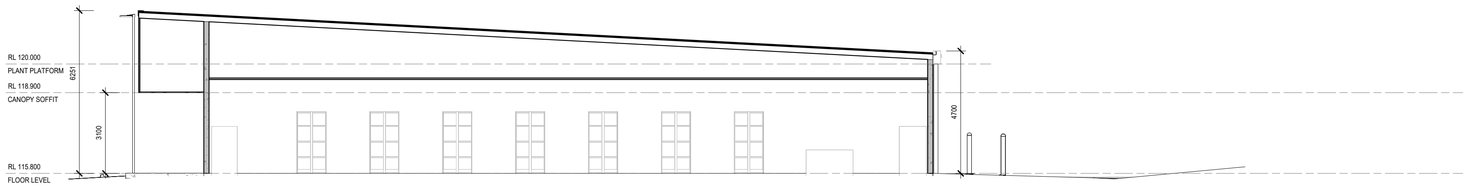
DRAWING: ELEVATIONS

DESIGNED: Designer DRAWN: Author CHECKED: Checker

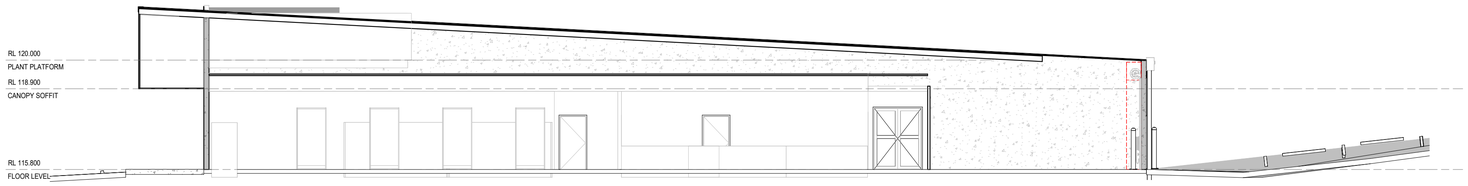
SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap04 REV. 003

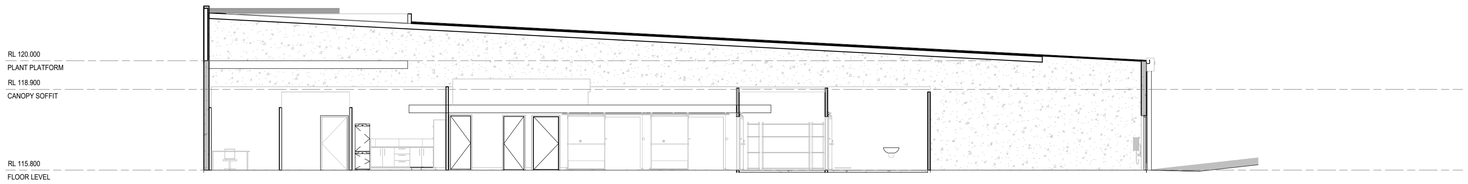
Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt



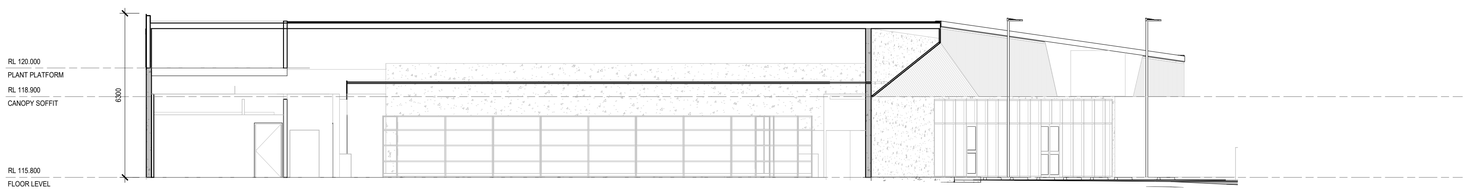
SECTION 1 Ap02
SCALE 1 : 100



SECTION 2 Ap02
SCALE 1 : 100



SECTION 3 Ap02
SCALE 1 : 100



SECTION 4 Ap02
SCALE 1 : 100

Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

APPROVED COMPANY
ISO 9001
Quality Management System
QHS Certification Services

ISSUE.	DATE	ISSUED FOR
001	16-12-24	DEVELOPMENT APPLICATION REVISED
002	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHT© THIS DRAWING AND ALL OF ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd.
SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS. ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

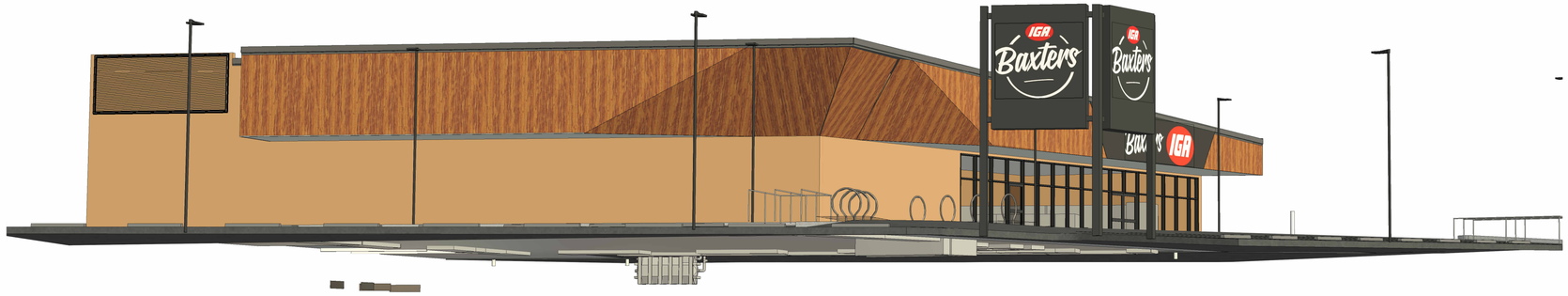
DRAWING: SECTIONS

DESIGNED: Designer DRAWN: Author CHECKED: Checker

SCALES: 1 : 100 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap05 REV: 002

VIEW FROM CAR PARK ENTRY
SCALE



VIEW FROM MIDLAND HIGHWAY EXIT RAMP
SCALE

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 31124512

APPROVED COMPANY
ISO 9001
QHS Certification Services

ISSUE.	DATE	ISSUED FOR
001	16-12-24	DEVELOPMENT APPLICATION REVISED
002	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHT© THIS DRAWING AND ALL OF ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd.
SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS. ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

DRAWING: BUILDING VIEWS

DESIGNED: Designer DRAWN: Author CHECKED: Checker

SCALES: AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap06 REV. 002

Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt

6ty°

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

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

57 Best Street
Devonport Tasmania
P (03) 6424 7161

6ty Pty Ltd
ABN 27 014 609 900

Architectural
ABP No. CC4874f
Structural / Civil
ABP No. CC1633i
Building Services Provider
ABP No. 311245120

ISSUE.	DATE	ISSUED FOR
001	16-12-24	DEVELOPMENT APPLICATION REVISED
002	07-01-25	DEVELOPMENT APPLICATION REVISED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.
COPYRIGHT© THE PROPERTY RIGHTS AND ALL OF ITS CONTENT REMAIN THE PROPERTY OF 6ty Pty Ltd. THE DRAWINGS AND ITS CONTENT MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM 6ty Pty Ltd.
SOME SPECIFIED CONTENT, BRANDS AND MANUFACTURERS MAY BE COPYRIGHTED PROPERTY OF OTHERS. ACKNOWLEDGEMENT OF THESE COPYRIGHTS ARE HEREBY GIVE.

PROJECT: IGA CONNECTOR PARK SUPERMARKET

AT: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

FOR: CONNECTOR PROPERTY PTY LTD

DRAWING: SITE VIEWS

DESIGNED: Designer DRAWN: Author CHECKED: Checker

SCALES: AT A1 SIZE DRAWING SHEET

PROJECT No. 21.281 DRAWING No. Ap07 REV: 002

Autodesk Docs://21.281 IGA Connector Park/21.281-A.rvt

TRAFFIC & CIVIL SERVICES

10 DOLERITE DRIVE SUPERMARKET

KINGS MEADOWS

TRAFFIC IMPACT ASSESSMENT

MARCH 2025

10 Dolerite Drive Supermarket
Kings Meadows

TRAFFIC IMPACT ASSESSMENT

- Final
- March 2025

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

Contents

Document history and status 5

1. Introduction 6

1.1 Background 6
1.2 Objectives 6
1.3 Scope of Traffic Impact Assessment (TIA) 6
1.4 References 6
1.5 Statement of Qualifications and Experience 7
1.6 Glossary of Terms 8
1.7 Site Specific Glossary of Terms 9

2. Site Description 10

3. Proposal, Planning Scheme and Road Owner objectives 12

3.1 Description of Proposed Development 12
3.2 Tasmanian Planning Scheme 13
3.3 State Road Network Objectives 13
3.4 Local Road Network Objectives 13

4. Existing Conditions 14

4.1 Transport Network 14
4.2 Midlands Highway 14
4.3 Dolerite Drive 15
4.4 Kings Meadows Link 15
4.5 Connector Park Drive 16
4.6 10 Dolerite Drive access 17
4.7 CPD / Dolerite Drive junction 19
4.8 2025 Traffic Activity 22
4.8.1 Dolerite Drive 22
4.8.2 Connector Park Drive (at Dolerite Drive) 22
4.8.3 Kings Meadows Link (440m East of KMI) 22
4.8.4 Midland Highway (790m North of KMI) 22
4.9 Crash History 23
4.10 Sight Distance requirements summary (Figure 25) 24
4.11 Services 24
4.12 Road Safety Review 24
4.13 Austroads Safe System Assessment 25

5. Traffic Generation and Assignment 27

5.1 Traffic Growth 27
5.2 Trip Generation 27
5.3 Trip Assignments 28

6. Impact on Road Network 31

6.1 Austroads Guidelines for Junction Layouts 31
6.1.1 #10 Dolerite Drive 31
6.1.2 CPD / Dolerite Drive Junction 32
6.2 Intersection Analysis 32
6.2.1 Intersection Analysis Methodology 32
6.2.2 Intersection Model 33
6.2.3 Intersection Analysis Results 33
6.3 Traffic Capacity Summary 37
6.3.1 #10 Dolerite Drive Access 37
6.3.2 CPD / Dolerite Drive Junction 37
6.3.3 KMI Roundabout 37
6.4 Department of State Growth requirements 38
6.5 Transport Planning Considerations 39
6.5.1 Multimodal transport. 39
6.5.2 Multi use trips. 39
6.5.3 Future growth and increasing role as an urban service centre. 40

7. Tas. Planning Scheme – Launceston 41

7.1 Parking and Sustainable Transport Code C2 41
7.2 Road and Railway Assets Code C3 48
7.3 Other impacts 50
7.3.1 Environmental 50
7.3.2 Street Lighting and Furniture 50
7.4 Internal Layout 50
7.4.1 Site layout 50
7.4.2 Vehicular access to #10 Dolerite Drive 50
7.4.3 Internal traffic circulation 50
7.4.4 Parking 50
7.4.5 Provisions for pedestrians 50

8. Recommendations and Conclusions 51

8.1 Traffic Activity 51
8.2 Road Safety 51
8.3 Crash History 51
8.4 Austroads Safe System Assessment 51
8.5 Austroads junction and access guidelines 52
8.6 Traffic Capacity 52
8.7 Tasmanian Planning Scheme - Launceston 52
8.8 Recommendations 52

Appendices 53

Appendix A – Site Plans 54

Appendix B – Dolerite Drive Rabt Count Data 62
Appendix C – CPD / Dolerite Drive Count Data 66
Appendix D – Kings Meadows Link Count Data 68
Appendix E – Midlands Hwy Count Data 70
Appendix F – DSG Limited Access Roads 72
Appendix G – Tas. 26m B Double Network 73
Appendix H – DSG Link Map 74
Appendix I - SIDRA Model - KMI Rabt 2035 76
Appendix J - SIDRA Analysis - KMI Rabt 2035 77
Appendix K – Level of Service Descriptions 81
Appendix L – DSG advice on TIA acceptability 82

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	19th Feb 2025	R Burk	R Burk	19th Feb 2025	New Draft
2	6th March 2025	R Burk	R Burk	6th March 2025	Final

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	George Walker (6ty)
Final	1	1	George Walker (6ty)

Printed:	6 March 2025
Last saved:	6 March 2025 02:02 PM
File name:	10 Dolerite
Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	TBA
Name of project:	10 Dolerite
Name of document:	10 Dolerite
Document version:	Final
Project number:	

1. Introduction

1.1 Background

This TIA reviews a proposed small supermarket at 10 Dolerite Drive located some 70m north of the roundabout at the Kings Meadows Interchange (KMI). The review considers the adjacent road network, road safety and impact of traffic generated by the proposal on the operation of the KMI roundabout. Analysis of the roundabout is necessary as there is a high volume of traffic on the Kings Meadows Link (KML) with consistent traffic growth.

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

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

1.2 Objectives

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

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

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Dolerite Drive and the junction with Connector Park Drive (CPD) and KMI roundabout allowing for the impact of:

- the proposal,
- background traffic growth on the KML

These factors need to be considered to give a realistic assessment of the situation in 2032.

1.4 References

- RTA Guide to Traffic Generating Developments – 2002
- Tasmanian Planning Scheme – Launceston 2022
- Launceston Transport Strategy 2020-2040 (LTS)
- Northern Tasmanian Regional Land Use Strategy (NTRLUS)
- Austroads Guidelines

- Road Design Part 4A: Unsignalised & Signalised Intersections 2021
- Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

1.5 Statement of Qualifications and Experience

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

Richard Burk is an experienced and qualified traffic engineer with:

- 38 years professional experience in road and traffic engineering industry
  - Director Traffic and Civil Service Pty Ltd since May 2017.
  - Manager Traffic Engineering at the Department of State Growth until May 2017.
  - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

Richard Burk

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

Director Traffic and Civil Services Pty Ltd

1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

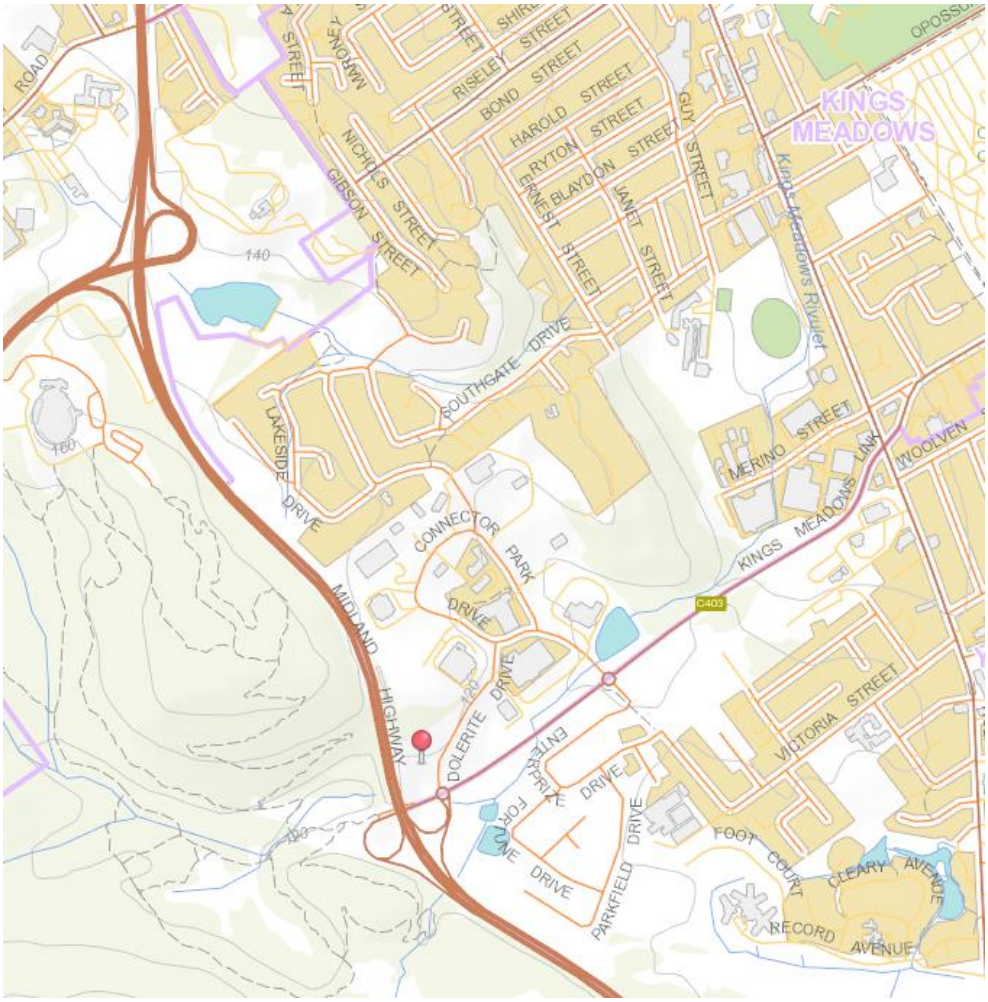
1.7 Site Specific Glossary of Terms

CoL	City of Launceston
SSA	Safe System Assessment
KMI	Kings Meadows Interchange
KML	Kings Meadows Link
CPD	Connector Park Drive

2. Site Description

The development site is within a Light Industrial zone with 26m B Double access to the Midland Highway via the KMI and CPD roundabouts, see Figure 1 and Appendix G. The site topography is hilly and much of the adjacent land in the area is developed. The site is suitable for the proposed use.

Figure 1 - Location of proposed development



Source: The List, DPIPWE

The development site is shown highlighted in Figures 2 and Figure 3.

Figure 2 – Aerial view of the development site

Source: The List, DPIPWE

Figure 3 – Aerial view of the surrounding road network

Source: The List, DPIPWE

3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

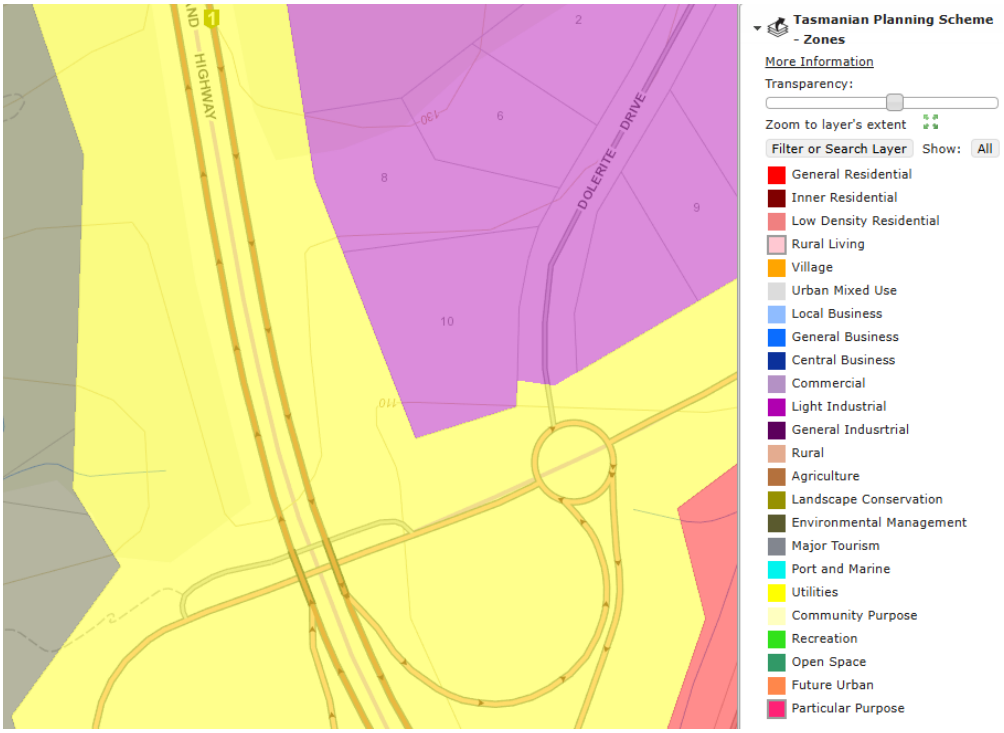
The proposal is to develop the property at #10 Dolerite Drive with a small supermarket of 979m2 GFA. A site and floor plan are attached in Appendix A.

Figure 4 – Proposed development layout

3.2 Tasmanian Planning Scheme

The Tasmanian Planning Scheme – Launceston zoning for 10 Dolerite Drive is shown in Figure 4.

Figure 4 –10 Dolerite Drive is zoned Light Industrial



Source: The List, DPIPWE

3.3 State Road Network Objectives

The State Road network is managed and maintained by the DSG with objectives to maintain traffic safety and transport efficiency. The Midlands Highway and KML are both Limited Access roads.

3.4 Local Road Network Objectives

The adjacent Council Road network is managed and maintained by the CoL with objectives to maintain traffic safety and transport efficiency.

4. Existing Conditions

4.1 Transport Network

The transport system in the vicinity of the proposal consists of State and Council Roads.

The State Roads include the Midlands Highway and Kings Meadows Link (KML) which connects the Midlands Highway with Hobart Road, Quarantine Road, Blessington Main Road, and the Tasman Highway further East.

The Council Roads include Hobart Road, Connector Park Drive and Dolerite Drive.

This TIA focuses on impact of the proposal on Dolerite Drive and the KMI roundabout.

4.2 Midlands Highway

The Midland Highway is a Category 1 Trunk Road in the state road hierarchy and classified as a Limited Access State Road, see Appendix F and is part of the Tasmanian 26m B Double Network, see Appendix G. The highway consists of dual lane grade separated carriageways with 3.5m wide traffic lanes, 2m shoulders and a 110km/h speed limit.

Access to the Midlands Highway is via the KMI which includes a roundabout providing direct access to Dolerite Drive. The KMI and roundabout are shown in Figure 5.

Figure 5 – Midland Highway / Kings Meadows Interchange

Source: The List, DPIPWE

4.3 Dolerite Drive

Dolerite Drive is a Collector Road in the Council Road hierarchy and part of the Tasmanian 26m B Double Network, see Appendix G. The road is 10.5m wide from face to face of kerb and has a 50km/h speed limit. Delineation is provided with street lighting and a thermoplastic barrier line.

Dolerite Drive is the Northern leg of the KMI roundabout shown in Figure 6.

Figure 6 – KMI roundabout showing key lane width dimensions.

4.4 Kings Meadows Link

The KML is a Category 3 Regional Access Road in the State Road hierarchy and classified a Limited Access State Road, see Appendix F and part of the Tasmanian 26m B Double Network, see Appendix G. The KML is a 2-lane 2-way road with 3.5m traffic lanes, 1m sealed shoulders with an 80km/h speed limit. See Appendix H for the DSG Link Map.

KML is the Eastern leg of the KMI roundabout shown in Figure 6.

4.5 Connector Park Drive

CPD is a Council Road with a collector function and part of the Tasmanian 26m B Double Network, see Appendix G. The road has an 11.3m wide seal in good condition and is adequately delineated with a Separation (S) line, cats' eyes, and guideposts. Traffic lanes are effectively 5.6m wide in each direction and the sign posted speed limit is 50km/h.

- CPD is the Northern leg of the CPD roundabout shown in Figures 7.
- KML is on the Eastern and Western legs of the CPD roundabout shown in Figure 7.
- Enterprize Drive is on the Southern leg of the CPD roundabout shown in Figure 7 and connects to Raglan Street.

Figure 7 – Aerial view of CPD connecting Dolerite Drive with the KML

Source: The List, DPIPWE

4.6 10 Dolerite Drive access

#10 Dolerite Drive access and approaches are shown in Figures 8 - 14.

Figure 8 – #10 Dolerite Drive access

Source: The List, DPIPWE

Figure 9 – Looking right along Dolerite Drive from #10 access

Sight distance right is > 80m.

Figure 10 – Looking left along Dolerite Drive from #10 access

Sight distance left is > 80m.

Figure 11 – Elevation view of #10 Dolerite Drive access

Figure 12 – Dolerite Drive Northern approach to #10 access.

Figure 13 – Dolerite Drive Northern approach at #10 access.

Forward sight distance is 135m.

Figure 14 – Dolerite Drive Southern approach to #10 access.

4.7 CPD / Dolerite Drive junction

#10 Dolerite Drive access and approaches are shown in Figures 15 - 21.

Figure 15 – Connector Park Drive (CPD) / Dolerite Drive junction

Source: The List, DPIPWE

Figure 16 – Looking right along CPD from Dolerite Drive

Sight distance right is 90m.

Figure 17 – Looking left along CPD from Dolerite Drive

Sight distance left is 120m.

Figure 18 – Dolerite Drive approach to CPD junction

Figure 19 – CPD Western approach to Dolerite Drive

Figure 20 – CPD Western approach at Dolerite Drive

Figure 22 – CPD Eastern approach to Dolerite Drive

4.8 2025 Traffic Activity

4.8.1 Dolerite Drive

Estimations based on TCS traffic survey, see Appendix B.

- AADT 3.456 vpd (2025) at KMI
- AADT 3,810 vpd (2035) at CPD with CAG of 1% .

4.8.2 Connector Park Drive (at Dolerite Drive)

Estimations based on TCS traffic survey, see Appendix C.

- AADT 1,260vpd (2022)
- AADT 1,300vpd (2025)
- AADT 1,4440vpd (2035) with CAG of 1% .

4.8.3 Kings Meadows Link (440m East of KMI)

Estimations based on DSG traffic survey, see Appendix D.

- AADT 12,850 vpd (2025)
- AADT 14,750 vpd (2035) with CAG of 1.4%

4.8.4 Midland Highway (790m North of KMI)

Estimations based on DSG traffic survey, see Appendix E.

- AADT 29,520 vpd (2025)
- AADT 42,870 vpd (2035) with CAG of 3.8%

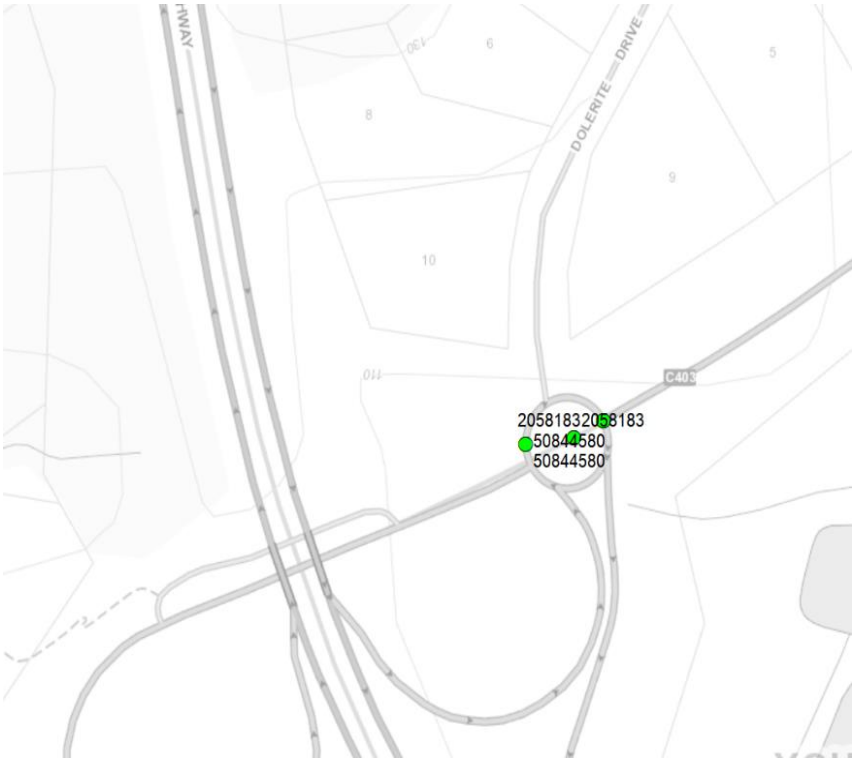
4.9 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas, and develop improvement schemes. The 5-year reported crash history for Dolerite Drive records 3 crashes. Figures 23 and 24 summarise the data. The crash history is low considering the volume of through traffic on the Links Meadows Link and incidence of property damage only (PDO) type crashes. There is no crash propensity in the vicinity of the proposal.

Figure 23 – Dolerite Drive 5 Year reported crash history

Crash Id	Description	Date	Time	Severity	Light	Location	Units
2058183	130 - Veh. in same lane/ rear end.	19-Jun-2017	15:15	PDO	Day	Kings Meadows Interchange rabt	LV & LV
50844580	149 - Other maneuvering	02-Oct-2020	15:40	PDO	Day	Kings Meadows Link	LV & LV
50867575	110 - Cross traffic	19-Nov-2020	16:40	PDO	Day	Kings Meadows Interchange rabt	LV & LV

Figure 24 – Dolerite Drive 5 Year reported crash locations



4.10 Sight Distance requirements summary (Figure 25)

Figure 25 – Sight distance requirements summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance		
			Table E4.6.4 SISD (m)	Available	
				Left(m)	Right(m)
#10 Dolerite Drive	50	50	80	90m.	90m.
CPD - Dolerite	50	50	80	120m.	90m.

Compliant

4.11 Services

No above ground services are disaffected by traffic due to the proposal at 10 Dolerite Drive.

4.12 Road Safety Review

From inspection of the access to #10 Dolerite Drive no road safety issues were identified. No road safety issues were identified from review of road safety on Dolerite Drive from the KMI roundabout and CPD junction.

4.13 Austroads Safe System Assessment

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

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

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment, see Figures 26 and 27:

- Dolerite Drive has been determined to be well aligned with the safe system objective with a low crash risk score of 30/448.

Figure 26 – Austroads Safe System Assessment alignment between crash score and risk

Figure 27 – Safe Systems Assessments

Safe System Assessment — Dolerite Drive (2025)

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 2,560 vpd)	Low to Moderate traffic volume, no run off road crashes.	Low to Moderate traffic volume, no run head on road crashes.	KMI - 12,578 vpd, 3PDO crashes	26m B Double Route	Negligible Pedestrian Activity	Negligible Cyclist Activity	Low Motorcycle %	
	Score / 4	2	2	3	1	1	1	1	
Likelihood	Justification	Wide traffic lanes, meandering alignment, Heavy Vehicle Route	Wide traffic lanes, meandering alignment, Heavy Vehicle Route	Roundabout	5.6m wide traffic lanes	No footpaths but pedestrian friendly roadsides	No cycleways, wide traffic lanes	Consisted road surface with wide traffic lanes, meandering alignment	
	Score / 4	1	1	2	1	2	2	1	
Severity	Justification (50km/h speed limit)	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h is a high speed environment for pedestrians	50km/h is a high speed environment for cyclists	50km/h is a moderate speed for motorcyclists	
	Score / 4	1	1	1	1	4	4	3	Total /448
Product	Total Score /64	2	2	6	1	8	8	3	30

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network in 2025 and 2035.

5.1 Traffic Growth

Assumed background compound annual growth (CAG) rates:

- Dolerite Drive – 1 % to allow for future infill development:
- CPD – 1 % to allow for future infill development
- KML – 1.54 to allow for future infill development.

5.2 Trip Generation

According to the RTA Guide to Traffic Generating Developments, shopping centres generate traffic as summarised in Figure 28.

Figure 28 – Typical Average RTA Shopping Centre Traffic Generation rates

Peak hour traffic generation rate

Range in Total Floor Area. (GLFA - m^2).	Peak Hour Generation Rate. (vehicles per 100m^2 GLFA)		
	Thursday. (V(P)/A)	Friday. (V(P)/A)	Saturday PVT(A)
0 - 10,000	12.3	12.5	16.3
10,000 - 20,000	7.6	6.2	7.5
20,000 - 30,000	5.9	5.6	7.5
30,000 - 40,000	4.6	3.7	6.1

Daily Traffic Generation rates

Range in Total Floor Area. (GLFA - m^2)	Daily Generation Rate -Thursday. (vehicles per 100m^2 GLFA)
0 - 10,000	121
10,000 - 20,000	78
20,000 - 30,000	63
30,000 - 40,000	50

The proposal has a GFA of 979m2.

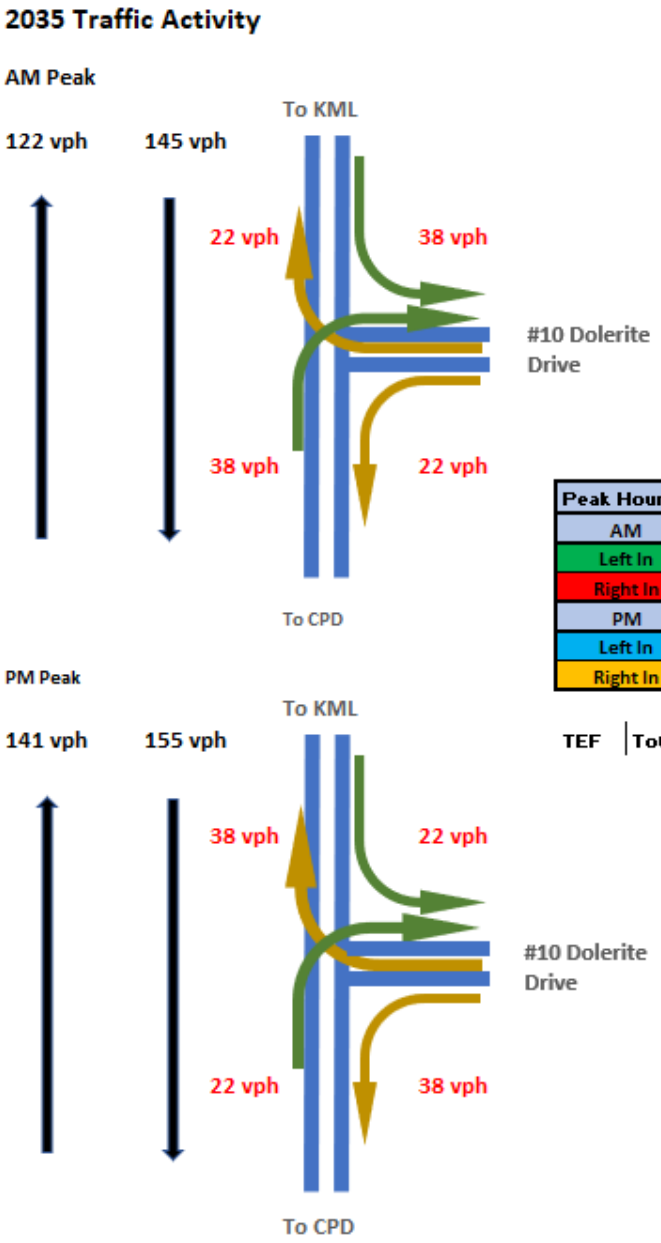
Accordingly using Figure 28 traffic generation rates the proposal is estimated to generate:

- 12.3 vph and 121 vpd / 100m2 GFA which equates to:
- 120 vph and 1,185vpd

5.3 Trip Assignments

Figures 29 -31 summarise projected traffic activity by 2035.

Figure 29 – Projected traffic activity at #10 Dolerite Drive (2035)

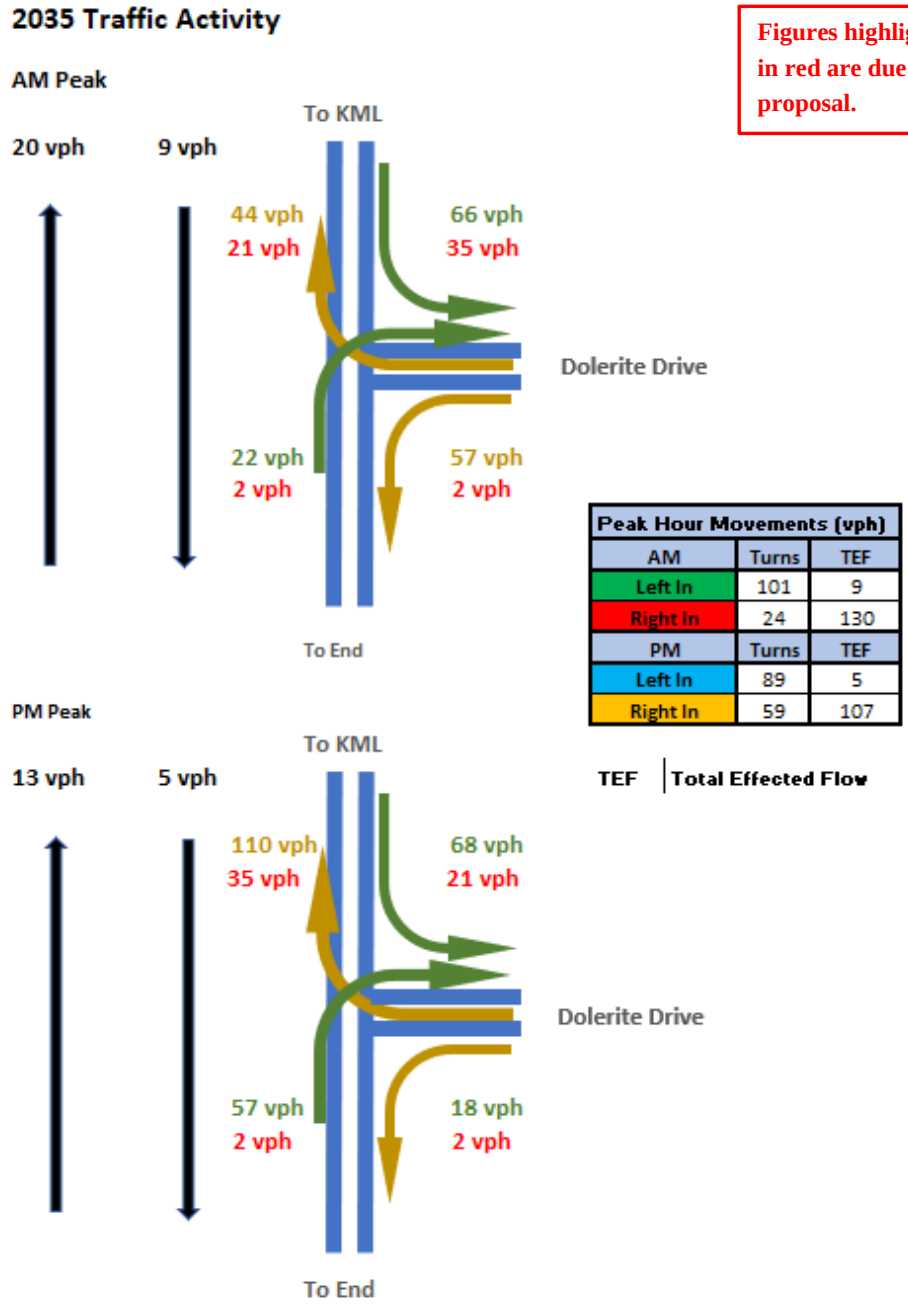


Figures highlighted in red are due to the proposal.

Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	38	145
Right In	38	305
PM	Turns	TEF
Left In	22	155
Right In	22	318

TEF | **Total Effected Flow**

Figure 30 – Projected traffic activity at CPD / Dolerite Drive Junction (2035)



Figures highlighted in red are due to the proposal.

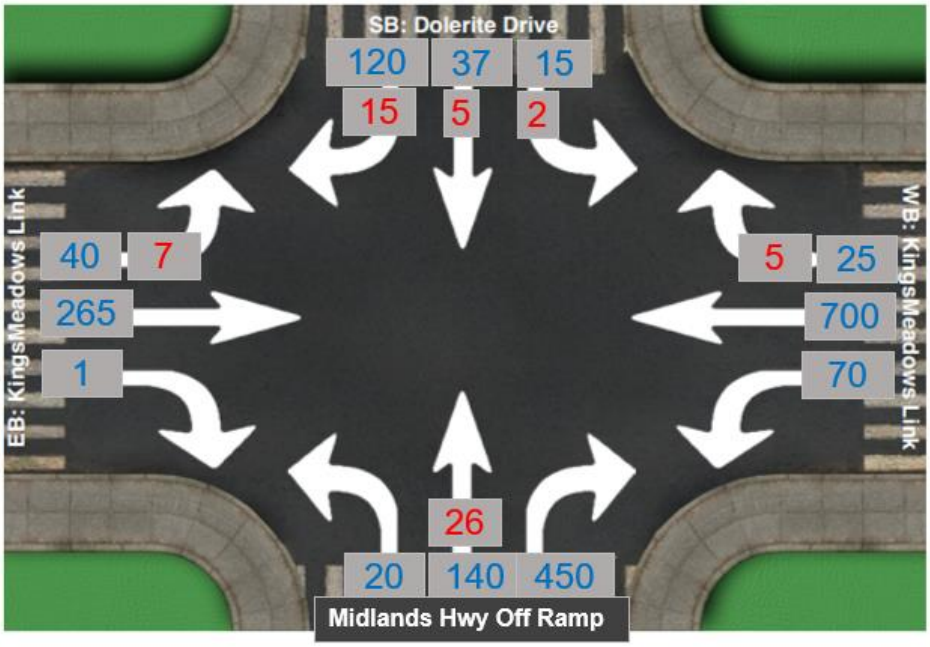
Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	101	9
Right In	24	130
PM	Turns	TEF
Left In	89	5
Right In	59	107

TEF | **Total Effected Flow**

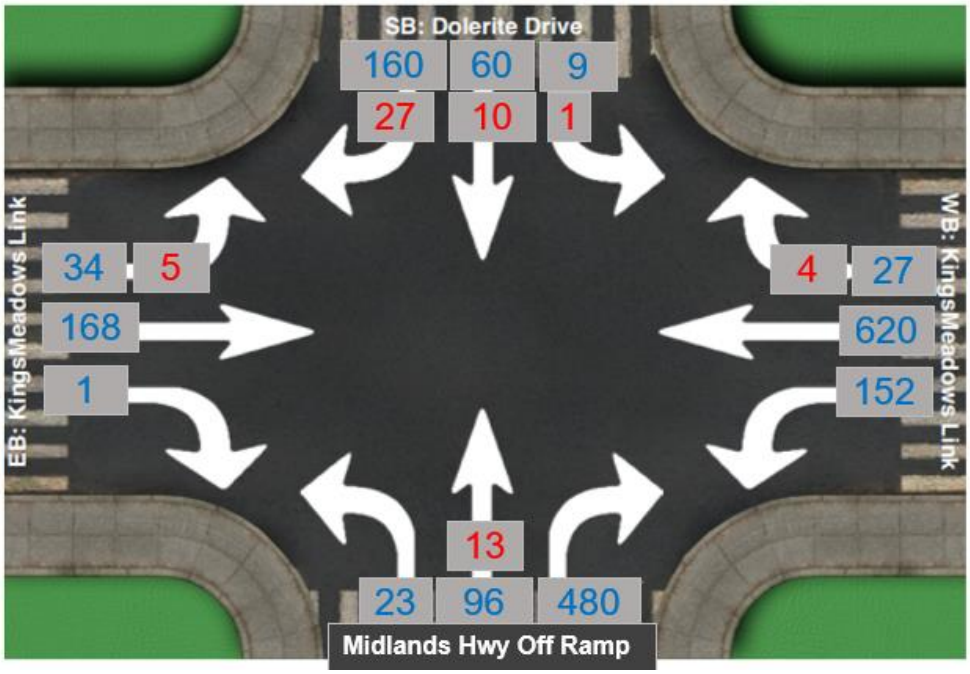
Figures highlighted in red are due to the proposal.

Figure 31 – Projected traffic activity at KMI Roundabout (2035)

AM Peak



PM Peak



6. Impact on Road Network

This section assesses the impact of the proposal on #10 Dolerite Drive junction, CPD/ Dolerite Drive junction and KMI roundabout in terms of Austroads junction warrants and traffic capacity.

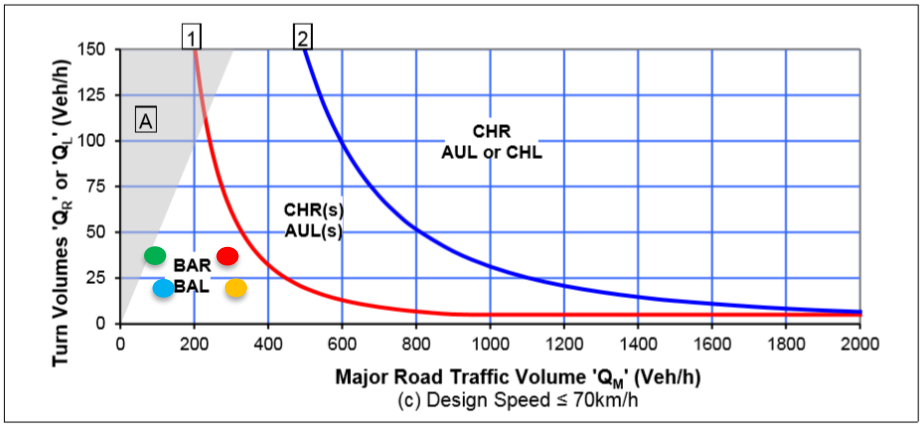
6.1 Austroads Guidelines for Junction Layouts

The standard of junction required is based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic.

6.1.1 #10 Dolerite Drive

Technically Figure 32 demonstrates that Basic Right (BAR) and Basic Left (BAL) turn facilities are warranted by 2035. The existing access junction has a Simple layout.

Figure 32 – Austroads Junction warrant - #10 Dolerite Drive access 2035



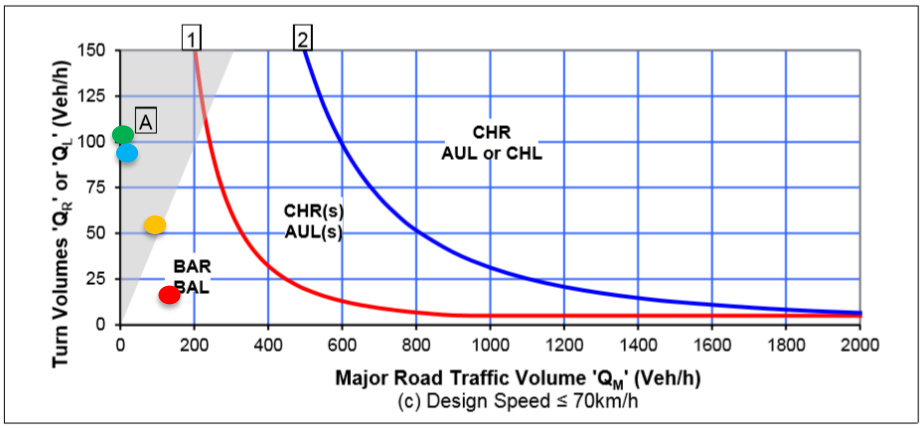
Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	38	145
Right In	38	305
PM	Turns	TEF
Left In	22	155
Right In	22	318

TEF | Total Effected Flow

6.1.2 CPD / Dolerite Drive Junction

Technically Figure 33 demonstrates that Basic Right (BAR) and Basic Left (BAL) turn facilities are warranted by 2032.The existing access junction has a Simple layout.

Figure 33 – Austroads Junction warrant – CPD / Dolerite Drive Junction 2035



Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	101	9
Right In	24	130
PM	Turns	TEF
Left In	89	5
Right In	59	107

6.2 Intersection Analysis

6.2.1 Intersection Analysis Methodology

SIDRA Intersection 8.0 intersection analysis software has been used to assess the performance of the KMI CPD roundabout as is in 2025 and with the proposal in 2035 with background growth applied as summarised in Section 5.1.

Intersection performance is assessed in terms of standard parameters:

Degree of Saturation (DOS) which is a measure of traffic capacity consumed. If a traffic lane has a capacity of 1800vph and carries 900vph the DOS is 0.50 which means it is operating at 50% of capacity.

Average Delay (D) is usually reported in seconds and indicates the average delay a vehicle is expected for each traffic lane.

Queue Length (Q) is reported in terms of the maximum queue length 85 % of traffic will encounter. In this report queue length is reported in m.

Level of Service (LOS) is an indication of flow conditions ranging from A to F where:

- LOS A is a very high level of service with uninterrupted flow.
- LOS F is approaching grid lock conditions i.e. very limited flow.

See Appendix K for a full description of Levels of Service A to F.

6.2.2 Intersection Model

The assumed model is shown in Appendix I with key dimensions summarised in Figure 6.

6.2.3 Intersection Analysis Results

Intersection analysis results are summarised in Figure 34.

Movement summaries for the AM & PM peaks in 2025 and 2035 are attached in Appendix J.

The results show the proposal has a mild impact on operation of the KMI roundabout with the change in overall operation summarised as follows:

AM Peak

- Delay - 7.8secs (2025) to 12.1secs (2035)
- Queue Length - 47.5m (2025) to 104.8m (2035)
- LOS - A (2025) to B (2035)

PM Peak

- Delay – 7.7secs (2025) to 10.6secs (2035)
- Queue Length – 41.3m (2025) to 82.3m (2035)
- LOS - A (2025) to B (2035)

Figure 34 – KMI roundabout intersection analysis summary

		KMI Roundabout 2025 Without Proposal				2035 With Proposal			
	Approach	Delay (secs)	Queue (m)	LOS	DOS	Delay (secs)	Queue (m)	LOS	DOS
AM	Midland Hwy Ramps (S)	13.9	47.5	B	0.662	25.4	104.8	C	0.852
	Kings Meadows Link (E)	3.5	24.6	A	0.445	3.7	30.4	A	0.507
	Dolerite Drive (N)	9.6	9.2	A	0.201	10.4	13.5	B	0.274
	Midland Hwy Ramps (W)	6	17.6	A	0.346	7.3	25.9	A	0.443
	All Vehicles	**7.8**	**47.5**	**A**	**0.662**	**12.1**	**104.8**	**B**	**0.852**
PM	Midland Hwy Ramps (S)	12.9	41.3	B	0.626	20.8	82.3	C	0.802
	Kings Meadows Link (E)	3.8	21.9	A	0.417	4.2	27.9	A	0.485
	Dolerite Drive (N)	9.3	11.8	A	0.254	10	18.5	B	0.358
	Midland Hwy Ramps (W)	5.6	10.6	A	0.225	6.3	14.5	A	0.283
	All Vehicles	**7.7**	**41.3**	**A**	**0.626**	**10.6**	**82.3**	**B**	**0.802**

Importantly estimated maximum queue length of 104.8m on the Southern approach to the KMI roundabout does not exceed capacity of 258m, see Figure 35.

This indicates that at peak times traffic conditions on the South bound carriageway of the Midlands Highway (Launceston Southern Outlet) are affected by traffic on the highway slowing on approach to the roundabout.

DSG understands to operating conditions on the Midlands Highway approaches to the Kings Meadows Interchange and has install a range of warning signage for driver information. See Figures 36-39 showing Watch for Traffic Warning signs installed by DSG.

Figure 35 – KMI roundabout with 258m of storage capacity on Midlands Hwy off ramp

The Midlands Highway of ramp length is adequate to cater for projected queuing of 84m in AM Peak of 2035.

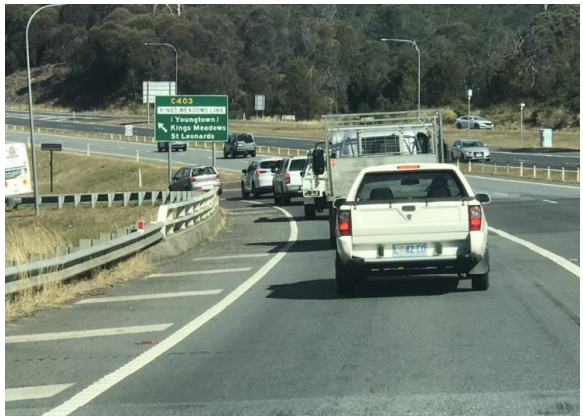
Figure 36 – Midlands Hwy Northern approach to the Kings Meadows Interchange

Watch for Traffic Warning sign.

Figure 37 – Midlands Hwy Northern approach to the Kings Meadows Interchange

Watch for Traffic Warning sign.

Figure 38 – Midlands Hwy Northern approach to the Kings Meadows Interchange



Traffic slowing approaching the off ramp to the roundabout.

Figure 39 – Midlands Hwy Northern approach to the Kings Meadows Interchange

Traffic slowing approaching the off ramp to the roundabout.

6.3 Traffic Capacity Summary

6.3.1 #10 Dolerite Drive Access

By 2035, the proposal is estimated to increase traffic at the access from 0 vpd (2025) to 1,185vpd (2035). For these levels of traffic activity there are no traffic capacity issues as the degree of saturation on each approach to the access is less than 30% and the access will operate at LOS A.

Technically from Austroads junction warrants the proposed access warrants a BAR and BAL junction layout by 2035. It is assessed that the BAR and BAL requirements can be relaxed as Dolerite Drive has a low through traffic volume of some 3,456vpd (2025) and turning traffic volume of 120 vph i.e 1,185 vpd (2035) and only a small amount of through traffic is estimated to be delayed. The access has no traffic growth prospects as the property will be fully developed. Accordingly, the proposed simple access layout is considered adequate.

6.3.2 CPD / Dolerite Drive Junction

By 2035, the proposal is estimated to increase traffic on CPD by 592 vpd i.e from 1,300 vpd (2025) to 1,892vpd (2035). For these levels of traffic activity there are not traffic capacity issues as the degree of saturation on each approach is less than 30% and the junction will operate at LOS A.

Technically in accordance with Austroads junction warrants the proposed access warrants a BAR and BAL junction layout by 2035. It is assessed that the BAR and BAL requirements can be relaxed as CPD has a low traffic volume of some 1,300vpd (2025) and only a small amount of through traffic is expected to be delayed.

Accordingly, the existing simple access layout is considered adequate.

6.3.3 KMI Roundabout

Intersection analysis demonstrates that the proposal will have a mild impact on operation of the KMI roundabout by 2035. LOS is impacted as follows:

- AM Peak - LOS A (2025) to LOS B (2035)
- PM Peak - LOS A (2025) to LOS A (2035)

In summary there are no significant traffic capacity issues with the proposal.

6.4 Department of State Growth requirements

DSG review of TIA

These reviews are required to:

- consider proposals and whether the TIA prepared satisfies DSG requirements.
- resolve any issues so the TIA can be finalised.
- enable the TIA endorsement provided by DSG to be communicated to Council as part of the Development application process.

These reviews are usually arranged by the TIA author. The email address for submissions is: Development@stategrowth.tas.gov.au

Crown landowner consent

This is to provide DSG to opportunity to check alignment of proposals with DSG objectives for the road. If the proposal aligns with DSG objectives Crown Land Consent is issued by DSG. Crown Landowner Consent is required where there is a proposed change in use of property adjacent to a state road. The website for Crown Landowner Consent is: https://www.transport.tas.gov.au/road/permits/crown_landownerconsent\

Access works permits

Developers must obtain an access works permit from DSG for proposed work within a state road reservation. Applications need to include:

- suitably design plans detailing the proposal and services affected.
- relevant design calculations for stormwater management and pavement design
- a traffic impact assessment

The website for access works permit applications is: https://www.transport.tas.gov.au/road/permits/road-access

Summary of DSG requirements

Council may request confirmation of DSG acceptance of this TIA as the proposal is close to and has some impact on the KMI roundabout. DSG advice of acceptance of this TIA is attached in Appendix L.

Crown Landowner consent and an Access works permit are not required.

6.5 Transport Planning Considerations

6.5.1 Multimodal transport.

Increased pedestrian and bicyclist activity is expected with ongoing development of the wider Connector Park area. Accordingly active transport provisions have been incorporated into the proposal to provide for multi-modal access in accordance with LTS and NTRLUS objectives.

Initially cyclists but including pedestrians, will travel the relatively short distances involved for recreational, school and shopping purposes with a supermarket and hardware store in close proximity. These modes of transport are expected to increase with time as more urban residential development occurs. Motorcyclist, light and commercial vehicle traffic will also increase due to the range of services in the area including a petrol station and landscape equipment and supplies businesses.

Provision for multimodal transport is appropriate due to the growing urban nature of the area. The proposal is centrally located within an expanding urban residential area with development occurring North and South of the site and development on the horizon at South Prospect., on the West side of the Midlands Highway between the Kings Meadows Interchange, Silverdome and Prospect Vale Interchange. Accordingly, the development site is ideally situation for local access.

Introduction of public transport is subject to Metro guidelines. It is noted that as Dolerite Drive is designed to cater for B Double Access, Metro buses can access the road via the roundabout.

6.5.2 Multi use trips.

With the growing residential development and expanding range of business operations at Connector Park multi use trips and transport efficiencies are anticipated to increase driven to some extent by transport Level of Service, see Appendix K for Level of Service descriptions.

The proposal helps minimise impact of future residential development in and around Connector Park on Kings Meadows and Prospect Vale:

- Kings Meadows has capacity issues at peak times being dependent on Hobart Road as the only arterial road servicing the suburb & CBD. The proposal minimises impact of residential development at Connector Park on Kings Meadows & Hobart Rd.

- Prospect Vale has capacity issues at peak times being dependent on Westbury Road as the only arterial road servicing the suburb and CBD. The proposal would help minimise impact of residential development at South Prospect Vale on Prospect Vale and in particular Westbury Road once the Prospect Vale and Kings Meadows Interchanges are linked.

- Eventually a primary school servicing the wider area is likely which would increase multi use trips due to proximity of other service providers e.g proposed supermarket and the other existing businesses in the area.

Estimated multi trip benefits:

- Some 5 - 10% (2025)
- Increasing to 20 - 30 % (2035).

6.5.3 Future growth and increasing role as an urban service centre.

The proposal will attract:

- Urban residential traffic from existing and proposed enclaves as they are close by.
- Midlands Highway traffic due to ease of access & convenience for through traffic and availability of other services.
- Kings Meadows Link traffic due to ease of access & convenience for through traffic.

Connection of the Dolerite Drive leg of the Kings Meadows Interchange roundabout has substantially improved access for all road users and businesses in the area. Regardless of where the proposed supermarket is located (East or West) of the Midlands Highway, the Dolerite Drive roundabout will experience growing light vehicle traffic from existing and developing and proposed urban residential enclaves either side of the Midlands Highway, especially with a hardware store (Bunnings), petrol station (Tas Petroleum), and landscaping equipment and supplies businesses (Australian Chainsaw Products and Abels) businesses in such close proximity.

The greater Connector Park precinct is a growing urban centre justifying including and provision for vulnerable road users and increased light vehicle traffic.

7. Tas. Planning Scheme – Launceston

7.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1**:** *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, 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 onsite 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 onsite car parking is required; or

ii. The number of onsite 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.

From Table C2.1.1 for General Retail 1 car parking space is required per 30m2 of GFA.

The proposal has a GFA of 979m2 and in accordance with Table C2.1 requires 33 car parking spaces. 39 car parking spaces are proposed including 2 accessible parking spaces.

A1 is satisfied.

C2.5.2 Bicycle parking numbers

Acceptable Solution 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.

From Table C2.1 for General Retail 1 bicycle space is required per 100m2 of GFA.

The building GFA is 979m2 so in accordance with Table C2.1 10 bicycle parking spaces are required. 14 bicycle parking spaces are proposed. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1:*The number of on-site motorcycle parking spaces for all uses must:*

(a) Be no less no less than the number specified in Table C2.4. and
(b) if an existing use or development is extended or intensified , the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.

Table C2.4 has requirement for 1 motorcycle space where the number of car parking spaces is 21-40 and 1 space for every additional 20 car parking spaces. 2 motorcycle spaces are required and proposed. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1,000m2 in a single occupancy.*

A service and delivery zone is provided, see Figure 40. **A1 is satisfied.**

Figure 40 – Proposed service and delivery zone

C2.6.1 Construction of parking areas

Acceptable Solution 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, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public 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.

Sealed parking spaces and driveway are proposed, see Appendix A.

Connection to the public stormwater system is proposed as shown in Figure 41.

A1 is satisfied.

Figure 41 – Concept for stormwater drainage to the public stormwater system

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: *Parking, accessways, 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.* The driveway at the entrance has a grade of some 10 % over 10m and satisfies AS/NZS 2890.1, section 2.5.3 which specifies a maximum ramp grade of 20% for ramps up to 20m long.

ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces.* Satisfied

iii. *Have an access width not less than the requirements in Table C2.2.*
The proposal provides an access width of 6.1m satisfying Table C2.2 which requires a width of 5.5m where the number of parking spaces served is over 21.

iv. *Have car parking space dimensions which satisfy Table C2.3.*
Table C2.3 specifies manoeuvre space of 5.2m for 3m wide by 5.4 long 90-degree parking spaces. Proposal provides some 6.1m of manoeuvre space.

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.*
Manoeuvre space requirement is satisfied.

vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level,*
Satisfied.

vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

(b) Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.

A1.1 is 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 practical to the main entry point to the building. Satisfied.
(b) be incorporated into the overall car park design. Satisfied.
(c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.
Satisfied. For 21-50 car parking spaces no less than 2 accessible spaces should be provided. 2 are proposed.

A1.2 is satisfied.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: *The number of accesses provided for each frontage must:*

(a) be no more that 1; or

(b) no more than the existing number of accesses whichever is greater.

Existing two-way access is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1: *Applies to uses that require 10 or more car parking space must:*
(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

Intended CoL pathway is shown in Figure 42. The proposal has 39 car parking spaces with 2.5m wide footpath as shown in Figures 43 and 44. The footpath by the supermarket is offset from the parking aisle and driveway by 5.4m. **A1.1 is satisfied.**

Figure 42 – CoL intended shared path along North side of Kings Meadows Connector

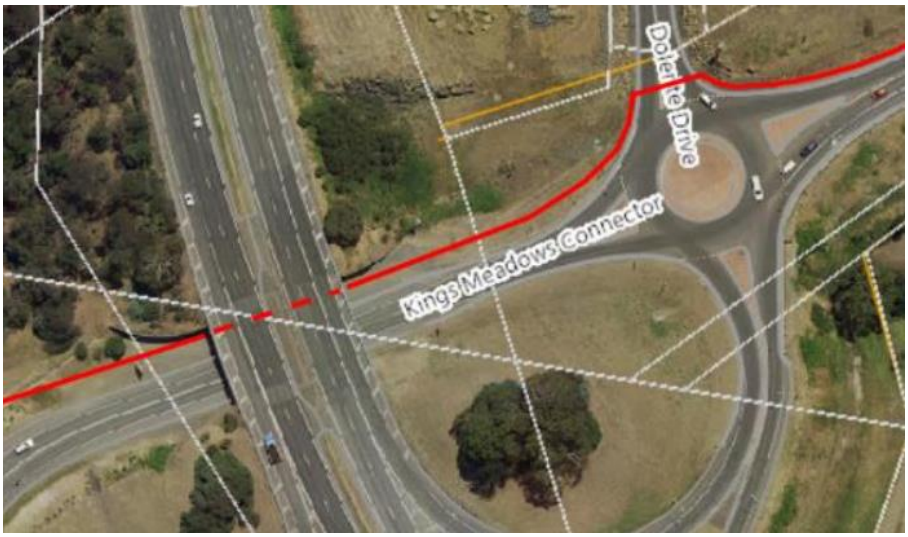
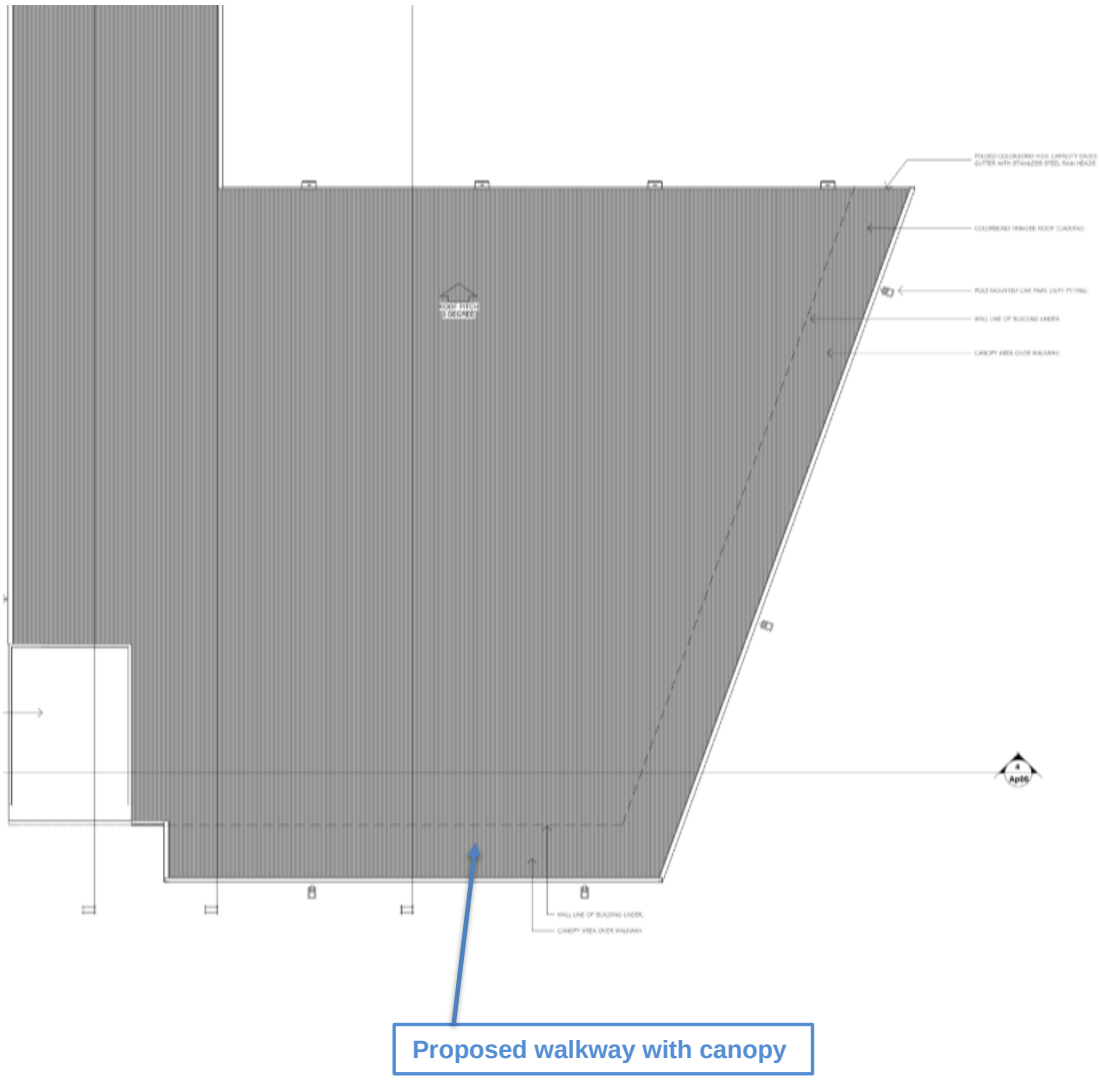


Figure 43 – Shared path link (Kings Meadows Connector to Development site)

Figure 44 – Canopy over walkway



7.2 Road and Railway Assets Code C3

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

Acceptable solution A1.4: *Vehicular traffic to and from the site , using and existing vehicle crossing or private level crossing will not increase by more than:*

(a) The amounts in Table C3.1
(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

From Table C3.1 for vehicle crossings on other roads, the acceptable increase in AADT at the site is 20% or 40vpd whichever is greater. The proposal is estimated to generate up to 1,185 vpd. **A1.4 is not satisfied.**

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.

The increase in traffic due to the proposal of 1,185 vpd is easily able to be absorbed by Dolerite Drive with 50% of the traffic having origin / destination East and West of the #10 Dolerite Drive roundabout. The Kings Meadows Connector Road / Dolerite Drive roundabout calms traffic activity approaching the proposed access.

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

The proposed carpark will generate low speed light vehicular traffic primarily with some commercial vehicles delivering supermarket stock. The proposed access is considered suitable for this traffic activity.

(c) the nature of the road.

Dolerite Drive has a Collector Road function suited for access to the proposal. Dolerite Drive has an estimated AADT of 3,456 vpd (2025) with ample capacity to absorb the estimated 1,185 vpd generated by the proposal.

(d) the speed limit and traffic flow of the road.

Dolerite Drive has a 50km/h posted speed limit considered suitable for safe and efficient operation of the proposed access.

(e) any alternative access to a road.
There is no viable alternative access.

(f) the need for the use.
The use is justified on commercial business operation grounds and to meet customer access needs.

(g) any traffic impact assessment; and
This TIA finds no reason to disallow the proposal due to traffic impacts.

(h) any advice received from the rail or road authority.
DSG advice of acceptability of the proposal is to be attached to Appendix L.

In summary the proposal has no adverse effects on Dolerite Drive traffic safety and efficiency. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.
A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

7.3 Other impacts

7.3.1 Environmental

No environmental impacts were identified in relation to:

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

7.3.2 Street Lighting and Furniture

Dolerite Drive does not require additional street lighting at the proposed access and does not justify further roadside furniture such a bus shelters, seats, direction signs, cycle racks, landscaping, street trees or fencing.

7.4 Internal Layout

7.4.1 Site layout

The internal access road suits the shape and contours of the site.

7.4.2 Vehicular access to #10 Dolerite Drive

A two-way sealed access is provided.

7.4.3 Internal traffic circulation

The proposal provides for unhindered heavy commercial vehicle access. Semi-trailers can access the proposed service and delivery zone, see Figure 36.

7.4.4 Parking

Parking facilities are designed to AS/NZS 2890.1-6.

7.4.5 Provisions for pedestrians

Provisions are made for pedestrians, see Figure 37.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to consider the proposed 1,185 m2 small supermarket at #10 Dolerite Drive, Kings Meadows.

The assessment has reviewed existing conditions, road safety, crash history, traffic activity and included an Austroads Safe System Assessments of the access, CPD / Dolerite Drive junction and KMI roundabout. The proposal is assessed in terms of the Tasmanian Planning Scheme – Launceston. The findings are as follows:

8.1 Traffic Activity

- **Traffic generation**
  - Fully developed 1,185vpd with peak of 120vph (2035)
- **#10 Dolerite Drive**
  - AADT 0 vpd (2025)
  - AADT 1,185 vpd (2035) with proposal
- **Dolerite Drive (at KMI)**
  - AADT 3,456 vpd (2025)
  - AADT 3,810 vpd (2035) without proposal plus 592 vpd due to proposal
- **Connector Park Drive (at Dolerite Drive)**
  - AADT 1,300 vpd (2025)
  - AADT 1,440 vpd (2035) without proposal plus 592 vpd due to proposal

8.2 Road Safety

No road safety issues were identified with the:

- proposed access to # 10 Dolerite Drive
- KMI roundabout
- CPD / Dolerite Drive junction9.

8.3 Crash History

The 5-year reported crash history provides no evidence of a crash propensity on Dolerite Drive or connections to CPD and the KMI roundabout.

8.4 Austroads Safe System Assessment

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.* From safe system assessment Dolerite Drive is determined to have a very low crash risk and good alignment with the *safe system objective:*

8.5 Austroads junction and access guidelines

Though technically the proposed access to #10 Dolerite Drive and the CPD / Dolerite Drive junctions meet the warrant for BAR and BAL junction layouts, the Austroads guideline can be relaxed in this case as Dolerite Drive and CPD have low traffic volumes of some 3,456vpd (2025) or less and only a small amount of through traffic is estimated to be delayed by turning traffic in both cases.

The existing simple junction and access layouts are considered adequate.

8.6 Traffic Capacity

The #10 Dolerite Drive access and CPD / Dolerite Drive junction are both estimated to operate at LOS A by 2035 with no traffic capacity issues.

Intersection analysis demonstrates that the proposal will have a mild impact on operation of the KMI roundabout by 2035. LOS is impacted as follows:

- AM Peak - LOS A (2025) to LOS B (2035)
- PM Peak - LOS A (2025) to LOS B (2035)

In summary there are no traffic capacity issues with the proposal.

8.7 Tasmanian Planning Scheme - Launceston

Evidence is presented that demonstrates the proposal complies with the Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

8.8 Recommendations

- *Provide internal driveway standard at #10 Dolerite Drive to cater for heavy commercial vehicles e.g. loaded semi-trailers. The existing driveway apron design should be checked for suitability for heavy commercial vehicle access.*

DSG confirmation of acceptability of this TIA is attached in Appendix L.

Overall, it has been concluded that the proposed development will not create any traffic issues and traffic will continue to operate safely and efficiently along Dolerite Drive and at the KMI roundabout and CPD junction. Based on the findings of this report and subject to the recommendations and observation above, the proposal is supported on traffic grounds.

Appendices

Appendix A – Site Plans

Project: IGA CONNECTOR PARK SUPERMARKET

At: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

For: CONNECTOR PROPERTY PTY LTD

Project: 21.281

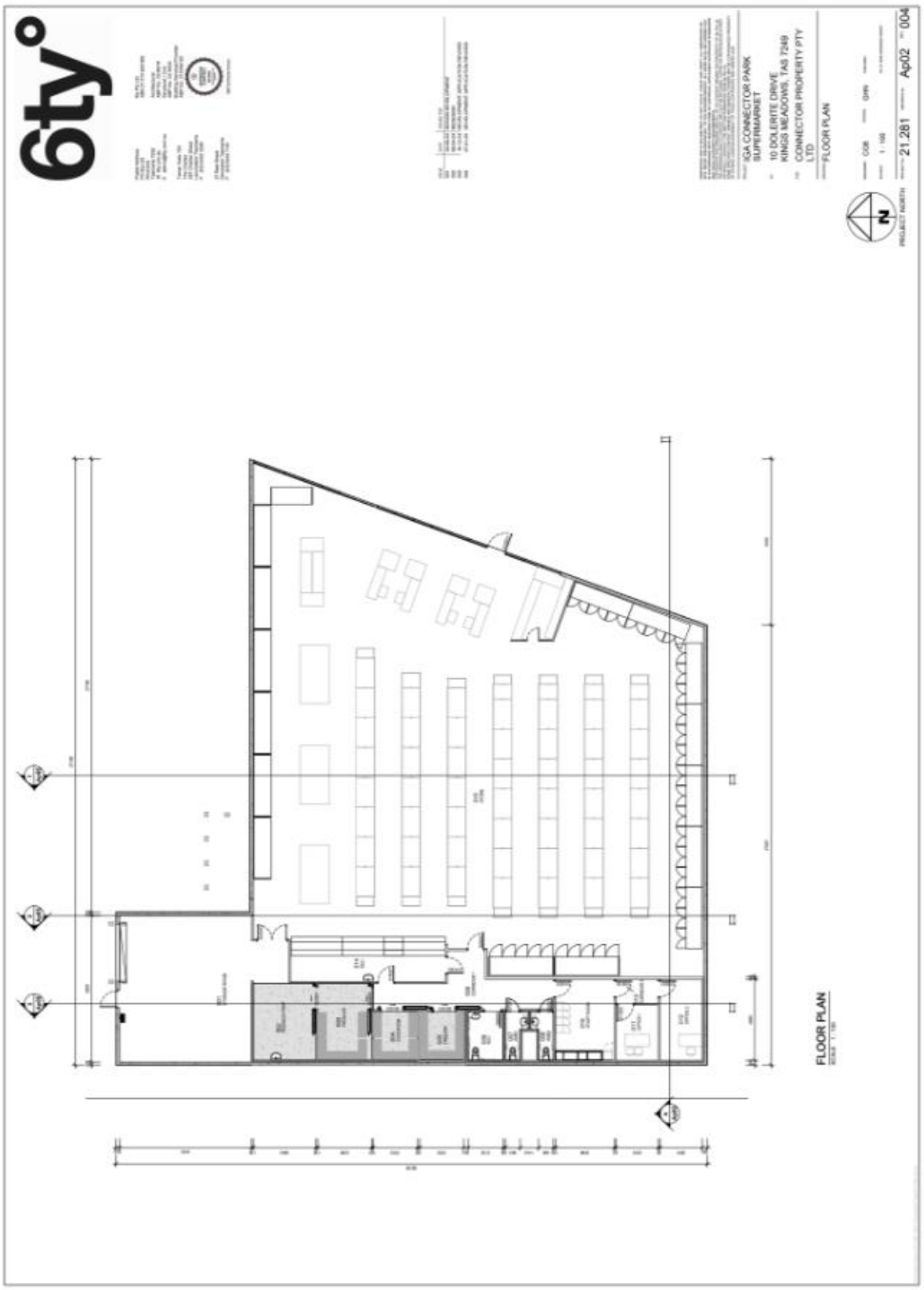
Drawings:

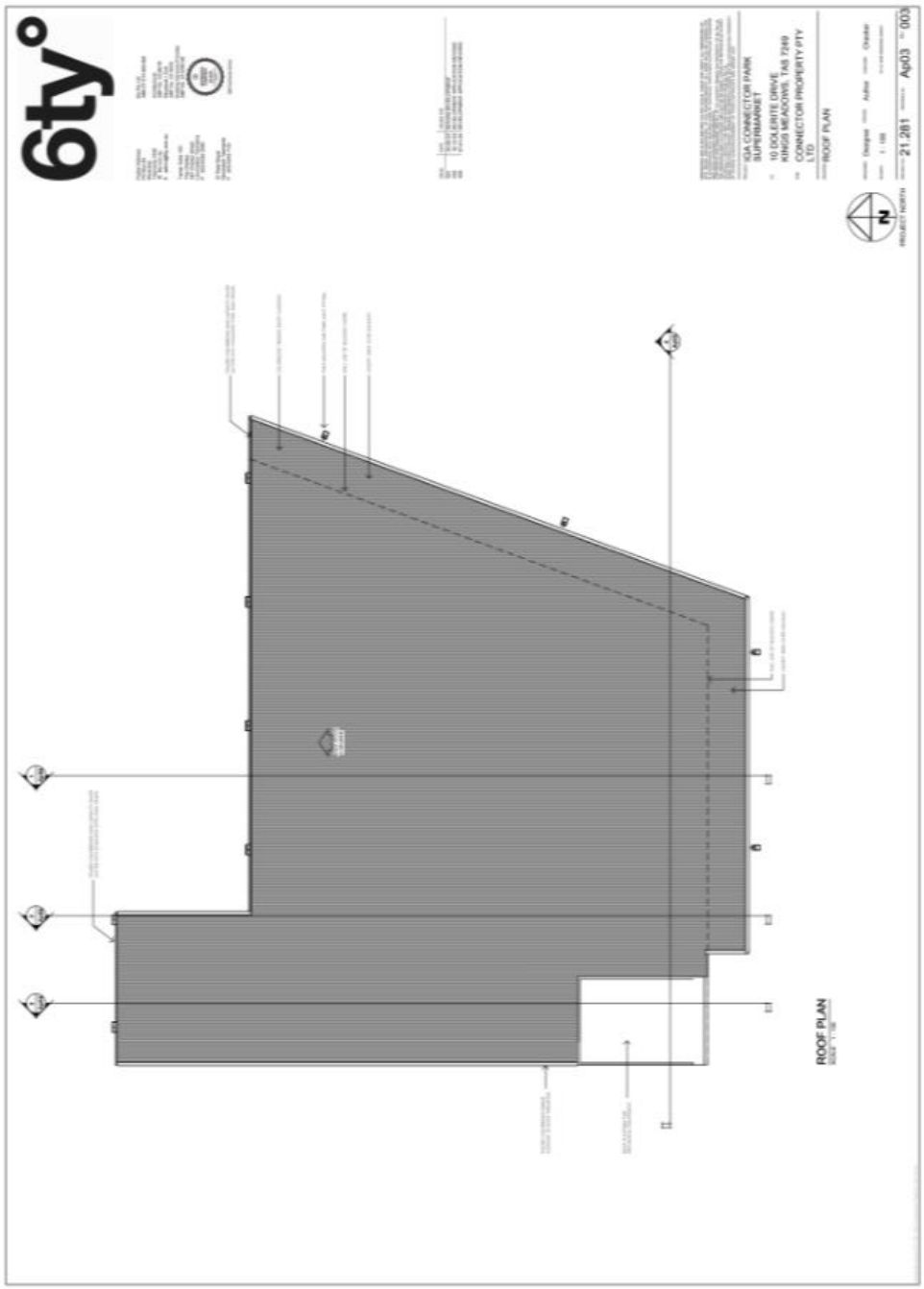
A000	COVER SHEET
A001	SITE PLAN
A002	FLOOR PLAN
A003	ROOF PLAN
A004	ELEVATIONS
A005	SECTIONS
A006	BUILDING VIEWS
A007	SITE VIEWS

PLANNING DOCUMENT

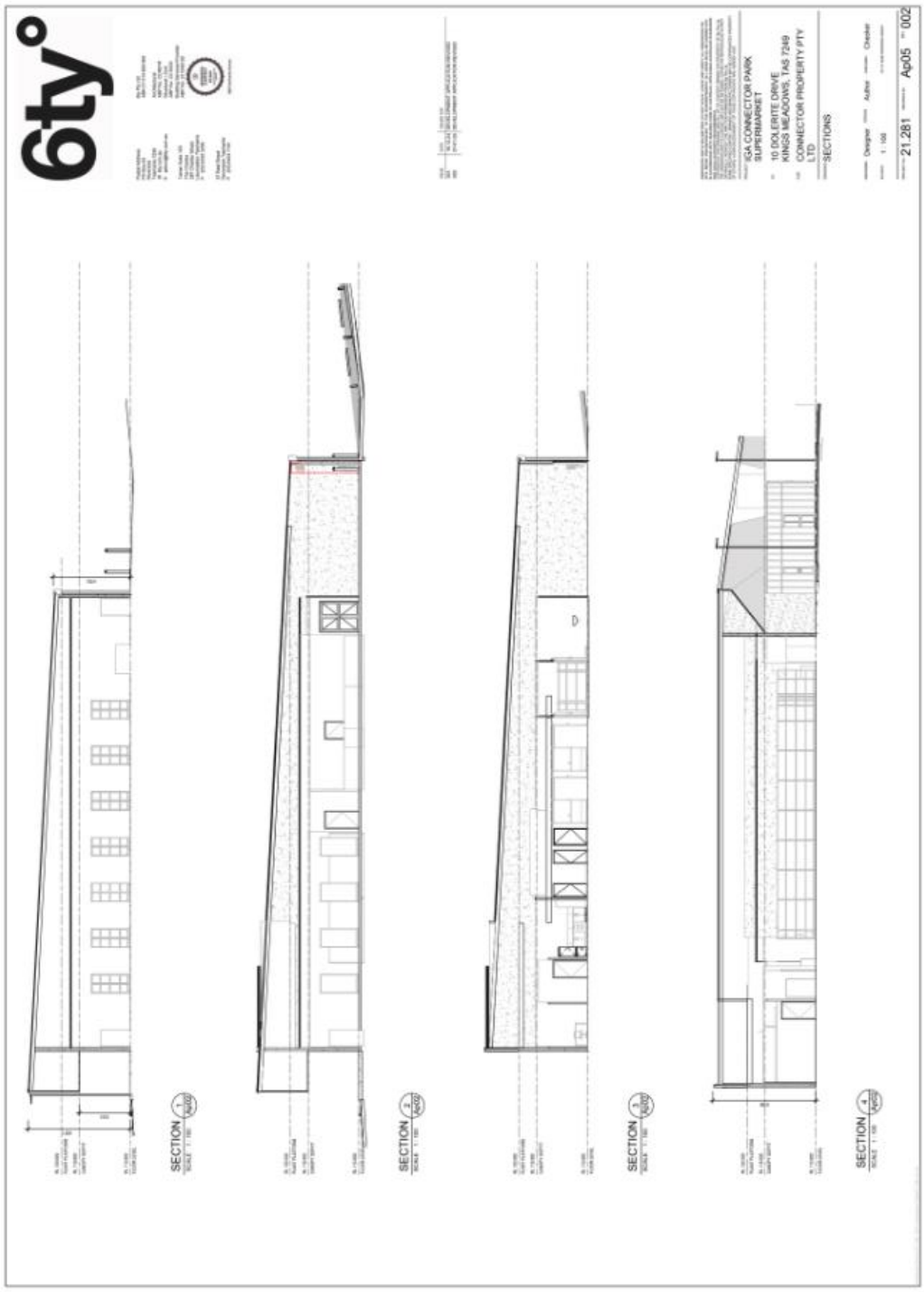
Issue date: 07-01-2025

6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
SITE PLAN
21.281
A901
004
DOLERITE DRIVE
PARKING SCHEDULE
SITE PLAN

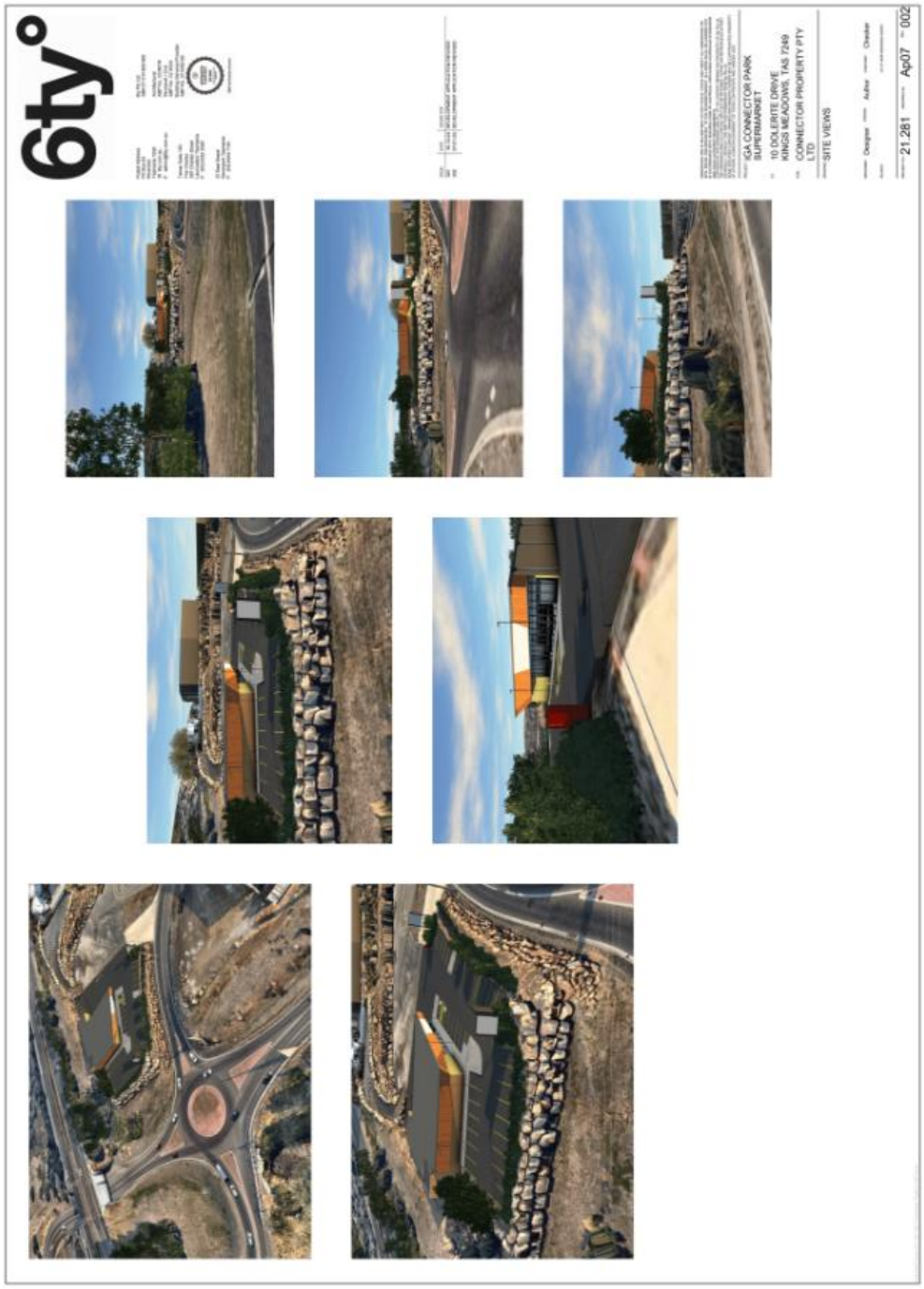

6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
FLOOR PLAN
21.261
A902
004
FLOOR PLAN


6ty°
GA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
ROOF PLAN
21.281
A903
003
ROOF PLAN

6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
ELEVATIONS
21.261
Ap04
003
SIGN PLAN
SECTION
SIGNAGE
NORTH ELEVATION
EAST ELEVATION
SOUTH ELEVATION
WEST ELEVATION


6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
SECTIONS
21.281
A005
002
SECTION
SECTION
SECTION
SECTION

6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
BUILDING VIEWS
21 281
A906
002
VIEW FROM CAR PARK ENTRY
VIEW FROM MIDLAND HIGHWAY EXIT RAMP

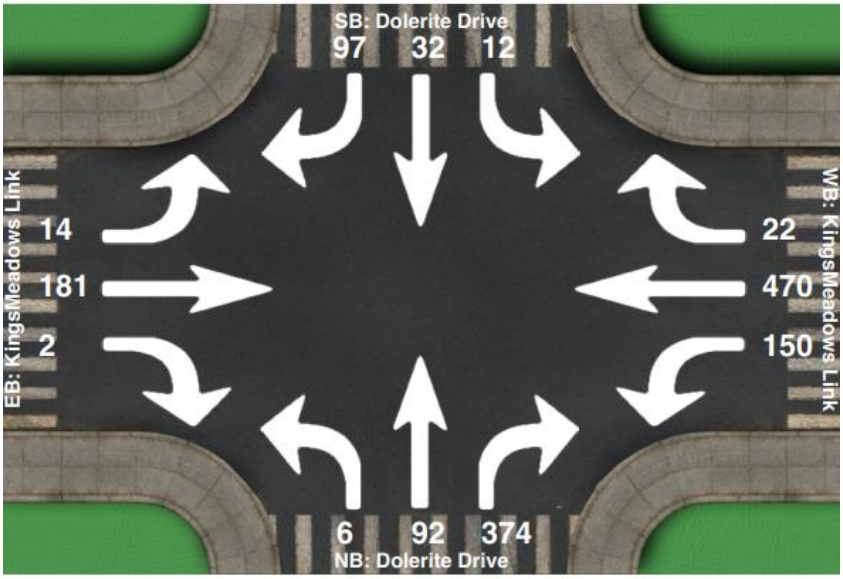

6ty°
KIA CONNECTOR PARK SUPERMARKET
10 DOLERITE DRIVE, KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
SITE VIEWS
21.281
A907
002

Appendix B – Dolerite Drive Rabt Count Data

PM Peak 2022

Intersection Peak Hour

Location: Dolerite Drive at KingsMeadows Link, Tas
GPS Coordinates: Lat=-41.443852, Lon=147.141801
Date: 2022-04-08
Day of week: Friday
Weather: Fine
Analyst: Sid Saxby



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	12	32	97	150	470	22	6	92	374	14	181	2	1452
Factor	0.33	0.53	0.51	0.60	0.78	0.46	0.25	0.59	0.71	0.39	0.69	0.17	0.81
Approach Factor	0.56			0.75			0.80			0.71			

Traffic Impact Assessment

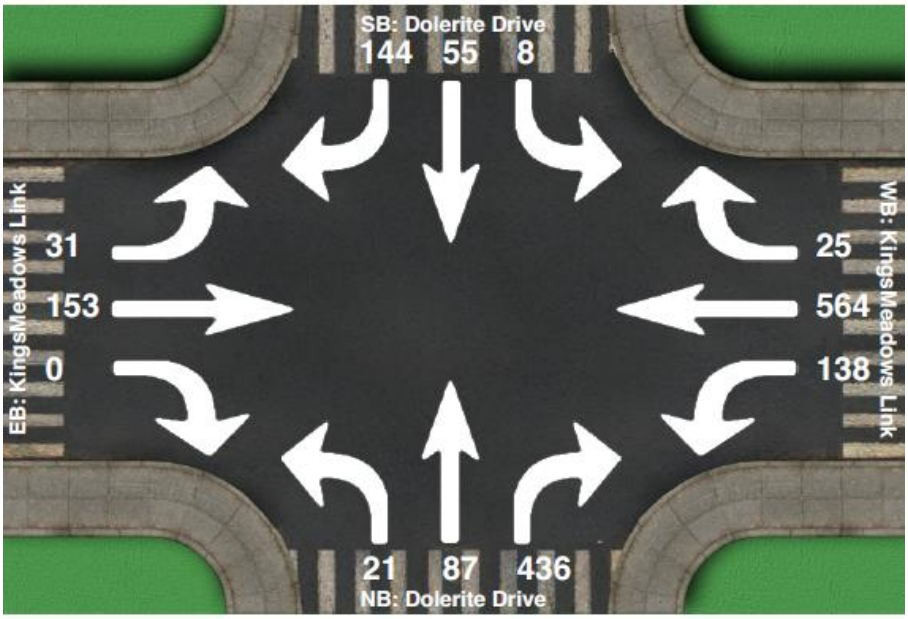
PM Peak 2025

Dolerite Drive AADT

- 2025 – 3,465 vpd
- Compound annual growth rate of 1.0%
- 8% HV
- 2035 – 3,810 vpd

Intersection Peak Hour

Location:	Dolerite Drive at KingsMeadows Link, Launceston
GPS Coordinates:	
Date:	2025-02-10
Day of week:	Monday
Weather:	Fine
Analyst:	Sid Saxby



Intersection Peak Hour

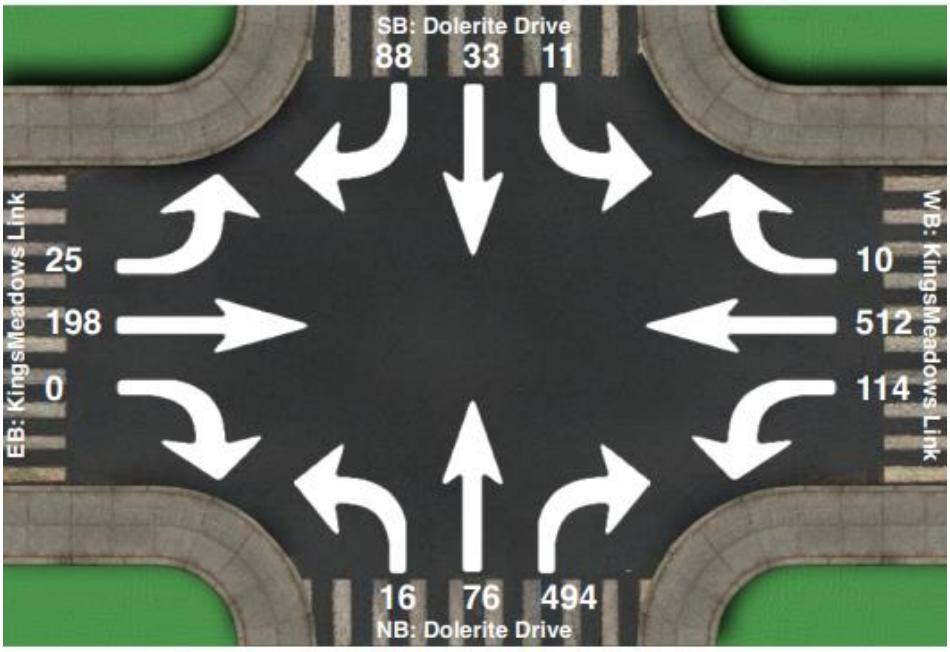
16:00 - 17:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	8	55	144	138	564	25	21	87	436	31	153	0	1662
Factor	0.17	0.65	0.67	0.61	0.78	0.52	0.44	0.52	0.70	0.52	0.67	0.00	0.77
Approach Factor	0.75			0.75			0.77			0.73			

AM Peak 2022

Intersection Peak Hour

Location: Dolerite Drive at KingsMeadows Link, Tas
GPS Coordinates: Lat=-41.443852, Lon=147.141801
Date: 2022-04-08
Day of week: Friday
Weather: Fine
Analyst: Sid Saxby



Intersection Peak Hour

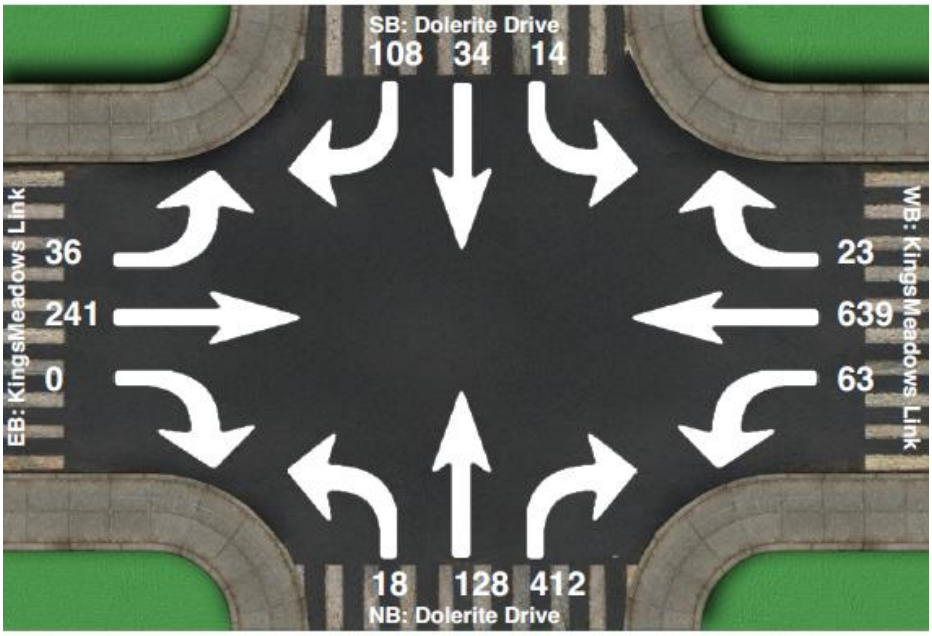
08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	11	33	88	114	512	10	16	76	494	25	198	0	1577
Factor	0.46	0.55	0.46	0.56	0.71	0.42	0.27	0.70	0.76	0.52	0.63	0.00	0.86
Approach Factor	0.58			0.68			0.80			0.64			

AM Peak 2025

Intersection Peak Hour

Location: Dolerite Drive at KingsMeadows Link, Launceston
GPS Coordinates:
Date: 2025-02-09
Day of week: Sunday
Weather: Fine
Analyst: Sid Saxby



Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	14	34	108	63	639	23	18	128	412	36	241	0	1716
Factor	0.39	0.40	0.56	0.44	0.75	0.27	0.50	0.59	0.73	0.38	0.61	0.00	0.88
Approach Factor	0.76			0.79			0.72			0.64			

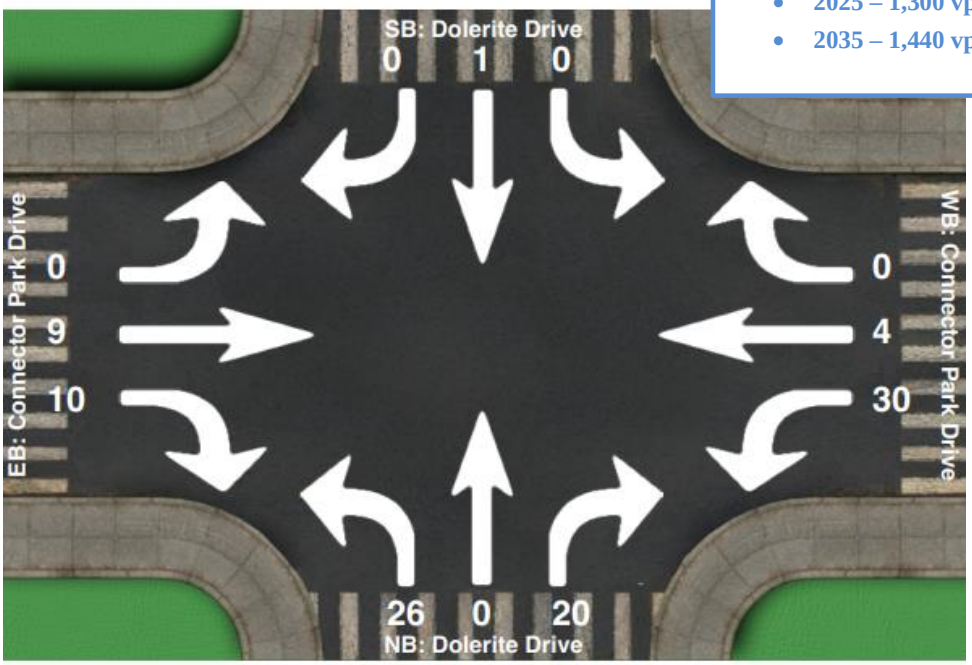
Appendix C – CPD / Dolerite Drive Count Data

Intersection Count Summary

Location: Dolerite Drive at Connector Park Drive, Kings Meadows
GPS Coordinates: Lat=-41.480664, Lon=147.153609
Date: 2022-07-13
Day of week: Wednesday
Weather: Fine
Analyst: Richard Burk

CPD AADT

- 2022 – 1,260 vpd
- CAG of 1.0%
- 8% HV
- 2025 – 1,300 vpd
- 2035 – 1,440 vpd



Intersection Count Summary

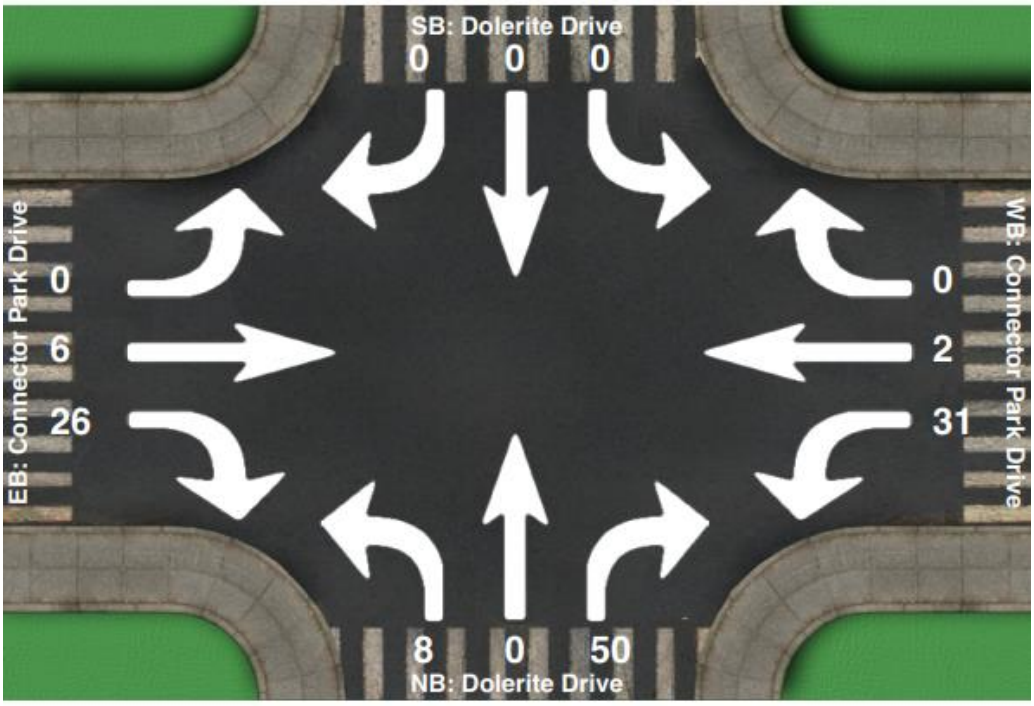
08:13 - 08:42

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	1	0	30	4	0	26	0	20	0	9	10	100

Traffic Impact Assessment

Intersection Count Summary

Location: Dolerite Drive at Connector Park Drive, Kings Meadows
GPS Coordinates: Lat=-41.480664, Lon=147.153609
Date: 2022-07-12
Day of week: Tuesday
Weather: Fine
Analyst: Richard Burk



Intersection Count Summary

17:00 - 17:29

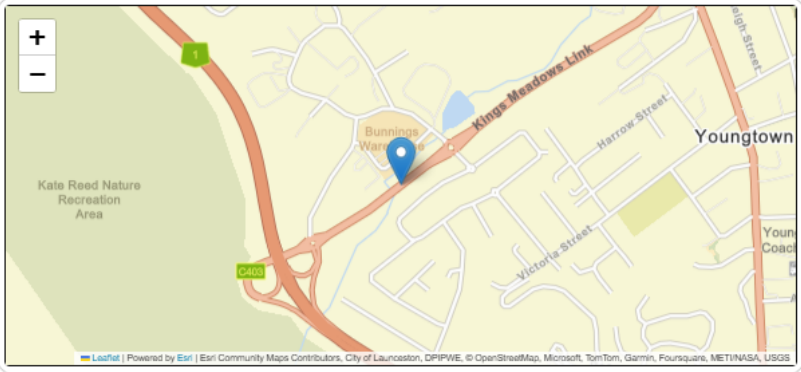
	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	31	2	0	8	0	50	0	6	26	123

Appendix D – Kings Meadows Link Count Data

A1811100
- Kings Meadows Main Road 440m E Of Midland Hwy Overpass
City: Kings Meadows
Route number: A1811

Site Data

80 km/h



Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
East	6,932	6,177	37,061
West	7,642	6,828	40,968
Total	14,574	13,005	78,029

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AADT	-	-	-	11,248	-	13,725	-	12,437	-	**12,524**
% HV	-	-	-	10.9%	-	12.6%	-	7.6%	-	-

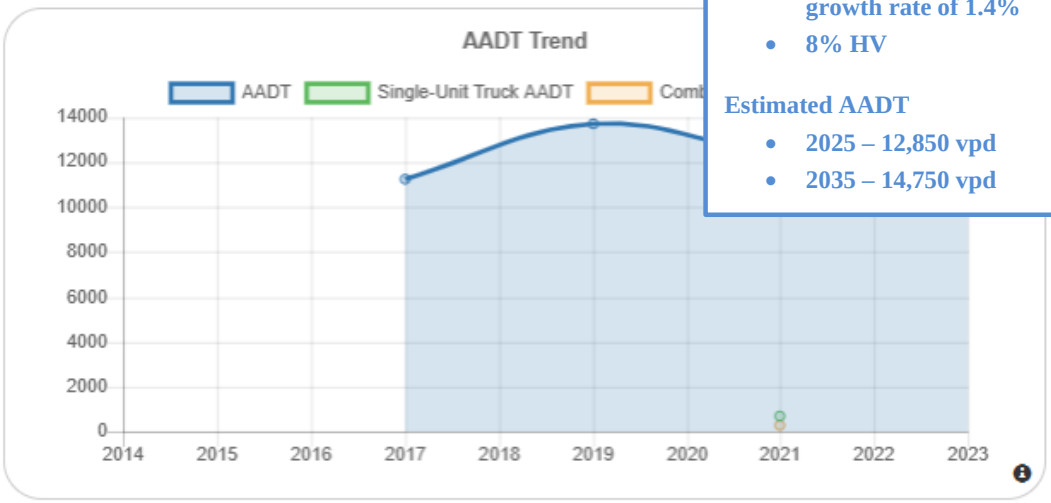
Traffic Impact Assessment

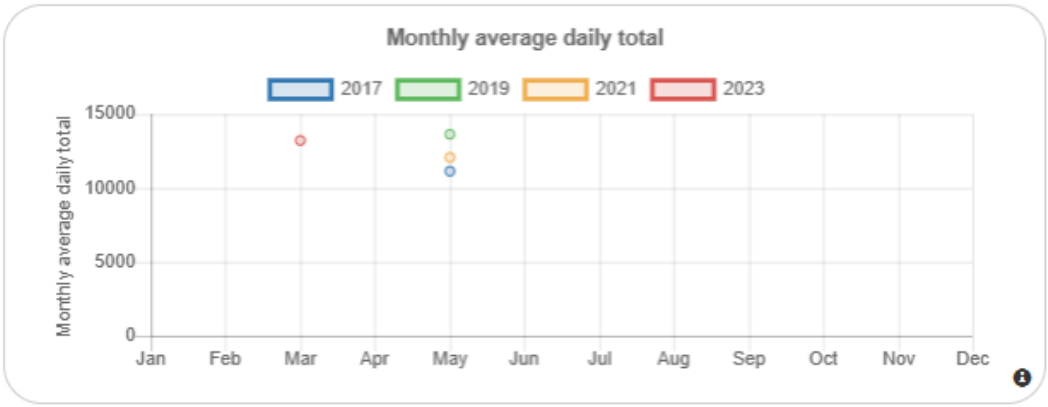
Kings Meadows Link AADT

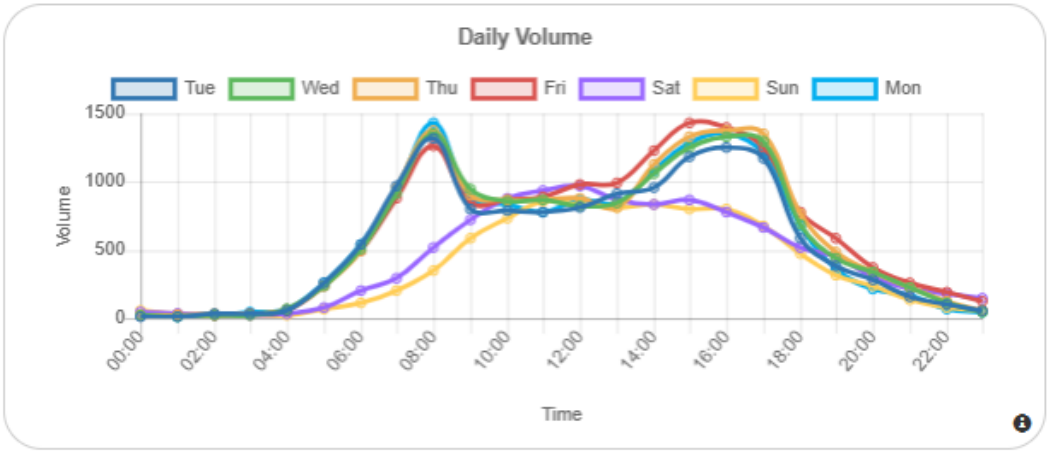
- 2017 – 11,248 vpd
- 2023 – 12,524 vpd
- Compound annual growth rate of 1.4%
- 8% HV

Estimated AADT

- 2025 – 12,850 vpd
- 2035 – 14,750 vpd







Appendix E – Midlands Hwy Count Data

A0087630
- Midland Highway 790m N Of Kings Meadows MR
City: Mt Pleasant
Route number: A0087

Site Data

100 km/h

Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	15,758	14,490	101,429
South	15,102	13,779	96,451
Total	30,860	28,269	197,880

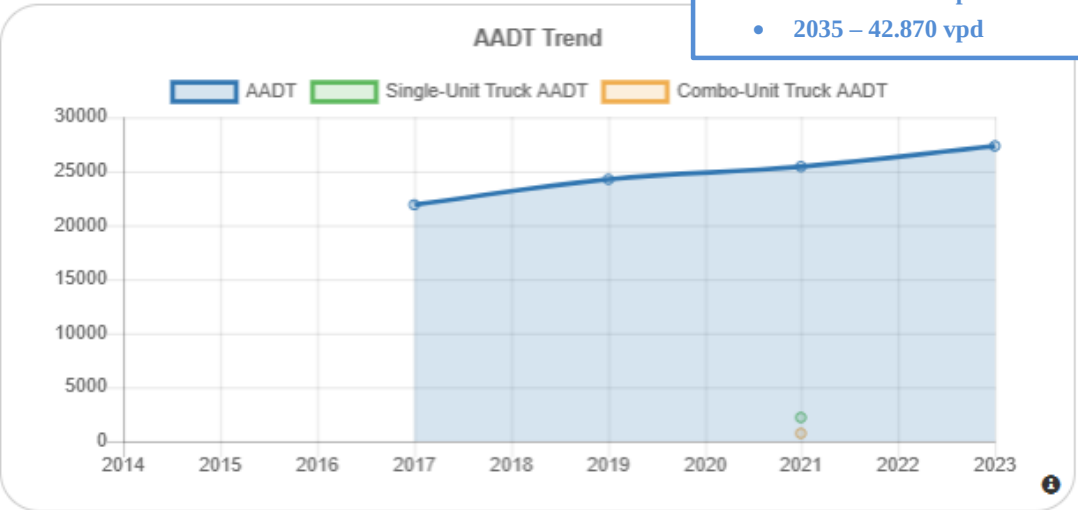
Annual Statistics

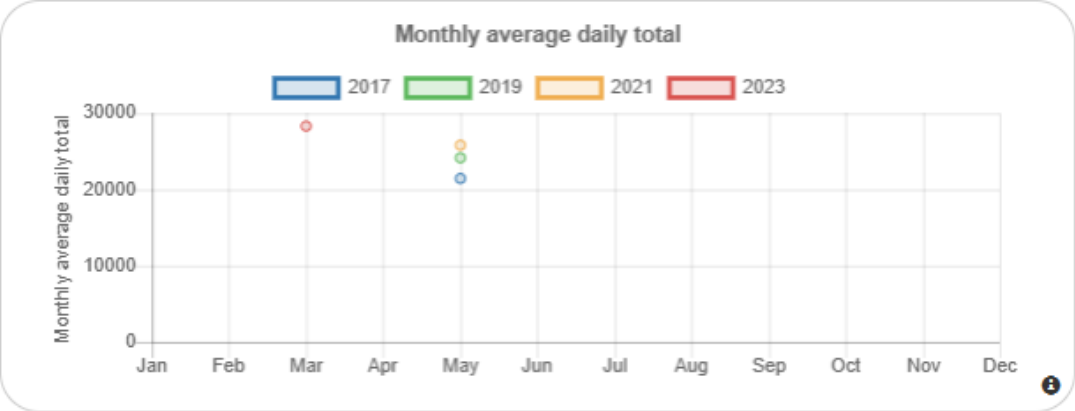
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AADT	-	-	-	21,908	-	24,261	-	25,395	-	27,395
% HV	-	-	-	13.5%	-	8.4%	-	11.4%	-	-

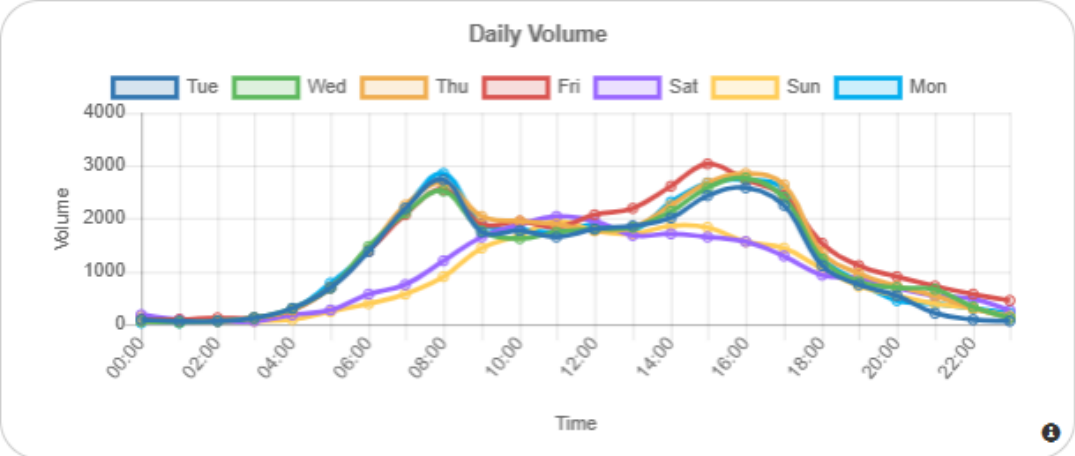
Traffic Impact Assessment

Midlands Hwy AADT (11% HVs)

- **2017 – 21,908 vpd**
- **2023 – 27,395 vpd**
- **Comp. growth of 3.7%**
- **2025 – 29.520 vpd**
- **2035 – 42.870 vpd**



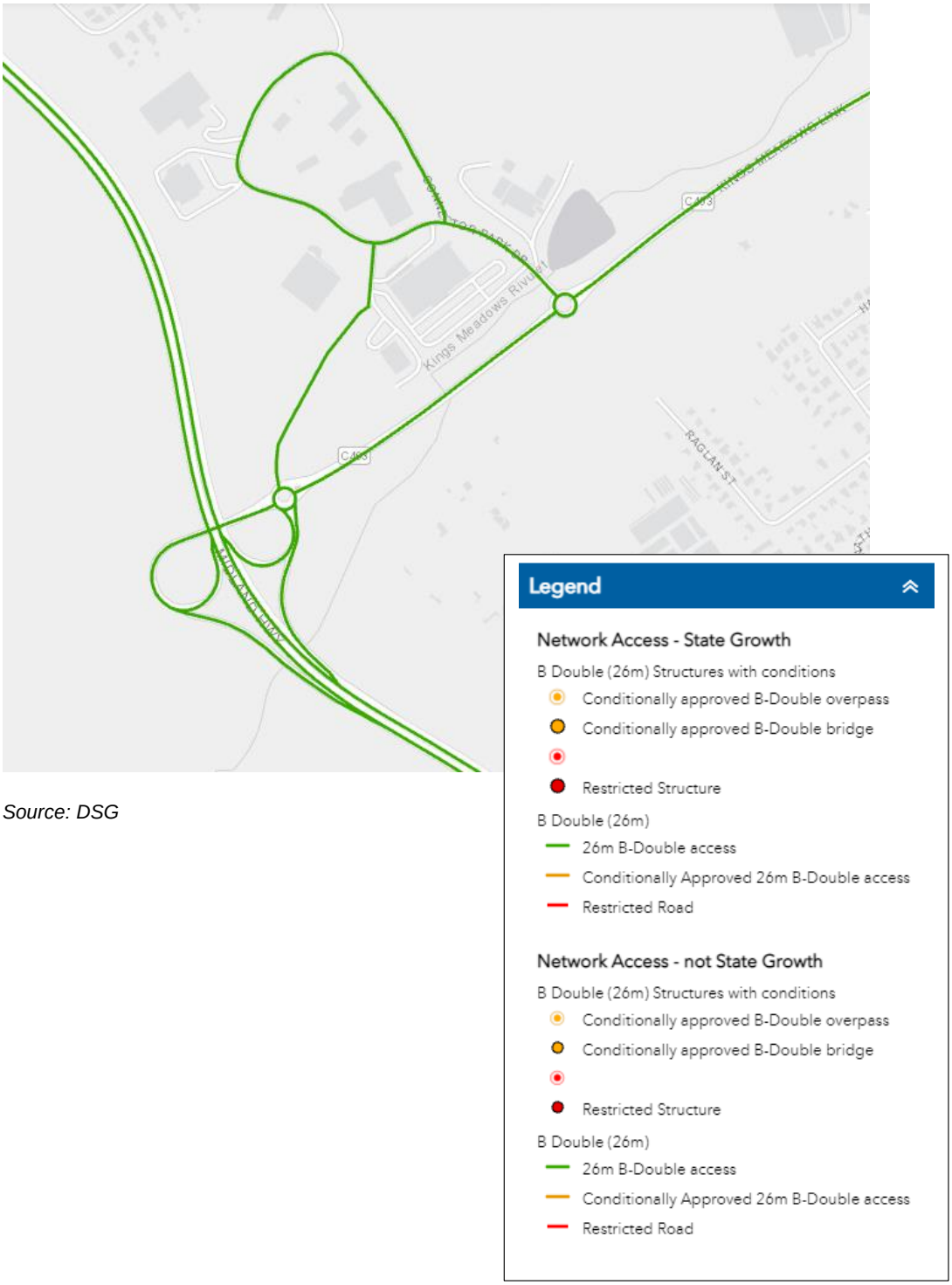




Appendix F – DSG Limited Access Roads

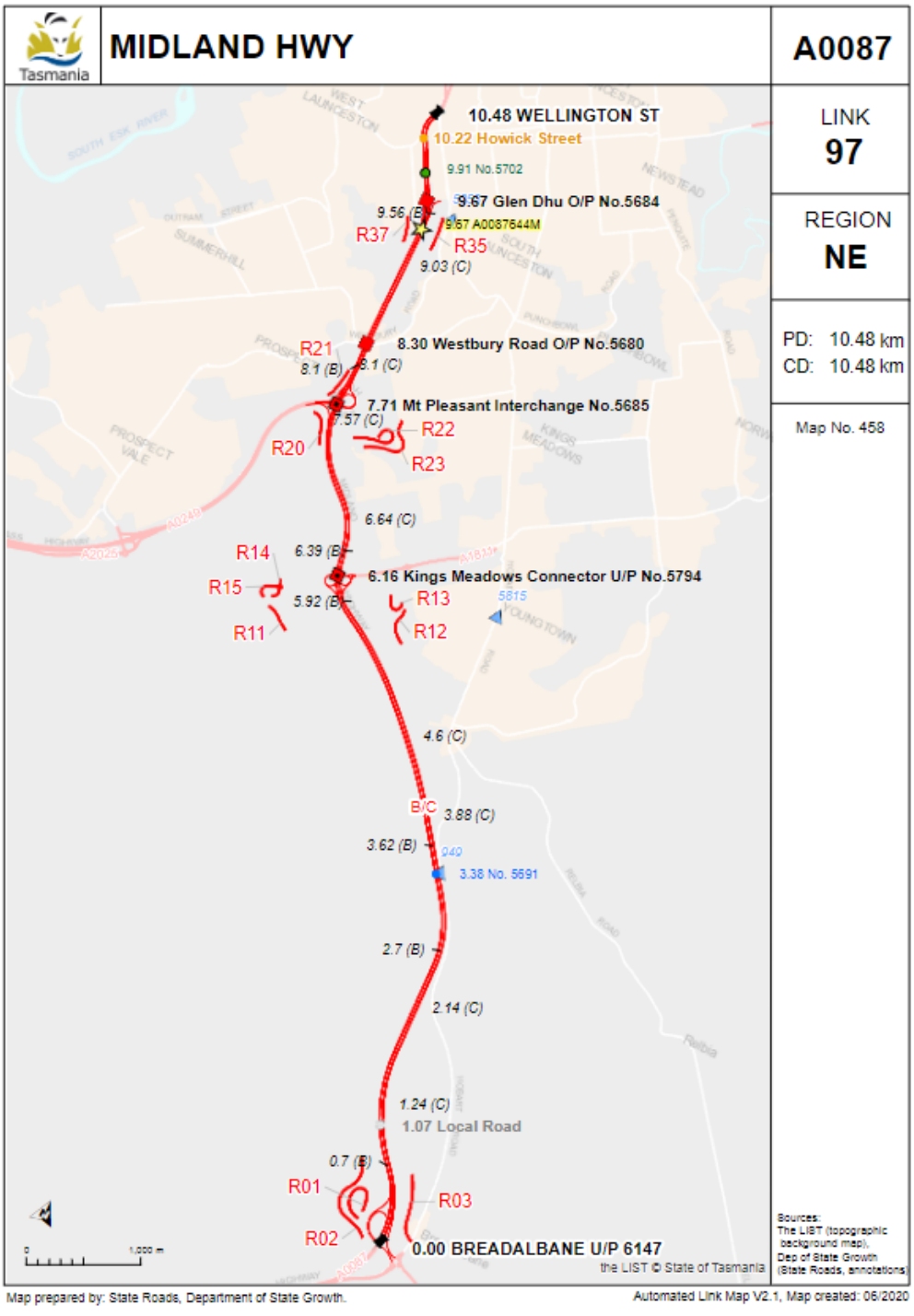
Source: The List, DPIPWE

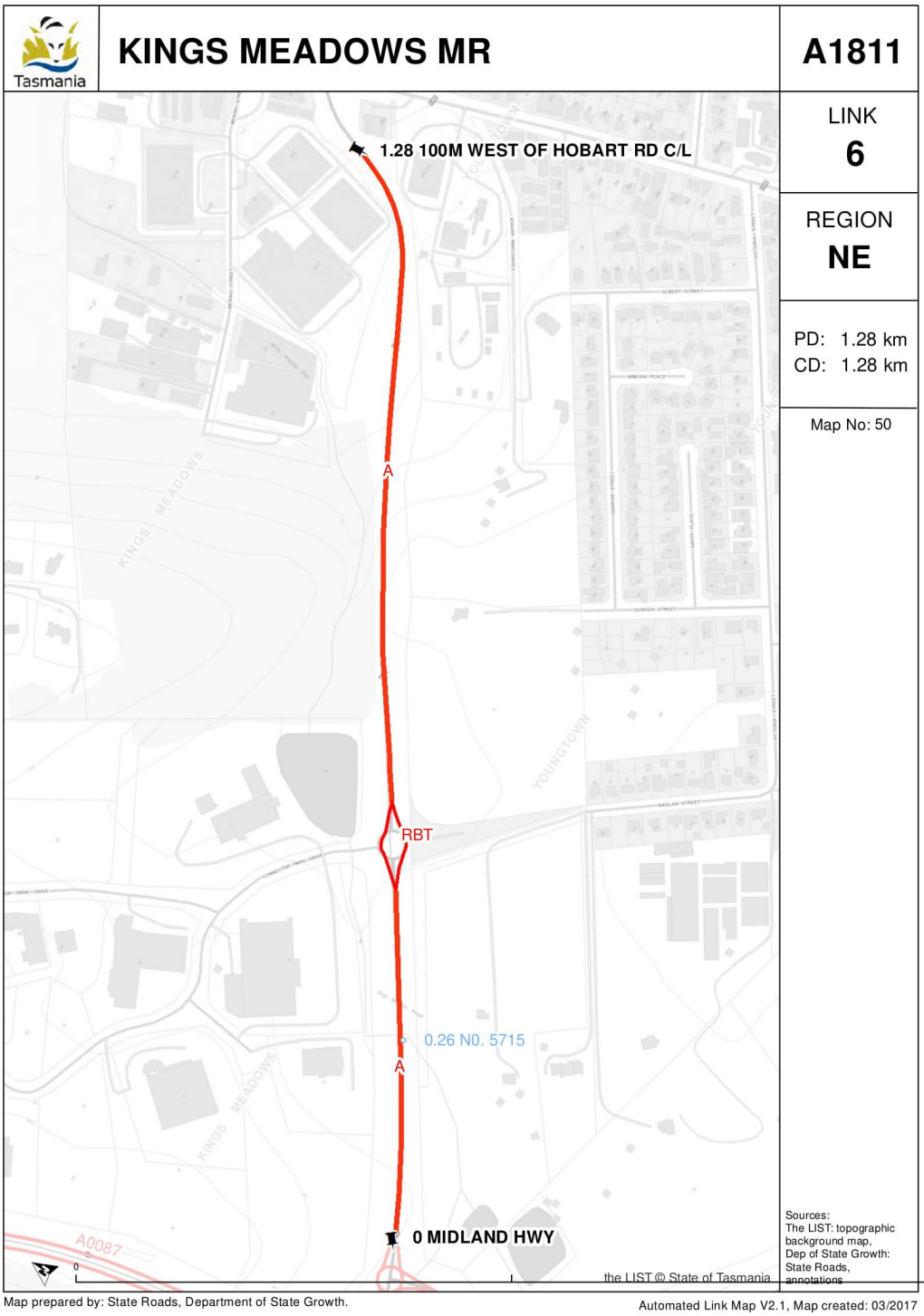
Appendix G – Tas. 26m B Double Network



Source: DSG

Appendix H – DSG Link Map



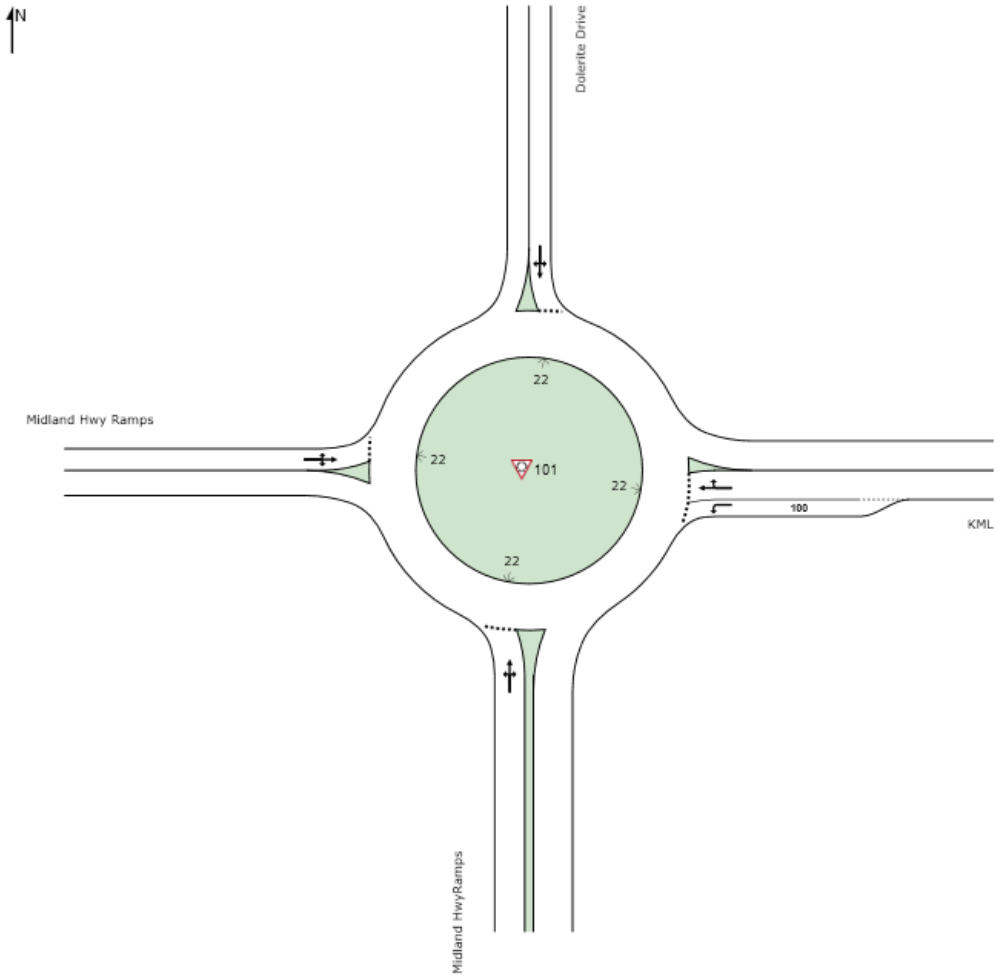

KINGS MEADOWS MR
A1811
LINK
6
REGION
NE
PD: 1.28 km
CD: 1.28 km
Map No: 50
1.28 100M WEST OF HOBART RD C/L
A
RBT
0.26 N0. 5715
A
0 MIDLAND HWY
A0087
Sources:
The LIST: topographic background map,
Dep of State Growth: State Roads, annotations
the LIST © State of Tasmania
Map prepared by: State Roads, Department of State Growth.
Automated Link Map V2.1, Map created: 03/2017

Appendix I - SIDRA Model - KMI Rabt 2035

SITE LAYOUT

Site: 101 [KMI Rabt 2035 AM]

KMC Roundabout
Site Category: (None)
Roundabout



Appendix J - SIDRA Analysis - KMI Rabt 2035

AM Peak 2025 without proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2025 AM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland HwyRamps								
21	L2	18	8.0	0.662	10.7	LOS B	6.3	47.5
22	T1	128	8.0	0.662	10.4	LOS B	6.3	47.5
23	R2	412	8.0	0.662	15.2	LOS B	6.3	47.5
Approach		558	8.0	0.662	13.9	LOS B	6.3	47.5
East: KML								
24	L2	63	8.0	0.064	3.9	LOS A	0.3	2.2
8	T1	639	8.0	0.445	3.3	LOS A	3.3	24.6
26	R2	23	8.0	0.445	8.0	LOS A	3.3	24.6
Approach		725	8.0	0.445	3.5	LOS A	3.3	24.6
North: Dolerite Drive								
27	L2	14	8.0	0.201	6.5	LOS A	1.2	9.2
28	T1	34	8.0	0.201	6.3	LOS A	1.2	9.2
29	R2	108	8.0	0.201	11.1	LOS B	1.2	9.2
Approach		156	8.0	0.201	9.6	LOS A	1.2	9.2
West: Midland Hwy Ramps								
30	L2	36	8.0	0.346	6.1	LOS A	2.4	17.6
2	T1	241	8.0	0.346	6.0	LOS A	2.4	17.6
32	R2	1	8.0	0.346	10.7	LOS B	2.4	17.6
Approach		278	8.0	0.346	6.0	LOS A	2.4	17.6
All Vehicles		1717	8.0	0.662	7.8	LOS A	6.3	47.5

AM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2035 AM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles										
Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland HwyRamps								
21	L2	20	8.0	0.852	22.3	LOS C	14.0	104.8
22	T1	166	8.0	0.852	22.0	LOS C	14.0	104.8
23	R2	450	8.0	0.852	26.8	LOS C	14.0	104.8
Approach		636	8.0	0.852	25.4	LOS C	14.0	104.8
East: KML								
24	L2	70	8.0	0.074	4.1	LOS A	0.3	2.6
8	T1	700	8.0	0.507	3.5	LOS A	4.1	30.4
26	R2	30	8.0	0.507	8.2	LOS A	4.1	30.4
Approach		800	8.0	0.507	3.7	LOS A	4.1	30.4
North: Dolerite Drive								
27	L2	17	8.0	0.274	7.2	LOS A	1.8	13.5
28	T1	42	8.0	0.274	7.1	LOS A	1.8	13.5
29	R2	135	8.0	0.274	11.8	LOS B	1.8	13.5
Approach		194	8.0	0.274	10.4	LOS B	1.8	13.5
West: Midland Hwy Ramps								
30	L2	47	8.0	0.443	7.4	LOS A	3.5	25.9
2	T1	265	8.0	0.443	7.3	LOS A	3.5	25.9
32	R2	1	8.0	0.443	12.0	LOS B	3.5	25.9
Approach		313	8.0	0.443	7.3	LOS A	3.5	25.9
All Vehicles		1943	8.0	0.852	12.1	LOS B	14.0	104.8

PM Peak 2025 without proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2025 PM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles									
Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland Hwy/Ramps								
21	L2	21	8.0	0.626	9.3	LOS A	5.5	41.3
22	T1	87	8.0	0.626	9.1	LOS A	5.5	41.3
23	R2	436	8.0	0.626	13.8	LOS B	5.5	41.3
Approach		544	8.0	0.626	12.9	LOS B	5.5	41.3
East: KML								
24	L2	138	8.0	0.148	4.3	LOS A	0.7	5.4
8	T1	564	8.0	0.417	3.5	LOS A	2.9	21.9
26	R2	25	8.0	0.417	8.2	LOS A	2.9	21.9
Approach		727	8.0	0.417	3.8	LOS A	2.9	21.9
North: Dolerite Drive								
27	L2	8	8.0	0.254	6.1	LOS A	1.6	11.8
28	T1	55	8.0	0.254	6.0	LOS A	1.6	11.8
29	R2	144	8.0	0.254	10.7	LOS B	1.6	11.8
Approach		207	8.0	0.254	9.3	LOS A	1.6	11.8
West: Midland Hwy Ramps								
30	L2	31	8.0	0.225	5.7	LOS A	1.4	10.6
2	T1	153	8.0	0.225	5.6	LOS A	1.4	10.6
32	R2	1	8.0	0.225	10.3	LOS B	1.4	10.6
Approach		185	8.0	0.225	5.6	LOS A	1.4	10.6
All Vehicles		1663	8.0	0.626	7.7	LOS A	5.5	41.3

PM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2035 PM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland Hwy Ramps								
21	L2	23	8.0	0.802	17.3	LOS B	11.0	82.3
22	T1	109	8.0	0.802	17.1	LOS B	11.0	82.3
23	R2	480	8.0	0.802	21.8	LOS C	11.0	82.3
Approach		612	8.0	0.802	20.8	LOS C	11.0	82.3
East: KML								
24	L2	152	8.0	0.171	4.6	LOS A	0.9	6.6
8	T1	620	8.0	0.485	3.8	LOS A	3.7	27.9
26	R2	31	8.0	0.485	8.6	LOS A	3.7	27.9
Approach		803	8.0	0.485	4.2	LOS A	3.7	27.9
North: Dolerite Drive								
27	L2	10	8.0	0.358	6.8	LOS A	2.5	18.5
28	T1	70	8.0	0.358	6.7	LOS A	2.5	18.5
29	R2	187	8.0	0.358	11.4	LOS B	2.5	18.5
Approach		267	8.0	0.358	10.0	LOS B	2.5	18.5
West: Midland Hwy Ramps								
30	L2	39	8.0	0.283	6.4	LOS A	1.9	14.5
2	T1	168	8.0	0.283	6.2	LOS A	1.9	14.5
32	R2	1	8.0	0.283	11.0	LOS B	1.9	14.5
Approach		208	8.0	0.283	6.3	LOS A	1.9	14.5
All Vehicles		1890	8.0	0.802	10.6	LOS B	11.0	82.3

Appendix K – Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix L – DSG advice on TIA acceptability

DSG advice received 6th March 2025

RE: TIA for 10 Dolerite Road accessing Kings Meadows Connector Road

SV Siale, Vili <Vili.Siale@stategrov
To Richard Burk
Cc Hills, Garry; Volker, Sam
11:19 AM

Our Reference: D23/77203/2

Hi Richard,
Thank you for your updated TIA.

Following a review, the proposed development is off Dolerite Drive, such that the impact of the proposed development on the Kings Meadows Interchange roundabout would be inconsequential in comparison the overall network traffic flow within the vicinity. On this basis, your TIA is accepted.

However, having stated the above, we have already undertaken our own analyses of the Kings Meadows Interchange roundabout based on onsite detailed traffic count, which demonstrated that;

- The Midland Highway southbound off ramp is already at LOS F, which is consistent with the queue overflow of the off ramp onto the Midland Highway southbound eastern lane. This has led to the installation of advance warning signs and reduction in speed limits along the Midland Highway southbound carriageway within the vicinity of the Kings Meadows Interchange.
- The small diameter roundabout is reaching capacity and would warrant measures e.g. metering to enhance traffic flow.
- The Department is considering a project to address the above matter. Therefore, I have copied in this email Garry and Sam if you wish further discussions on this matter.

If you have any further queries regarding this matter, please let me know.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Traffic Engineering | Network Management
State Roads | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA0124/2023 PSA-LLP0011
Council notice date	6/05/2025
TasWater Reference No.	TWDA 2025/00467-LCC
Date of response	12/05/2025
TasWater Contact	Shaun Verdouw
Phone No.	0467 901 425
Trade Waste Contact	Scott James
Phone No.	136992

Response issued to

Council name	CITY OF LAUNCESTON
Contact details	Planning.Admin@launceston.tas.gov.au

Development details

Address	10 DOLERITE DR, KINGS MEADOWS
Property ID (PID)	9571307
Description of development	Combined Application - Planning Scheme Amendment to Allow General Retail and Hire Use within Light Industrial Zone & New Supermarket

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
6TY	21.281 – Ap01	004	07/01/25

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56S(2) TasWater makes the following submission(s):

TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter.
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.

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

Document Set ID: 5224470
Version: 1, Version Date: 12/05/2025

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

TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

DEVELOPER CHARGES

7. 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 $1,683.21 to TasWater for water infrastructure for 0.958 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.
8. 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 $3,403.31 to TasWater for sewerage infrastructure for 1.937 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

9. The applicant or landowner as the case may be, must pay a development assessment fee of $403.51 to TasWater, as approved by the Economic Regulator and the fee 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

Trade Waste
Prior to any Building and/or Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

- Location of all pre-treatment devices (i.e. Grease Arrestor/Dry Basket Arrestors)

Document Set ID: 5224470
Version: 1, Version Date: 12/05/2025

- Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and a drainage design;

- Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge.

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.

Declaration

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

Document Set ID: 5224470
Version: 1, Version Date: 12/05/2025

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 size	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

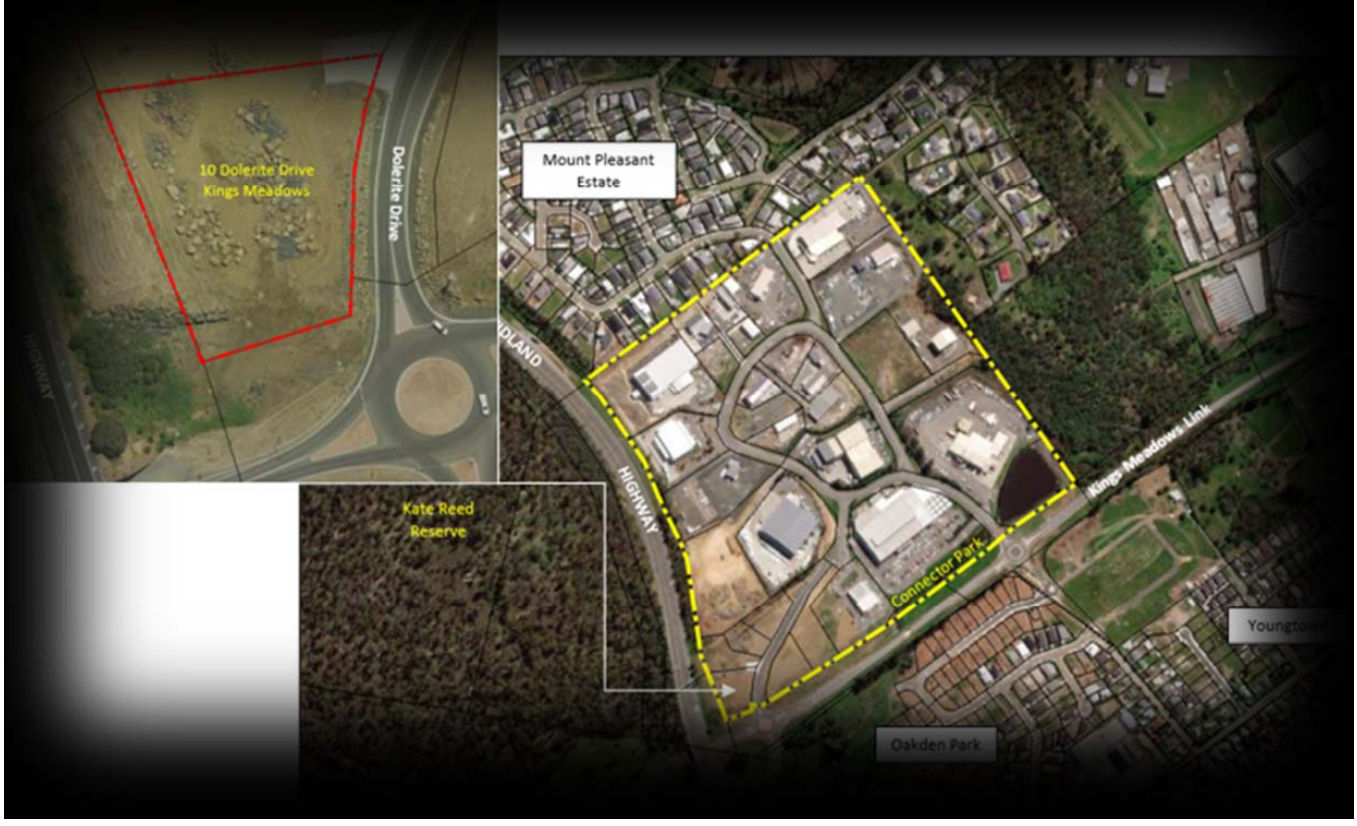
6ty°

Planning Report

Section (37(1) and 40(T) Land Use Planning and Approvals Act 1993

Request to Amend the Launceston Local Provisions Schedule and Combined Development Application

10 Dolerite Drive, Kings Meadows



Document Control Record

Document prepared by:

6ty° Pty Ltd
ABN 27 014 609 900

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

Launceston Office
Tamar Suite 103
The Charles
287 Charles Street
Launceston 7250
P (03) 6332 3300

Document Control					
Report Title:	Kings Meadows IGA Planning Report				
Project Number:	21.281		**Project Name:**	Connector Park IGA	
Client:	Connector Property Pty Ltd		**Client Contact:**	-	
Revision:	**Date:**	**Revision details:**	**Prepared by:**	**Reviewed by:**	
1	11 March 2025	Final	G. Walker		
Current revision:	**1**				

Table of Contents

1. Introduction 6
1.1 Application Overview 7
1.2 Proposed Draft Amendment 8
1.2.1 Rationale for the Draft Amendment 8
1.3 Statutory Overview 9
2. Site Analysis 11
2.1 Location 11
2.2 Title Information 12
2.3 Surrounding Area 12
2.4 Zoning and Overlays 12
2.4.1 Light Industrial Zone 12
2.4.2 Overlays 13
2.5 Built Form 15
2.6 Topography 15
2.7 Infrastructure 15
2.7.1 Road 15
2.7.2 Hydraulic Services 15
2.8 Natural Values 17
2.9 European Heritage 17
2.10 Aboriginal Heritage 17
2.11 Environmental Hazards and Constraints 17
2.11.1 Landslip Hazard 17
2.11.2 Bushfire Hazard 18
2.11.3 Site Contamination 18
2.11.4 Flood Hazard 18
2.11.5 Biodiversity Values 18
2.11.6 Scenic Values 18
3. Supporting Assessments 19
3.1 Retail Assessment 19
3.2 Traffic Impact Assessment 19
4. Statutory Assessment 20
4.1 Section 8A Guidelines 20
4.2 Schedule 1 Objectives 20
4.2.1 Schedule 1 Objectives – Part 1 20
4.2.2 Schedule 1 Objectives – Part 2 21
4.3 State Policies 22
4.3.1 Tasmanian State Coastal Policy 1996 22

4.3.2 State Policy on the Protection of Agricultural Land 2009 23
4.3.3 State Policy on Water Quality Management 1997 23
4.3.4 National Environment Protection Measures 23
4.4 Northern Tasmania Regional Land Use Strategy 23
4.4.1 Part E: Regional Planning Policies 24
4.4.2 Site Context 24
4.4.3 Activity Centre Network Strategies 25
4.4.4 Regional Activity Centre Network Policy 27
4.4.5 Regional Economic Development Policy 29
4.5 City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review 30
4.6 Greater Launceston Transport Vision 35
4.7 Launceston Transport Strategy 2020-2040 36
5. Permit Application Assessment 38
5.1 Use and Development 38
5.2 Application Status 38
5.3 Light Industrial Zone 39
5.3.1 Use Standards 39
5.3.2 Development Standards 40
5.4 Code Summary 42
5.5 Signs Code 43
5.5.1 Development Standards 44
5.6 Parking and Sustainable Transport Code 46
5.7 Road and Railway Assets Code 46
5.8 Southern Gateway Specific Area Plan 46
5.9 Performance Criteria Assessment 48
5.9.1 Clause 18.3.2 - Discretionary Uses 48
5.9.2 Clause 18.4.2 - Setbacks 48
5.9.3 Clause 18.4.5 - Landscaping 49
5.9.4 Clause LAU-S14.7.1 Visual impact 50
5.9.5 Clause C1.6.1 - Design and siting of signs 52
5.9.6 Clause C1.6.2 - Illuminated signs 54
6. Miscellaneous 56
6.1 E3.3 Key Activity Centre Network Strategies 56
6.2 Vehicle Trips 57
7. Conclusion 59
Appendix A Title Document 60
Appendix B Owners Consent 61
Appendix C Development Plans 62
Appendix D Retail Assessment 63
Appendix E TIA 64

1. Introduction

6ty° Pty Ltd has been engaged by **Connector Property Pty Ltd** to prepare an application for a draft amendment to the Local Provisions Schedule of the Tasmanian Planning Scheme - Launceston (**'the Scheme'**) in accordance with section 37(1) and 40T(1) of the *Land Use Planning and Approvals Act 1993* ('the Act').

The draft amendment seeks to include a 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, if for land located at 10 Dolerite Drive, Kings Meadows identified by Certificate of Title Volume 181165 Folio 1 (**'the site'**), only.

The purpose of the proposed draft amendment is to enable an application for a new convenience supermarket to be considered under the applicable provisions of the Light Industrial Zone of the Scheme. The proposed use and development would otherwise not be allowable under the Scheme without the proposed draft scheme amendment.

This planning report (**'report'**) forms the basis of the application and has been prepared having regard to the relevant requirements and objectives of the Act and relevant strategic planning documents including:

1. Northern Tasmanian Regional Land Use Strategy;
2. State Policies;
3. City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review;
4. Greater Launceston Transport Vision;
5. Launceston Transport Strategy 202-2040; and
6. Tasmanian Planning Scheme incorporating the Launceston Local Provisions Schedule.

The report is supported by the following development plans prepared by **6ty° Pty Ltd** with **Project No. 21.281** and documents:

Table 1 - plans and documents that form part of the application.

Drawing Title	Drawing No.	Revision	Date	Issue	Issued For
Cover Sheet	Ap00	-	07-01-2025	-	Development Application
Site Plan	Ap01	004	07-01-2025	004	Development Application
Floor Plan	Ap02	004	07-01-2025	004	Development Application
Roof Plan	Ap03	003	07-01-2025	003	Development Application
Elevations	Ap04	003	07-01-2025	003	Development Application
Sections	Ap05	002	07-01-2025	002	Development Application
Building Views	Ap06	002	07-01-2025	002	Development Application
Site Views	Ap07	002	07-01-2025	002	Development Application
Document	**Prepared by**		**Date**	**Revision**	**Issued For**
Retail Assessment	Urban Enterprise		February 2022	V2.1	Development Application
Traffic Impact Assessment	Traffic and Civil Services		March 2025	Final	Development Application

1.1 Application Overview

The site[1] comprises a single lot that is addressed as 10 Dolerite Drive, Kings Meadows and comprised in folio of the Register Volume 181165 Folio 1 (**'the site'**). An overview of the site and the draft amendment is provided in Table 1 and the site is illustrated in Figure 1.

Table 2 -overview of the site and draft amendment.

Address:	10 Dolerite Drive, Kings Meadows	
Property Identification Number:	9571307	
Certificate of Title:	**Volume**	**Folio**
	181165	1
Owner:	Connector Property Pty Ltd	
Area:	4,416m^2	
Planning Authority	City of Launceston	
Legislative Instrument	*Land Use Planning and Approvals Act 1993*	
Planning Instrument:	*Tasmanian Planning Scheme - Launceston*	
Applicable Zone:	Light Industrial	
Applicable Overlay(s):	Airport Obstacle Limitation Area Bushfire-Prone Areas Landslip Hazard	
Applicable General Overlay(s):	Specific Area Plan LAU-S14.0 Southern Gateway Specific Area Plan	
Description	Inclusion of a Site Specific Qualification within the Launceston Local Provisions Schedule	

[1] *means the lot or lots on which a use or development is located or proposed to be located*. Table 3.1, Scheme.

Figure 1 - aerial image illustrating the location and spatial extent of the site.

Source: base image and data from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

1.2 Proposed Draft Amendment

The proposed draft amendment seeks to amend insert a Site Specific Qualification into the Launceston Local Provisions Schedule to allow the General Retail and Hire Use Class as a Discretionary use (unqualified) on the site as follows:

Reference No.	Site Reference	Folio of the Register	Description	Relevant SPP Clause
LAU-18.3	10 Dolerite Drive, Kings Meadows	188165/1	An additional Discretionary Use Class for this site is: General Retail and Hire	Light Industrial Zone - 18.2 Use Table

1.2.1 Rationale for the Draft Amendment

The primary rationale for the proposed draft amendment is the absence of a small supermarket and convenience retailer within the primary catchment of the site which has evolved to include:

- Connector Park Industrial Precinct which is almost entirely developed with a range or industrial and commercial type use and development which provide for a large employment and trade hub;
- Mount Pleasant residential estate to the north which comprises 230 residential lots;
- Oakden Park residential estate to the south-east which comprises 216 residential lots;

- Recent subdivisions of 5 Dundas Street and Sienna Place which has created 71 new residential lots; and
- the established residential area of Youngtown to the south-east predominately between Victoria Street and Harrow Street.

The proposed draft amendment would facilitate a small supermarket which would predominately serve the local residential and employment population and passing trade for convenience.

1.3 Statutory Overview

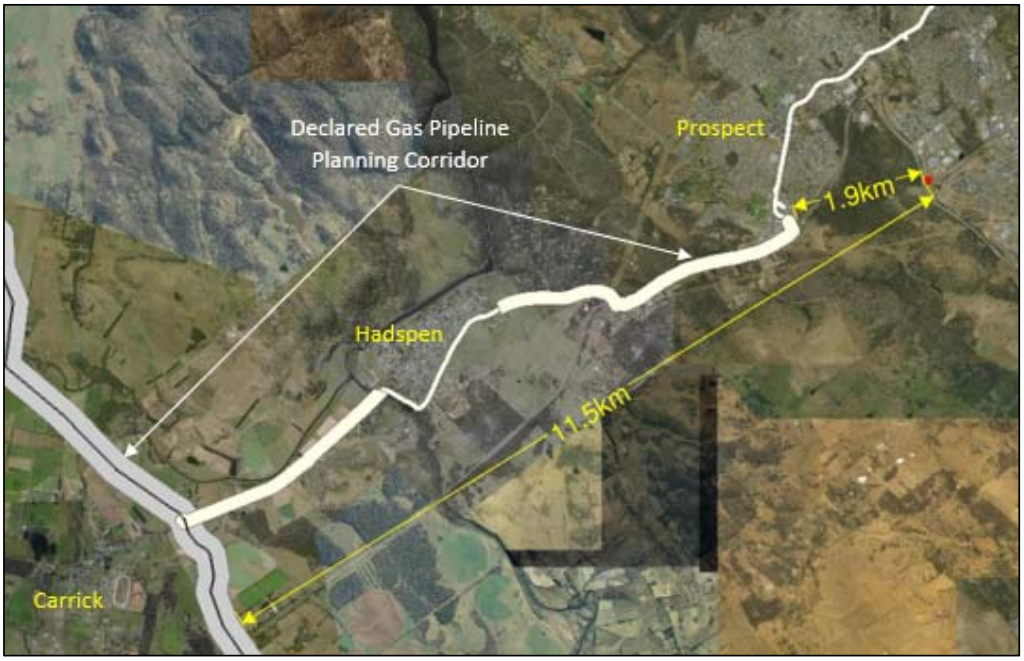
Section 38(1) of the Act requires that the planning authority must satisfy themselves that a draft amendment will meet the Local Provisions Schedule (LPS) criteria set out in section 34 of the Act. The following table provides an overview of the LPS criteria pertinent to the proposed draft amendment.

Table 3 - overview of LPS criteria set out in section 34(2) of the LUPA Act.

Section 34(2) LPS Criteria		
The LPS criteria to be met by a relevant planning instrument are that the instrument –		
Subclause	**Requirement**	**Response**
(a)	*contains all the provisions that the SPPs specify must be contained in an LPS.*	The proposed draft amendment seeks to amend the LPS by way of inserting a Site Specific Qualification within the Launceston Local Provisions Schedule. All provisions that the State Planning Provisions (**'SPPs'**) specify will continue to apply to the site/
(b)	*is in accordance with section 32.*	The proposed draft amendment will satisfy the matters specified in section 32 of the Act. In this regard, the Light Industrial Zone will continue to apply to the site. The Light Industrial zone was assigned to the site in accordance with the Zone Application Guidelines set out in Guideline No. 1 Local Provisions Schedule (**'LPS'**): Zone and Code Application June 2018 which are addressed in Section 4.1 of this report.
(c)	*furthers the objectives set out in Schedule 1.*	Assessment of the proposed draft amendment against the objectives set out in Schedule 1 of the Act is provided in Section 4.2 of this report.
(d)	*is consistent with each State policy.*	Assessment of the proposed draft amendment against each State policy is provided in Section 4.3 of this report.
(da)	*satisfies the relevant criteria in relation to the TPPs.*	There are no Tasmanian Planning Policies in effect in which to consider the proposed draft amendment against.
(e)	*as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates.*	Assessment of the proposed draft amendment against the Northern Tasmania Regional Land Use Strategy is provided in Section 4.4 of this report.
(f)	*Has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in*	Assessment of the proposed draft amendment against the relevant parts of the City of Launceston Strategic Plan 2014-2024: 2019 Review is provided in Section 4.5 of this report.

Section 34(2) LPS Criteria		
The LPS criteria to be met by a relevant planning instrument are that the instrument –		
Subclause	**Requirement**	**Response**
	relation to the land to which the relevant planning instrument relates.	
(g)	*as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates.*	In this instance, the site does not adjoin and is not located adjacent to, land that is governed by another LPS within a different municipal area. Accordingly, the proposed draft amendment satisfies section 34(2)(g) of the Act.
(h)	*has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019 .*	The site is located approximately 11.5km and 1.9km to the east of the applicable Gas Pipeline Corridors (refer to Figure 3). The proposed draft amendment will therefore not affect, or could be affected by, the requirements set out in the standards prescribed under the Gas Safety Act 2019.

Figure 2 - - aerial image illustrating the location of the declared gas pipeline planning corridor relative to the location of the site.



Source: base image and data from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

2. Site Analysis

2.1 Location

The site comprises a single lot with a predominately oblong shape with an area of approximately 4,416m^2.

The site has approximately 73m of frontage to Dolerite Drive along its eastern boundary, 42m of frontage to an intersection segment that connects Midland Highway to Kings Meadows Link along its southern boundary and 80.9m of frontage to Midland Highway along its western boundary.

It is located within the Connector Park Industrial Precinct and adjoins a private freehold lot to the north.

The site is vacant and has been significantly modified (refer to Figure 3 and 4).

Figure 3 - photograph illustrating the location and current status of the site looking south.

Figure 4 - photograph illustrating the location and current status of the site looking north-east.

2.2 Title Information

The site is comprised within the title detailed in Table 3 below.

Table 4 - title details of the site.

Address	Ownership	Title Reference
10 Dolerite Drive, Kings Meadows	Connector Park Pty Ltd	CT: 181165/1

A copy of the title documents is provided in **Appendix A**. Landowner's consent in accordance with Form No. 1 provided by the Tasmanian Planning Commission is provided in **Appendix B**.

2.3 Surrounding Area

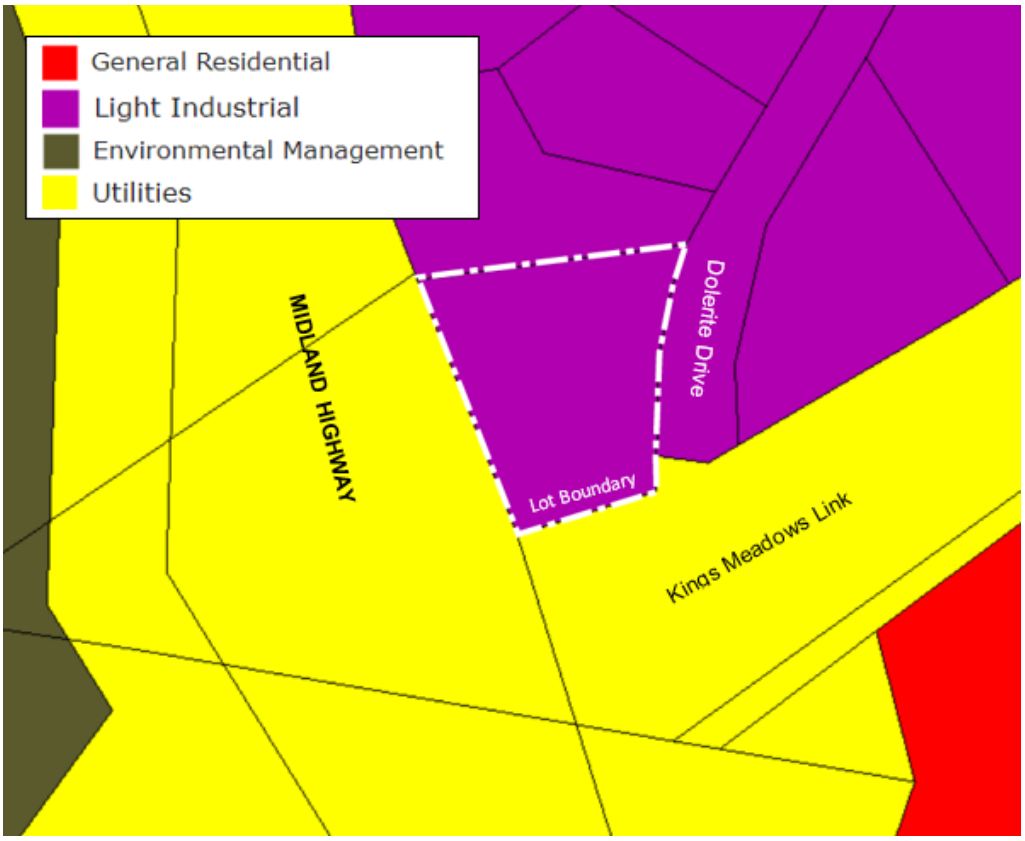
The site is located within an established industrial precinct of Kings Meadows ('Connector Park'). Connector Park comprises 30 lots with approximately 6 of the lots remaining undeveloped. Connector Park is bounded by major transport networks of Midland Highway to the west and Kings Meadows Link to the south. Two residential estates are located to the north and south of Connector Park with Kate Reed Reserve located adjacent to Connector Park to the west.

2.4 Zoning and Overlays

2.4.1 Light Industrial Zone

The site is assigned to the Light Industrial Zone under the *Tasmanian Planning Scheme* incorporating the *Launceston Local Provisions Schedule* (**'the Scheme'**). The zoning of the site and land surrounding the site is illustrated in Figure 6.

Figure 5 - map identifying the zone of the site and land surrounding the site.



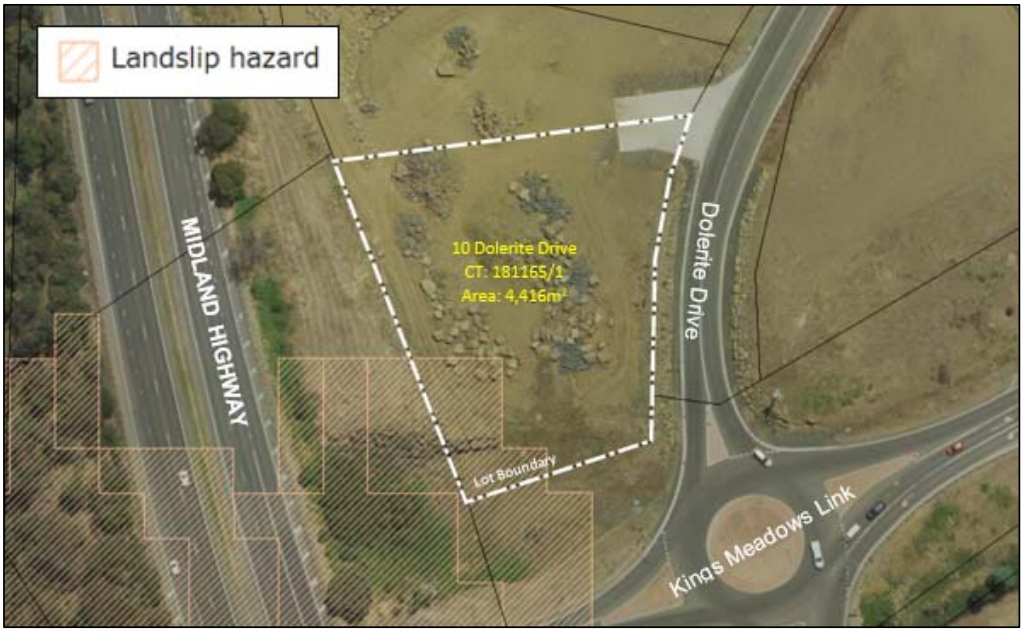
Source: base image and data from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

2.4.2 Overlays

The entirety of the site is shown within a Bushfire Prone Area and Airport Obstacle Limitation Area on the Scheme overlay maps. Figure 6 illustrates the extent to which the only other overlay (landslip hazard) applies to the site.

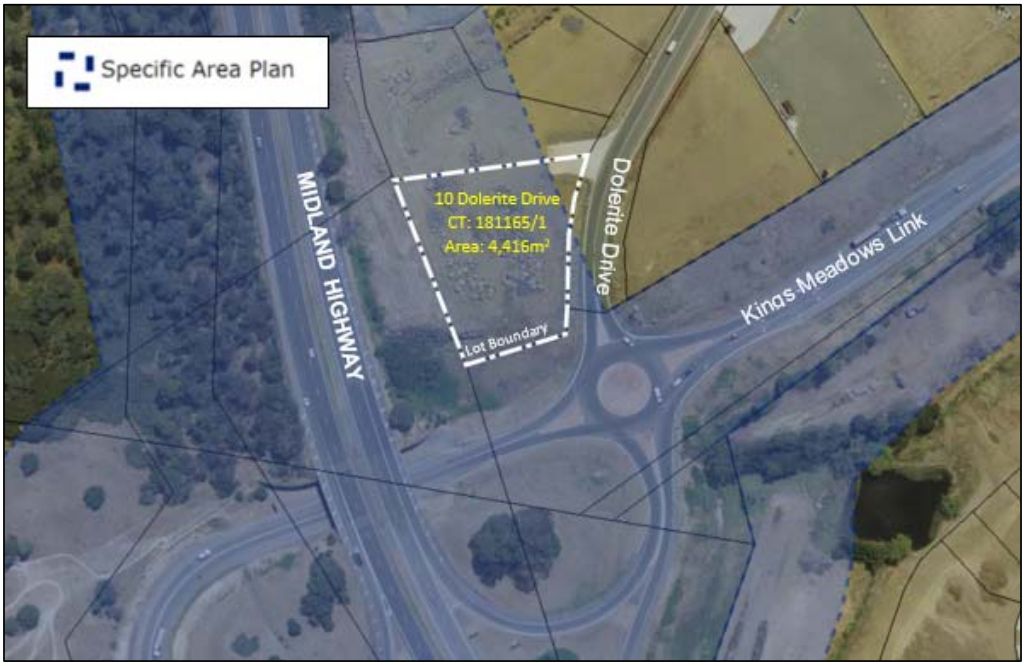
The site is also subject to the Southern Gateway Specific Area Plan the extent of which is illustrated in Figure 7.

Figure 6 - map identifying the relevant overlay that applies to the site which is the Landslip Hazard (Low Risk Band).



Source: base image and data from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 7 - map illustrating the extent of the Southern Gateway Specific Area that applies to the site.



Source: base image and data from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

2.5 Built Form

The site is vacant and does not contain any buildings. Adjoining and adjacent land to the north and east also comprise vacant lots.

2.6 Topography

The site is observed as being level with no noticeable fall.

2.7 Infrastructure

2.7.1 Road

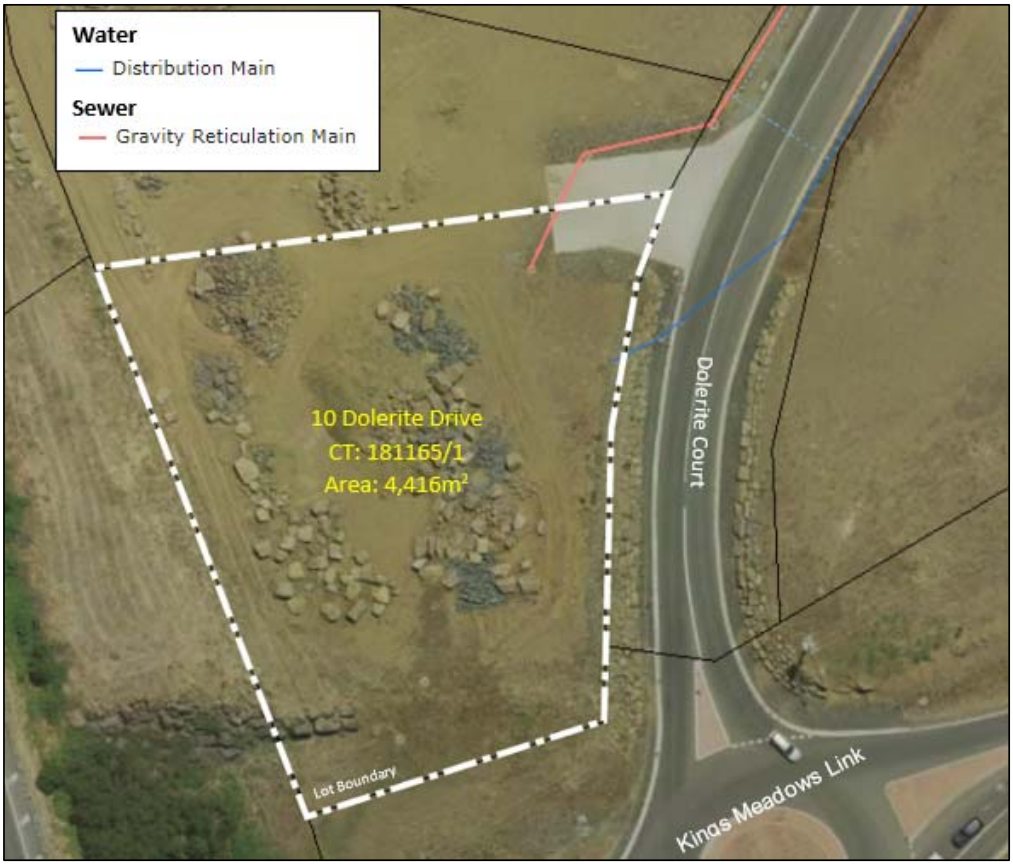
The site has frontage to frontage to Dolerite Drive along its eastern boundary, the intersection segment that connects Midland Highway to Kings Meadows Link along its southern boundary and Midland Highway along its western boundary. Midland Highway and the intersection segment are identified as a State highway (Category 1) and Arterial Road in the State Road Hierarchy and is management by the Department of State Growth. Dolerite Court is identified as a local road under the authority of Council.

An existing vehicle crossing onto Dolerite Drive will be retained to service the proposed use and development.

2.7.2 Hydraulic Services

The site is located within an established urban area and has established connections to reticulated water, sewer and stormwater infrastructure as detailed in Figures 8 and 9 below.

Figure 8 - map showing the site within a full sewer serviced land and the location of the associated gravity reticulation mains.



Source: base image and data from the LIST (https://maps.thelist.tas.gov.au/listmap/app/list/map).

Figure 9 - map showing the site within a full water serviced land and the location of the associated distribution and reticulation mains.

Source: base image and data from the Launceston ARCGIS Maps (https://launceston.maps.arcgis.com).

2.8 Natural Values

The site is a modified industrial lot that is devoid of all natural values.

2.9 European Heritage

The site is not listed on the Tasmanian Heritage Register. The site is not currently listed as a local heritage place on the Launceston LPS.

2.10 Aboriginal Heritage

The site is a fully developed urban lot located on land that has been significantly modified. It is not expected that the site will contain any Aboriginal relics. Notwithstanding this, obligations under the *Aboriginal Heritage Act 1975* will continue to apply to the site irrespective of the status of the proposed draft amendment.

2.11 Environmental Hazards and Constraints

2.11.1 Landslip Hazard

The site is shown as being subject to a low landslip hazard on the Tasmanian Planning Scheme Code Overlay maps (refer to Figure 6).

2.11.2 Bushfire Hazard

The site is located within a Bushfire Prone Area. The proposed draft amendment will not affect the mechanics of the Bushfire-Prone Area Code as it applies to the site and the proposed use and development will not be subject to the Bushfire-Prone Area Code on the basis that it does not involve subdivision of land and the use is not a hazardous or vulnerable use.

2.11.3 Site Contamination

The site is not known to have been used for a potentially contaminating activity.

2.11.4 Flood Hazard

The site is not shown as being subject to a flood hazard on the Tasmanian Planning Scheme Code Overlay maps.

2.11.5 Biodiversity Values

The site is not shown as being subject to a priority vegetation area, waterway and coastal protection area or a future coastal refugia area on the Tasmanian Planning Scheme Code Overlay maps.

2.11.6 Scenic Values

The site is subject to the Southern Gateway Specific Area Plan (SAP) which seeks to protect the southern approach to Launceston from intrusive or inappropriate development. The proposed draft amendment will not affect the mechanics of the SAP as it applies to the site and the proposed use and development will be assessed against the applicable Standards of the SAP.

3. Supporting Assessments

The application is informed by several background investigations which accompany the application and are summarised below.

3.1 Retail Assessment

Urban Enterprise (February 2025) was engaged to undertake a retail assessment (**'retail assessment'**) to inform the application for combined draft amendment and development application. The retail assessment provides an analysis of:

1. whether the retail proposal can viably be supported in the retail catchment;
2. whether the scale and nature of the retails use that would be facilitated by the proposed development at the site (small/convenience supermarket) will materially impact on the viability or primacy of the activity centre network within the framework of the Northern Tasmania Regional Land Use Strategy;
3. whether the proposed retail development will deliver a net community benefit.

The retail assessment concluded that the proposed retail facility that will be facilitated by the proposed draft amendment is able to be supported within the catchment without viably impacting existing supermarket traders within the sub-regional catchment which are enshrined within the retail hierarchy within the Northern Tasmania Regional Land Use Strategy.

3.2 Traffic Impact Assessment

Traffic and Civil Services (March, 2025) was engaged to undertake a Traffic Impact Assessment (**'TIA'**) of the proposed retail development. The TIA primarily assessed the proposed use and development facilitated by the proposed draft amendment against the Parking and Sustainable Transport Code (C2.0) and the Road and Railway Assets Code (C3.0) of the Scheme, rather than providing an opinion as to whether the use is appropriate for the site from the perspective of traffic through the strategic lens of the scheme amendment.

Assessment of the proposed use and development against the Parking and Sustainable Transport Code (C2.0) and the Road and Railway Assets Code (C3.0) of the Scheme is provided in sections 7.1 and 7.2 of the TIA.

4. Statutory Assessment

The following sections provide a detailed assessment of the proposed draft amendment against the LPS criteria listed in, or otherwise implied by, 34(2) of the LUPA Act.

4.1 Section 8A Guidelines

The Section 8A Guidelines were issued by the Tasmanian Planning Commission under section 8A of the LUPA Act. They provide guidance with respect to how and where SPP zones and codes should be applied to land. The proposed draft amendment does not seek to change the application of the zone and codes that currently apply to the site. On this basis, the proposed draft amendment will not be discordant with the Section 8A Guidelines.

4.2 Schedule 1 Objectives

4.2.1 Schedule 1 Objectives – Part 1

Part 1 – Objectives of the Resource Management and Planning System of Tasmania	
1. The objectives of the resource management and planning system of Tasmania are –	
Objective	**Response**
(a) to promote the sustainable development[2] of natural and physical resources and the maintenance of ecological processes and genetic diversity.	The site is located within an urban area that has previously been modified for the purposes of an industrial subdivision. The site has been cleared and significantly modified and it does not contribute significantly to ecological processes or genetic diversity within the local area and region.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water.	The proposed amendment will provide for fair, orderly and sustainable use and development. It will provide an opportunity to develop vacant land within an existing urban area for a retail facility that will provide an accessible and convenient retail amenity for the burgeoning resident and worker base in its primary catchment without compromising or distorting the established regional activity hierarchy network. The site is located within a fully serviced area. There are no particular natural or cultural values associated with the land, and future use and development allowed by the proposed draft scheme amendment would be unlikely to impact air, land and water resources any differently than existing use and development thin Connector Park and future use and development that is permissible

[2] ***Sustainable development*** *means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –*
(a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
(b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

	within the Light Industrial Zone which applies to the site.
(c) to encourage public involvement in resource management and planning.	If initiated, the proposed draft amendment will be placed on public exhibition for a formal comment period pursuant to Section 40G of the LUPA Act.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a) , (b) and (c).	The proposed amendment will facilitate economic development through the development of the site for a retail facility within and adjacent to an existing employment node and growing residential area. The retail assessment concluded that the proposed retail facility is estimated to deliver a net community benefit, with a higher number of jobs (FTE) and value-added delivered to the economy compared with light industrial uses as detailed within the retail assessment.
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.	The proposed draft amendment process represents the sharing of responsibility for resource management between the different spheres of Government, the community and industry within the State through engagement of the planning authority (local government), Tasmanian Planning Scheme (state government level), community and industry through public exhibition and the associated assessment processes.

4.2.2 Schedule 1 Objectives – Part 2

Part 1 – Objectives of the Resource Management and Planning System of Tasmania	
2. The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –	
Objective	**Response**
(a) to require sound strategic planning and co-ordinated action by State and local government.	The proposed draft amendment is assessed against the applicable sections of the Northern Tasmania Regional and Use Strategy (NTRLUS) in section 4.4 of this Planning Report. The proposed draft amendment has been found to be consistent with the applicable policies and actions in sections E.3 and E.5 of the NTRLUS. The proposed draft amendment therefore represents coordinated and sound strategic planning.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land.	The proposed draft amendment will not materially alter the established system of planning instruments that set the objectives, policies and controls for the use, development and protection of land. In this regard, all current zone and codes of the TPS will continue to apply to the site. The draft amendment will involve application of a Site Specific Qualification to the Launceston Local Provisions Schedule. The relevant Code provisions will continue to apply to the site in relation to the proposed development application that will be facilitated by the proposed draft amendment.

(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.	Attainment of this objective is not impacted by the proposed draft scheme amendment. In this regard, the site is within an established industrial environment and the proposed draft amendment only seeks to enable the site to be used for a small scale retail use. Codes and other applicable Scheme provisions that seek to manage and control environmental impacts will continue to remain relevant to the site to the degree that they are applicable.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.	The proposed draft amendment is consistent with relevant State, regional and local strategy and policy directions which broadly seek to achieve sustainable development that does not compromise environmental, social, economic and resource management objectives.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals.	The proposed Site Specific Qualification within the Launceston Local Provisions Schedule is able to be considered in conjunction with a permit application for the proposed retail development in accordance with section 40T(1) of the Act. The application therefore represents a coordinated approach to planning approvals.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.	The proposed amendment will provide for the development of a new retail outlet within an area that has limited convenience retailing offerings. It will broadly support the function and enhancement of local services and facilities, including the provision of a new building. It will therefore assist with the creation of a secure, pleasant, efficient and safe built environment.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.	The proposed draft amendment will not result in any impact on a place listed or known to be significant for its scientific, aesthetic, architectural, historical or cultural value.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.	The site is capable of being serviced by road, sewer, water, stormwater and electricity infrastructure with capacity.
(i) to provide a planning framework which fully considers land capability.	Land capability is aligned to land assigned or designated for agricultural use. The site is located within an established industrial area and is not assigned to the Agriculture or Rural zones of the TPS. The proposed draft amendment will therefore not impact land capability.

4.3 State Policies

4.3.1 Tasmanian State Coastal Policy 1996

The State Coastal Policy 1996 defines the term 'Coastal Zone' as, under the *State Coastal Policy Validation Act 2003*, a reference in the *State Coastal Policy 1996* to the coastal zone is to be taken as

a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.

In this instance, the site is located approximately 5km from the nearest mean high-water mark located at the end of Park Street adjacent to Royal Park. The State Coastal Policy therefore does not apply to the site or the proposed draft amendment.

4.3.2 State Policy on the Protection of Agricultural Land 2009

The *Protection of Agricultural Land Policy 2009* (**'PAL Policy'**) seeks to conserve and protect agricultural land. The site is assigned to the Light Industrial zone and is located within an established industrial area of Launceston. The site does not comprise agricultural land and is not adjacent to agricultural land. The PAL Policy therefore does not apply to the site or the proposed draft amendment.

4.3.3 State Policy on Water Quality Management 1997

The *State Policy on Water Quality Management 1997* ('SPWQM Policy') applies to all surface waters, including coastal waters and ground waters. It seeks to manage and where possible, enhance the quality of surface and ground water systems through catchment management, monitoring and development control. The SPWQM Policy comprises a series of often technical objectives for the management of surface and ground water systems.

The objectives of the SPWQM are integrated into the current Resource Management and Planning System of Tasmania. In this regard, the Natural Assets Code of the Tasmanian Planning Scheme (**'TPS'**) which applies to watercourses contains development controls that seek to minimise impacts on water quality including native riparian vegetation, watercourse condition and the natural ecological function of watercourses. The site is not subject to the Natural Assets Code or any other TPS code that relates to management of water quality. The SPWQM Policy therefore does not apply to the proposed draft amendment.

4.3.4 National Environment Protection Measures

National Environmental Protection Measures (NEPMs) are developed under the *National Environment Protection Council (Tasmania) Act 1995* and outline the objectives and protections for specific environmental matters. Section 12A of the *State Policies and Projects Act 1993* provides NEPMs with an equivalent status as State policies.

There are seven active NEPMs which deal with the following environmental matters:

1. Ambient air quality;
2. Air toxins;
3. Assessment of site contamination;
4. Diesel vehicle emissions;
5. Movement of controlled waste between states and territories;
6. National pollutant inventory; and
7. Used packaging material.

None of the above NEPMS are considered relevant to the proposed draft amendment.

4.4 Northern Tasmania Regional Land Use Strategy

The Northern Tasmania Regional Land Use Strategy ('NTRLUS') was established under section 5A of the LUPA Act.

The NTRLUS is the regional plan for Northern Tasmania which sets out the strategy and policy framework to facilitate and manage change, growth and development within the region through until 2032. The NTRLUS contains seven (7) distinct parts which are:

- **Part A**: The purpose and scope of the NTRLUS
- **Part B**: Regional Profile and Overview
- **Part C**: Regional Strategic Planning Framework
- **Part D**: Regional Planning Land Use Categories
- **Part E**: Regional Planning Policies
- **Part F**: Implementation and Monitoring Measures
- **Part G**: Local Provisions Schedule Preparation Addendum

All municipal planning schemes and policy making within the region are expected to advance and implement all active parts of the NTRLUS. In this instance, of the NTRLUS that are most pertinent to the proposed draft amendment are Parts E and G.

4.4.1 Part E: Regional Planning Policies

Part E of the NTRLUS sets out the regional planning policies that manage and direct growth at the regional level. The regional planning policies are expressed through the following themes:

- Regional Settlement Network Policy
- Regional Activity Centre Network Policy
- Regional Infrastructure Network Policy
- Regional Economic Development Policy
- Social Infrastructure and Community
- Regional Environment Policy

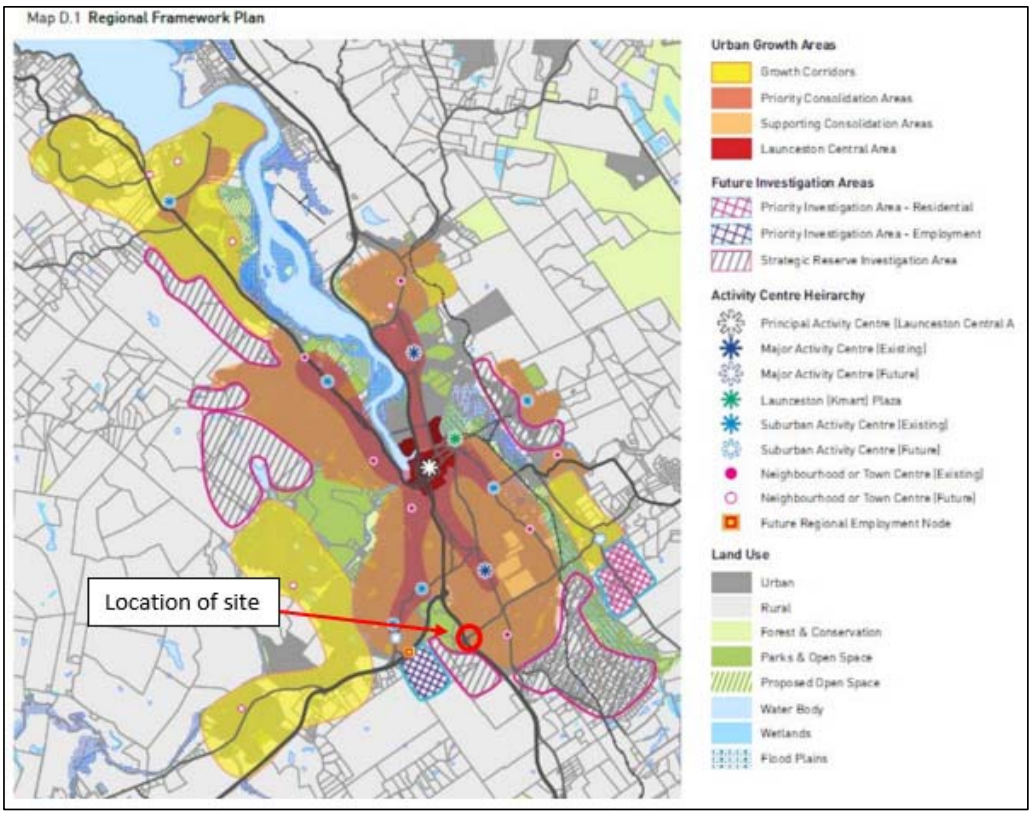
The most relevant planning policies within the context of the proposed draft amendment include specific policies and actions contained within the Activity Centre Network Policy and Regional Economic Development Policy.

Notwithstanding this, each of the policy themes including specific policies and actions are interlinked and integrated. Accordingly, compliance or consistency with the overarching policies and actions feed into compliance with the lower order or subsequent policies.

4.4.2 Site Context

The site is located within an Urban Growth Area. Urban Growth Areas comprise land within developed urban settlements or areas intended for urban development as identified in a Priority Consolidation Area, Supporting Consolidation Area or Growth Corridor on the Regional Framework Maps. The Regional Framework Map D.1 in the RLUS identifies the site within a Priority Consolidation Area (refer to Figure 10).

Figure 10 - excerpt of Regional Framework Plan for Launceston showing the location of the site within the context of the Priority Consolidation Area.



4.4.3 Activity Centre Network Strategies

The Key Activity Centre Networks Strategies set out in section E3.3 of the RLUS are addressed in the table below.

E3.3 Key Activity Centre Network Strategies	
Planning for and development of the Regional Activity Centre Network should apply the following strategies:	
Strategy	**Response**
Implement a regional activity centre network to support a wide range of land uses and activities consistent with the role and function of centres described in the Regional Activity Centre Hierarchy (Table E.3).	The proposed draft amendment will not alter the established activity centre hierarchy. In this regard, the retail assessment has concluded that the use and development that will be facilitated by the proposed draft amendment will not directly compete with the major supermarkets located in Kings meadows, which will remain the higher order activity centre within the vicinity of the site.
Strengthen the Region's capacity to deliver high order government, community, commercial and private sector services and facilities through an integrated network of activity centres.	The use and development that will be facilitated by proposed draft amendment will support the established integrated network of activity centres within Launceston. To this extent, the site, and the subsequent retail facility that the proposed draft amendment will facilitate will be the only retail

E3.3 Key Activity Centre Network Strategies	
Planning for and development of the Regional Activity Centre Network should apply the following strategies:	
Strategy	**Response**
	offering of its type within the primary catchment of the site which includes the Connector Park Industrial Precinct, Mount Pleasant residential estate and the recent Oakden Park residential estate.
Support the primacy and role of the Launceston PAC.	The proposed draft amendment will not impact the primacy and role of the Launceston PAC.
Enable the provision and retention of critical services and facilities, particularly in rural areas, by containing the network to a limited number of strategically located rural centres that can be conveniently and widely accessed and efficiently supported.	The proposed draft amendment will not impact established rural activity centres and settlements.
Promote accessibility of employment to support sustainable development.	The proposed draft amendment will facilitate direct and indirect impacts upon employment within the Region as outlined within the retail assessment.
Promote efficient land use, transport and infrastructure planning to reduce dependence on private vehicle travel.	The proposed draft amendment will facilitate a small retail outlet within an established industrial precinct which contains a large number of employees and visitors to the mixture of uses offered within the precinct. The site is also adjacent to new residential estates of Mount Pleasant and Oakden Park as well as the established residential area of Youngtown. Accordingly, its co-location within an established employment and visitor node as well as within an adjacent residential area will have the potential to assist to reduce dependence on vehicle travel.
Plan the development of each activity centre relative to its identified function, role and anticipated catchment to:	The proposed draft amendment will not impact upon the function, role or anticipated catchment of the established activity network hierarchy insofar as the scale of the proposed retail facility that will be facilitated by the proposed draft amendment will not directly compete and therefore, compromise, with other retail offerings located in Kings Meadows and Youngtown. Notwithstanding, the following it pertinent:
• Create economic growth by co-locating a mix of land uses;	The proposed draft amendment will continue to build economic growth within the industrial precinct through the colocation of a retail facility that will complement and support the existing uses within the industrial precinct and the adjacent residential estates.
• Concentrate goods and services more efficiently;	The proposed draft amendment will not impact the concentration of goods and services within established retail networks.
• Provide appropriate locations for government investment in public transport,	The proposed draft amendment will not affect established and proposed locations for

E3.3 Key Activity Centre Network Strategies	
Planning for and development of the Regional Activity Centre Network should apply the following strategies:	
Strategy	**Response**
health, education, cultural and entertainment facilities;	government investment in public transport, health, education, cultural and entertainment facilities.
• Provide focus for community and social interaction;	The proposed draft amendment will support community and social interaction within the industrial precinct and adjacent residential estates by providing a retail offering that will create a focal point for people to visit and facilitate passive and tacit community and social interaction.
• Promote sustainable travel and access to transport infrastructure and networks;	The site is located within an industrial precinct which benefits from a high quality and efficient transport network including access from Midland Highway and Kings Meadows Link via the interchange.
• Integrate land use and transport to support walking, cycling and public transport; and	The use and development facilitated by the proposed draft amendment will not alter the existing walking, cycling and public transport infrastructure.
• Accommodate higher density residential development and multiple trip-generating activities.	The proposed draft amendment is not directly related to residential use and development. Notwithstanding, the proposed retail facility that will be facilitated by the draft amendment will provide a retail offering within the primary catchment of the site which includes large residential estates. The established road network will mean that residents within the established and growing residential estates will be able to use the retail offering in conjunction with other trip generating activities.

4.4.4 Regional Activity Centre Network Policy

Typically, industrial land is addressed under a separate section of the RLUS on the basis that industrial land is generally outside or on the periphery of established activity centres and offer land uses and activities that are distinct from the land uses and activities that are promoted and encouraged by the activity centre hierarchy.

Overall, the proposed draft amendment will not compromise, distort or be discordant with the Specific Policies and Actions of the Regional Activity Centre Network Policy set out in section E3.4 of the RLUS. This is on the basis that the proposed use and development that will be facilitated by the proposed draft amendment will not be of a scale that will provide for the full range of services of higher order activity centres and that the site is largely disconnected from higher order activity centres.

In this regard, proposed use that will be facilitated by the proposed draft amendment will not compromise or distort the activity centre hierarchy insofar as the proposed draft amendment:

- will not result in the establishing or moving the classification of the site and Connector Park within the order of the established activity centre hierarchy established by the RLUS;
- will not disrupt the order of the activity centre hierarchy established by the RLUS; and
- will not subvert or impair the purpose of the activity centre hierarchy established by the RLUS

Notwithstanding, Policy RAC-P9 is pertinent to the proposed draft amendment within the context of the Regional Activity Centre Network Policy which is addressed below.

E3.4 Specific Policies and Actions		
Activity Centre Planning		
Policy	**Actions**	**Response**
RAC-P9 Discourage 'out-of-centre' development and provide for new development that supports the Regional Activity Centres Network and the integrated transport system. Development applications that are 'out of centre' will only be considered if all of the following criteria are adequately addressed: • community need; • no adverse impact on existing activity centres; and • synergy with existing employment hubs (i.e. health, education, research). Overall, community benefit must be demonstrated through a social and economic impact assessment to reflect the strategic directions and policies of the RLUS.	**RAC-11** Undertake master planning for the major regional activity centres, taking into account the Regional Activity Centres Network and supporting policies to encourage in-centre developments. Master plans should include a detailed development capacity audit, public consultation, opportunities and constraints assessment, methods to improve urban amenity and an economic development strategy and address other activity centre principles. Master plans should enhance accessibility of the higher order activity centres through good layout and good pedestrian movement. **RAC-A12** Require any proposed 'out of centre' developments are to undertake a detailed economic impact assessment that addresses how the 'out of centre' proposal complies with the strategic directions and policies of the RLUS.	The proposed draft amendment and subsequent development application can be considered an 'out-of-centre' development application. Notwithstanding, the retail assessment has demonstrated the following: • there is a community need for the proposed retail facility being the only retail offering within the primary catchment of the site where it will support and provide retail amenity for employees and visitors of the industrial precinct and retail amenity for the surrounding residential areas which have grown recently without a nearby retail offering. • the proposed draft amendment and subsequent retail facility will not compete with other supermarkets within the nearby Kings Meadows activity centre and the smaller activity centre of Youngtown. • the site will provide synergy with the existing industrial (employment and visitor) hub and the surrounding residential areas insofar as it will the proposed use facilitated by the proposed draft assessment will provide a small supermarket that will provide a convenient retail offering to the primary catchment of the site including employees of established uses within Connector Park.

E3.4 Specific Policies and Actions		
Activity Centre Planning		
Policy	**Actions**	**Response**
		The retail assessment concluded that there will be a net community benefit in terms of employment, value-added and construction metrics.

4.4.5 Regional Economic Development Policy

Also pertinent to the proposed draft amendment is the impact on industrial land within the municipality and the Region more broadly. The following addresses the proposed draft amendment within the context of Specific Policies and Actions outlined within the Regional Economic Development Policy of the RLUS from section E5.0.

E5.4 Specific Policies and Actions		
Economic Development		
Policy	**Actions**	**Response**
ED-P2 Provide for land use planning and infrastructure networks to support the development of: • High value agriculture and food products; • Digital economy (including the NBN); • Vibrant, creative and innovative activity centres as places of employment and lifestyle; and • Diverse tourism opportunities.	**ED-A3** Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.	The proposed draft amendment is not anticipated to result in a material impact upon the existing industrial land estate within Launceston and the Region more broadly. In this regard, the site will remain assigned to the Light Industrial zone and is therefore capable of being repurposed or redeveloped for uses that are permissible within Table 18.2 of the State Planning Provisions. Furthermore, the provision of a small scale retail offering will support the existing and burgeoning employment base associated with the established Connector Park industrial precinct of which there remains approximately 6 vacant lots and several underutilised lots that are capable to supporting higher density industrial use and development insofar as providing a convenience retail and food offering to the employment node.
ED-P3 Provide a 10 year supply of industrially zoned and services land in strategic locations.	**ED-A4** Analyse industrial land demand to 2040 and provide a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy).	The proposed draft amendment will not materially reduce the existing supply of industrial land within Launceston and the Region more broadly. In this regard, there is a significant amount of vacant land available within established industrial land estates within Westbury, Translink, Rocherlea and

E5.4 Specific Policies and Actions		
Economic Development		
Policy	**Actions**	**Response**
		George Town. The amount of existing vacant land that is available within the Region significantly exceeds a 10 year supply.

4.5 City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review

City of Launceston Strategic Plan seeks to provide direction to the range of operations Council undertakes in their role as the major provider of services and facilities for the municipal area. The Strategic Plan outlines Council's long-term strategic priorities, goals and focus areas to provide direction across a range of operations. The Strategic Plan is informed by the community's vision captured in the Greater Launceston Plan. A summary of the proposed draft amendment is provided within the context of strategic priorities of the plan in table 6.

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review		
Strategic Priority 1		
Policy	**Focus Areas**	**Response**
We connect with our Community and our Region through meaningful engagement, cooperation and representation. Our interactions with our community are authentic, timely, accurate and open. We want to build strong and productive relationships with our community and regional partners.	1. To develop and consistently utilise contemporary and effective community engagement processes.	The proposed draft amendment indirectly aligns with this policy insofar as the amendment process inherently involves established community engagement processes prescribed under section 40G of the LUPA Act.
	2. To lead the implementation of the Greater Launceston Plan via collaborative and constructive relationships with our regional partners.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	3. To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
Strategic Priority 2		
Policy	**Focus Areas**	**Response**
We Facilitate Prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.	1. To actively market the City and Region and pursue investment.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review		
We use our influence and resources to deliver the foundations for ongoing economic development. We want Launceston to be the heart of a thriving regional economy.		
	2. To facilitate direct investment in the local economy to support its growth.	The proposed draft amendment indirectly aligns with this policy insofar as it will provide use and development that has been assessed as contributing to a higher Employment FTE and value-added component when compared to an industrial use.
	3. To provide an environment that is supportive to business and development within the municipality.	The proposed draft amendment indirectly aligns with this policy insofar as it will provide greater flexibility for future use of site allowing for diversity of business and development within the municipality.
	4. To promote tourism, and the development of a quality tourism offering for Launceston.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	5. To understand and support the establishment and growth of new and creative industries and businesses in Launceston.	The proposed draft amendment indirectly aligns with this policy insofar as it will provide greater flexibility for future use of site allowing for diversity of business and development within Launceston.
Strategic Priority 3		
Policy	**Focus Areas**	**Response**
We are a Progressive Leader that is accountable to our governance obligations and responsive to our community. Our decision-making and actions are evidence-based, strategic, transparent and considered. We are ethical, fair and impartial in complying with and enforcing the law.	1. To provide for the health, safety and welfare of the community.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	2. To fairly and equitably discharge our statutory and governance obligations.	The proposed draft amendment aligns with this policy insofar as it requires the planning authority to fairly and equitably discharge its statutory obligations under the LUPA Act.
	3. To ensure decisions are made on the basis of	The proposed draft amendment directly aligns with this policy insofar as the application

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review		
	accurate and relevant information.	includes accurate and relevant information as to the statutory process for requesting an amendment to the Launceston LPS and the local historic heritage significance values of the site.
	4. To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains, and adopting technological and other process innovations.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	5. To maintain a financially sustainable organisation.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
Strategic Priority 4		
Policy	**Focus Areas**	**Response**
We value our City's Unique Identity by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit. We facilitate our community's sense of place by enhancing local identity. We want people to be proud to say that Launceston is "my city".	1. To promote and enhance Launceston's rich heritage, culture and natural environment.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	2. To continue to offer an attractive network of parks, open spaces and facilities throughout Launceston.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	3. To promote and attract national and international events and support the sector to ensure a diverse annual events calendar.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	4. To support the central business district (CBD) and commercial areas as activity places during day and night.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	5. To support sustainable population growth in the Northern Region.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
Strategic Priority 5		

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review		
Policy	**Focus Areas**	**Response**
We Serve and Care for our community by providing equitable and efficient services that reflects needs and expectations of our community. We are invested in our community's long-term health, well-being, safety and resilience. We want to be trusted and respected by our community	1. To plan for and provide services and facilities that recognise the changing demographics and needs of our community.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	2. To define and communicate our role in promoting social inclusion and equity.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	3. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	4. To support the delivery of programs and events for people to connect with each other through participation in community activities and civic life.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	5. To promote and support active and healthy lifestyles of our community.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	6. To enhance community awareness of the impacts of uncertain weather patterns, natural and other disasters, and build community resilience.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	7. To develop and manage infrastructure and resources to protect our community from natural and other hazards.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
Strategic Priority 6		
Policy	**Focus Areas**	**Response**
We Protect our Environment by caring for our unique natural assets and amenity, and sensitively managing future development opportunities.	1. To reduce our and the community's impact on the natural environment.	The proposed draft amendment and subsequent use and development application will assist to reduce the impact on the environment by locating the use and development within an established urban area and co-

City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review		
We strive to minimise the impact of our actions on the environment, while planning for, adapting to and managing the impact of climate change. We want to protect the special character and values of our city for future generations.		locating a complementary use within an established industrial employment and visitor node and nearby residential estates.
	2. To contribute to air and river quality improvements in Launceston.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	3. To manage the risks of climate-related events, particularly in the area of stormwater management and riverine flooding.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
Strategic Priority 7		
Policy	**Focus Areas**	**Response**
We are a City Planning for our Future by ensuring our approach to strategic land-use, development and infrastructure investment is coordinated, progressive, and sustainable. We play a leading role in balancing the enviable amenity of our municipality with the needs of future development and growth. We want to influence the delivery of the right investment for our city and region.	1. To ensure that our application of the land-use planning system at a local and regional level is effective and efficient.	The proposed draft amendment aligns with this policy insofar as it follows the requirements of the LUPA Act which is an overarching statutory document that governs the land-use planning system at a local and regional level.
	2. To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	3. To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.
	4. To ensure our suite of strategic planning initiatives are coordinated, and representative of our community's needs and aspirations.	The proposed draft amendment does not directly align with this policy, but it will not impact on the attainment of this policy.

4.6 Greater Launceston Transport Vision

The Greater Launceston Transport Vision (GLTV) sets the long-term direction for the transport system in Launceston.

The GLTV integrates with the Greater Launceston Plan and City Deal Vision to achieve the overarching goal of making Launceston Australia's most liveable regional city.

The overall objective of the GLTV is to ensure people are connected to their place of work, shopping, schools, essential services, and leisure activities. Relevant excerpts from the GLTV are reproduced below:

"*Taking into account that 75% of the city's population lives within 10 km of work, there is a significant opportunity to increase walking, cycling and public transport as a means of daily travel*."

"*…targeted development in areas that provide jobs and services that are easily accessible to residential areas and providing high quality pedestrian, cycling and public transport infrastructure that will make many short car trips unnecessary*."

The proposal is for a retail premises on a property that is located within a light industrial employment precinct and is also close to residential suburban development. The proposal offers an opportunity to provide for retail services in a locality that doesn't currently have any and that will be accessible to both residents and workers. Mixed use neighbourhoods lend themselves to increasing active transport as people can live or work close to necessary services. The proposal provides for improved pedestrian and cycling links to the site via a footpath along the frontage to Dolerite Drive, and together with the shared path initiative being progressed by Council, accessibility by active transport means will be sufficiently catered for.

Additionally, the site is highly accessible from major roads including the Kings Meadows Link and Midland Highway. This location provides opportunity for people already travelling by car to make their trip multi-purpose, for example stopping to shop on the way to or from work or other activities.

The GLTV contains 23 specific objectives arranged under four themes: Integrated Transport, Land Use and Economic Planning, Greater Launceston Network Planning, Transport Options and Primary Transport Corridors. Responses to the objectives most relevant to the proposal are provided in the following table.

Integrated Transport, Land Use and Economic Planning	
1.0 Integrated transport and land use planning that protects local amenity and promotes great places.	
Objective	**Response**
1.2 Prioritisation of growth and infill development along passenger transport and active transport corridors.	The proposed retail development will complement and provide for an essential service close to residential growth areas and an existing employment node. The site is well connected to passenger transport corridors and will be connected to the active transport network when Council proceeds with the shared pathway extension on the Kings Meadows Link.
2.0 Local employment, retail centres and neighbourhoods that are supported by a safe, accessible road and sustainable transport network.	
Objective	**Response**
2.3 Neighbourhoods strategically planned and designed to improve amenity, accessibility and foster a cycling and walking culture	The proposal will improve the current level of amenity and infrastructure for cycling and walking in the neighbourhood by providing a footpath to the site entrance in Dolerite Drive. The introduction of a retail facility to the area will improve access to this essential service for

	workers and residents. Active transport options will be provided for in the design.
Greater Launceston Network Planning	
3.0 Holistic planning for Greater Launceston's local transport network to promote increase amenity, safety and prosperity.	
Objective	**Response**
3.8 Enhance and create cycling and walking corridors to central Launceston and major employment, recreation and education nodes.	The proposal, together with the Council initiative to provide a shared use path to Kings Meadows Link, will enhance the active transport options for the employment, education and recreation facilities in the area.

4.7 Launceston Transport Strategy 2020-2040

The Launceston Transport Strategy 2020-2040 (**'LTS'**) was developed by the City of Launceston to bring together all the information in earlier studies, reports and strategies and include feedback provided as part of the community engagement initiative known as Tomorrow Together.

The Vision for transport in the LTS is:

"*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*".

Launceston's transport vision is underpinned by three key themes:

1. a Liveable Launceston;
2. a Healthy Launceston; and
3. a Connected Launceston.

The themes are then further supported by 14 Strategic Directions and 30 initiatives to deliver the Strategic Direction.

The site is at the edge of the area covered by the LTS plans. Dolerite Drive and the Kings Meadows Link roads are not specifically identified as part of the walking and cycling network in the maps accompanying the LTS, which reflects the current situation with these modes of transport not explicitly provided for in the area. Council have advised that they (together with the Department of State Growth) intend to extend the shared pedestrian and cycle path network to include the Kings Meadows Connector. This initiative will enable active transport modes to be safely accommodated in the broader area by connection to the main path network.

It is appropriate for the proposed development site to be connected to the pathway network to facilitate walking and cycling transport options. It is proposed to achieve this by providing a pathway appropriate for pedestrians and cyclists extending along the western side of Dolerite Drive from the Kings Meadows Connector intersection to the site.

This will further the initiatives of the Launceston Transport Strategy 2020-2040, particularly:

- **L1.3 - Maintain the regional network of shared paths and invest in feasible extensions.**

  The future extension of the shared path network along the Kings Meadows Connector directly furthers this objective. The proposal will provide a linkage to the shared path network along Dolerite Drive, providing direct access to the site for active transport users.

- **L1.4 - integrate recreational transport with tourism and the wider transport network.**

The Kate Reed Reserve bike trails are located nearby on the western side of the Midland Highway. Users access the Reserve via the underpass at the Kings Meadows Connector interchange immediately adjacent to the subject site.

The provision of dedicated pathways will improve the safety of these users. The proposed development will also provide an opportunity to access retail services as part of their journey.

- **H2.1 - Improve the safety of all road users.**

  Dedicated provision for pedestrians and cyclists as part of the proposed development, together with the extension of the shared path network by Council, will increase safety for all road users by separating active transport users from vehicle traffic.

- **C2.1 - Maintain and expand cycle paths and supporting infrastructure on priority routes.**

  The future extension of the shared path network along the Kings Meadows Connector directly furthers this objective. The proposal will provide a linkage to the shared path network directly accessing the proposed retail services.

- **C6.1 - Ensure clear first and last-mile access for freight and delivery and minimise overall operation impact.**

  It is important to provide for dedicated walking and/or cycling pathways in this location to provide high levels of safety for active transport users while reducing impact to the efficiency of the freight transport network. The future extension of the shared path network along the Kings Meadows Connector and provision of a pathway to the proposed retail site furthers this objective.

5. Permit Application Assessment

The following section provides an assessment of the proposed use and development that is able to occur should the draft amendment be in place.

5.1 Use and Development

The proposed permit application involves the construction of a new building to facilitate a small supermarket which is aimed at providing convenience retailing offerings to the primary catchment of the site including the Connector Park employment and trade node and adjacent residential estates.

The proposed building will have a gross floor area of 979m^2 which will comprise of a sales floor of 720m^2 and a back of house (storage, plant and equipment) of 259m^2. The proposed building will have a maximum building height of approximately 6.3m.

The proposed building will be positioned within a central location along the western boundary of the site. Area to the north, east and south of the building will be constructed of hardstand and used for vehicle access and parking purposes. Landscaping area will be located along the southern end of the western boundary as well as the southern and eastern boundaries which equate to the frontages of the site.

A dual facing non-illuminated pylon sign will be located in the south-eastern corner of the site which corresponds with the junction of Dolerite Drive and the Midland Highway and Kings Meadows Link interchange.

A single pylon sign will be located on the southern side of the entrance to the site on Dolerite Drive. This sign is proposed to be illuminated. One (1) fascia signs on the façade of the building which is the eastern elevation.

The car parking area will be line marked and provided with lighting.

A shared pedestrian and cycling ramp will be located from the vehicle crossing along the northern end of the frontage and will provide access from a proposed new footpath to be constructed on the western side of Dolerite Drive between the vehicle crossing of the site and the Kings Meadows Link round about.

5.2 Application Status

For the purposes of Clause 6.2.1 of the Scheme, the proposed use and development is categorised within the General Retail and Hire Use Class, which is defined in Table 8.2 of the Scheme as:

> *"use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket."*

Specifically, the proposed building will be used as a supermarket.

The General Retail and Hire Use Class is listed as a 'Discretionary' in Table 18.2, subject to the approval of the proposed draft amendment.

5.3 Light Industrial Zone

5.3.1 Use Standards

18.3 Use Standards			
Clause		**Assessment**	**Compliance**
18.3.1 All uses			
A1	Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	The site is located greater than 50m from the nearest residential zone (refer to image below). Accordingly, the clause is not applicable.	Not Applicable.
A2	External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:	The site is located greater than 50m from the nearest residential zone. Accordingly, the clause is not applicable.	Not Applicable.

18.3 Use Standards			
Clause		**Assessment**	**Compliance**
	(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.		
A3	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	The site is located greater than 50m from the nearest residential zone. Accordingly, the clause is not applicable.	Not Applicable.
18.3.2 Discretionary uses			
A1	No Acceptable Solution	There is not Acceptable Solution.	**Relies on Performance Criteria.**

5.3.2 Development Standards

18.4 Development Standards			
Clause		**Assessment**	**Compliance**
18.4.1 Building height			
A1	Building height must be not more than 10m.	The proposed building will have a maximum building height of 6.49m.	Complies with Acceptable Solution.
A2	Building height: (a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or	The proposed building is not within 10m of the nominated zones.	Not Applicable.
	(b) within 10m of an Inner Residential Zone must be not more than 9.5m.	The proposed building is not located within 10m of the nominated zone.	Not Applicable.
18.4.2 Setbacks			
A1	Buildings must have a setback from a frontage of:		

18.4 Development Standards			
Clause		**Assessment**	**Compliance**
	(a) not less than 5.5m;	The proposed building will have the following minimum setbacks from respective frontages: • Dolerite Drive: 20.7m ▪ • Kings Meadows Link: 19.6m ▪ • Midland Highway: **1m**	**Relies on Performance Criteria.**
	(b) not less than existing buildings on the site; or	The site is vacant.	Not Applicable.
	(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	The adjoining lot to the north is vacant.	Not Applicable.
A2	Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone of not less than: (a) 4m; or (b) half the wall height of the building, whichever is the greater.	The site does not adjoin any of the nominated zones.	Not Applicable.
A3	Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone.	The mechanical services plant platform is located greater than 10m from the nearest residential zone.	Complies with Acceptable Solution.
18.4.3 Fencing			
A1	No Acceptable Solution	The proposal does not involve frontage fencing.	Not Applicable.
18.4.4 Outdoor storage areas			
A1	Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	The proposal does not involves any outdoor storage areas.	Not Applicable.
18.4.5 Landscaping			
A1	If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:	The proposed building will be setback from three frontages that form the site.	

18.4 Development Standards			
Clause		**Assessment**	**Compliance**
	(a) to a depth of not less than 5.5m; or	The minimum depth of landscaping for between the building and each respective frontage is as follows: • Dolerite Drive: **2.84m** • Kings Meadows Link: **2.39m** • Midland Highway: **1m**	**Relies on Performance Criteria.**
	(b) not less than the frontage of an existing building if it is a lesser distance.	The site is vacant.	Not Applicable.

18.5 Development Standards for Subdivision		
Clause	**Assessment**	**Compliance**
The proposal does not involve subdivision of land. Accordingly, Standards 18.5.1 to 18.5.2 are not applicable Standards in accordance with Clause 5.6.2(c) of the Scheme.		

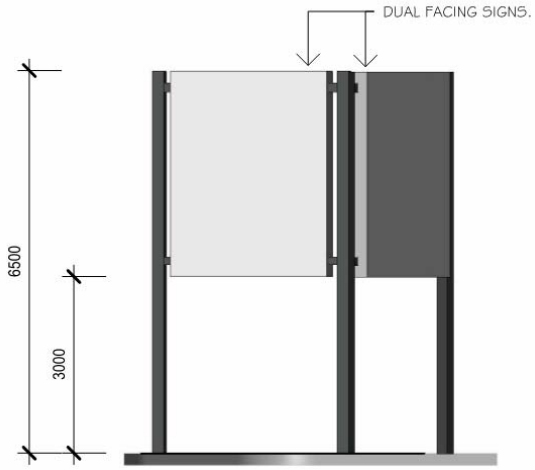
5.4 Code Summary

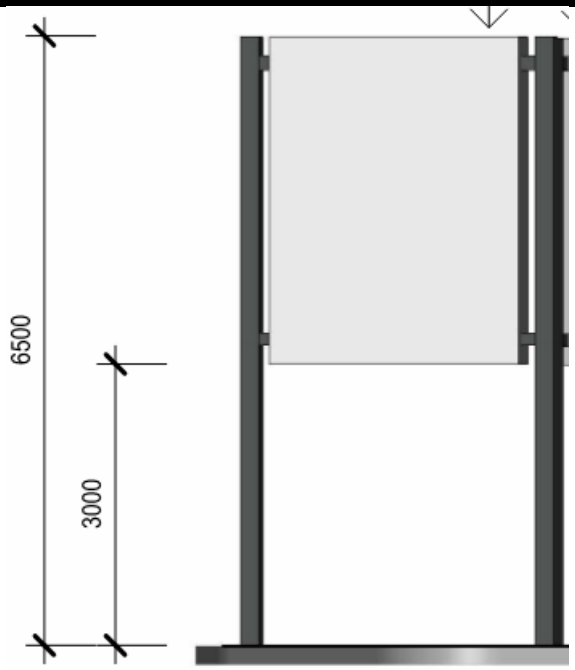
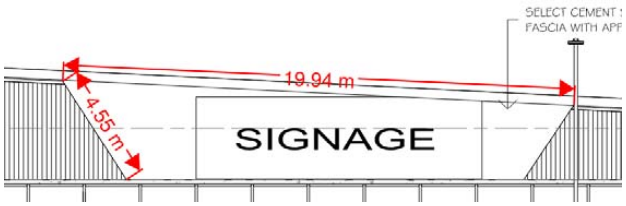
Tasmanian Panning Scheme – Launceston		
Clause	**Code**	**Applicability**
C1.0	Signs Code	**Applicable** - the proposal involves signage.
C2.0	Parking and Sustainable Transport Code	**Applicable** - pursuant to clause C2.2.1 the code applies to all use and development.
C3.0	Road and Railway Assets Code	**Applicable** - the proposal will result in an increase in the amount of vehicular traffic using an existing vehicle crossing.
C4.0	Electricity Transmission Infrastructure Protection Code	**Not Applicable** - the site is not located within an electricity transmission corridor, communications station buffer area or substation facility buffer area.
C5.0	Telecommunications Code	**Not Applicable** - the proposal does not involve development for a telecommunications facility.
C6.0	Local Historic Heritage Code	**Not Applicable** - the code is not applicable in accordance with clause C6.2 of the Scheme.
C7.0	Natural Assets Code	**Not Applicable** - the site is not subject to a watercourse and coastal protection area, coastal refugia area or priority vegetation area.
C8.0	Scenic Protection Code	**Not Applicable** - the site is not mapped as being within a scenic protection area. The Code does not apply to the Light Industrial Zone.
C9.0	Attenuation Code	**Not Applicable** - the proposal does not involve a sensitive use, or an activity listed in Table C9.1 and C9.2 of the Scheme. The site is not located within a known attenuation area.

Tasmanian Panning Scheme – Launceston		
Clause	**Code**	**Applicability**
C10.0	Coastal Erosion Hazard Code	**Not Applicable** – the site is not within a coastal erosion hazard area.
C11.0	Coastal Inundation Hazard Code	**Not Applicable** - the site is not located within a coastal inundation hazard area.
C12.0	Flood-Prone Areas Hazard Code	**Not Applicable** - the site is not located within a flood-prone hazard area.
C13.0	Bushfire-Prone Areas Code	**Not Applicable** - the proposal does not involve a hazardous or vulnerable use or subdivision of land.
C14.0	Potentially Contaminated Land Code	**Not Applicable** - the site is not known to have been used for potentially contaminating activities.
C15.0	Landslip Hazard Code	**Exempt** - The site is mapped as being subject to the low landslip hazard band in its south-western section. Notwithstanding, the use and development of land within the low landslip hazard band is exempt from the Landslip Hazard Code in accordance with clause C15.4(a) and (d) of the Scheme.
C16.0	Safeguarding of Airports Code	**Exempt** - the proposed development will not be more than the AHD height specified for the OLS area which is 316m. The proposed development will have an AHD height of approximately 120m. The proposed development is therefore exempt from the Safeguarding of Airports Code in accordance with clause C16.4.1 (a) of the Scheme.

5.5 Signs Code

The application involves the following signage:

No.	Sign Type	Location	Image
1	Pylon Sign	Dual-facing located in the south-eastern corner of the site.	

No.	Sign Type	Location	Image
2	Pylon	Single facing located on the southern side of the entrance to the site.	
3	Building fascia	Eastern elevation	

5.5.1 Development Standards

C1.6 Development Standards for Buildings and Works			
Clause		**Assessment**	**Compliance**
C1.6.1 Design and siting of signs			
A1	A sign must:		
	(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and	A building fascia, window and pylon sign are an allowable sign type within the Light Industrial Zone in accordance with Table C1.6 of the Scheme.	Complies with Acceptable Solution.
	(b) meet the sign standards for the relevant sign type set out in Table C1.6,	The proposed pylon and building fascia signs does not satisfy the sign standards for	**Relies on Performance Criteria.**

C1.6 Development Standards for Buildings and Works			
Clause		**Assessment**	**Compliance**
		the relevant sign type set out in Table C1.6 of the Scheme.	
	excluding for the following sign types, for which there is no Acceptable Solution:		
	(i) roof sign;	The proposal does not involve a roof sign.	Complies with Acceptable Solution.
	(ii) sky sign; and	The proposal does not involve a sky sign.	Complies with Acceptable Solution.
	(iii) billboard.		
A2	A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.	All proposed signs will be located greater than 2m from the boundary of any lot assigned to the nominated zones.	Complies with Acceptable Solution.
A3	The number of signs for each business or tenancy on a road frontage of a building must be no more than:		
	(a) 1 of each sign type, unless otherwise stated in Table C1.6;	Tenancy 1 will include two fascia signs and two pylon signs.	**Relies on Performance Criteria.**
	(b) 1 window sign for each window;	Tenancy 2 will comprise a single window sign.	Complies with Acceptable Solution.
	(c) 3 if the street frontage is less than 20m in length; and	The Dolerite Drive frontage is greater than 20m.	
	(d) 6 if the street frontage is 20m or more,	The proposal involves 6 signs which will be adjacent to the Dolerite Drive frontage which is more than 20m.	Complies with Acceptable Solution.
	excluding the following sign types, for which there is no limit:		
	(i) name plate; and	The proposal does not involve a name plate sign.	Not Applicable.
	(ii) temporary sign.	The proposal does not involve a temporary sign.	Not Applicable.
C1.6.2 Illuminated signs			
A1	No Acceptable Solution	The pylon sign at the entrance to the site from Dolerite Drive will be illuminated on both sides.	Relies on Performance Criteria.

C1.6 Development Standards for Buildings and Works			
Clause		**Assessment**	**Compliance**
A2	An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.	The illumination will not create the effect of flashing, animation or movement.	Complies with Acceptable Solution.
C1.6.3 Third party sign			
A1	No Acceptable Solution	The proposal does not involve third party signage.	Not Applicable.

5.6 Parking and Sustainable Transport Code

The TIA includes an assessment of the proposed use and development against the applicable standards of the Parking and Sustainable Transport. In this regard, please defer to the TIA for relevant information relating to the Parking and Sustainable Transport Code.

5.7 Road and Railway Assets Code

The TIA includes an assessment of the proposed use and development against the applicable standards of the Road and Railway Assets Code. In this regard, please defer to the TIA for relevant information relating to the Road and Railway Assets Code.

5.8 Southern Gateway Specific Area Plan

The site is subject to the Southern Gateway Specific Area Plan (SAP). Assessment against the SAP is provided below.

LAU-S14.7 Development Standards for Building and Works			
Clause		**Assessment**	**Compliance**
LAU-S14.7.1 Visual impact			
A1	Development for an alteration or extension to an existing building must:	Acceptable Solution A1 is focussed on development where it is for an alteration or extension and not new development. An opinion has been formed that the Acceptable Solution is able to be met on the basis that the application does not involve an alteration or extension to an existing building. On the other hand, the Acceptable Solution may be interpreted that all development that does not involve alteration or extension to an existing building	**Relies on Performance Criteria.**

LAU-S14.7 Development Standards for Building and Works			
Clause		**Assessment**	**Compliance**
	(a) have a gross floor area of not more than 20% of that existing at the effective date; (b) have a building height of not more than the existing building; (c) have external building finishes: (i) with a light reflectance value not more than 40%; and (ii) not in bold or bright colours.	is not captured by the provision and therefore relies upon the corresponding Performance Criteria. Accordingly, an assessment against the corresponding Performance Criteria is provided in the event that the provision is applicable to the application.	
LAU-S14.7.2 Vegetation			
A1	Buildings and works must be separated from a prominent tree by a distance of not less than 4m.	There are no prominent trees located on the site or within the adjacent road reserves.	Not Applicable.
A2	Building and works must not result in the removal or destruction of screening vegetation or prominent trees.	The site is devoid of vegetation and the proposed development will not result in the removal or destruction of screening vegetation or prominent trees.	Not Applicable.
LAU-S14.7.3 Signage			
A1	There are no billboard, third party or illuminated signs proposed.	The proposed signage within the SAP will not be a billboard or third part sign and the signage will not be illuminated. The illuminated pylon sign located at the entrance to the site on Dolerite Drive is outside the SAP which extends approximately 61m into the site from the western boundary.	Complies with Acceptable Solution.

5.9 Performance Criteria Assessment

5.9.1 Clause 18.3.2 - Discretionary Uses

Objective

That uses listed as Discretionary do not compromise the use or development of the land for industrial activities with minimal or managed off site impacts.

Performance Criteria P1

A use listed as Discretionary must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to:

Subclause	Assessment
(a) the characteristics of the site;	*The site is vacant and has a similar level to the adjoining and adjacent lots to the north and north-east on the opposite side of Dolerite Drive. The site adjoins a single lot to the north and is separated to adjacent lots to the north east by Dolerite Court. The characteristics of the site will not compromise the ability to use or develop the surrounding lots for industrial activities.*
(b) the size and scale of the proposed use; and	*The size and scale of the proposed retail facility is modest. The building will be setback a minimum distance of 8.3m from the adjoining lot to the north which will provide reasonable separation between the proposed retail use and future industrial activities on the northern lot. The proposed retail use is not a sensitive use and will not result in land use conflict with future industrial activities on adjoining and adjacent lots in this regard. The proposed retail facility will provide retail amenity to employees and visitors to the Connector Park industrial precinct which is expected to complement rather than compromise the use of surrounding lots for industrial activities.*
(c) the function of the industrial area.	*The industrial function of the precinct will be maintained. The proposed discretionary retail use will be the only use that is introduced to the industrial area (by virtue of the proposed draft amendment) with all remaining uses being permissible within the Light Industrial zone.*

5.9.2 Clause 18.4.2 - Setbacks

Objective

That building setbacks:

(a) are appropriate for the site; and

(b) do not cause an unreasonable loss of residential amenity to adjoining residential zones.	
Performance Criteria P1 **Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:**	
Subclause	**Assessment**
The setback of the proposed building from the Midland Highway frontage will provide adequate space for vehicle access, parking and landscaping. In this regard, the Midland Highway frontage is a secondary, or non-primary frontage, with the primary frontage of the site being the southern boundary which adjoins the interchange connector road. However, the main frontage of the site is the Dolerite Drive frontage which provides the only access to the site and which the primary façade of the building is orientated towards. The following performance criteria is assessed within this context:	
(a) the topography of the site;	*The existing ground level of the site is observed as flat (excluding existing rock boulders and piles of soil and gravel which will be removed or used on the site to provide a level surface). There is a large cut along the western boundary of the site which adjoins the Midland Highway. The cut is approximately 3m relative to the surface level within the Midland Highway road reserve and is supported by rock boulders. Whilst it is not a test of the Performance Criteria, the cut will assist to minimise the apparent height of the building when viewed from Midland Highway. Landscaping will also be located along the top of the retaining structure which is capable of being planted with screening vegetation.*
(b) the setback of buildings on adjacent properties; and	*The site is located within a recent subdivision where adjoining and adjacent properties are predominately vacant. Notwithstanding, the canopies associated with the service station at 5 Dolerite Drive to the north-east are located within 5.5m of the frontage of the site. There are also several examples of buildings located within 5.5m of a frontage within the Connector Park industrial estate.*
(c) the safety of road users.	*The location of the proposed building has been selected to maximise vehicle access to the site from Dolerite Drive and to provide the required number of car parking spaces on the site to satisfy Table C2.1 of the Scheme noting that car parking is able to be located between the building and frontage in accordance with clause C2.6.8 A1 of the Scheme. The additional space within the site due to the relaxed Midland Highway frontage setback also allows landscaping to be provided between the carparking area and the Dolerite Drive frontage.*

5.9.3 Clause 18.4.5 - Landscaping

Objective

That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
Performance Criteria P1 **If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:**	
Subclause	**Assessment**
Landscaping treatment will be provided along each frontage having regard to the following:	
(a) the width of the setback;	*Landscaping is proposed to be positioned along all or a portion of each frontage with a strong focus on the southern end of the western (Midland Highway) frontage, entire width of the southern (Kings Meadows Link) frontage and approximately half of the eastern (Dolerite Drive) frontage. The width of the building setback allows landscaping to be integrated with the car parking area.*
(b) the width of the frontage;	*The width of each frontage does not affect the ability to provide landscaping between each frontage and the building.*
(c) the topography of the site;	*The site is level and the ability to provide landscaping is not affected by topography.*
(d) existing vegetation on the site;	*The site is devoid of vegetation.*
(e) the location, type and growth of the proposed vegetation; and	*The location of the landscaping zones are between each frontage and the proposed building or the car parking areas associated with the building. The landscaping zones at the Dolerite Drive entrance and in the south-eastern and south-western corners of the site will have a depth greater than 5.5m relative to the corresponding frontage. The depth of the landscaping zone along the interchange connector frontage is variable and the landscaping zone along the Dolerite Drive frontage is uniform (excluding the areas where the pylon signs are proposed). The location of the proposed landscaping zones will provide an opportunity to provide adequate landscaping treatment along respective frontages. The type, growth and condition of the proposed vegetation is capable of being detailed in a landscaping plan by way of a condition in accordance with clause 6.11.2 of the Scheme.*
(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.	*There are no locale area objectives that are relevant to the site in the Local Provisions Schedule of the Scheme.*

5.9.4 Clause LAU-S14.7.1 Visual impact

Objective

That the siting and design of development is inevident[3] and does not negatively impact on the visual qualities of the southern approach into Launceston city and municipality.	
Performance Criteria P1 **Development must not be intrusive[4] and must be compatible with the existing treed and rural character of the southern approach, having regard to:**	
Subclause	**Assessment**
(a) the visual impact on skylines and vistas when viewed from a major road;	*The site is located within a low-lying position within the context of the topography of the industrial estate, streetscape and adjoining Midland Highway. In this regard, the surface level of the site and the proposed building will be located below a dolerite escarpment that runs along the southern side of 7 and 9 Connector Park Drive in addition to being (mostly) below the surface level of the adjoining Midland Highway. The site is therefore not located within a prominent position within the industrial landscape, adjacent reserve landscape and it is not located on a skyline or significant vista of the Midland Highway. The site is not located within an existing treed or rural area in which to derive a strong vista of treed or rural character when viewed from Midland Highway. Notwithstanding this, the proposed building and associated site development will be in harmony and broad correspondence with the established development within the industrial estate that is visible from Midland Highway within the context of the site insofar as it will be of a height that is below the absolute height of surrounding buildings, it will comprise a car parking area that is consistent with car parking and other hardstand areas within on lots within the industrial estate as well as being provided with a greater amount of landscaping than most other established use and development on lots along Dolerite Drive.*
(b) the proximity of development to a major road;	*The proposed development will adjoin Midland Highway. Its location broadly corresponds with development on adjacent lots to the north which includes a large transport and logistics warehouse and associated water storage tanks on 9 Connector Park Drive which are highly*

[3] *means that the development is not apparent within the landscape when viewed from public spaces and roads, and that the visual character of the landscape is retained with respect to line, form, colour and texture. Inevident includes to become inevident over time through building design, minimising works, types of construction and screen planting*. Clause LAU-S14.4.1, Scheme.

[4] *means development that does one or more of the following:*
- *(a) requires significant alterations to the landscape;*
- *(b) alters the skyline when viewed from public roads or places;*
- *(c) blocks or obstructs the views from public roads;*
- *(d) has a scale or form that dominates the views from public roads;*
- *(e) involves the removal of native vegetation;*
- *(f) involves the removal of prominent trees; or*
- *(g) has bold or bright colours, being primary, secondary or fluorescent colours that do not recede into the streetscape*. Clause LAU-S14.4.1, Scheme.

	visible and prominent from Midland Highway.
(c) the bulk and form of buildings including materials and finishes;	*The bulk and form of the building has been designed so that is has a softer effect than the bulk and form of existing buildings along Dolerite Drive and Connector Park. In this regard, the southern and eastern facias (and roof profile) of the building have been articulated to include sharp edging and a mixture of materials and finishes that break up the bulk and form of the building, detouring away from the predominately large rectangular building form of existing development within the area.*
(d) the potential for current or proposed vegetation to provide screening;	*The site is currently devoid of existing vegetation. Notwithstanding this, meaningful landscaping zones are proposed along the western boundary to the south of the proposed building, along the full length of the southern boundary wrapping around to the (approximate) halfway point of the eastern boundary, and in a small area at the southern side of the vehicle entry to the site. The proposed landscaping will soften the development proposed on the site within the context of the broader industrial estate and when viewed from Midland Highway.*
(e) the need to clear existing vegetation;	*The site is devoid of vegetation.*
(f) the location of development to facilitate the retention of existing vegetation;	*The site is devoid of vegetation.*
(g) the impact of any clearing required for hazard management or infrastructure; and	*The site is vacant and is not required to be cleared.*
(h) any earthworks for cut or fill.	*The site is level and the proposed development does not require any substantial cut or fill.*

5.9.5 Clause C1.6.1 - Design and siting of signs

Objective

That:

(a) signage is well designed and sited; and

(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.

Performance Criteria P1.1 **A sign must:**	
Subclause	**Assessment**
(i) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and	*A building fascia, window and pylon sign are an allowable sign type within the Light Industrial Zone in accordance with Table C1.6 of the Scheme.*
(j) be compatible with the streetscape or landscape, having regard to:	*The proposed pylon signs and building fascia signs will be compatible with the streetscape. In this regard, adjacent properties to the north-east that have frontage to Dolerite Drive including Tas*

	Petroleum and Australian Chainsaw Products include several combined pylon signs and building fascia signs. Specifically:
(i) the size and dimensions of the sign;	*The proposed signs will be compatible with the existing signage on adjacent properties.*
(ii) the size and scale of the building upon which the sign is proposed;	*The proposed fascia signs will occupy approximately 9.3% of the surface area of the façade of the building which represents a minor portion of the building.*
(iii) the amenity of surrounding properties;	*The surrounding properties that are development comprise industrial activities. The proposed signage will not affect the amenity of these activities insofar as most properties that contain existing use and development also include similar signage.*
(iv) the repetition of messages or information;	*The proposed pylon signs will be located at different frontages or focal points to the site. Accordingly, the will primarily serve as destination signage when travelling north and south along Dolerite Drive and Midland Highway and east and west along Kings Meadows Link road which will minimise repetition of messages and information. The proposed building fascia signage will serve the larger tenancy and will each provide a different message which will minimise repetition of messaging. ;*
(v) the number and density of signs on the site and on adjacent properties; and	*The proposed pylon signage will produce a density of 1 sign per 38m of frontage which is consistent with the density of similar pylon signs on the adjacent property to the north-east (Tas Petroleum). The signage, including the building fascia signage, will be compatible with the density and number of signs on adjacent properties within the surrounding area.*
(vi) the impact on the safe and efficient movement of vehicles and pedestrians.	*The proposed pylon signs will be located within landscaping beds which are located within the site and above the adjacent road surface. The location of the proposed pylon signage will not impact upon the vehicle access ways of the site. The proposed building fascia signage will not impact on the safe and efficient movement of vehicles and pedestrians.*

Performance Criteria P3 **The number of signs for each business or tenancy on a street frontage must:**	
Subclause	**Assessment**
(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and (b) not involve the repetition of messages or information.	*The proposed pylon signs will be located at different frontages or focal points to the site. The pylon signs will contain space for multiple tenancies which will eliminate the need to have separate signage for each tenancy along the frontage. Accordingly, they will primarily serve as destination signage when travelling within the local road network which will minimise repetition of messages and information. The proposed building fascia signage and window signage*

	will serve separate tenancies which will minimise repetition of information. Accordingly, the proposed signage is not expected to result in visual clutter within the streetscape.

5.9.6 Clause C1.6.2 - Illuminated signs

Objective:

That:

(a) illuminated signs are compatible with the streetscape;

(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and

(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

Performance Criteria P1
An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:

Subclause	Assessment
The proposed illuminated pylon sign will not result in unreasonable loss of amenity to adjacent properties or cause an unreasonable impact on the safety, appearance or efficiency of Dolerite Drive, having regard to the following:	
(a) the location of the sign;	*The sign will be located at the entrance to the site on Dolerite Drive which is consistent with the location of similar pylon signs located at 5 Dolerite Drive which is an adjacent property to the north-east of the site.*
(b) the size of the sign;	*The size of the pylon sign will be of a similar height of the existing pylon signs located at 5 Dolerite Drive which is an adjacent property to the north-east of the site.*
(c) the intensity of the lighting;	*The proposed signage will be internally illuminated and will have a LUX level no greater than 500 (measured at the face of the sign. The location, siting and ambient light level within the streetscape during night-time will ensure that the proposed illumination will not result in unreasonable loss of amenity to the adjacent properties.*
(d) the hours of operation of the sign;	*The illumination will occur during operating hours.*
(e) the purpose of the sign;	*The purpose of the sign is to provide destination signage.*
(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;	*Dolerite Drive is a local road which is not identified as a tourist road corridor or subject to a heritage precinct. The proposed sign is also located outside the Southern Gateway SAP. The proposed sign is separated from the adjacent residential estate to the south which will minimise intrusive impacts that the illumination may have upon residential amenity within the estate.*

(g) the intended purpose of the changing message of the sign;	*The message of the sign will not change.*
(h) the percentage of the sign that is illuminated with changing messages;	*The whole of the panel will be internally lit and illuminated.*
(i) proposed dwell time; and	*The sign will not change messages.*
(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.	*The site is located substantial distances from electronic traffic control devices, the closest being the traffic lights at the junction of Hobart Road and Kings Meadows Link to the east.*

6. Miscellaneous

The following sections respond to discreet matters which where requested by Council.

6.1 E3.3 Key Activity Centre Network Strategies

The further information request suggests that it may not be appropriate to introduce a retail use to Connector Park as the current light industrial uses and the existing infrastructure are vehicle centric.

It is suggested that while active transport in and around Connector Park may not be currently well catered for by the historic development standard, it is clearly expected for contemporary developments and is already occurring to some degree.

This is demonstrated by the following:

(a) the Parking and Sustainable Transport Code requires provision of bicycle parking spaces for many of the allowable uses in the Light Industrial Zone, as detailed in the table below. Council expects compliance with these standards for new developments in these use classes in Connector Park and other sites, regardless of what active transport infrastructure exists in the surrounding network.

Bicycle Parking Requirements for Use classes in the Light Industrial Zone as provided in Table C2.1 of the Parking and Sustainable Transport Code.

Use class	Status in Light Industrial Zone	Bicycle Parking Required by Table C2.1
Manufacturing and Processing	Permitted	1 space per 5 employees
Service Industry	Permitted	1 space per 5 employees
Transport Depot and Distribution	Permitted	1 space per 5 employees
Vehicle Fuel Sales and Service	Permitted	1 space per 5 employees
Bulky Goods Sales	Discretionary (with qualifications for sub-use classes)	1 space per 500m² of floor area (other than for a retail plant nursery)
Community Meeting and Entertainment	Discretionary	1 space per 50m² floor area or 1 space per 40 seats whichever is greater Or 4 spaces plus 2 spaces for each 1500m² of floor area (Depending on sub use class)
Crematoria and Cemeteries	Discretionary	1 space per 50 chapel seats
Food Services	Discretionary	1 space per 75m² floor area
General Retail and Hire	Discretionary	1 space per 100m² of floor area

Use class	Status in Light Industrial Zone	Bicycle Parking Required by Table C2.1
		(other than for a drive-in bottle shop which has no requirement)
Resource Processing	Discretionary	1 space per 5 employees
Sports and Recreation	Discretionary	1 space per 100m² of site area (only for a swimming pool)

(b) there is a need and desire for active transport options in this area, as evidenced by Council and DSG progressing a walking and cycling shared path along the Kings Meadows Connector as detailed in point 4 of the request for information; and

(c) there is evidence of existing use of Dolerite Drive and surrounds for active transport, including by cyclists associated with use of trails in the nearby Kate Reed Reserve.

As such, the proposed retail use will not introduce an out of place or unexpected element of pedestrian and bicycle use within an industrial precinct. Rather, it provides an opportunity to improve the current infrastructure offering for these expected forms of transport.

The proposal has been updated to include a pathway appropriate for pedestrians and cyclists extending along the western side of Dolerite Drive from the Kings Meadows Connector intersection to the site.

Together with the shared path initiative along Kings Meadows Connector being progressed by Council, the development can safely provide for active transport to and from the subject site and contribute to improvements for the broader area.

The primary retail catchment for the development, as identified in the Retail Assessment completed by Urban Enterprise to support the proposal, includes the residential areas to the north (Mt Pleasant Estate) and south (Oakden Park Estate, Dundas Street and Sienna Place/Raglan Street area) and the light industrial area of Connector Business Park. The area is currently underserved with active transport routes, but this will be improved by the provision of a footpath in Dolerite Drive to the site entrance as part of the proposed development and Council's planned pathway along Kings Meadows Link. There is an existing pedestrian crossing point at the Connector Park Drive/Kings Meadows Link roundabout (near Bunnings) which will connect the southern residential areas to the planned pathways.

Connector Park and the Mount Pleasant Estate area connect to the site via Dolerite Drive, Connector Park Drive and Southgate Drive. There is a gap in provision of pathways for pedestrian or cycle use through Connector Park to the start of the footpath in Southgate Drive. The proposal will improve the situation to the extent it can by providing a pathway for the southern section of Dolerite Drive to the site entrance as well as providing for onsite bicycle parking facilities.

6.2 Vehicle Trips

The updated proposal provides for pedestrian and cycle access to the development, as described above. This will provide an active transport alternative for customers in the primary catchment and passers-by from outside the immediate area.

The retail assessment undertaken to support the proposal established the retail catchment areas on the basis that the subject site is:

- within a business precinct with existing workers and visitors;
- adjacent to residential areas and the transport route from Midland Highway and Kings Meadows Link;
- located on a key thoroughfare with access to passing trade.

The retail model assumed the baseline market share for the proposed retail use to be appointed as follows:

- 25% capture from the primary catchment;
- 5% from the secondary catchment;
- 52% from outside catchment including workers at Connector Park, visitors to the industrial uses and passing trade from vehicles using Kings Meadows Link.

This indicates that many vehicle trips to the site will be part of multi-stage trips rather than exclusively generated by the proposed retail use. Many customers are expected to be already travelling either passing by or trips to and from their homes and workplaces and the like and will make a stop on the way. This reduces the overall trips generated by the proposal and consequent impact on the transport network.

The TIA finds that the proposal will have a mild impact on the operation of Dolerite Drive and the roundabout intersection with Kings Meadows Connector. The TIA concludes that while the percentage increase in traffic is large for Dolerite Drive, the actual volume of traffic is relatively low and well within the capacity of the road and surrounding network. The proposal is assessed as providing safe and efficient transport.

7. Conclusion

The proposed draft amendment seeks to include a 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, if for land located at 10 Dolerite Drive, Kings Meadows identified by Certificate of Title Volume 181165 Folio 1, only.

The purpose of the proposed draft amendment is to enable an application for a new convenience supermarket to be considered under the applicable provisions of the Light Industrial Zone of the Scheme. The proposed use and development would otherwise not be allowable under the Scheme without the proposed draft scheme amendment.

The ensuing assessment addresses each applicable assessment criteria set out by the *Land Use Planning and Approvals Act 1993* that is relevant to the amendment of the Launceston Local Provisions Schedule including:

- Northern Tasmanian Regional Land Use Strategy;
- State Policies;
- City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review;
- Greater Launceston Transport Vision;
- Launceston Transport Strategy 202-2040; and
- Tasmanian Planning Scheme incorporating the Launceston Local Provisions Schedule.

It is contended that the proposed draft amendment supports the inclusion of the Site Specific Qualification into the LPS and that the subsequent retail use and development is capable of satisfying all applicable Standards of the Scheme.

Support for the preparation and initiation of the proposed draft amendment and proposed use and development is therefore requested from Council.

Appendix A Title Document

Appendix B Owners Consent

Appendix C Development Plans

Appendix D Retail Assessment

Appendix E TIA

6ty° Pty Ltd
ABN 27 014 609 900

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

Launceston Office
Tamar Suite 103
The Charles
287 Charles Street
Launceston 7250
P (03) 6332 3300

CELEBRATING 30 YEARS 1989-2019

urban enterprise planning economics+tourism

10 DOLERITE DR, KINGS MEADOWS

RETAIL ASSESSMENT

CONNECTOR PROPERTY PTY LTD | FEBRUARY 2022

www.urbanenterprise.com.au

AUTHORS

Kurt Ainsaar, Director

Tayler Neale, Senior Consultant

DISCLAIMER

Neither Urban Enterprise Pty. Ltd. nor any member or employee of Urban Enterprise Pty. Ltd. takes responsibility in any way whatsoever to any person or organisation (other than that for which this report has been prepared) in respect of the information set out in this report, including any errors or omissions therein. In the course of our preparation of this report, projections have been prepared on the basis of assumptions and methodology which have been described in the report. It is possible that some of the assumptions underlying the projections may change. Nevertheless, the professional judgement of the members and employees of Urban Enterprise Pty. Ltd. have been applied in making these assumptions, such that they constitute an understandable basis for estimates and projections. Beyond this, to the extent that the assumptions do not materialise, the estimates and projections of achievable results may vary.

COPYRIGHT

© Copyright, Urban Enterprise Pty Ltd, 2022

This work is copyright. Apart from any uses permitted under Copyright Act 1963, no part may be reproduced without written permission of Urban Enterprise Pty Ltd.

L1 302-304 Barkly St, Brunswick VIC 3056
+61 3 9482 3888 urbanenterprise.com.au

CONTENTS

EXECUTIVE SUMMARY 1
1. INTRODUCTION 4
1.1. ENGAGEMENT & PURPOSE 4
1.2. SCOPE 4
2. PROPOSAL 5
2.1. OVERVIEW 5
2.2. SUBJECT SITE 5
2.3. PROPOSAL 6
2.4. KEY POINTS 8
3. RETAIL ASSESSMENT 9
3.1. OVERVIEW 9
3.2. RETAIL CATCHMENT 9
3.3. RETAIL HIERARCHY 10
3.4. RETAIL DEMAND 12
3.5. EXPENDITURE IMPACT ON CATCHMENT 15
3.6. KEY POINTS 15
4. NET COMMUNITY BENEFIT 16
4.1. OVERVIEW 16
4.2. METHODOLOGY 16
4.3. EMPLOYMENT & VALUE-ADD COMPARISON 17
4.4. OTHER BENEFITS 18
4.5. CONCLUSION 19
APPENDICES 20
APPENDIX A METHODOLOGY & ASSUMPTIONS 20
APPENDIX B METCASH PRIMARY CATCHMENT AREA 22

FIGURES

F1. LOCATIONAL CONTEXT 5
F2. SITE PLAN 6
F3. RETAIL CATCHMENT 9
F4. SUB-REGIONAL RETAIL HIERARCHY 10
F5. UNEMPLOYMENT RATE, LAUNCESTON, HOBART (LGA) & TASMANIA, 2017-21 17

TABLES

TABLE S1 RETAIL EXPENDITURE POOL & MARKET SHARE SUMMARY, PROPOSAL 2
TABLE S2 RETAIL EXPENDITURE IMPACT ON CATCHMENT 2
TABLE S3 ECONOMIC IMPACT SUMMARY, EMPLOYMENT/VALUE-ADDED 3
T1. FLOORSPACE SCHEDULE 6
T2. SUPERMARKET CLASSIFICATIONS 7
T3. SUB-REGIONAL RETAIL HIERARCHY 11
T4. RESIDENT POPULATION, PRIMARY & SECONDARY CATCHMENT 12
T5. CATCHMENT RETAIL EXPENDITURE 12
T6. MARKET SHARE SUMMARY, PROPOSAL, YEAR 1 13
T7. SUPPORTABLE FLOORSPACE 14
T8. ESTIMATED ANNUAL VIABLE TURNOVER, 2021 14
T9. RETAIL EXPENDITURE IMPACT ON CATCHMENT 15
T10. ECONOMIC IMPACT SUMMARY, EMPLOYMENT/VALUE-ADDED 17
T11. CONSTRUCTION IMPACT 18

GLOSSARY OF TERMS

Major Activity Centre	A Major Activity Centre provides a wide range of services and facilities (including offices for business and government) to serve the surrounding subregion, with a strong focus on the retail and commercial sector.
Suburban Activity Centre	A Suburban Activity Centre provides for the daily needs of the immediately surrounding area in an urban environment and provide a focus for day-to-day community life. These centres provide a range of convenience goods and services as well as some community services and facilities.
Neighbourhood or Town Centre	A Neighbourhood or Town Centre serves the daily needs of the surrounding community and provides a focus for day-to-day life. These centres include a mix of small-scale retail, community and health services with limited office-based employment.
Retail expenditure per capita	The average expenditure spent on retail per person, per annum.
Retail Turnover	Represents the total average revenue achieved by a retail premises per annum.
Retail Turnover Density	Represents the total turnover of the retail premises divided by the area (floorspace).
Speciality Store	A non-major retail shop in a centre that specialises in a narrow range of merchandise with an emphasis on product knowledge and customer service. Shops usually range up to 400 sqm.

EXECUTIVE SUMMARY

Urban Enterprise was engaged by Connector Property Pty Ltd to prepare a retail assessment to inform a combined rezoning and planning permit application to establish retail use at 10 Dolerite Drive, Kings Meadows.

The purpose of the assessment is to respond to the relevant policies in the Northern Tasmania Regional Land Use Strategy (2021) that relate to the potential impact of the proposal on the existing activity centre network. This report assesses whether:

- The retail proposal (a small supermarket) can viably be supported in the retail catchment;
- The scale and nature of retail use proposed at the subject site will materially impact on the viability or primacy of the activity centre network, and
- The proposal will deliver a net community benefit.

PROPOSAL

- The proposal includes the establishment of a small supermarket (979sqm), with 720sqm allocated for the supermarket footprint, and a further 259 sqm for the back of house area.
- The proposal falls within the classification of a 'small supermarket'. A small supermarket typically has a gross floor area between 500 and 1,000sqm[1], and includes a more limited volume and range of supermarket products compared with a mid-sized and full-line supermarket. A small supermarket primarily serves local residents and passing trade for convenience.

LOCATION & RETAIL CATCHMENT

- The subject site is located at 10 Dolerite Drive, Kings Meadows, approximately 6 km south of Launceston's CBD (approx. 10 mins by car). The site area is 3,340 sqm and is currently zoned Light Industrial.
- The site is strategically located within the existing Connector Business Park, and enjoys good exposure to Kings Meadows Link; a major road and thoroughfare leading to Launceston's CBD via the Midland Highway.
- The subject site and business park also abut residential estates to the south and north that are under development (Oakden Estate, Mt Pleasant Estate, 5 Dundas Street and Sienna Place).
- The proposal will primarily serve nearby residents for convenience-based supermarket items, transient workers and visitors to the business park and passing travellers on Kings Meadows Link.
- The proposal's primary catchment includes residential estates located to the north (Mt Pleasant Estate) and south (Oakden Park Estate, Dundas Street and Sienna Place), as well as the Connector Business Park. The secondary catchment includes the Kings Meadows–Punchbowl, Youngtown–Relbia and Relbia SA2s.

RETAIL HIERARCHY

- There are currently no supermarkets within the proposal's primary catchment. The nearest supermarkets are located in Kings Meadows (two full-line supermarkets) and Youngtown (small supermarket).
- Kings Meadows is located approximately 2.5km from the subject site. Given that there are two full-line supermarkets (Coles and Woolworths) along with other national brand retailers, hospitality and speciality retailers; this centre serves a sub-regional catchment that encompasses much of south, and south east Launceston.
- The small IGA (810 sqm) located on Hobart Road in Youngtown is approximately 2.5km (by car) from the subject site. Whilst located in relative proximity to Youngtown IGA, the subject site is divorced from this small

[1] Gross floor area, including back of house.

supermarket, given that there is no direct road connection linking Hobart Road with the Connector Business Park. Youngtown IGA's primary catchment encompasses the residential areas to the immediate west and east of Hobart Road, and extend down into Franklin Village.

RETAIL DEMAND

It is estimated that the proposed retail use at the subject site could capture in the order of $9.6 million in retail expenditure per annum, including:

- $4.6 million from within the primary and secondary catchment; and
- $5.0 million from outside of the catchment (i.e. workers at the Connector Business Park, visitors and non-locals).

Based on market share analysis, the primary catchment could viably support in the order of 1,190 sqm of retail floorspace (year 1), increasing to approximately 1,640 sqm by year 10 (note full development of adjacent residential estates is expected by no later than 2027). The analysis highlights that the scale of the retail floorspace that is proposed at the subject site is appropriate.

TABLE S1 RETAIL EXPENDITURE POOL & MARKET SHARE SUMMARY, PROPOSAL

	Primary	Secondary	Total
Population (residents)	1,034	12,220	13,254
Retail expenditure of catchment residents	$5.4M	$64.3M	$69.7M
Proposal market share (% of resident spending captured)	25%	5%	
Resident expenditure captured by proposal	$1.4M	$3.2M	$4.6M
Other trade (%)			52%
Other trade (residents outside catchment, visitors, workers)			$5.0M
Total trade			**$9.6M**

Source: Urban Enterprise, 2022

EXPENDITURE IMPACT

- Given that the proposal will primarily serve local residents and workers for convenience-based supermarket needs, the level of retail trade directed away from Kings Meadows Activity Centre (higher order centre) will be minimal.
- The proportion of the catchment's total expenditure pool directed to the proposal (in year 1) is estimated at $3.8 million (4.3% of the total expenditure pool).
- The impact on existing supermarkets is estimated to be low, and would not materially impact the viability of existing supermarkets and the primacy of the sub-regional retail hierarchy. The impact will also become more diluted over time, as population within the catchment continues to grow.

TABLE S2 RETAIL EXPENDITURE IMPACT ON CATCHMENT

Total catchment	Year 1 (2021)	Year 10
Residents	13,254	14,367
Food, liquor, groceries expenditure (per capita)	$6,606	$7,739
Food, liquor, groceries expenditure (total catchment)	$87.6M	$111.2M
Retail expenditure captured by proposal	$3.8M	$4.0M
% of retail expenditure pool captured by proposal	4.3%	3.6%

Source: Urban Enterprise, 2022

NET COMMUNITY BENEFIT

Table S3 summarises the estimated difference in employment and value-added outcomes for light industrial uses compared with retail use (i.e. the proposal).

The proposed retail use at the subject site is estimated to deliver:

- An additional 8 - 12 ongoing jobs (FTE); and
- An additional $0.23 - $0.85 million of value-added per annum.

TABLE S3 ECONOMIC IMPACT SUMMARY, EMPLOYMENT/VALUE-ADDED

Impact	Retail (proposal)	Light industrial	Difference
Employment (FTE)	19 jobs	7 - 11 jobs	+8 - 12 jobs
Value-added	$1.48m	$0.63m - $1.1m	+$0.38m - $0.85m

Source: Urban Enterprise, 2022

CONCLUSION

Based on the analysis detailed in this report, the proposed small supermarket at the subject site could be supported within the catchment without viably impacting existing supermarket traders within the sub-regional catchment; for the following reasons:

- There are currently no supermarkets or convenience retailers operating within the subject site's primary catchment.
- The scale of floorspace and type of retail goods that would be offered would not directly compete with the major supermarkets located in Kings Meadows, would remain the highest order centre.
- The total catchment's population is currently of a scale that could support a small supermarket in this location – with further growth expected to occur within adjacent residential estates.
- Beyond residents in the primary catchment, much of the proposal's trade is anticipated to originate from outside of the primary catchment; primarily transient workers and visitors to the Connector Business Park, as well as passing travellers using Kings Meadows Link.

The proposal is estimated to deliver a net community benefit, with a higher number of jobs (FTE) and value-added delivered to the economy compared with light industrial uses. Importantly, the proposal would provide accessible and convenient retail amenity for the growing resident and worker base in the primary catchment.

1. INTRODUCTION

1.1. ENGAGEMENT & PURPOSE

Urban Enterprise was engaged by Connector Property Pty Ltd to prepare a retail assessment to inform a combined rezoning and planning permit application to establish retail use at 10 Dolerite Drive, Kings Meadows.

The purpose of the assessment is to respond to the relevant policies in the Northern Tasmania Regional Land Use Strategy (2021) that relate to the potential impact of the proposal on the existing activity centre network. This report assesses whether:

- The retail proposal (a small supermarket) can viably be supported in the retail catchment;
- The scale and nature of retail use proposed at the subject site will materially impact on the viability or primacy of the activity centre network, and
- The proposal will deliver a net community benefit.

1.2. SCOPE

The scope of this assessment includes the following:

1. Proposal – provide an overview of the retail proposal.
2. Retail Catchment – establish a retail catchment area for the proposal. Consider the local resident catchment, location, transport connections and physical barriers (e.g. major roads, rail lines etc.)
3. Retail Hierarchy – identify and assess the retail hierarchy in the sub-regional catchment. Comment on the location, role, retail mix and retail anchors.
4. Retail Demand – assess the current and future demand for retail by analysing population and demographic trends within the catchment, retail expenditure, retail turnover and market share.
5. Retail Impact – assess the likely retail impact of the proposal in terms of turnover and percentage impact on nearby competing retailers in the catchment.
6. Net Community Benefit – assess whether the proposal will deliver a net community benefit, taking into account employment outcomes and other economic and social impacts.

2. PROPOSAL

2.1. OVERVIEW

This section provides an overview of the proposal, including the subject site and location context, preliminary concept plan and floorspace schedule.

2.2. SUBJECT SITE

The subject site is located at 10 Dolerite Drive, Kings Meadows, approximately 6 km south of Launceston's CBD (approx. 10 mins by car). The site area is 3,340 sqm and is currently zoned Light Industrial.

The subject sits within the Connector Business Park, and is as at the interface of residential estates to the south, with another residential area to the north of the Connector Business Park. Key observations relevant to surrounding areas include the following:

- **Connector Business Park** is the location of the subject site (situated at the south western corner). The business park consists of 30 lots; 21 of which are occupied (NearMap, Nov 2021) by a range of light industrial and large-format retail businesses. The subject site is adjacent to a Bunnings Warehouse outlet, which is the only Bunnings store located in the south of Launceston.
- **Mt Pleasant Estate** is a residential estate located directly north of the Connector Business Park. Mt Pleasant Estate includes an estimated 230 lots. The Estate is nearing completion, with an estimated 212 lots already delivered (NearMap, April 2021).
- **Oakden Park Estate** is a major residential estate located directly south of the subject site. Once complete, Oakden Park will include 216 residential lots and dwellings. Based on a review of aerial imagery (NearMap, Nov 2021), more than one-third of lots now include a dwelling. Based on historical trends, full-development of Oakden Park is expected by no later than 2026.
- There are two other smaller residential subdivisions under development in Youngtown; adjacent to Oakden Park Estate. The development of **5 Dundas Street (53 lots)** and **Sienna Place (18 lots)** is underway, and both are expected to be complete and occupied by no later than 2027.

F1. LOCATIONAL CONTEXT

Source: Urban Enterprise, 2022

The subject site fronts Kings Meadows Link; a major road that connects South Launceston with the CBD via the Midland Highway. Given the subject site has good exposure to Kings Meadows Link, proposed retail use would have strong potential to capture passing trade.

2.3. PROPOSAL

A site plan for the proposal is shown in Figure 2, and Table 1 provides a floorspace schedule for the proposed development. The proposal comprises a 979sqm supermarket, with 720sqm allocated for the supermarket trading area, and a further 259 sqm for the back of house area.

The proposed supermarket will include the following:

- Up to 15,000 Stock Keeping Units (SKUs);
- Fresh food offer, including fruit and vegetables, meat and fish;
- A serviced delicatessen;
- Service desk and ATM; and
- Fresh flower range.

F2. SITE PLAN

Source: Site Plan, 6ty Degrees, 2022

T1. FLOORSPACE SCHEDULE

Land Use	Floorspace (sqm)
Supermarket	720
Back of house	259
Total	979

Source: Site Plan, 6ty Degrees, 2022

2.3.1. SUPERMARKET CLASSIFICATIONS

There is no standard industry definitions for the different types of supermarkets in Australia. Urban Enterprise have in-house supermarket classifications, which identify the different types of supermarkets that can be delivered, and provides a comparison of their role and offering, size (floorspace), and typical number of Stock Keeping Units (SKUs).

Table 2 summarises the different types of supermarkets that can be delivered. The proposal falls within the 'small supermarket' classification. A small supermarket typically has a floor area of between 500 and 1,000sqm, and includes a more limited volume and range of supermarket products compared with a medium and full-line supermarket.

Typically, a small supermarket includes a smaller fresh produce section, and might include one of a delicatessen, bakery or butcher, but not all.

A small supermarket primarily serves the local area and passing trade for convenience. Common small supermarket retailers include IGA, Foodworks and Woolworths Metro.

T2. SUPERMARKET CLASSIFICATIONS

Type	Gross Floorspace[1]	Offering	No. of Stock Keeping Units (SKU)^	Catchment (Primary Trade Area)	Common Retailers
Full Line Supermarket	2,500 - 4,000+ sqm	A full-line supermarket includes a comprehensive product offering that typically includes fresh produce (fruit, vegetables), a delicatessen, a bakery, a butcher and fish monger. A full-line supermarket has the highest volume and diversity of supermarket products, and highest number of Stock Keeping Units (SKUs). These types of supermarkets typically serve customers from within one or more neighbourhoods.	20,000+	Neighbourhood(s)	Coles, Woolworths
Mid-size Supermarket	1,000 - 2,500 sqm	A mid-size supermarket typically includes fresh produce and at least one or more of a delicatessen, bakery and butcher. Overall the offering is comprehensive, but the total volume and range of products is less when compared with a full-line supermarket. A mid-size supermarket serves customers from within a neighbourhood catchment.	Up to 20,000*	Neighbourhood	ALDI, IGA (Supa)
Small Supermarket	500 - 1,000 sqm	A small supermarket is a scaled back version of a mid-size supermarket, and has a more limited volume and range of supermarket products available. Typically, a small supermarket includes a smaller fresh produce section, and might include one of a delicatessen, bakery or butcher, but not all. A small supermarket primarily serves the local area and passing trade for convenience.	Up to 15,000	Local and passing trade.	Foodworks, IGA (Local Grocer), Woolworths Metro
Convenience Supermarket	< 500sqm	A convenience supermarket provides goods that a customer usually purchases frequently, immediately and with a minimum of effort and decision making, including packaged products and household staples. This type of supermarket is designed to serve customers within the immediate area for convenience.	Up to 10,000	Immediate and passing trade.	IGA (Xpress), Foodworks

Source: Urban Enterprise
^SKU's are indicative only. In practice, SKUs are variable across supermarkets, and rely to an extent on the operator's business model.
* Excludes Aldi. Aldi's business model is based on a smaller number of SKU's (Typically around 1,500 per store)
1: Includes back of house.

2.4. KEY POINTS

- The subject site is strategically located within the existing Connector Business Park, with good exposure to Kings Meadows Link; a major road and thoroughfare leading to Launceston's CBD via the Midland Highway.
- The subject site and business park abut residential estates to the south and north that are under development.
- The proposal comprises a 979sqm supermarket (gross), with 720sqm allocated for the supermarket footprint, and a further 259 sqm for the back of house area.
- The proposal is classified as a 'small supermarket'. A small supermarket typically has a floor area between 500 and 1,000 sqm, and includes a more limited volume and range of supermarket products compared with a higher order medium or full-line supermarket.
- The proposal is anticipated to primarily serve nearby local residents, workers and visitors to the business park, and passing travellers using Kings Meadows Link.

3. RETAIL ASSESSMENT

3.1. OVERVIEW

This section provides an assessment of retail demand (supportable floorspace) for the proposal and has regard to the primary and secondary retail catchment, the sub-regional retail hierarchy, retail expenditure and turnover patterns.

3.2. RETAIL CATCHMENT

A retail catchment is commonly established to identify where retail expenditure (turnover) will be generated and captured for a particular retail centre or business. A catchment area typically has regard to the following:

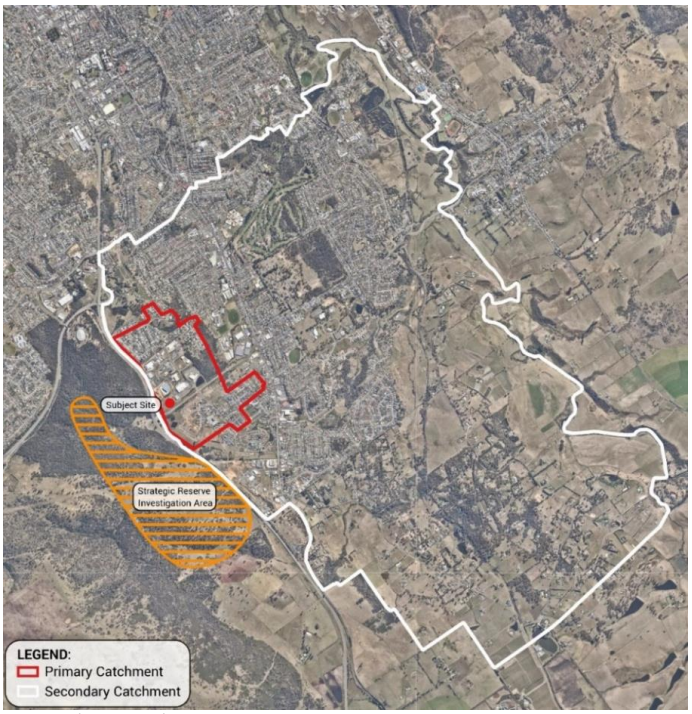
1. Offering - The nature and scale of the retail offering (e.g. types of goods/services, floorspace provision);
2. Location - Proximity and access to nearby resident and worker populations;
3. Accessibility - Access and exposure to the retail centre (e.g. road, rail, pedestrian links); and
4. Competition - The proximity and offering of other retail centres/retailers in the region.

Catchments are commonly separated into primary and secondary catchment areas. The proposal's primary and secondary retail catchment is shown in Figure 3. The primary catchment includes the residential estates located to the north (Mt Pleasant Estate) and south (Oakden Park Estate, Dundas St and Sienna Place), as well as the Connector Business Park.

The secondary catchment includes the Kings Meadows–Punchbowl, Youngtown–Relbia and Relbia SA2s (excluding the area designated as the primary catchment). The outer areas of the secondary catchment are included due to the subject site's location along Kings Meadows Link, which is the key link to Midland Highway (the primary route to the Launceston CBD).

A residential investigation area (as noted in the NTRLUS, 2021) is located to the west of the Midland Highway (approx. 500 metres from the subject site). Whilst it is likely that future residents living in this area would form part of the primary retail catchment, this area is subject to further planning investigation, and requires a rezoning. It is therefore considered a longer term development opportunity.

F3. RETAIL CATCHMENT



Source: Urban Enterprise, 2022

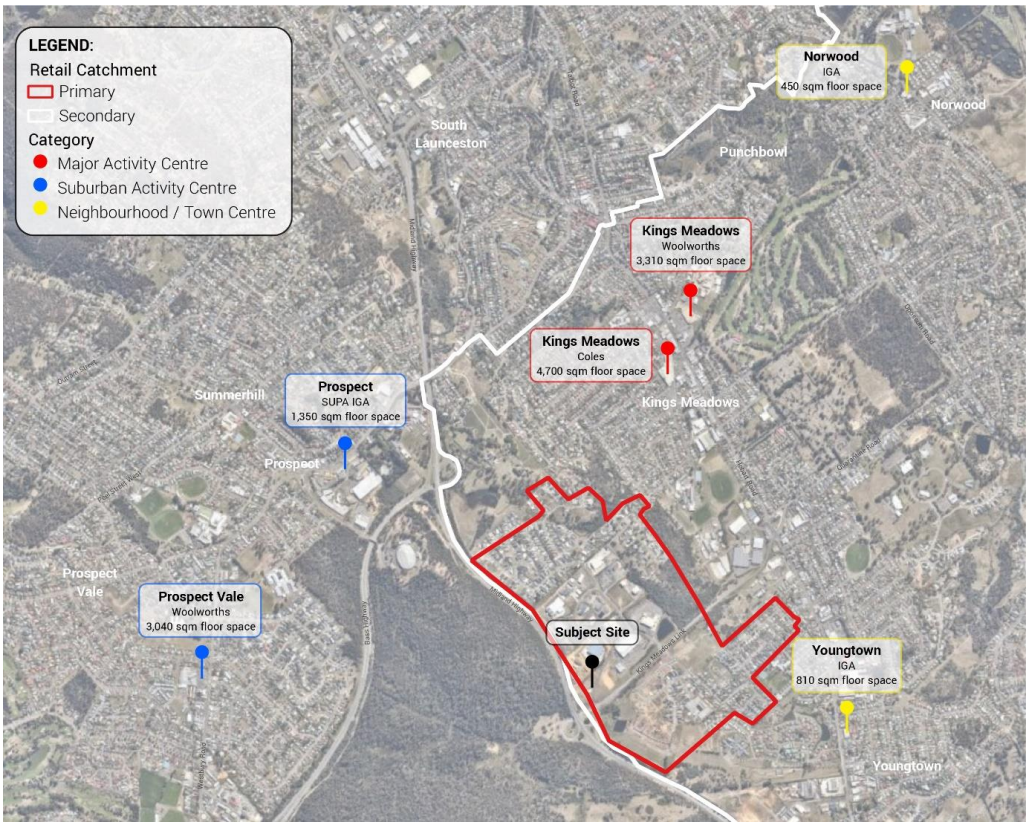
3.3. RETAIL HIERARCHY

A retail hierarchy categorises the role of retail centres within a regional catchment according to the scale of retail floorspace and the retail mix that exists.

The hierarchy typically determines where retail expenditure is directed within the region based on the role, location and retail mix of centres. For example, a major activity centre such as Kings Meadows includes a higher provision of retail floorspace and a more comprehensive retail offering and mix, and is therefore likely to capture a greater proportion of the catchment's total expenditure pool.

A sub-regional retail hierarchy has been prepared to assess the current role and retail mix of competing retail centres in proximity to the subject site. Figure 4 shows competing supermarkets, and the hierarchy is summarised in Table 3.

F4. SUB-REGIONAL RETAIL HIERARCHY



Source: Urban Enterprise, 2022

T3. SUB-REGIONAL RETAIL HIERARCHY

Centre	Distance from subject site	Category / Classification	Retail Role / Business Mix	Supermarket
Kings Meadows	3 km (6 mins)	Major Activity Centre	- 2 x full-line supermarkets - National brand retailers - Specialty stores - Hospitality - Retail services - Other retail	- Full-line Coles (4,700 sqm) - Full-line Woolworths (3,310 sqm)
Prospect	7 km (9 mins)	Suburban Activity Centre	- Convenience supermarket - Specialty stores - Hospitality	- SUPA IGA (1,350 sqm), mid-size supermarket
Prospect Vale	6km (6 mins)	Suburban Activity Centre	- Full-line supermarket - Discount department store - Hospitality - Speciality retail - Retail services	- Full-line Woolworths (3,040 sqm)
Youngtown	3 km (5 mins)	Neighbourhood/Town Centre	- Convenience supermarket - Other retail	- IGA (810 sqm), small supermarket
Norwood	5km (7 mins)	Neighbourhood/Town Centre	- Convenience supermarket	- IGA (450 sqm), convenience supermarket

Source: Northern Tasmania Regional Land Use Strategy, 2021; Launceston Retail Audit & Activity Centre Strategy, 2011; Urban Enterprise, 2022

The following observations in relation to the sub-regional hierarchy are relevant:

- **Kings Meadows** is a major activity centre and is the highest order retail centre in the sub-region, with a significant provision of retail floorspace, two full-line supermarkets, national brand retailers, hospitality and specialty stores. Due to its size and retail offering, the centre attracts trade from across the sub-region, including southern and eastern areas of the municipality.
- **Prospect Vale** is a suburban activity centre and includes a full-line supermarket, discount department store, retail services and hospitality operations. Due to its location on the western side of Midland Highway (and the associated transport barriers) this centre primarily generates trade from Prospect Vale, Prospect, Summerhill, Blackstone Heights and Hadspen.
- **Prospect** is a suburban activity centre and includes a small supermarket, specialty stores and several hospitality operators. Given the relatively limited retail offering, this centre primarily captures trade from residents in Prospect and Summerhill.
- **Youngtown** is classified as a neighbourhood/town centre and includes a convenience supermarket and other speciality retail tenancies (e.g. pharmacy and post office). Youngtown's primary catchment comprises the residential area to the immediate west and east of Hobart Road. Given its located proximate to the Hobart Road/Relbia Road interchange, the supermarket is also likely to capture trade from residents and visitors in Relbia (further south), particularly given that no supermarkets exist in Relbia.
- **Norwood** is designated as a neighbourhood/town centre and includes a small convenience supermarket. Due to its relatively limited retail offer and location, this centre is likely to draw on a small catchment in close proximity.

There are currently no supermarkets within the primary catchment. The nearest supermarkets are located in Kings Meadows (two full-line supermarkets) and Youngtown (small supermarket).

Kings Meadows is located approximately 2.5km from the subject site. Given that there are two full-line supermarkets (Coles and Woolworths) along with other national brand retailers, hospitality and speciality retailers; this centre serves a sub-regional catchment that includes south and south east Launceston.

The small IGA (810 sqm) located on Hobart Road in Youngtown is approximately 2.5km (by car) from the subject site. Given the relative disconnect between IGA and the Connector Business Park (i.e. no direct road connection), this supermarket's primary catchment encompasses the residential areas to the immediate west and east of Hobart Road, and extend down into Franklin Village.

3.4. RETAIL DEMAND

Demand for retail floorspace is typically driven by a combination of expenditure from residents within the catchment and visitors from outside of the catchment (such as workers, non-locals and tourists). To estimate the scale of supportable retail floorspace in the catchment, an assessment of population, retail expenditure and market share has been undertaken and is assessed in-turn.

3.4.1. POPULATION

The current and future resident population in the retail catchment have been estimated to inform the retail demand assessment (i.e. supportable floorspace). The methodology and assumptions used to estimate the catchment population are outlined in Appendix A.

The current population within the primary and secondary catchment area is estimated at 13,254 residents (as at 2021). The catchment's population is projected to increase to 14,367 residents by year 10 (+1,113 residents).

The resident population within the primary catchment is 1,034 residents, and is projected to grow to 1,522 residents by 2031 (+488 residents), it should be noted that full-development of Oakden Park and other adjacent residential developments is expected by 2027.

T4. RESIDENT POPULATION, PRIMARY & SECONDARY CATCHMENT

Catchment	Year 1 (2021)	Year 10 (full development)	Change
Primary	1,034	1,522	+488
Secondary	12,220	12,845	+625
Total	**13,254**	**14,367**	**+1,113**

Source: Urban Enterprise, 2022

3.4.2. RETAIL EXPENDITURE

To estimate the total retail expenditure pool within the catchment, expenditure data has been sourced from Metcash's Demographics & Expenditure Report (Kings Meadows, 2021). The report cross references the 2016 ABS Demographic income quintiles of a specified catchment area (see Appendix B) with the ABS 2016 Consumer Expenditure Survey to derive expenditure patterns across supermarket product categories.

For the purposes of this assessment, all categories (supermarket items) have been included except for restaurant/takeaway items. It should be noted that some items identified within the retail expenditure estimates will not be sold at the supermarket proposed at the subject site, including liquor and some general merchandise products. These items have been included in the retail expenditure calculations in order to understand the total expenditure pool relevant to supermarket items, thus providing an accurate assessment of the expected impact of the proposal on other supermarkets. A summary of the retail expenditure analysis is provided in Appendix A.

On average, residents in the catchment spend an estimated $5,259 per annum on supermarket items (2021). Adopting the population estimates, the total expenditure pool generated from within the primary catchment is estimated at $5.4m, and a further $64.3m in the secondary catchment. Once full development is achieved in year 10, the retail expenditure pool is estimated to grow to $9.4m in the primary catchment and $79.1m in the secondary catchment, as shown in Table 5.

T5. CATCHMENT RETAIL EXPENDITURE

Catchment	Year 1 (2021)			Year 10		
	Population	Expenditure per capita	Expenditure Pool	Population	Expenditure per capita	Expenditure Pool
Primary	1,034	$5,259	$5.4M	1,522	$6,162	$9.4M
Secondary	12,220		$64.3M	12,845		$79.1M
Total	**13,254**		**$69.7M**	**14,367**		**$88.5M**

Source: Urban Enterprise, 2022

Clearly not all of this expenditure will be captured by the small supermarket proposed at the subject site. A substantial proportion of expenditure will be directed to higher order retail centres in the region, particularly the Kings Meadows Activity Centre, Launceston CBD and online retailers.

3.4.3. MARKET SHARE

Market share analysis for the proposal has regard to the retail hierarchy, the size and spend within the primary retail catchment (population and expenditure pool), as well as the locational attributes and proposed supermarket offering at the subject site.

A set of 'baseline' assumptions regarding market share and retail turnover have been formulated and adopted. These have been prepared using a combination of industry benchmarks and previous retail analysis undertaken by Urban Enterprise in comparable metropolitan settings.

The following 'baseline' market share assumptions have been adopted:

- **Primary catchment –** the proposal will capture 25% of spend on food, liquor and groceries from the primary catchment.
- **Secondary catchment –** the proposal will capture 5% of the secondary catchment's expenditure on food, liquor and groceries.
- **Outside catchment** – 52% of retail expenditure generated by the proposal will originate from outside the catchment. This will predominantly include workers at the Connector Business Park, visitors to the adjoining Bunnings and passing trade from motor vehicles using Kings Meadows Link.

Based on the adopted assumptions, the proposal could capture in the order of $9.6 million in retail expenditure per annum. This includes $4.6 million from within the primary and secondary catchment, with the balance ($5.0 million) generated from outside of the catchment.

Note this is not the estimated turnover of the proposal, rather the maximum potential trade that could be captured based on retail demand within the catchment. The market share results are summarised in Table 6.

T6. MARKET SHARE SUMMARY, PROPOSAL, YEAR 1

	Primary	Secondary	Total
Population (residents)	1,034	12,220	13,254
Retail expenditure of catchment residents	$5.4M	$64.3M	$69.7M
Proposal market share (% of resident spending captured)	25%	5%	
Resident expenditure captured by proposal	$1.4M	$3.2M	$4.6M
Other trade (%)			52%
Other trade (residents outside catchment, visitors, workers)			$5.0M
Total trade			**$9.6M**

Source: Urban Enterprise, 2022

3.4.4. SUPPORTABLE FLOORSPACE

To estimate the scale of retail floorspace that could viably be supported in the primary catchment, the total expenditure captured can be converted to floorspace by applying an average turnover density. Given the nature of the proposal (i.e. small supermarket), an average turnover density of $8,000 per square metre has been adopted for the assessment.[2] This is a commonly applied turnover density for small supermarkets, and represents a turnover density that is typically required to support a viable business.

Based on the market share scenario, the catchment could viably support in the order of 1,190 sqm of retail floorspace (current day), increasing to approximately 1,640 sqm by 2031 (note full development of adjacent residential estates is expected by no later than 2027). The analysis highlights that the scale of the retail floorspace that is proposed at the subject site is appropriate.

T7. SUPPORTABLE FLOORSPACE

	2021	2031
Retail Demand	$9.5M	$13.1M
Turnover Density (per sqm)	$8,000	$8,000
Supportable floorspace (sqm)	**1,190**	**1,640**

Source: Urban Enterprise, 2022

3.4.5. RETAIL TURNOVER

To estimate the annual turnover of other supermarkets in the catchments, industry standard turnover densities have been applied to floorspace yields for supermarkets in other centres. The calculation provides an estimate of the baseline annual turnover that is typically required for each supermarket operate viably.

It is estimated that existing supermarkets need to generate an annual turnover in the order of $78.6 million, with more than 90% generated across the two full-line supermarkets in Kings Meadows.

T8. ESTIMATED ANNUAL VIABLE TURNOVER, 2021

Supermarket	Floorspace (sqm)	Ave Turnover Density (per sqm)	Total annual turnover (estimate)
Kings Meadows Coles	4,700	$9,000	$42.3M
Kings Meadows Woolworths	3,310	$9,000	$29.8M
Youngtown IGA	810	$8,000	$6.5M
Total			**$78.6M**
Proposal	979	$8,000	$7.8M
Existing supermarket + proposal			**$86.4M**

Source: Urban Enterprise, 2022

[2] This is considered an industry standard turnover density for a small supermarket

3.5. EXPENDITURE IMPACT ON CATCHMENT

To assess the potential impact of the proposal on existing supermarkets and retail centres within the catchment, a broader estimate of expenditure on food, liquor and groceries (FLG) within the catchment is required. The expenditure figure adopted in previous sections relates to items that are expected to be available at the proposed convenience-based supermarket, therefore a wider categorisation is required to ensure all supermarket (food, liquor, groceries) expenditure is captured. For this reason, the total expenditure pool will be higher.

Urban Enterprise has sourced retail expenditure data (across metropolitan Melbourne) from Marketinfo to estimate the total FLG expenditure pool within the catchment. MarketInfo uses micro-simulation to estimate expenditure of residents based on a range of demographic variables. According to MarketInfo, the average FLG expenditure across metropolitan Melbourne is $6,606 (2021 dollars).

Adopting and applying this figure to the retail catchment for the proposal results in a total FLG expenditure pool of $87.6 million (in 2021). For the proposal, the expenditure generated from within the catchment area (in year 1) is estimated at $3.8 million. This equates to 4.3% of the catchment's total FLG expenditure pool ($87.6m).

T9. RETAIL EXPENDITURE IMPACT ON CATCHMENT

Total catchment	Year 1 (2021)	Year 10
Residents	13,254	14,367
Food, liquor, groceries expenditure (per capita)	$6,606	$7,739
Food, liquor, groceries expenditure (total catchment)	$87.6M	$111.2M
Retail expenditure captured by proposal	$3.8M	$4.0M
% of retail expenditure pool captured by proposal	4.3%	3.6%

Source: Urban Enterprise, 2022

The annual turnover generated by existing supermarkets (Kings Meadows, Youngtown) currently operating in the catchment is estimated at $78.6 million. Whilst it is acknowledged that these retailers would generate a proportion of turnover from outside of their unique catchment areas (i.e. from visitors, workers, non-locals etc), it indicates that the catchment's expenditure pool (currently $87.6m, growing to $111.2m by year 10) is of a scale that could support the proposed supermarket at the subject site, without materially impacting on the viability and role of the current hierarchy.

3.6. KEY POINTS

- **Given that the proposal will primarily serve convenience-based supermarket needs, the level of retail trade directed away from Kings Meadows to the subject site would be negligible.**
- **The scale of the retail floorspace that is proposed at the subject site is appropriate, and could viably be supported within the retail catchment.**
- **The expenditure impact on existing supermarkets is estimated to be low, and would not materially impact the viability of existing supermarkets and the primacy of the sub-regional retail hierarchy. The expenditure impact of the proposal on the catchment will also become more diluted over time, as population within the catchment continues to grow.**

4. NET COMMUNITY BENEFIT

4.1. OVERVIEW

This section provides a net community benefit assessment for the proposal. The assessment has regard to the following:

- Employment comparisons between the existing land use (light industrial) and proposed land use (retail);
- Value-add comparisons between the existing land use (light industrial) and proposed land use (retail); and
- Other benefits/impacts.

4.2. METHODOLOGY

To compare the employment and value-add outcomes of the current land use (light industrial) with the proposed land use (retail), the following approach and assumptions have been formulated and adopted:

LIGHT INDUSTRIAL USES

1. Employment
   a. Measure the site to floorplate ratio for existing lots and businesses within the Business Connector Park to determine the likely building footprint (sqm) if light industrial uses were to be delivered on the subject site.
   b. Referring to purpose and permitted uses in the light industrial zone, assume that the eventual land use outcome could be manufacturing, transport, portal and warehousing, wholesale trade or bulky goods retail (specifically garden, landscaping and homeware supplies).
   c. Apply an average jobs density of 1 job (FTE) created per 150sqm of retail floorspace, except for bulky goods retail (1 jobs per 150sqm).
2. Value-added
   a. To estimate the total value-added per annum from light industrial uses at the subject site, apply Launceston municipality's value-added per worker (Economy id, 2022) for each industry sector:
      - Manufacturing ($91,745)
      - Transport, postal and warehousing ($112,948)
      - Wholesale trade ($164,890)
      - Bulky goods retail ($57,335)

RETAIL USE (PROPOSAL)

3. Employment
   a. Apply an average jobs density of 1 job (FTE) created per 50sqm of retail floorspace.
4. Value-added
   a. To estimate the total value-added from light industrial uses at the subject site, apply Launceston municipality's value-added per retail worker (Economy id, 2022).

4.3. EMPLOYMENT & VALUE-ADD COMPARISON

Table 10 summarises the estimated difference in employment and value-added outcomes for light industrial uses and retail use (i.e. the proposal).

The proposed retail use at the subject site is estimated to deliver:

- An additional 8 to 12 ongoing jobs (FTE); and
- An additional $0.38 to $0.85 million of value-added per annum.

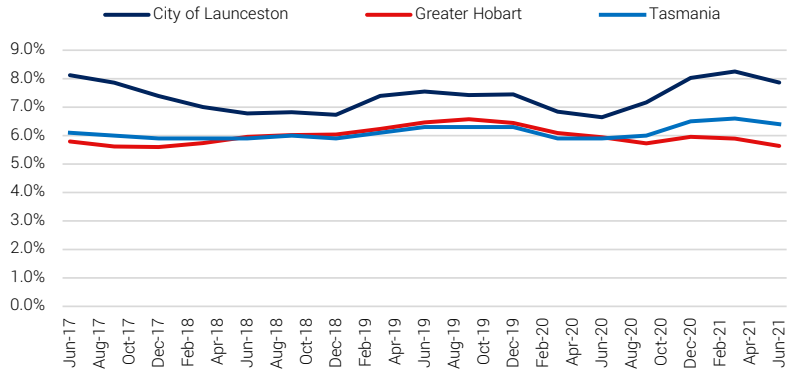
T10. ECONOMIC IMPACT SUMMARY, EMPLOYMENT/VALUE-ADDED

Impact	Retail (proposal)	Light industrial	Difference
Employment (FTE)	19 jobs	7 - 11 jobs	+8 - 12 jobs
Value-added	$1.48m	$0.63m - $1.1m	+$0.38m - $0.85m

Source: Urban Enterprise, 2022

The additional employment generated by the proposal should also be considered in the context of the local jobs market. As shown in Figure 5, Launceston LGA has experienced a sustained period of higher unemployment when compared with Hobart and Tasmania. The net additional employment that is estimated to be delivered would provide additional job opportunities for Launceston's labour force.

F5. UNEMPLOYMENT RATE, LAUNCESTON, HOBART (LGA) & TASMANIA, 2017-21



Source: Unemployment rate, Economy id, 2022

4.4. OTHER BENEFITS

4.4.1. CONSTRUCTION IMPACTS

The investment required to deliver the retail development will provide stimulus to the regional construction industry in the form of output and jobs during the construction period.

High-level estimates for the construction cost have been adopted to quantify the economic impacts to the construction industry. The cost estimates have been sourced and derived from Rawlinsons Australian Construction Handbook (2022) and applied to the floorspace allocations for the proposal. Construction cost estimates are summarised in Appendix A. It should be noted that costs associated with store fit-out are excluded.

The estimated construction cost to deliver the proposal is in the order of $2.7 million. The direct investment is estimated to generate a total economic output of $7.4 million and support 17 jobs (FTE) during the construction period. This includes:

- $2.7 million in direct and $4.7 million in indirect output; and
- 5 direct and 12 indirect jobs (FTE).

T11. CONSTRUCTION IMPACT

Construction Impact	Output	Employment (FTE)
Direct Impact	$2.7 million	5
Indirect Impact	$4.7 million	12
Total Impact	$7.4 million	17

Source: Remplan, 2022

4.4.2. RETAIL AMENITY FOR WORKERS

Whilst the proposal does not align with the existing light industrial business mix within the Connector Business Park, a small supermarket will provide accessible retail amenity for the worker base, which does not currently exist in the Business Park (with the exception of Bunnings).

4.4.3. RETAIL AMENITY FOR A GROWING COMMUNITY

The proposal at the subject site will provide a small supermarket within walking distance of a growing resident base at Oakden Park Estate. The provision of retail proximate to this residential estate will provide a source of retail amenity for the growing community.

4.5. CONCLUSION

Based on the analysis detailed in this report, the proposed small supermarket (979sqm) at the subject site could be supported within the catchment without viably impacting existing supermarket traders within the sub-regional catchment; for the following reasons:

- There are currently no supermarkets or convenience retailers operating within the subject site's primary catchment.
- The scale of floorspace and type of retail goods that would be offered would not directly compete with the major supermarkets located in Kings Meadows, which would remain the highest order centre.
- The total catchment's population is currently of a scale that could support another small supermarket in this location – with further growth projected in-line with the ongoing development of adjacent residential estates.
- Beyond residents in the primary catchment, much of the proposal's trade is anticipated to originate from outside of the primary catchment; including transient workers and visitors to the Connector Business Park, as well as passing travellers using Kings Meadows Link.

The proposal is estimated to deliver a net community benefit, with a higher number of jobs (FTE) and value-added delivered to the economy compared with light industrial uses. Importantly, the proposal would provide accessible and convenient retail amenity for the growing resident and worker base in the primary catchment.

APPENDICES

APPENDIX A METHODOLOGY & ASSUMPTIONS

CATCHMENT POPULATION ESTIMATE METHODOLOGY

	2021	2031
Primary Catchment	• Undertake a dwelling audit within the catchment area (Nearmap, April 2021) • Apply 2016 Census occupied dwelling rate for corresponding SA2 to dwelling estimate. • Apply 2016 Census average household size for corresponding SA2 to occupied dwelling estimate.	• Full development of each residential estate estimated using property boundaries. • Apply annual three-year historical development rate for Mt Pleasant (18 dwellings per annum) • Apply higher development rate for Oakden Park and other residential estates until full development is achieved. (35 dwellings per annum) • Apply same assumptions regarding 2016 occupied dwelling rates and average household sizes as used in 2021
Secondary Catchment	• Reduce the regional catchment estimate by the primary catchment estimate	• Apply nominal annual growth rate to 2021 secondary catchment population estimate.
Regional Catchment	• Apply nominal growth rate to 2020 ABS estimated resident population for the regional catchment	• Aggregate the primary and secondary catchment population estimates

Source: Urban Enterprise, 2021

CATCHMENT POPULATION ESTIMATE ASSUMPTIONS & SOURCE

	2021	2031
Primary Catchment	• 455 existing dwellings (Urban Enterprise) • 92% occupied private dwelling rate (ABS Census, 2016) • Average household size between 2.2 and 2.4 (ABS Census, 2016)	• Oakden full development: 216 lots (Urban Enterprise) • Mt Pleasant full development: 230 lots (Urban Enterprise) • Goodyer full development 53 lots (Urban Enterprise) • Sienna Place full development 18 lots (Urban Enterprise)
Secondary Catchment	NA	• Nominal annual population growth rate: 0.5% (Urban Enterprise)
Regional Catchment	• 2020 population: 13,188 (ABS ERP, 2021) • Nominal annual population growth rate: 0.5% (Urban Enterprise)	NA

Source: Urban Enterprise, 2021

RETAIL EXPENDITURE ESTIMATES

Expenditure Category	2020				2021
	Weekly	Yearly	Catchment	Per Person	Per Person[1]
Groceries	$125,905	$6,547,060	3,700	$1,769	$1,798
Dairy	$28,147	$1,463,644	3,700	$396	$402
Frozen	$11,659	$606,268	3,700	$164	$166
Fresh	$81,797	$4,253,444	3,700	$1,150	$1,168
Liquor	$26,779	$1,392,508	3,700	$376	$382
Tobacco	$46,323	$2,408,796	3,700	$651	$661
Newsagency	$16,227	$843,804	3,700	$228	$232
General Merchandise - Basic	$8,819	$458,588	3,700	$124	$126
General Merchandise - Dept Store	$22,686	$1,179,672	3,700	$319	$324
Restaurants / Takeaway	$68,944	$3,585,088	3,700	$969	$984
Total				$6,146	$6,244
Total supermarket expenditure					$5,259

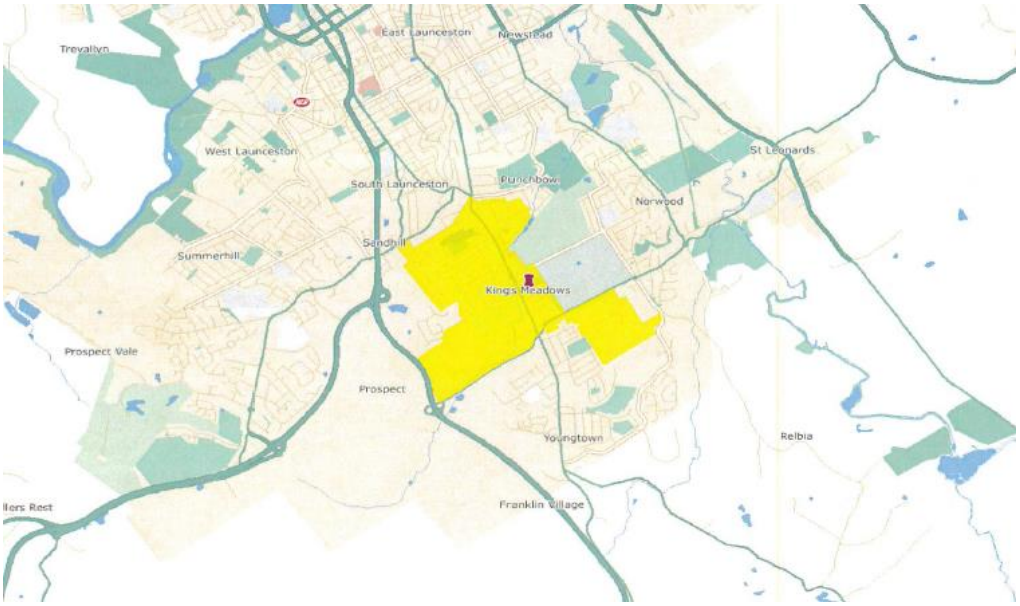
Source: Metcash 2021, analysed by Urban Enterprise, 2022.
1. Note per capita retail expenditure has been escalated at the historical inflation rate of 1.6% per annum.

CONSTRUCTION COST ESTIMATES

Land Use	Total
IGA	$1.91 million
Back of house	$0.63 million
Carpark	$0.14 million
Total*	$2.67 million

Source: Unit costs – retail premises, Rawlinsons Australian Construction Handbook, 2022
Excludes costs associated with store fit out and landscaping.

APPENDIX B METCASH PRIMARY CATCHMENT AREA



www.urbanenterprise.com.au

TRAFFIC & CIVIL SERVICES

10 DOLERITE DRIVE SUPERMARKET

KINGS MEADOWS

TRAFFIC IMPACT ASSESSMENT

MARCH 2025

10 Dolerite Drive Supermarket
Kings Meadows

TRAFFIC IMPACT ASSESSMENT

- Final
- March 2025

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

Contents

Document history and status 5

1. Introduction 6

1.1 Background 6
1.2 Objectives 6
1.3 Scope of Traffic Impact Assessment (TIA) 6
1.4 References 6
1.5 Statement of Qualifications and Experience 7
1.6 Glossary of Terms 8
1.7 Site Specific Glossary of Terms 9

2. Site Description 10

3. Proposal, Planning Scheme and Road Owner objectives 12

3.1 Description of Proposed Development 12
3.2 Tasmanian Planning Scheme 13
3.3 State Road Network Objectives 13
3.4 Local Road Network Objectives 13

4. Existing Conditions 14

4.1 Transport Network 14
4.2 Midlands Highway 14
4.3 Dolerite Drive 15
4.4 Kings Meadows Link 15
4.5 Connector Park Drive 16
4.6 10 Dolerite Drive access 17
4.7 CPD / Dolerite Drive junction 19
4.8 2025 Traffic Activity 22
4.8.1 Dolerite Drive 22
4.8.2 Connector Park Drive (at Dolerite Drive) 22
4.8.3 Kings Meadows Link (440m East of KMI) 22
4.8.4 Midland Highway (790m North of KMI) 22
4.9 Crash History 23
4.10 Sight Distance requirements summary (Figure 25) 24
4.11 Services 24
4.12 Road Safety Review 24
4.13 Austroads Safe System Assessment 25

5. Traffic Generation and Assignment 27

5.1 Traffic Growth 27
5.2 Trip Generation 27
5.3 Trip Assignments 28

6. Impact on Road Network 31

6.1 Austroads Guidelines for Junction Layouts 31
6.1.1 #10 Dolerite Drive 31
6.1.2 CPD / Dolerite Drive Junction 32
6.2 Intersection Analysis 32
6.2.1 Intersection Analysis Methodology 32
6.2.2 Intersection Model 33
6.2.3 Intersection Analysis Results 33
6.3 Traffic Capacity Summary 37
6.3.1 #10 Dolerite Drive Access 37
6.3.2 CPD / Dolerite Drive Junction 37
6.3.3 KMI Roundabout 37
6.4 Department of State Growth requirements 38
6.5 Transport Planning Considerations 39
6.5.1 Multimodal transport. 39
6.5.2 Multi use trips. 39
6.5.3 Future growth and increasing role as an urban service centre. 40

7. Tas. Planning Scheme – Launceston 41

7.1 Parking and Sustainable Transport Code C2 41
7.2 Road and Railway Assets Code C3 48
7.3 Other impacts 50
7.3.1 Environmental 50
7.3.2 Street Lighting and Furniture 50
7.4 Internal Layout 50
7.4.1 Site layout 50
7.4.2 Vehicular access to #10 Dolerite Drive 50
7.4.3 Internal traffic circulation 50
7.4.4 Parking 50
7.4.5 Provisions for pedestrians 50

8. Recommendations and Conclusions 51

8.1 Traffic Activity 51
8.2 Road Safety 51
8.3 Crash History 51
8.4 Austroads Safe System Assessment 51
8.5 Austroads junction and access guidelines 52
8.6 Traffic Capacity 52
8.7 Tasmanian Planning Scheme - Launceston 52
8.8 Recommendations 52

Appendices 53

Appendix A – Site Plans 54

Appendix B – Dolerite Drive Rabt Count Data 62
Appendix C – CPD / Dolerite Drive Count Data 66
Appendix D – Kings Meadows Link Count Data 68
Appendix E – Midlands Hwy Count Data 70
Appendix F – DSG Limited Access Roads 72
Appendix G – Tas. 26m B Double Network 73
Appendix H – DSG Link Map 74
Appendix I - SIDRA Model - KMI Rabt 2035 76
Appendix J - SIDRA Analysis - KMI Rabt 2035 77
Appendix K – Level of Service Descriptions 81
Appendix L – DSG advice on TIA acceptability 82

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	19th Feb 2025	R Burk	R Burk	19th Feb 2025	New Draft
2	6th March 2025	R Burk	R Burk	6th March 2025	Final

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	George Walker (6ty)
Final	1	1	George Walker (6ty)

Printed:	6 March 2025
Last saved:	6 March 2025 02:02 PM
File name:	10 Dolerite
Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	TBA
Name of project:	10 Dolerite
Name of document:	10 Dolerite
Document version:	Final
Project number:	

1. Introduction

1.1 Background

This TIA reviews a proposed small supermarket at 10 Dolerite Drive located some 70m north of the roundabout at the Kings Meadows Interchange (KMI). The review considers the adjacent road network, road safety and impact of traffic generated by the proposal on the operation of the KMI roundabout. Analysis of the roundabout is necessary as there is a high volume of traffic on the Kings Meadows Link (KML) with consistent traffic growth.

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

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

1.2 Objectives

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

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

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Dolerite Drive and the junction with Connector Park Drive (CPD) and KMI roundabout allowing for the impact of:

- the proposal,
- background traffic growth on the KML

These factors need to be considered to give a realistic assessment of the situation in 2032.

1.4 References

- RTA Guide to Traffic Generating Developments – 2002
- Tasmanian Planning Scheme – Launceston 2022
- Launceston Transport Strategy 2020-2040 (LTS)
- Northern Tasmanian Regional Land Use Strategy (NTRLUS)
- Austroads Guidelines

- Road Design Part 4A: Unsignalised & Signalised Intersections 2021
- Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

1.5 Statement of Qualifications and Experience

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

Richard Burk is an experienced and qualified traffic engineer with:

- 38 years professional experience in road and traffic engineering industry
  - Director Traffic and Civil Service Pty Ltd since May 2017.
  - Manager Traffic Engineering at the Department of State Growth until May 2017.
  - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

Richard Burk

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

Director Traffic and Civil Services Pty Ltd

1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

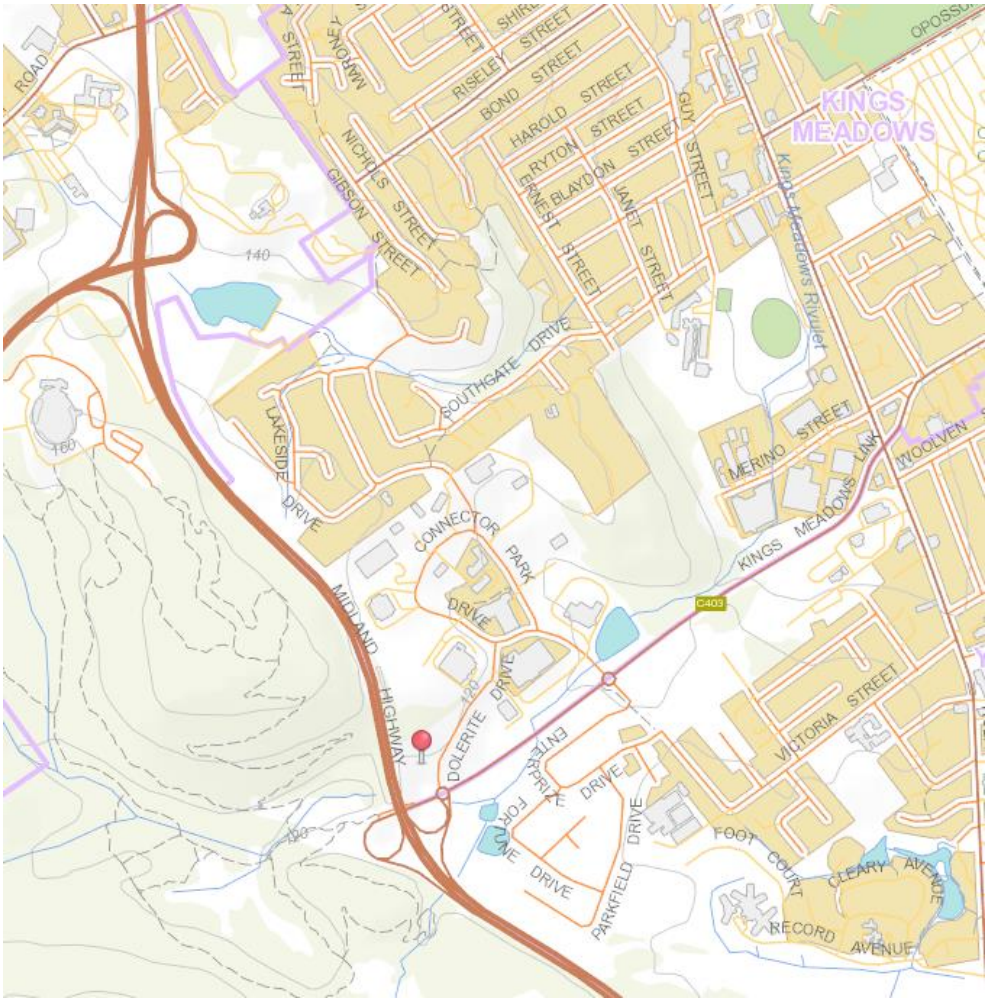
1.7 Site Specific Glossary of Terms

CoL	City of Launceston
SSA	Safe System Assessment
KMI	Kings Meadows Interchange
KML	Kings Meadows Link
CPD	Connector Park Drive

2. Site Description

The development site is within a Light Industrial zone with 26m B Double access to the Midland Highway via the KMI and CPD roundabouts, see Figure 1 and Appendix G. The site topography is hilly and much of the adjacent land in the area is developed. The site is suitable for the proposed use.

Figure 1 - Location of proposed development



Source: The List, DPIPWE

The development site is shown highlighted in Figures 2 and Figure 3.

Figure 2 – Aerial view of the development site

Source: *The List, DPIPWE*

Figure 3 – Aerial view of the surrounding road network

Source: *The List, DPIPWE*

3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

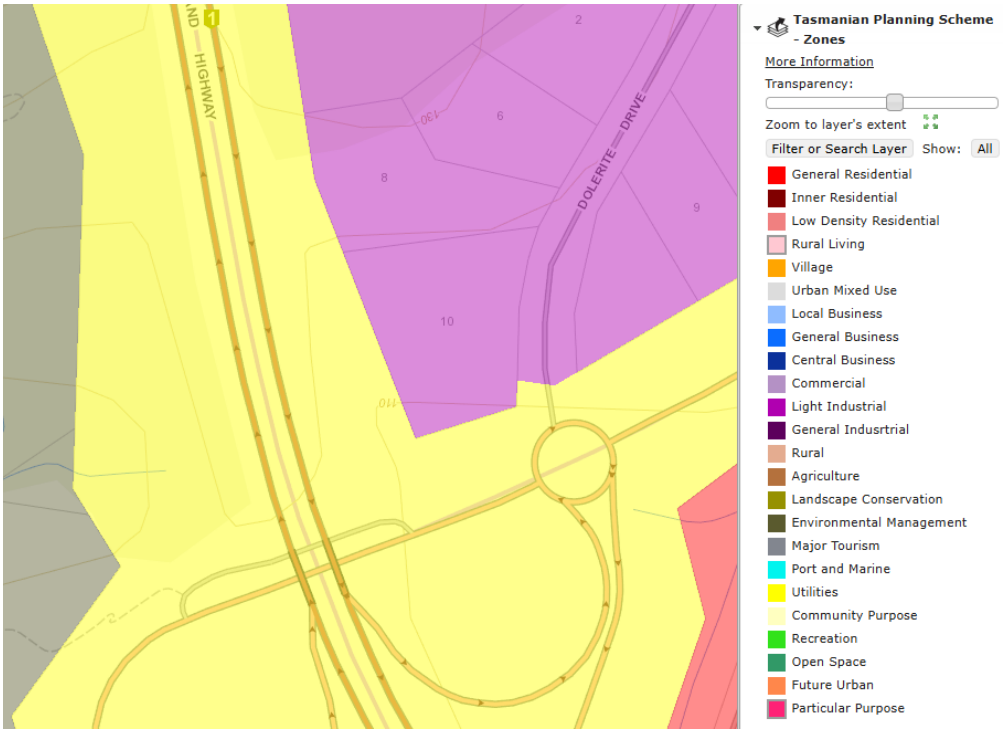
The proposal is to develop the property at #10 Dolerite Drive with a small supermarket of 979m2 GFA. A site and floor plan are attached in Appendix A.

Figure 4 – Proposed development layout

3.2 Tasmanian Planning Scheme

The Tasmanian Planning Scheme – Launceston zoning for 10 Dolerite Drive is shown in Figure 4.

Figure 4 –10 Dolerite Drive is zoned Light Industrial



Source: The List, DPIPWE

3.3 State Road Network Objectives

The State Road network is managed and maintained by the DSG with objectives to maintain traffic safety and transport efficiency. The Midlands Highway and KML are both Limited Access roads.

3.4 Local Road Network Objectives

The adjacent Council Road network is managed and maintained by the CoL with objectives to maintain traffic safety and transport efficiency.

4. Existing Conditions

4.1 Transport Network

The transport system in the vicinity of the proposal consists of State and Council Roads.

The State Roads include the Midlands Highway and Kings Meadows Link (KML) which connects the Midlands Highway with Hobart Road, Quarantine Road, Blessington Main Road, and the Tasman Highway further East.

The Council Roads include Hobart Road, Connector Park Drive and Dolerite Drive.

This TIA focuses on impact of the proposal on Dolerite Drive and the KMI roundabout.

4.2 Midlands Highway

The Midland Highway is a Category 1 Trunk Road in the state road hierarchy and classified as a Limited Access State Road, see Appendix F and is part of the Tasmanian 26m B Double Network, see Appendix G. The highway consists of dual lane grade separated carriageways with 3.5m wide traffic lanes, 2m shoulders and a 110km/h speed limit.

Access to the Midlands Highway is via the KMI which includes a roundabout providing direct access to Dolerite Drive. The KMI and roundabout are shown in Figure 5.

Figure 5 – Midland Highway / Kings Meadows Interchange

Source: The List, DPIPWE

4.3 Dolerite Drive

Dolerite Drive is a Collector Road in the Council Road hierarchy and part of the Tasmanian 26m B Double Network, see Appendix G. The road is 10.5m wide from face to face of kerb and has a 50km/h speed limit. Delineation is provided with street lighting and a thermoplastic barrier line.

Dolerite Drive is the Northern leg of the KMI roundabout shown in Figure 6.

Figure 6 – KMI roundabout showing key lane width dimensions.

4.4 Kings Meadows Link

The KML is a Category 3 Regional Access Road in the State Road hierarchy and classified a Limited Access State Road, see Appendix F and part of the Tasmanian 26m B Double Network, see Appendix G. The KML is a 2-lane 2-way road with 3.5m traffic lanes, 1m sealed shoulders with an 80km/h speed limit. See Appendix H for the DSG Link Map.

KML is the Eastern leg of the KMI roundabout shown in Figure 6.

4.5 Connector Park Drive

CPD is a Council Road with a collector function and part of the Tasmanian 26m B Double Network, see Appendix G. The road has an 11.3m wide seal in good condition and is adequately delineated with a Separation (S) line, cats' eyes, and guideposts. Traffic lanes are effectively 5.6m wide in each direction and the sign posted speed limit is 50km/h.

- CPD is the Northern leg of the CPD roundabout shown in Figures 7.
- KML is on the Eastern and Western legs of the CPD roundabout shown in Figure 7.
- Enterprize Drive is on the Southern leg of the CPD roundabout shown in Figure 7 and connects to Raglan Street.

Figure 7 – Aerial view of CPD connecting Dolerite Drive with the KML

Source: The List, DPIPWE

4.6 10 Dolerite Drive access

#10 Dolerite Drive access and approaches are shown in Figures 8 - 14.

Figure 8 – #10 Dolerite Drive access

Source: The List, DPIPWE

Figure 9 – Looking right along Dolerite Drive from #10 access

Sight distance right is > 80m.

Figure 10 – Looking left along Dolerite Drive from #10 access

Sight distance left is > 80m.

Figure 11 – Elevation view of #10 Dolerite Drive access

Figure 12 – Dolerite Drive Northern approach to #10 access.

Figure 13 – Dolerite Drive Northern approach at #10 access.

Forward sight distance is 135m.

Figure 14 – Dolerite Drive Southern approach to #10 access.

4.7 CPD / Dolerite Drive junction

#10 Dolerite Drive access and approaches are shown in Figures 15 - 21.

Figure 15 – Connector Park Drive (CPD) / Dolerite Drive junction

Source: The List, DPIPWE

Figure 16 – Looking right along CPD from Dolerite Drive

Sight distance right is 90m.

Figure 17 – Looking left along CPD from Dolerite Drive

Sight distance left is 120m.

Figure 18 – Dolerite Drive approach to CPD junction

Figure 19 – CPD Western approach to Dolerite Drive

Figure 20 – CPD Western approach at Dolerite Drive

Figure 22 – CPD Eastern approach to Dolerite Drive

4.8 2025 Traffic Activity

4.8.1 Dolerite Drive

Estimations based on TCS traffic survey, see Appendix B.

- AADT 3.456 vpd (2025) at KMI
- AADT 3,810 vpd (2035) at CPD with CAG of 1% .

4.8.2 Connector Park Drive (at Dolerite Drive)

Estimations based on TCS traffic survey, see Appendix C.

- AADT 1,260vpd (2022)
- AADT 1,300vpd (2025)
- AADT 1,4440vpd (2035) with CAG of 1% .

4.8.3 Kings Meadows Link (440m East of KMI)

Estimations based on DSG traffic survey, see Appendix D.

- AADT 12,850 vpd (2025)
- AADT 14,750 vpd (2035) with CAG of 1.4%

4.8.4 Midland Highway (790m North of KMI)

Estimations based on DSG traffic survey, see Appendix E.

- AADT 29,520 vpd (2025)
- AADT 42,870 vpd (2035) with CAG of 3.8%

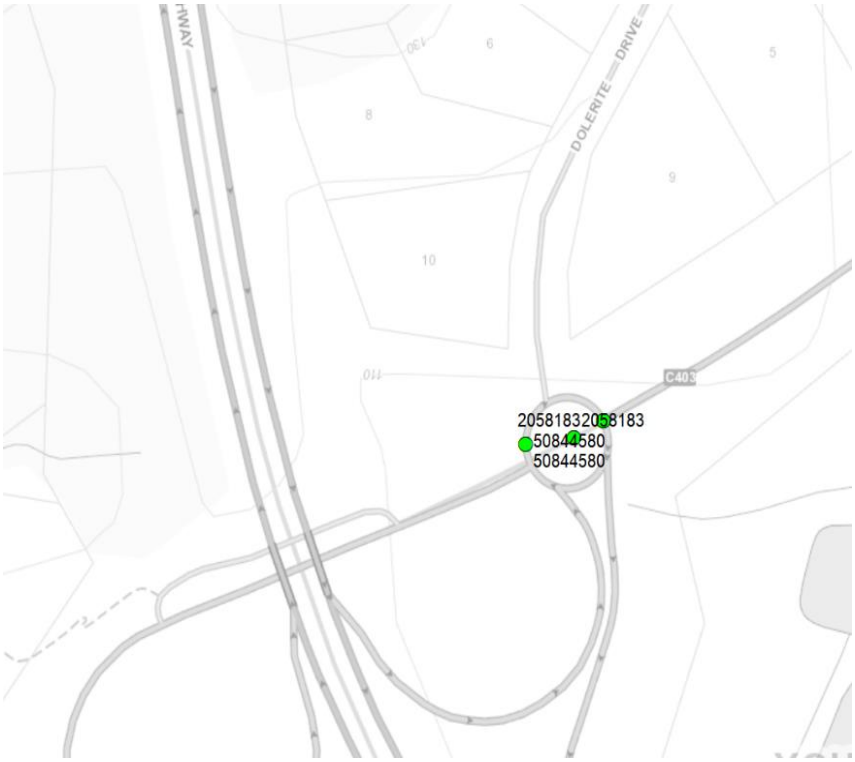
4.9 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas, and develop improvement schemes. The 5-year reported crash history for Dolerite Drive records 3 crashes. Figures 23 and 24 summarise the data. The crash history is low considering the volume of through traffic on the Links Meadows Link and incidence of property damage only (PDO) type crashes. There is no crash propensity in the vicinity of the proposal.

Figure 23 – Dolerite Drive 5 Year reported crash history

Crash Id	Description	Date	Time	Severity	Light	Location	Units
2058183	130 - Veh. in same lane/ rear end.	19-Jun-2017	15:15	PDO	Day	Kings Meadows Interchange rabt	LV & LV
50844580	149 - Other maneuvering	02-Oct-2020	15:40	PDO	Day	Kings Meadows Link	LV & LV
50867575	110 - Cross traffic	19-Nov-2020	16:40	PDO	Day	Kings Meadows Interchange rabt	LV & LV

Figure 24 – Dolerite Drive 5 Year reported crash locations



4.10 Sight Distance requirements summary (Figure 25)

Figure 25 – Sight distance requirements summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance		
			Table E4.6.4 SISD (m)	Available	
				Left(m)	Right(m)
#10 Dolerite Drive	50	50	80	90m.	90m.
CPD - Dolerite	50	50	80	120m.	90m.

Compliant

4.11 Services

No above ground services are disaffected by traffic due to the proposal at 10 Dolerite Drive.

4.12 Road Safety Review

From inspection of the access to #10 Dolerite Drive no road safety issues were identified. No road safety issues were identified from review of road safety on Dolerite Drive from the KMI roundabout and CPD junction.

4.13 Austroads Safe System Assessment

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

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

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

From safe system assessment, see Figures 26 and 27:

- Dolerite Drive has been determined to be well aligned with the safe system objective with a low crash risk score of 30/448.

Figure 26 – Austroads Safe System Assessment alignment between crash score and risk

Figure 27 – Safe Systems Assessments

Safe System Assessment — Dolerite Drive (2025)

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 2,560 vpd)	Low to Moderate traffic volume, no run off road crashes.	Low to Moderate traffic volume, no run head on road crashes.	KMI - 12,578 vpd, 3PDO crashes	26m B Double Route	Negligible Pedestrian Activity	Negligible Cyclist Activity	Low Motorcycle %	
	Score / 4	2	2	3	1	1	1	1	
Likelihood	Justification	Wide traffic lanes, meandering alignment, Heavy Vehicle Route	Wide traffic lanes, meandering alignment, Heavy Vehicle Route	Roundabout	5.6m wide traffic lanes	No footpaths but pedestrian friendly roadsides	No cycleways, wide traffic lanes	Consisted road surface with wide traffic lanes, meandering alignment	
	Score / 4	1	1	2	1	2	2	1	
Severity	Justification (50km/h speed limit)	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h speed environment	50km/h is a high speed environment for pedestrians	50km/h is a high speed environment for cyclists	50km/h is a moderate speed for motorcyclists	
	Score / 4	1	1	1	1	4	4	3	Total /448
Product	Total Score /64	2	2	6	1	8	8	3	30

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network in 2025 and 2035.

5.1 Traffic Growth

Assumed background compound annual growth (CAG) rates:

- Dolerite Drive – 1 % to allow for future infill development:
- CPD – 1 % to allow for future infill development
- KML – 1.54 to allow for future infill development.

5.2 Trip Generation

According to the RTA Guide to Traffic Generating Developments, shopping centres generate traffic as summarised in Figure 28.

Figure 28 – Typical Average RTA Shopping Centre Traffic Generation rates

Peak hour traffic generation rate

Range in Total Floor Area. (GLFA - m^2).	Peak Hour Generation Rate. (vehicles per 100m^2 GLFA)		
	Thursday. (V(P)/A)	Friday. (V(P)/A)	Saturday PVT(A)
0 - 10,000	12.3	12.5	16.3
10,000 - 20,000	7.6	6.2	7.5
20,000 - 30,000	5.9	5.6	7.5
30,000 - 40,000	4.6	3.7	6.1

Daily Traffic Generation rates

Range in Total Floor Area. (GLFA - m^2)	Daily Generation Rate -Thursday. (vehicles per 100m^2 GLFA)
0 - 10,000	121
10,000 - 20,000	78
20,000 - 30,000	63
30,000 - 40,000	50

The proposal has a GFA of 979m2.

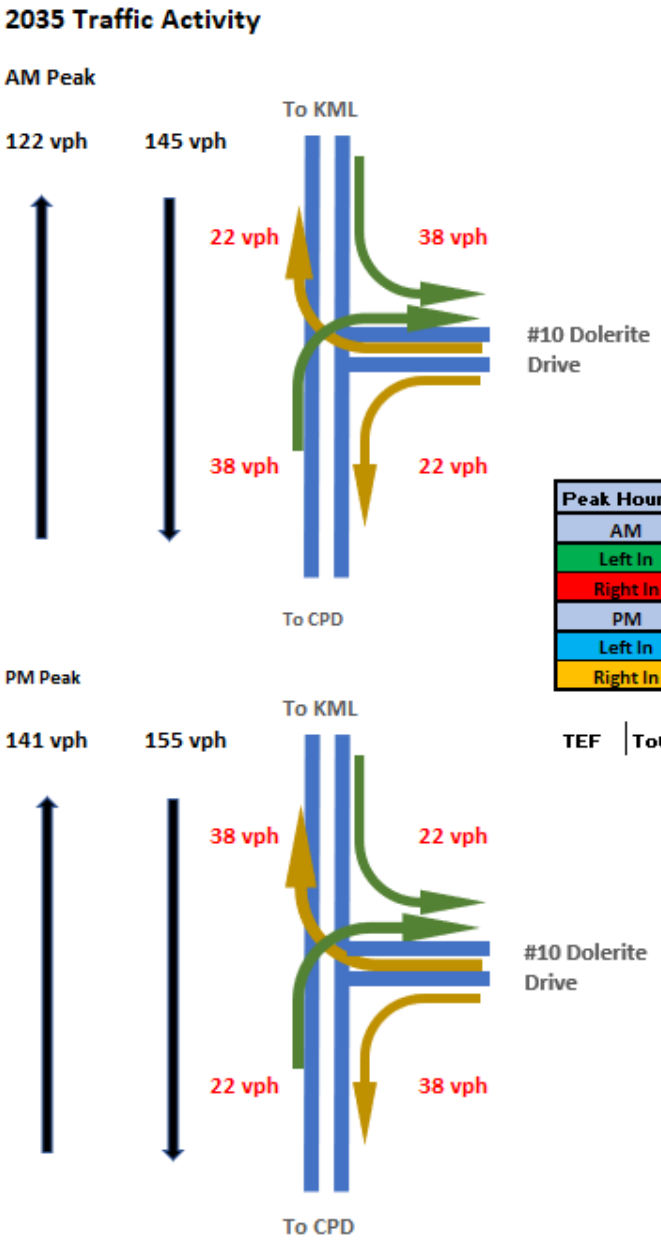
Accordingly using Figure 28 traffic generation rates the proposal is estimated to generate:

- 12.3 vph and 121 vpd / 100m2 GFA which equates to:
- 120 vph and 1,185vpd

5.3 Trip Assignments

Figures 29 -31 summarise projected traffic activity by 2035.

Figure 29 – Projected traffic activity at #10 Dolerite Drive (2035)

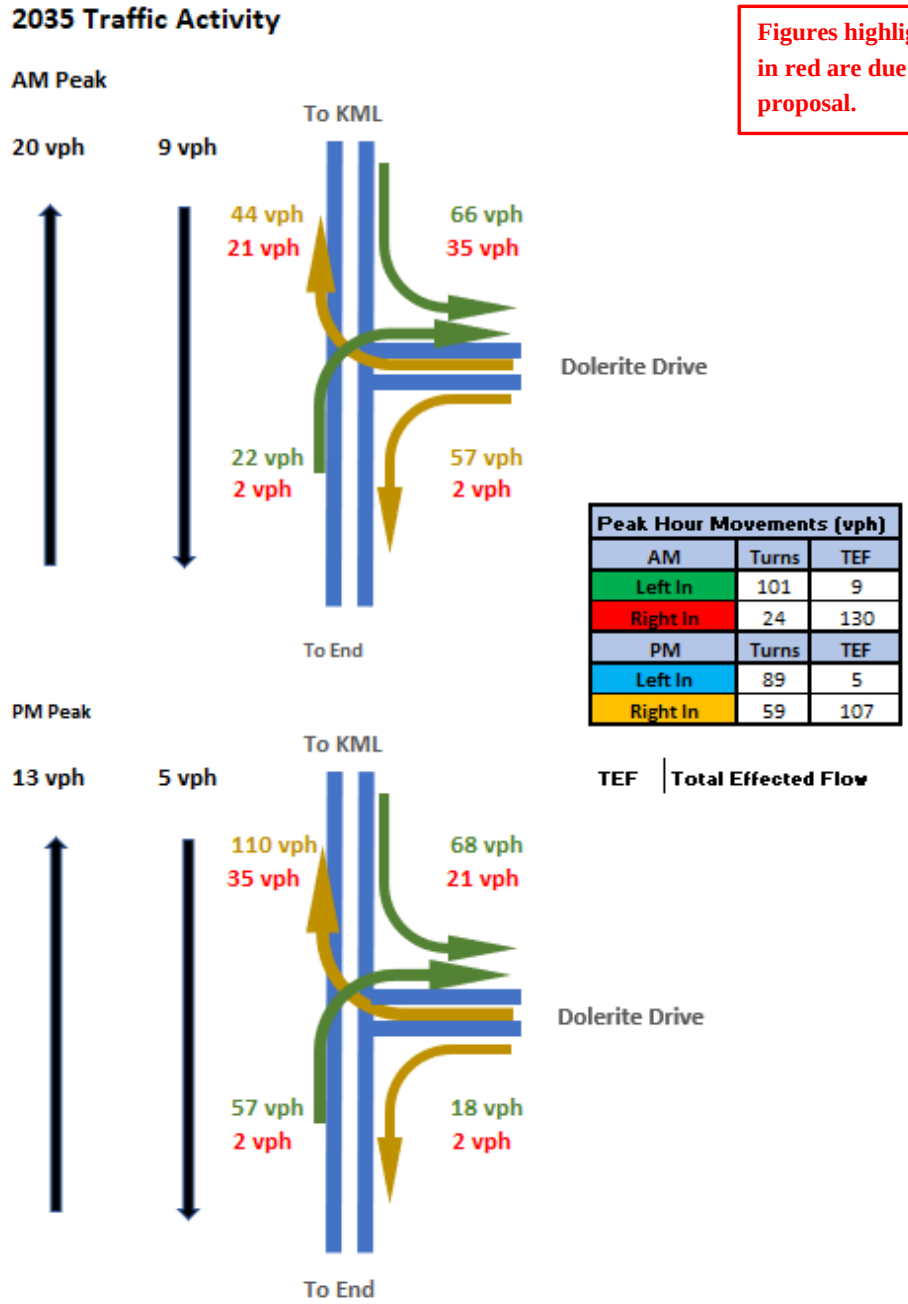


Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	38	145
Right In	38	305
PM	Turns	TEF
Left In	22	155
Right In	22	318

TEF | Total Effected Flow

Figures highlighted in red are due to the proposal.

Figure 30 – Projected traffic activity at CPD / Dolerite Drive Junction (2035)



Figures highlighted in red are due to the proposal.

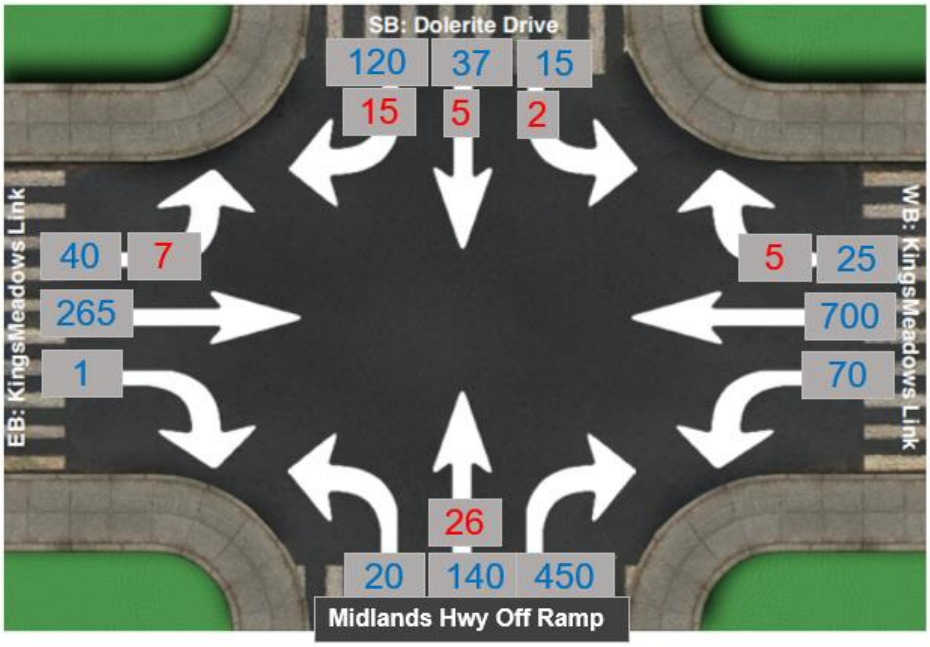
Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	101	9
Right In	24	130
PM	Turns	TEF
Left In	89	5
Right In	59	107

TEF | Total Effected Flow

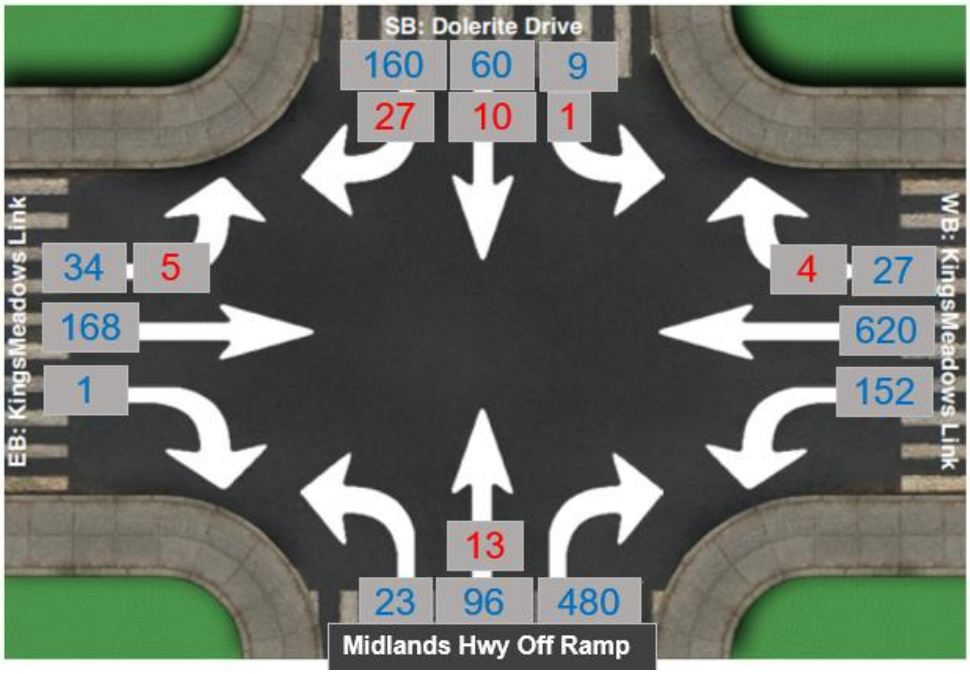
Figures highlighted in red are due to the proposal.

Figure 31 – Projected traffic activity at KMI Roundabout (2035)

AM Peak



PM Peak



6. Impact on Road Network

This section assesses the impact of the proposal on #10 Dolerite Drive junction, CPD/ Dolerite Drive junction and KMI roundabout in terms of Austroads junction warrants and traffic capacity.

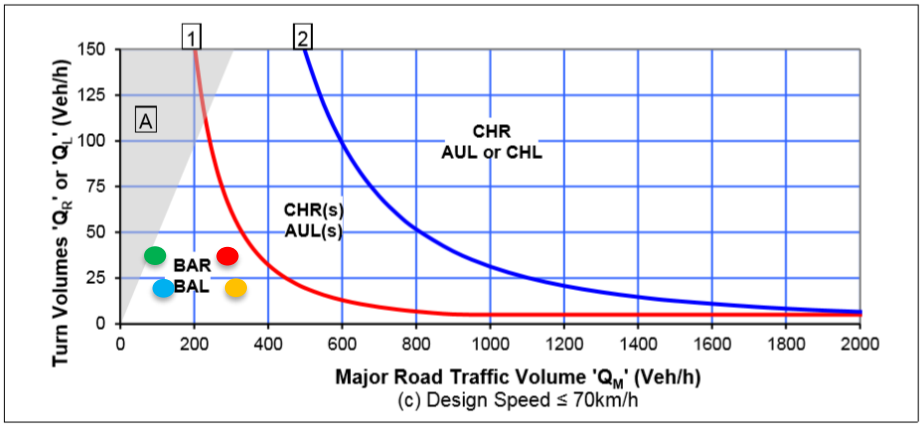
6.1 Austroads Guidelines for Junction Layouts

The standard of junction required is based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic.

6.1.1 #10 Dolerite Drive

Technically Figure 32 demonstrates that Basic Right (BAR) and Basic Left (BAL) turn facilities are warranted by 2035. The existing access junction has a Simple layout.

Figure 32 – Austroads Junction warrant - #10 Dolerite Drive access 2035



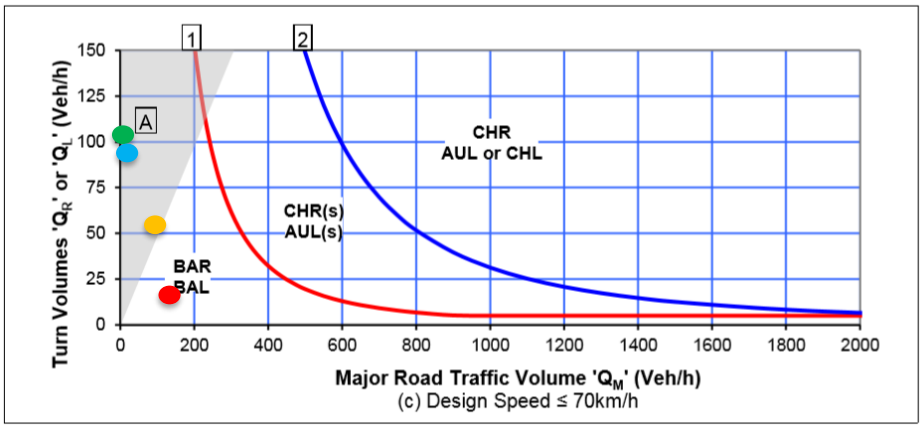
Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	38	145
Right In	38	305
PM	Turns	TEF
Left In	22	155
Right In	22	318

TEF | Total Effected Flow

6.1.2 CPD / Dolerite Drive Junction

Technically Figure 33 demonstrates that Basic Right (BAR) and Basic Left (BAL) turn facilities are warranted by 2032.The existing access junction has a Simple layout.

Figure 33 – Austroads Junction warrant – CPD / Dolerite Drive Junction 2035



Peak Hour Movements (vph)		
AM	Turns	TEF
Left In	101	9
Right In	24	130
PM	Turns	TEF
Left In	89	5
Right In	59	107

6.2 Intersection Analysis

6.2.1 Intersection Analysis Methodology

SIDRA Intersection 8.0 intersection analysis software has been used to assess the performance of the KMI CPD roundabout as is in 2025 and with the proposal in 2035 with background growth applied as summarised in Section 5.1.

Intersection performance is assessed in terms of standard parameters:

Degree of Saturation (DOS) which is a measure of traffic capacity consumed. If a traffic lane has a capacity of 1800vph and carries 900vph the DOS is 0.50 which means it is operating at 50% of capacity.

Average Delay (D) is usually reported in seconds and indicates the average delay a vehicle is expected for each traffic lane.

Queue Length (Q) is reported in terms of the maximum queue length 85 % of traffic will encounter. In this report queue length is reported in m.

Level of Service (LOS) is an indication of flow conditions ranging from A to F where:

- LOS A is a very high level of service with uninterrupted flow.
- LOS F is approaching grid lock conditions i.e. very limited flow.

See Appendix K for a full description of Levels of Service A to F.

6.2.2 Intersection Model

The assumed model is shown in Appendix I with key dimensions summarised in Figure 6.

6.2.3 Intersection Analysis Results

Intersection analysis results are summarised in Figure 34.

Movement summaries for the AM & PM peaks in 2025 and 2035 are attached in Appendix J.

The results show the proposal has a mild impact on operation of the KMI roundabout with the change in overall operation summarised as follows:

AM Peak

- Delay - 7.8secs (2025) to 12.1secs (2035)
- Queue Length - 47.5m (2025) to 104.8m (2035)
- LOS - A (2025) to B (2035)

PM Peak

- Delay – 7.7secs (2025) to 10.6secs (2035)
- Queue Length – 41.3m (2025) to 82.3m (2035)
- LOS - A (2025) to B (2035)

Figure 34 – KMI roundabout intersection analysis summary

		KMI Roundabout 2025 Without Proposal				2035 With Proposal			
	Approach	Delay (secs)	Queue (m)	LOS	DOS	Delay (secs)	Queue (m)	LOS	DOS
AM	Midland Hwy Ramps (S)	13.9	47.5	B	0.662	25.4	104.8	C	0.852
	Kings Meadows Link (E)	3.5	24.6	A	0.445	3.7	30.4	A	0.507
	Dolerite Drive (N)	9.6	9.2	A	0.201	10.4	13.5	B	0.274
	Midland Hwy Ramps (W)	6	17.6	A	0.346	7.3	25.9	A	0.443
	All Vehicles	**7.8**	**47.5**	**A**	**0.662**	**12.1**	**104.8**	**B**	**0.852**
PM	Midland Hwy Ramps (S)	12.9	41.3	B	0.626	20.8	82.3	C	0.802
	Kings Meadows Link (E)	3.8	21.9	A	0.417	4.2	27.9	A	0.485
	Dolerite Drive (N)	9.3	11.8	A	0.254	10	18.5	B	0.358
	Midland Hwy Ramps (W)	5.6	10.6	A	0.225	6.3	14.5	A	0.283
	All Vehicles	**7.7**	**41.3**	**A**	**0.626**	**10.6**	**82.3**	**B**	**0.802**

Importantly estimated maximum queue length of 104.8m on the Southern approach to the KMI roundabout does not exceed capacity of 258m, see Figure 35.

This indicates that at peak times traffic conditions on the South bound carriageway of the Midlands Highway (Launceston Southern Outlet) are affected by traffic on the highway slowing on approach to the roundabout.

DSG understands to operating conditions on the Midlands Highway approaches to the Kings Meadows Interchange and has install a range of warning signage for driver information. See Figures 36-39 showing Watch for Traffic Warning signs installed by DSG.

Figure 35 – KMI roundabout with 258m of storage capacity on Midlands Hwy off ramp

The Midlands Highway of ramp length is adequate to cater for projected queuing of 84m in AM Peak of 2035.

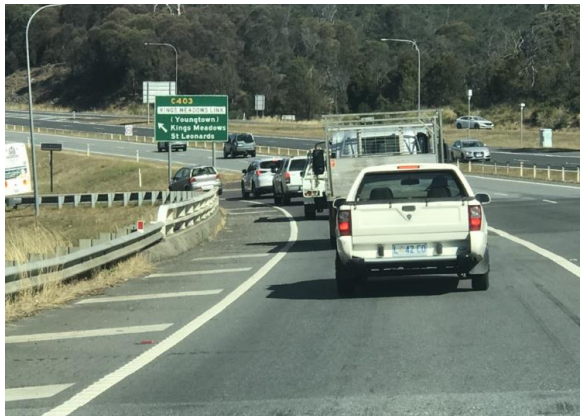
Figure 36 – Midlands Hwy Northern approach to the Kings Meadows Interchange

Watch for Traffic Warning sign.

Figure 37 – Midlands Hwy Northern approach to the Kings Meadows Interchange

Watch for Traffic Warning sign.

Figure 38 – Midlands Hwy Northern approach to the Kings Meadows Interchange



Traffic slowing approaching the off ramp to the roundabout.

Figure 39 – Midlands Hwy Northern approach to the Kings Meadows Interchange

Traffic slowing approaching the off ramp to the roundabout.

6.3 Traffic Capacity Summary

6.3.1 #10 Dolerite Drive Access

By 2035, the proposal is estimated to increase traffic at the access from 0 vpd (2025) to 1,185vpd (2035). For these levels of traffic activity there are no traffic capacity issues as the degree of saturation on each approach to the access is less than 30% and the access will operate at LOS A.

Technically from Austroads junction warrants the proposed access warrants a BAR and BAL junction layout by 2035. It is assessed that the BAR and BAL requirements can be relaxed as Dolerite Drive has a low through traffic volume of some 3,456vpd (2025) and turning traffic volume of 120 vph i.e 1,185 vpd (2035) and only a small amount of through traffic is estimated to be delayed. The access has no traffic growth prospects as the property will be fully developed. Accordingly, the proposed simple access layout is considered adequate.

6.3.2 CPD / Dolerite Drive Junction

By 2035, the proposal is estimated to increase traffic on CPD by 592 vpd i.e from 1,300 vpd (2025) to 1,892vpd (2035). For these levels of traffic activity there are not traffic capacity issues as the degree of saturation on each approach is less than 30% and the junction will operate at LOS A.

Technically in accordance with Austroads junction warrants the proposed access warrants a BAR and BAL junction layout by 2035. It is assessed that the BAR and BAL requirements can be relaxed as CPD has a low traffic volume of some 1,300vpd (2025) and only a small amount of through traffic is expected to be delayed.

Accordingly, the existing simple access layout is considered adequate.

6.3.3 KMI Roundabout

Intersection analysis demonstrates that the proposal will have a mild impact on operation of the KMI roundabout by 2035. LOS is impacted as follows:

- AM Peak - LOS A (2025) to LOS B (2035)
- PM Peak - LOS A (2025) to LOS A (2035)

In summary there are no significant traffic capacity issues with the proposal.

6.4 Department of State Growth requirements

DSG review of TIA

These reviews are required to:

- consider proposals and whether the TIA prepared satisfies DSG requirements.
- resolve any issues so the TIA can be finalised.
- enable the TIA endorsement provided by DSG to be communicated to Council as part of the Development application process.

These reviews are usually arranged by the TIA author. The email address for submissions is: Development@stategrowth.tas.gov.au

Crown landowner consent

This is to provide DSG to opportunity to check alignment of proposals with DSG objectives for the road. If the proposal aligns with DSG objectives Crown Land Consent is issued by DSG. Crown Landowner Consent is required where there is a proposed change in use of property adjacent to a state road. The website for Crown Landowner Consent is: https://www.transport.tas.gov.au/road/permits/crown_landownerconsent\

Access works permits

Developers must obtain an access works permit from DSG for proposed work within a state road reservation. Applications need to include:

- suitably design plans detailing the proposal and services affected.
- relevant design calculations for stormwater management and pavement design
- a traffic impact assessment

The website for access works permit applications is: https://www.transport.tas.gov.au/road/permits/road-access

Summary of DSG requirements

Council may request confirmation of DSG acceptance of this TIA as the proposal is close to and has some impact on the KMI roundabout. DSG advice of acceptance of this TIA is attached in Appendix L.

Crown Landowner consent and an Access works permit are not required.

6.5 Transport Planning Considerations

6.5.1 Multimodal transport.

Increased pedestrian and bicyclist activity is expected with ongoing development of the wider Connector Park area. Accordingly active transport provisions have been incorporated into the proposal to provide for multi-modal access in accordance with LTS and NTRLUS objectives.

Initially cyclists but including pedestrians, will travel the relatively short distances involved for recreational, school and shopping purposes with a supermarket and hardware store in close proximity. These modes of transport are expected to increase with time as more urban residential development occurs. Motorcyclist, light and commercial vehicle traffic will also increase due to the range of services in the area including a petrol station and landscape equipment and supplies businesses.

Provision for multimodal transport is appropriate due to the growing urban nature of the area. The proposal is centrally located within an expanding urban residential area with development occurring North and South of the site and development on the horizon at South Prospect., on the West side of the Midlands Highway between the Kings Meadows Interchange, Silverdome and Prospect Vale Interchange. Accordingly, the development site is ideally situation for local access.

Introduction of public transport is subject to Metro guidelines. It is noted that as Dolerite Drive is designed to cater for B Double Access, Metro buses can access the road via the roundabout.

6.5.2 Multi use trips.

With the growing residential development and expanding range of business operations at Connector Park multi use trips and transport efficiencies are anticipated to increase driven to some extent by transport Level of Service, see Appendix K for Level of Service descriptions.

The proposal helps minimise impact of future residential development in and around Connector Park on Kings Meadows and Prospect Vale:

- Kings Meadows has capacity issues at peak times being dependent on Hobart Road as the only arterial road servicing the suburb & CBD. The proposal minimises impact of residential development at Connector Park on Kings Meadows & Hobart Rd.

- Prospect Vale has capacity issues at peak times being dependent on Westbury Road as the only arterial road servicing the suburb and CBD. The proposal would help minimise impact of residential development at South Prospect Vale on Prospect Vale and in particular Westbury Road once the Prospect Vale and Kings Meadows Interchanges are linked.

- Eventually a primary school servicing the wider area is likely which would increase multi use trips due to proximity of other service providers e.g proposed supermarket and the other existing businesses in the area.

Estimated multi trip benefits:

- Some 5 - 10% (2025)
- Increasing to 20 - 30 % (2035).

6.5.3 Future growth and increasing role as an urban service centre.

The proposal will attract:

- Urban residential traffic from existing and proposed enclaves as they are close by.
- Midlands Highway traffic due to ease of access & convenience for through traffic and availability of other services.
- Kings Meadows Link traffic due to ease of access & convenience for through traffic.

Connection of the Dolerite Drive leg of the Kings Meadows Interchange roundabout has substantially improved access for all road users and businesses in the area. Regardless of where the proposed supermarket is located (East or West) of the Midlands Highway, the Dolerite Drive roundabout will experience growing light vehicle traffic from existing and developing and proposed urban residential enclaves either side of the Midlands Highway, especially with a hardware store (Bunnings), petrol station (Tas Petroleum), and landscaping equipment and supplies businesses (Australian Chainsaw Products and Abels) businesses in such close proximity.

The greater Connector Park precinct is a growing urban centre justifying including and provision for vulnerable road users and increased light vehicle traffic.

7. Tas. Planning Scheme – Launceston

7.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1**:** *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, 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 onsite 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 onsite car parking is required; or

ii. The number of onsite 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.

From Table C2.1.1 for General Retail 1 car parking space is required per 30m2 of GFA.

The proposal has a GFA of 979m2 and in accordance with Table C2.1 requires 33 car parking spaces. 39 car parking spaces are proposed including 2 accessible parking spaces.

A1 is satisfied.

C2.5.2 Bicycle parking numbers

Acceptable Solution 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.

From Table C2.1 for General Retail 1 bicycle space is required per 100m2 of GFA.

The building GFA is 979m2 so in accordance with Table C2.1 10 bicycle parking spaces are required. 14 bicycle parking spaces are proposed. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1:*The number of on-site motorcycle parking spaces for all uses must:*

(a) Be no less no less than the number specified in Table C2.4. and
(b) if an existing use or development is extended or intensified , the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle spaces is maintained.

Table C2.4 has requirement for 1 motorcycle space where the number of car parking spaces is 21-40 and 1 space for every additional 20 car parking spaces. 2 motorcycle spaces are required and proposed. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1,000m2 in a single occupancy.*

A service and delivery zone is provided, see Figure 40. **A1 is satisfied.**

Figure 40 – Proposed service and delivery zone

C2.6.1 Construction of parking areas

Acceptable Solution 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, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public 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.

Sealed parking spaces and driveway are proposed, see Appendix A.

Connection to the public stormwater system is proposed as shown in Figure 41.

A1 is satisfied.

Figure 41 – Concept for stormwater drainage to the public stormwater system

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: *Parking, accessways, 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.* The driveway at the entrance has a grade of some 10 % over 10m and satisfies AS/NZS 2890.1, section 2.5.3 which specifies a maximum ramp grade of 20% for ramps up to 20m long.

ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces.* Satisfied

iii. *Have an access width not less than the requirements in Table C2.2.*
The proposal provides an access width of 6.1m satisfying Table C2.2 which requires a width of 5.5m where the number of parking spaces served is over 21.

iv. *Have car parking space dimensions which satisfy Table C2.3.*
Table C2.3 specifies manoeuvre space of 5.2m for 3m wide by 5.4 long 90-degree parking spaces. Proposal provides some 6.1m of manoeuvre space.

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.* Manoeuvre space requirement is satisfied.

vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level,* Satisfied.

vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

(b) Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.

A1.1 is 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 practical to the main entry point to the building. Satisfied.
(b) be incorporated into the overall car park design. Satisfied.
(c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities. Satisfied. For 21-50 car parking spaces no less than 2 accessible spaces should be provided. 2 are proposed.

A1.2 is satisfied.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: *The number of accesses provided for each frontage must:*

(a) be no more that 1; or

(b) no more than the existing number of accesses whichever is greater.

Existing two-way access is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1: *Applies to uses that require 10 or more car parking space must:*
(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:

i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

Intended CoL pathway is shown in Figure 42. The proposal has 39 car parking spaces with 2.5m wide footpath as shown in Figures 43 and 44. The footpath by the supermarket is offset from the parking aisle and driveway by 5.4m. **A1.1 is satisfied.**

Figure 42 – CoL intended shared path along North side of Kings Meadows Connector

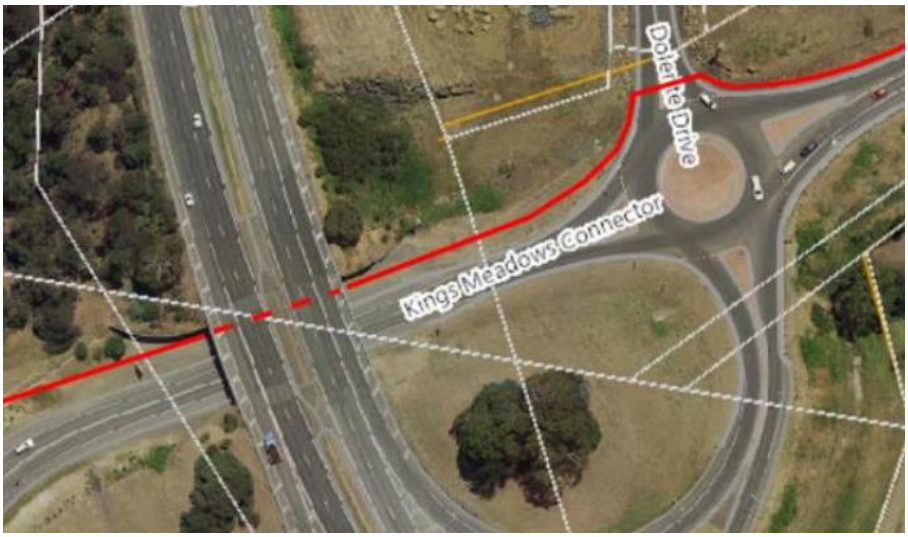
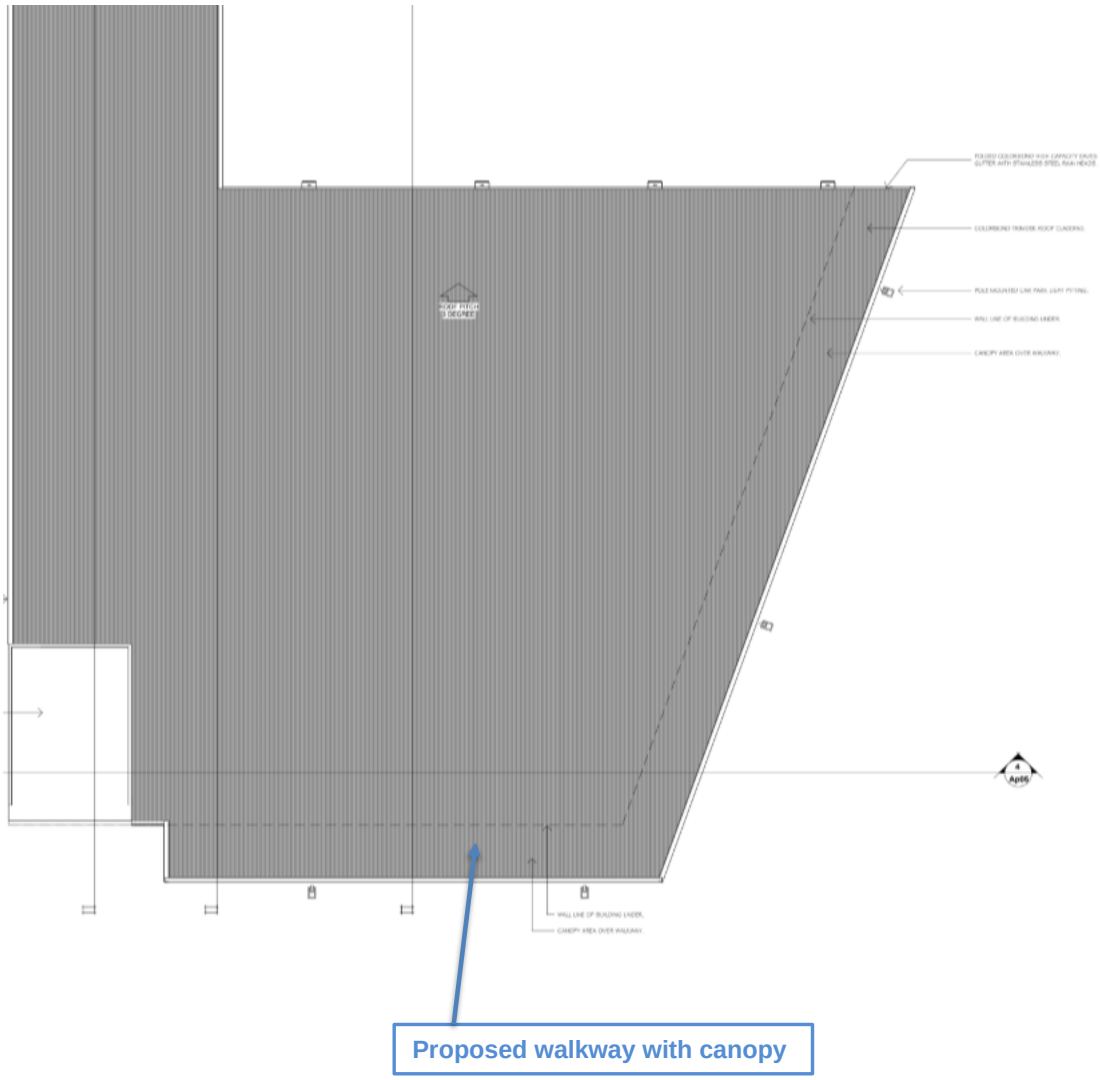


Figure 43 – Shared path link (Kings Meadows Connector to Development site)

Figure 44 – Canopy over walkway



7.2 Road and Railway Assets Code C3

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

Acceptable solution A1.4: *Vehicular traffic to and from the site , using and existing vehicle crossing or private level crossing will not increase by more than:*

(a) The amounts in Table C3.1
(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

From Table C3.1 for vehicle crossings on other roads, the acceptable increase in AADT at the site is 20% or 40vpd whichever is greater. The proposal is estimated to generate up to 1,185 vpd. **A1.4 is not satisfied.**

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.

The increase in traffic due to the proposal of 1,185 vpd is easily able to be absorbed by Dolerite Drive with 50% of the traffic having origin / destination East and West of the #10 Dolerite Drive roundabout. The Kings Meadows Connector Road / Dolerite Drive roundabout calms traffic activity approaching the proposed access.

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

The proposed carpark will generate low speed light vehicular traffic primarily with some commercial vehicles delivering supermarket stock. The proposed access is considered suitable for this traffic activity.

(c) the nature of the road.

Dolerite Drive has a Collector Road function suited for access to the proposal. Dolerite Drive has an estimated AADT of 3,456 vpd (2025) with ample capacity to absorb the estimated 1,185 vpd generated by the proposal.

(d) the speed limit and traffic flow of the road.

Dolerite Drive has a 50km/h posted speed limit considered suitable for safe and efficient operation of the proposed access.

(e) any alternative access to a road.
There is no viable alternative access.

(f) the need for the use.
The use is justified on commercial business operation grounds and to meet customer access needs.

(g) any traffic impact assessment; and
This TIA finds no reason to disallow the proposal due to traffic impacts.

(h) any advice received from the rail or road authority.
DSG advice of acceptability of the proposal is to be attached to Appendix L.

In summary the proposal has no adverse effects on Dolerite Drive traffic safety and efficiency. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.
A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

7.3 Other impacts

7.3.1 Environmental

No environmental impacts were identified in relation to:

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

7.3.2 Street Lighting and Furniture

Dolerite Drive does not require additional street lighting at the proposed access and does not justify further roadside furniture such a bus shelters, seats, direction signs, cycle racks, landscaping, street trees or fencing.

7.4 Internal Layout

7.4.1 Site layout

The internal access road suits the shape and contours of the site.

7.4.2 Vehicular access to #10 Dolerite Drive

A two-way sealed access is provided.

7.4.3 Internal traffic circulation

The proposal provides for unhindered heavy commercial vehicle access. Semi-trailers can access the proposed service and delivery zone, see Figure 36.

7.4.4 Parking

Parking facilities are designed to AS/NZS 2890.1-6.

7.4.5 Provisions for pedestrians

Provisions are made for pedestrians, see Figure 37.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to consider the proposed 1,185 m2 small supermarket at #10 Dolerite Drive, Kings Meadows.

The assessment has reviewed existing conditions, road safety, crash history, traffic activity and included an Austroads Safe System Assessments of the access, CPD / Dolerite Drive junction and KMI roundabout. The proposal is assessed in terms of the Tasmanian Planning Scheme – Launceston. The findings are as follows:

8.1 Traffic Activity

- **Traffic generation**
  - Fully developed 1,185vpd with peak of 120vph (2035)
- **#10 Dolerite Drive**
  - AADT 0 vpd (2025)
  - AADT 1,185 vpd (2035) with proposal
- **Dolerite Drive (at KMI)**
  - AADT 3,456 vpd (2025)
  - AADT 3,810 vpd (2035) without proposal plus 592 vpd due to proposal
- **Connector Park Drive (at Dolerite Drive)**
  - AADT 1,300 vpd (2025)
  - AADT 1,440 vpd (2035) without proposal plus 592 vpd due to proposal

8.2 Road Safety

No road safety issues were identified with the:

- proposed access to # 10 Dolerite Drive
- KMI roundabout
- CPD / Dolerite Drive junction9.

8.3 Crash History

The 5-year reported crash history provides no evidence of a crash propensity on Dolerite Drive or connections to CPD and the KMI roundabout.

8.4 Austroads Safe System Assessment

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.* From safe system assessment Dolerite Drive is determined to have a very low crash risk and good alignment with the *safe system objective:*

8.5 Austroads junction and access guidelines

Though technically the proposed access to #10 Dolerite Drive and the CPD / Dolerite Drive junctions meet the warrant for BAR and BAL junction layouts, the Austroads guideline can be relaxed in this case as Dolerite Drive and CPD have low traffic volumes of some 3,456vpd (2025) or less and only a small amount of through traffic is estimated to be delayed by turning traffic in both cases.

The existing simple junction and access layouts are considered adequate.

8.6 Traffic Capacity

The #10 Dolerite Drive access and CPD / Dolerite Drive junction are both estimated to operate at LOS A by 2035 with no traffic capacity issues.

Intersection analysis demonstrates that the proposal will have a mild impact on operation of the KMI roundabout by 2035. LOS is impacted as follows:

- AM Peak - LOS A (2025) to LOS B (2035)
- PM Peak - LOS A (2025) to LOS B (2035)

In summary there are no traffic capacity issues with the proposal.

8.7 Tasmanian Planning Scheme - Launceston

Evidence is presented that demonstrates the proposal complies with the Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

8.8 Recommendations

- *Provide internal driveway standard at #10 Dolerite Drive to cater for heavy commercial vehicles e.g. loaded semi-trailers. The existing driveway apron design should be checked for suitability for heavy commercial vehicle access.*

DSG confirmation of acceptability of this TIA is attached in Appendix L.

Overall, it has been concluded that the proposed development will not create any traffic issues and traffic will continue to operate safely and efficiently along Dolerite Drive and at the KMI roundabout and CPD junction. Based on the findings of this report and subject to the recommendations and observation above, the proposal is supported on traffic grounds.

Appendices

Appendix A – Site Plans

Project: IGA CONNECTOR PARK SUPERMARKET

At: 10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249

For: CONNECTOR PROPERTY PTY LTD

Project: 21.281

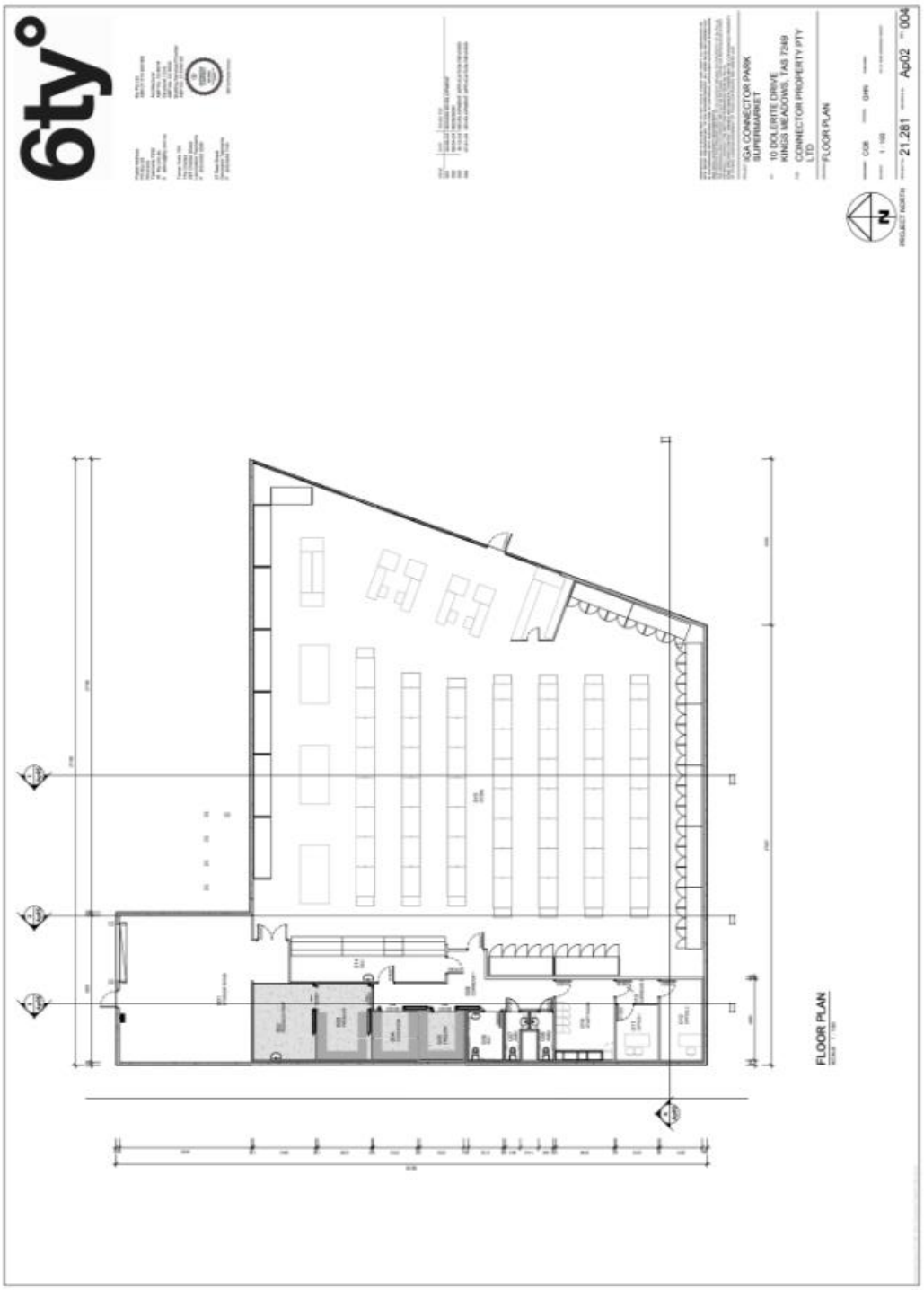
Drawings:

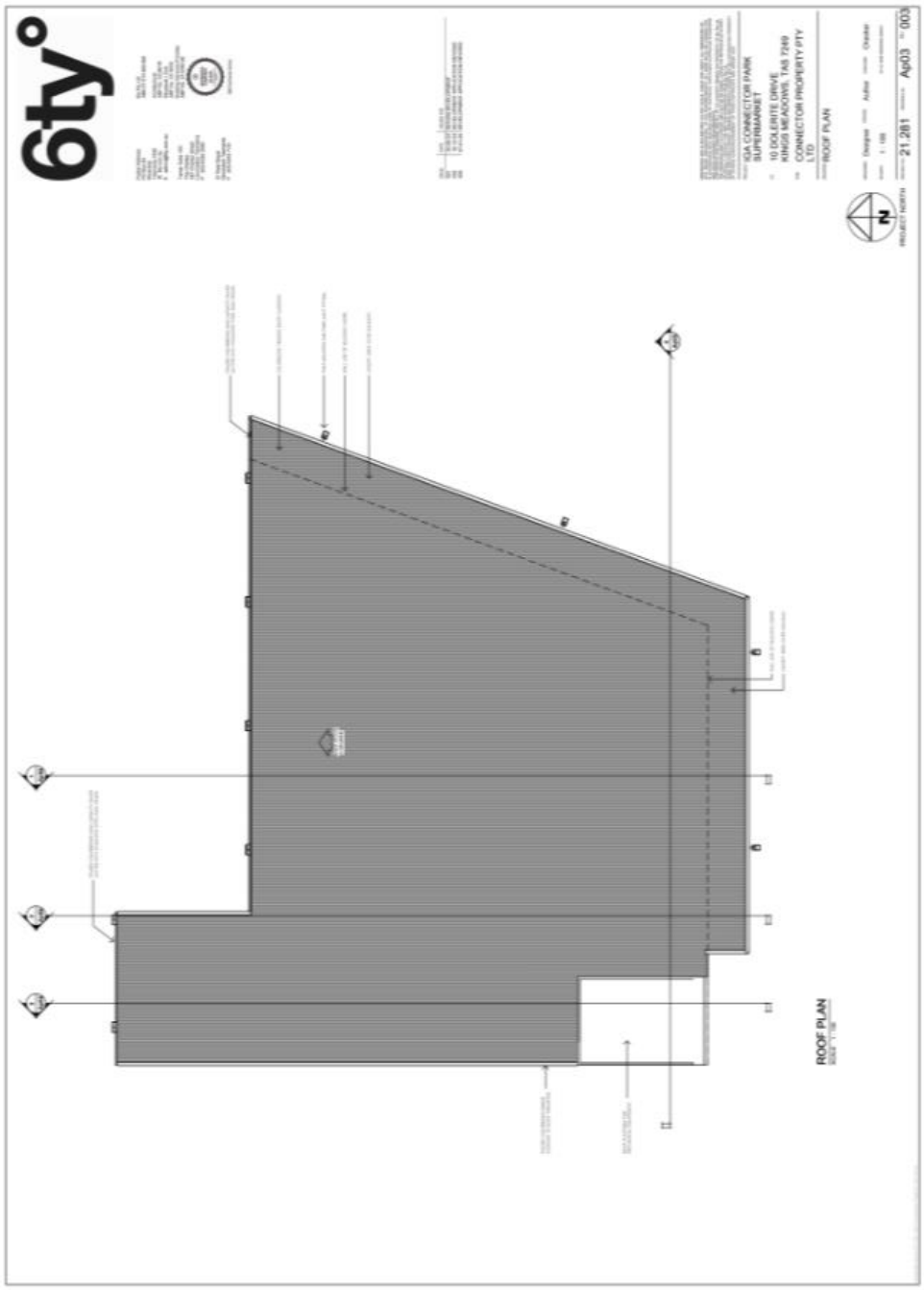
A000	COVER SHEET
A001	SITE PLAN
A002	FLOOR PLAN
A003	ROOF PLAN
A004	ELEVATIONS
A005	SECTIONS
A006	BUILDING VIEWS
A007	SITE VIEWS

PLANNING DOCUMENT

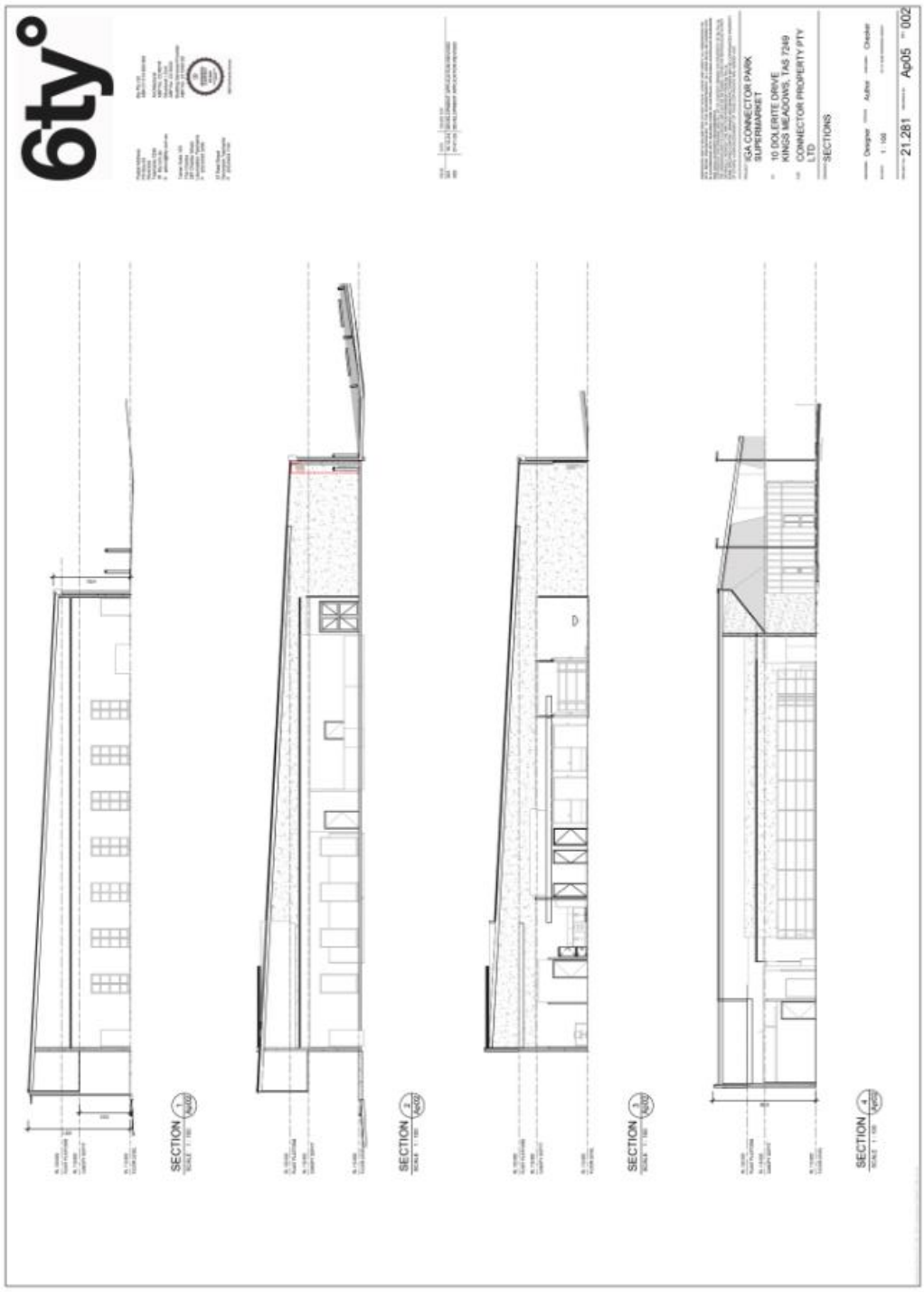
Issue date: 07-01-2025

6ty°
DOLERITE DRIVE
SITE PLAN
PARKING SCHEDULE
21.281
A901
004

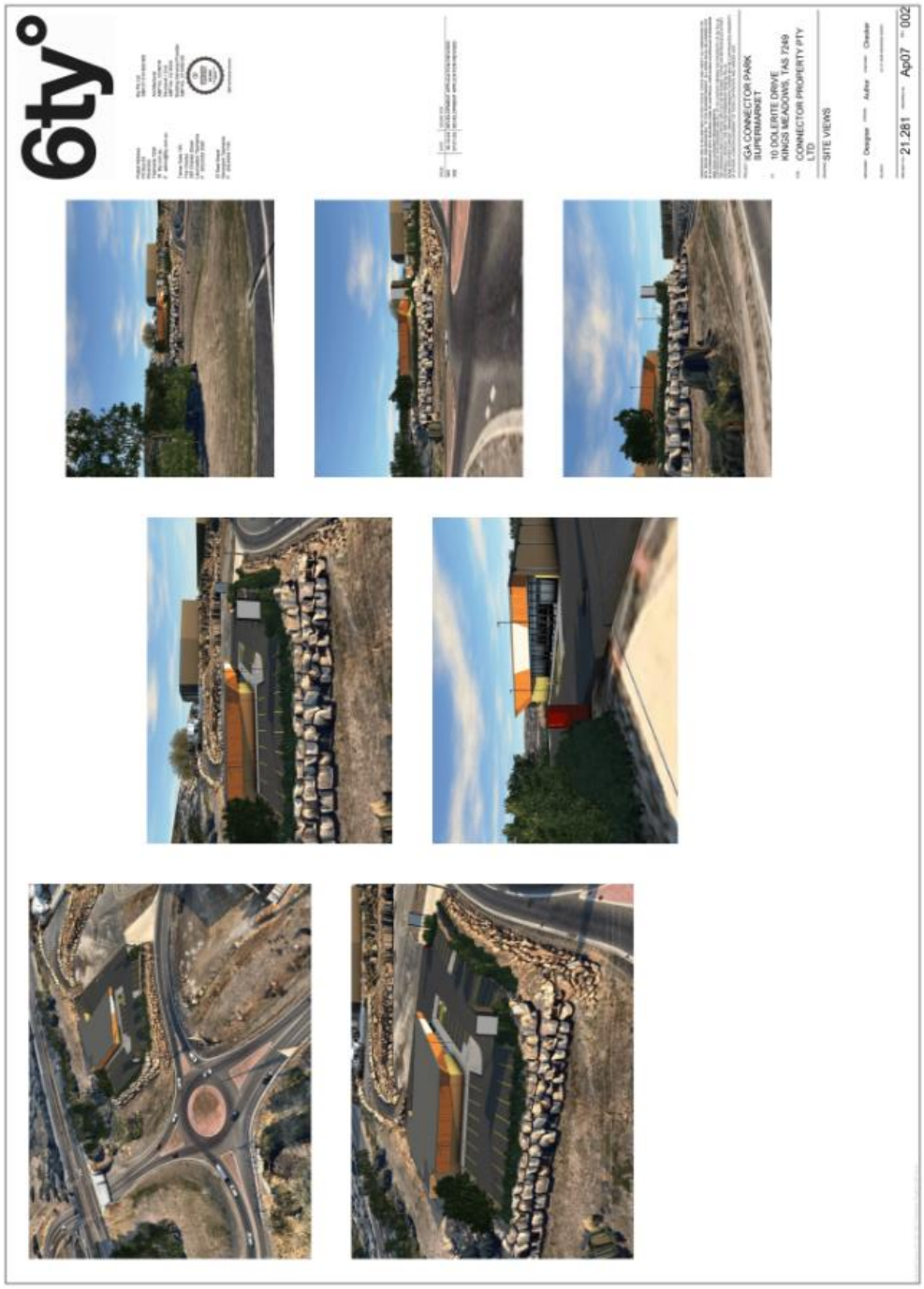

6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
FLOOR PLAN
21.261
A902
004
FLOOR PLAN


6ty°
GA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
ROOF PLAN
21.281
A903
003
ROOF PLAN

6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
ELEVATIONS
21.261
Ap04
003
SIGN PLAN
SECTION
SIGNAGE
NORTH ELEVATION
EAST ELEVATION
SOUTH ELEVATION
WEST ELEVATION


6ty°
IGA CONNECTOR PARK
SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
SECTIONS
21.281
Ap05
002
SECTION
SECTION
SECTION
SECTION

6ty°
IGA CONNECTOR PARK SUPERMARKET
10 DOLERITE DRIVE
KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
BUILDING VIEWS
21 281
A906
002
VIEW FROM CAR PARK ENTRY
VIEW FROM MIDLAND HIGHWAY EXIT RAMP

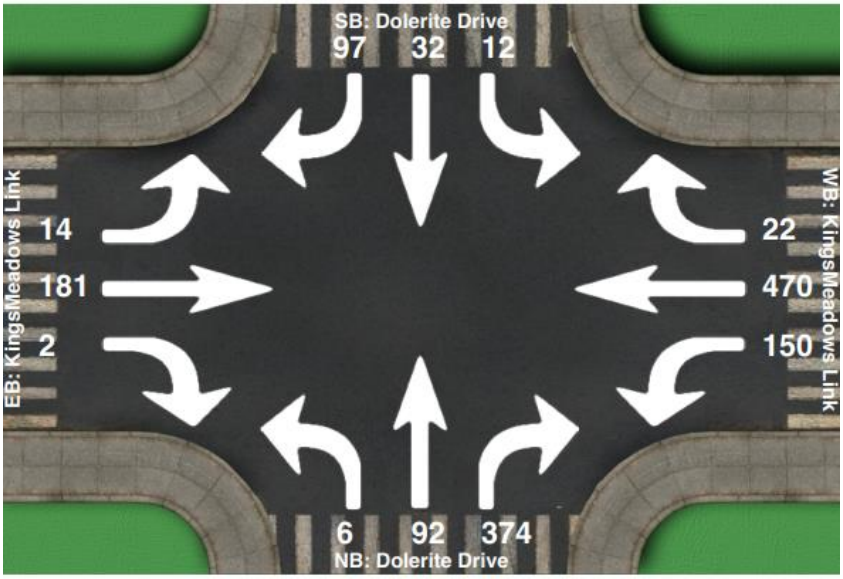

6ty°
KIA CONNECTOR PARK SUPERMARKET
10 DOLERITE DRIVE, KINGS MEADOWS, TAS 7249
CONNECTOR PROPERTY PTY LTD
SITE VIEWS
21.281
A907
002

Appendix B – Dolerite Drive Rabt Count Data

PM Peak 2022

Intersection Peak Hour

Location: Dolerite Drive at KingsMeadows Link, Tas
GPS Coordinates: Lat=-41.443852, Lon=147.141801
Date: 2022-04-08
Day of week: Friday
Weather: Fine
Analyst: Sid Saxby



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	12	32	97	150	470	22	6	92	374	14	181	2	1452
Factor	0.33	0.53	0.51	0.60	0.78	0.46	0.25	0.59	0.71	0.39	0.69	0.17	0.81
Approach Factor	0.56			0.75			0.80			0.71			

Traffic Impact Assessment

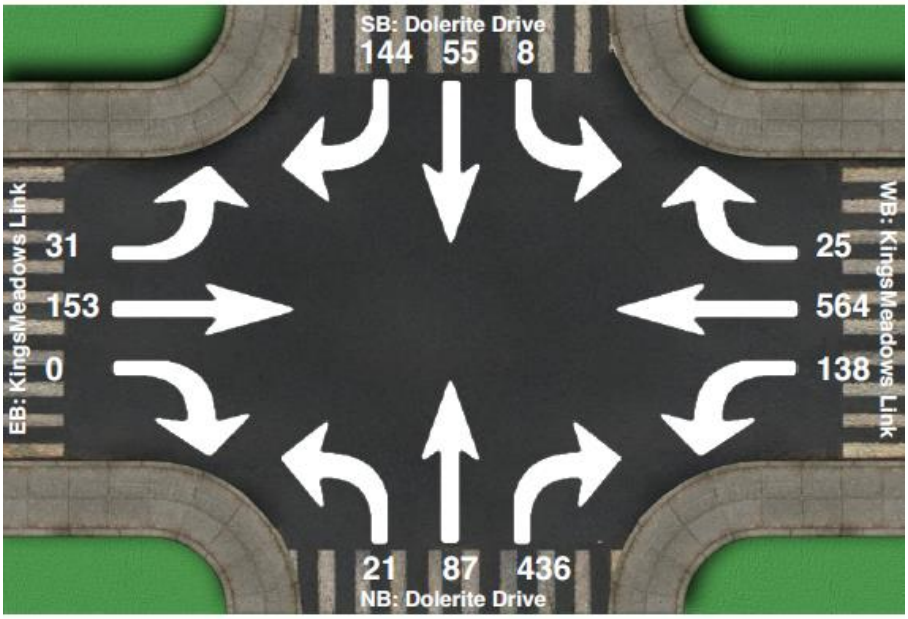
PM Peak 2025

Dolerite Drive AADT

- 2025 – 3,465 vpd
- Compound annual growth rate of 1.0%
- 8% HV
- 2035 – 3,810 vpd

Intersection Peak Hour

Location:	Dolerite Drive at KingsMeadows Link, Launceston
GPS Coordinates:	
Date:	2025-02-10
Day of week:	Monday
Weather:	Fine
Analyst:	Sid Saxby



Intersection Peak Hour

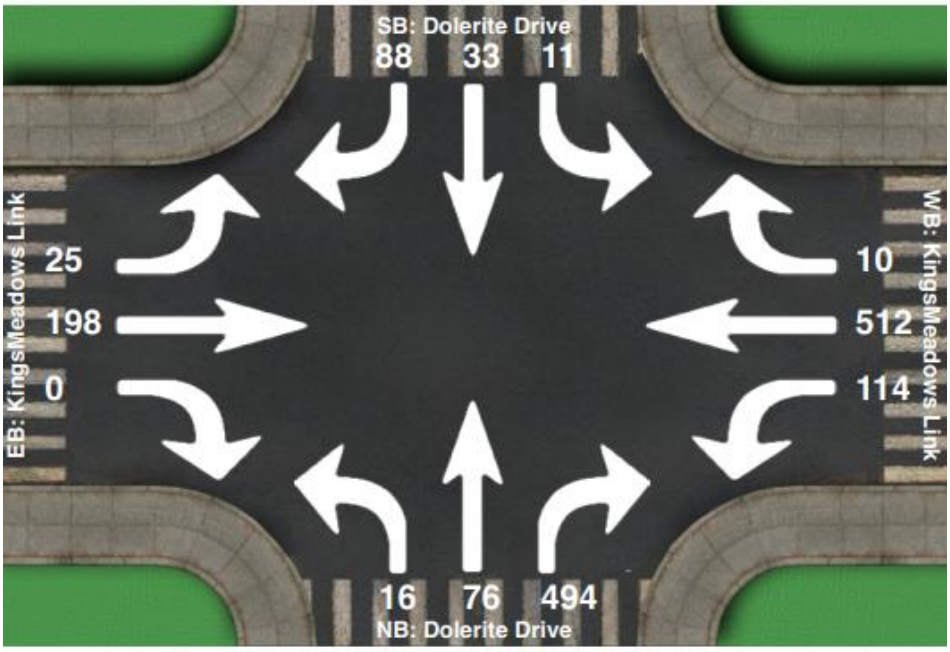
16:00 - 17:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	8	55	144	138	564	25	21	87	436	31	153	0	1662
Factor	0.17	0.65	0.67	0.61	0.78	0.52	0.44	0.52	0.70	0.52	0.67	0.00	0.77
Approach Factor	0.75			0.75			0.77			0.73			

AM Peak 2022

Intersection Peak Hour

Location: Dolerite Drive at KingsMeadows Link, Tas
GPS Coordinates: Lat=-41.443852, Lon=147.141801
Date: 2022-04-08
Day of week: Friday
Weather: Fine
Analyst: Sid Saxby



Intersection Peak Hour

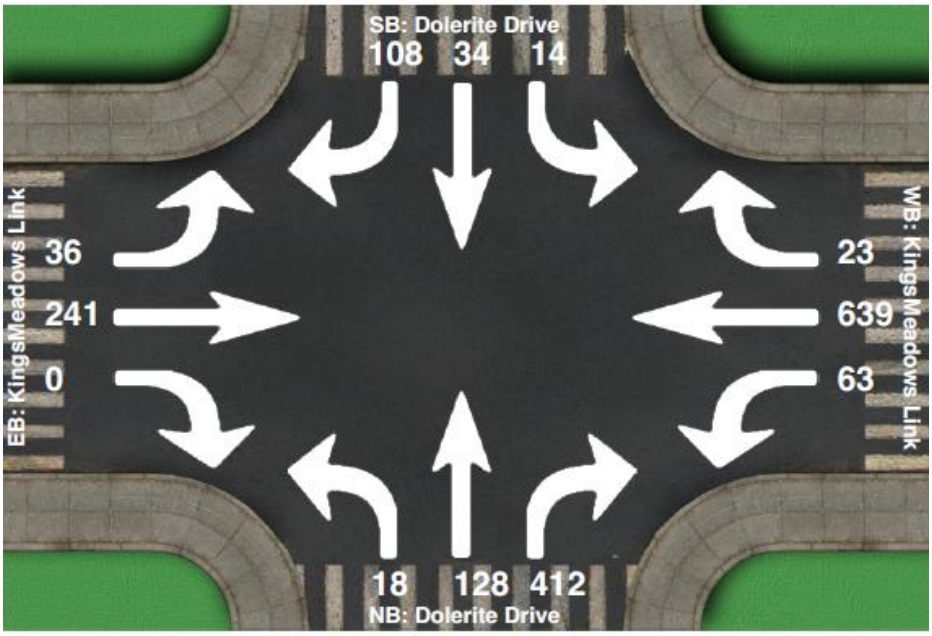
08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	11	33	88	114	512	10	16	76	494	25	198	0	1577
Factor	0.46	0.55	0.46	0.56	0.71	0.42	0.27	0.70	0.76	0.52	0.63	0.00	0.86
Approach Factor	0.58			0.68			0.80			0.64			

AM Peak 2025

Intersection Peak Hour

Location: Dolerite Drive at KingsMeadows Link, Launceston
GPS Coordinates:
Date: 2025-02-09
Day of week: Sunday
Weather: Fine
Analyst: Sid Saxby



Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	14	34	108	63	639	23	18	128	412	36	241	0	1716
Factor	0.39	0.40	0.56	0.44	0.75	0.27	0.50	0.59	0.73	0.38	0.61	0.00	0.88
Approach Factor	0.76			0.79			0.72			0.64			

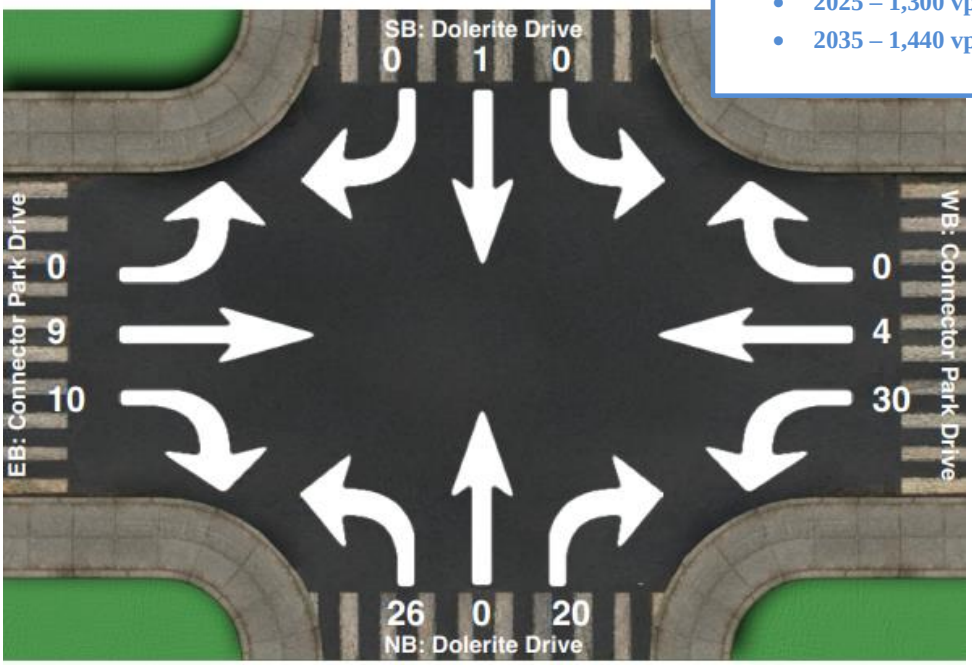
Appendix C – CPD / Dolerite Drive Count Data

Intersection Count Summary

Location: Dolerite Drive at Connector Park Drive, Kings Meadows
GPS Coordinates: Lat=-41.480664, Lon=147.153609
Date: 2022-07-13
Day of week: Wednesday
Weather: Fine
Analyst: Richard Burk

CPD AADT

- 2022 – 1,260 vpd
- CAG of 1.0%
- 8% HV
- 2025 – 1,300 vpd
- 2035 – 1,440 vpd



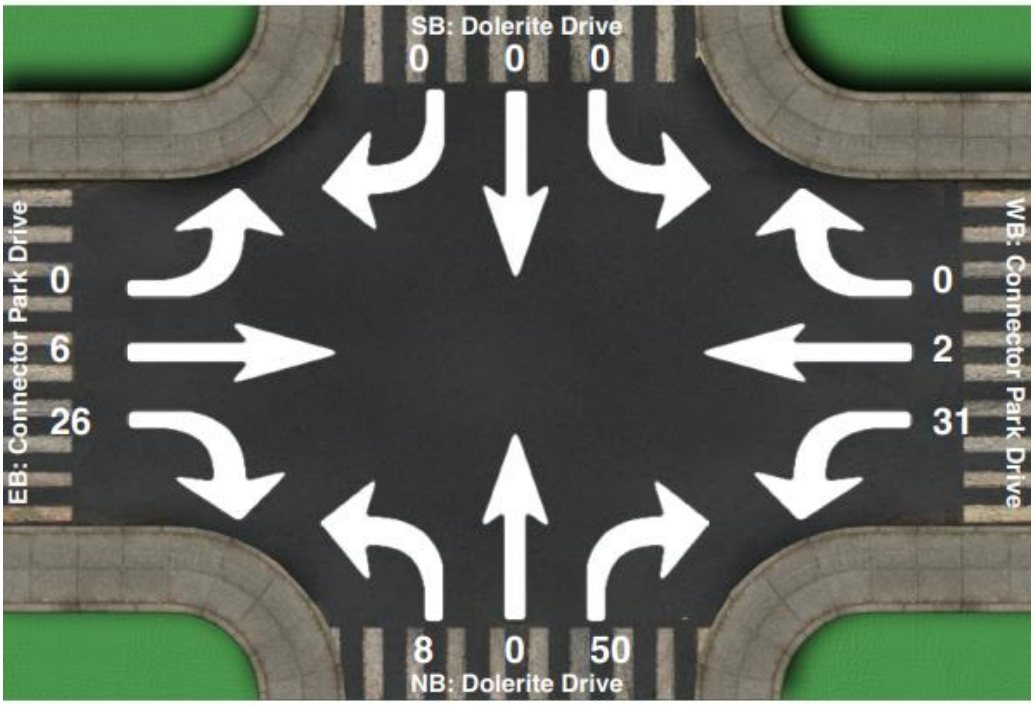
Intersection Count Summary

08:13 - 08:42

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	1	0	30	4	0	26	0	20	0	9	10	100

Intersection Count Summary

Location: Dolerite Drive at Connector Park Drive, Kings Meadows
GPS Coordinates: Lat=-41.480664, Lon=147.153609
Date: 2022-07-12
Day of week: Tuesday
Weather: Fine
Analyst: Richard Burk



Intersection Count Summary

17:00 - 17:29

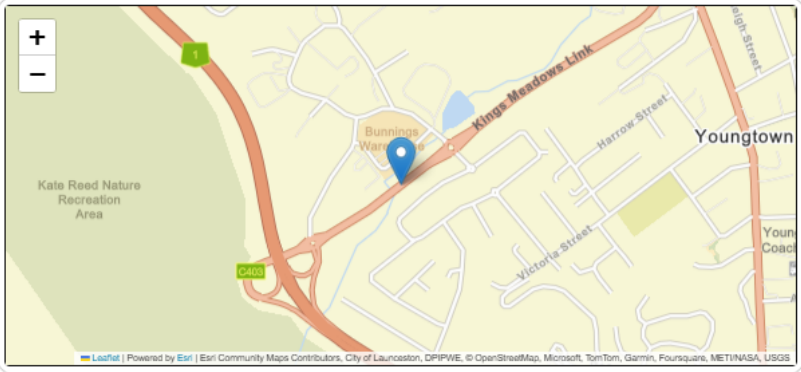
	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	31	2	0	8	0	50	0	6	26	123

Appendix D – Kings Meadows Link Count Data

A1811100
- Kings Meadows Main Road 440m E Of Midland Hwy Overpass
City: Kings Meadows
Route number: A1811

Site Data

80 km/h



Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
East	6,932	6,177	37,061
West	7,642	6,828	40,968
Total	14,574	13,005	78,029

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AADT	-	-	-	11,248	-	13,725	-	12,437	-	**12,524**
% HV	-	-	-	10.9%	-	12.6%	-	7.6%	-	-

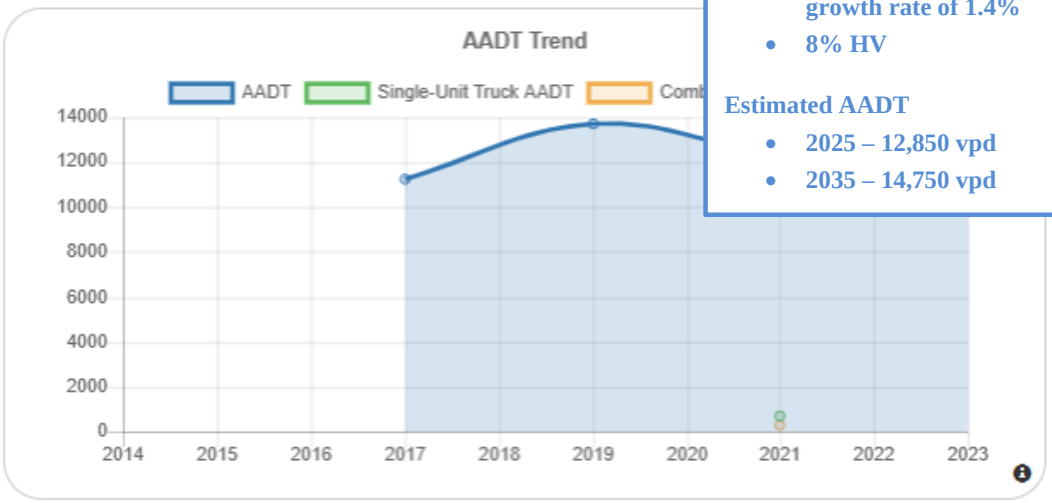
Traffic Impact Assessment

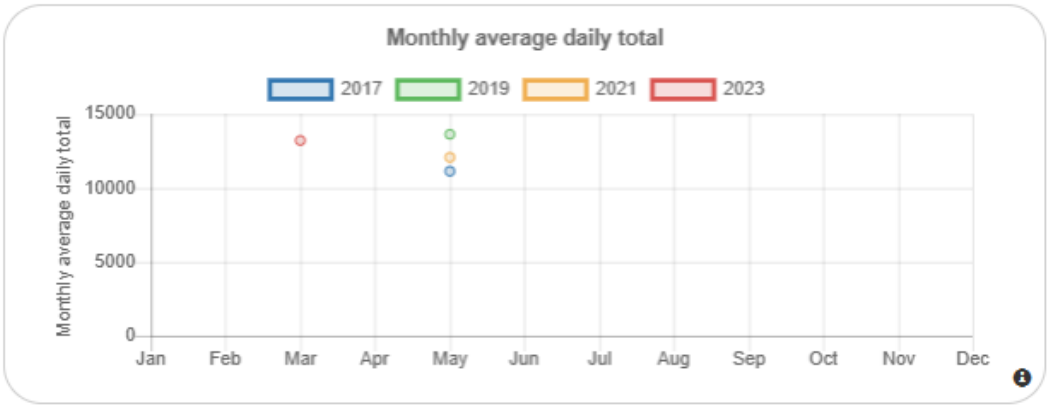
Kings Meadows Link AADT

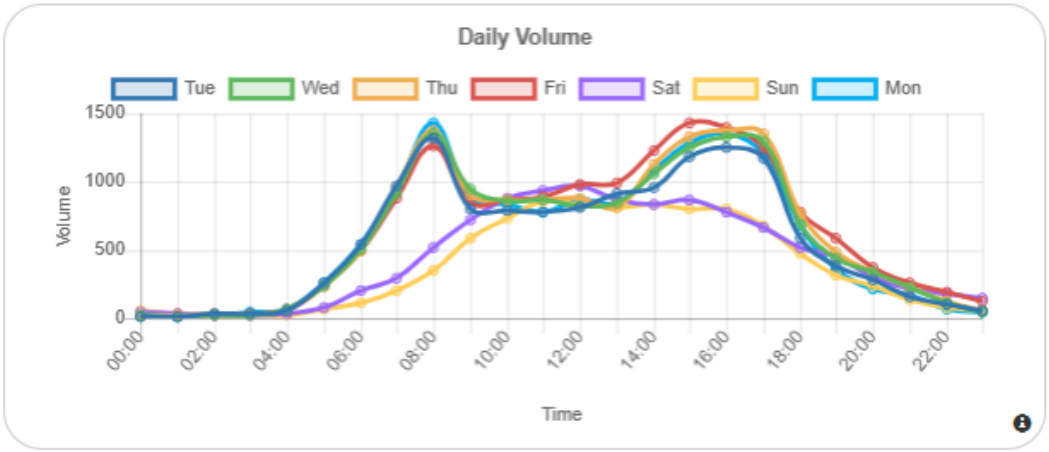
- 2017 – 11,248 vpd
- 2023 – 12,524 vpd
- Compound annual growth rate of 1.4%
- 8% HV

Estimated AADT

- 2025 – 12,850 vpd
- 2035 – 14,750 vpd







Appendix E – Midlands Hwy Count Data

A0087630
- Midland Highway 790m N Of Kings Meadows MR
City: Mt Pleasant
Route number: A0087

Site Data

100 km/h

Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	15,758	14,490	101,429
South	15,102	13,779	96,451
Total	30,860	28,269	197,880

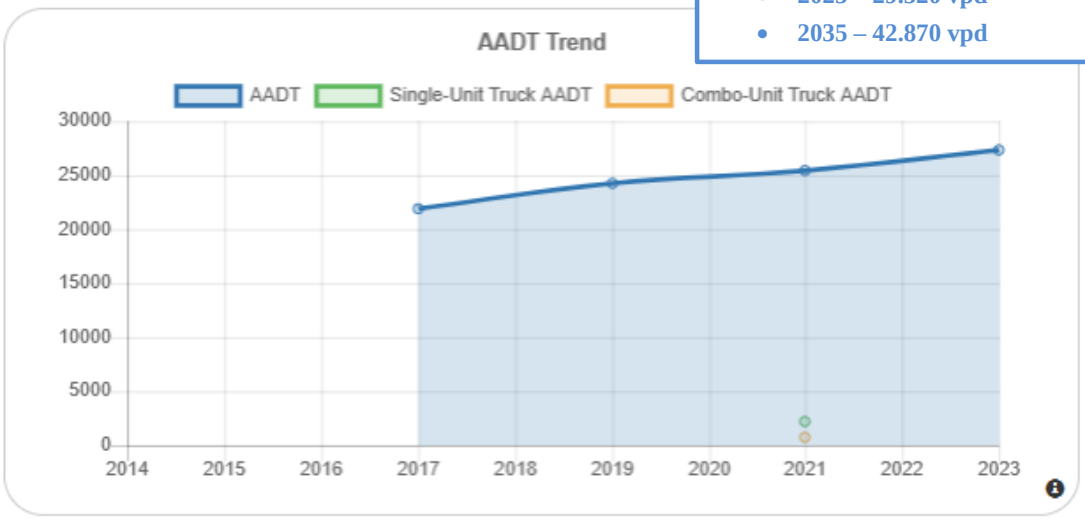
Annual Statistics

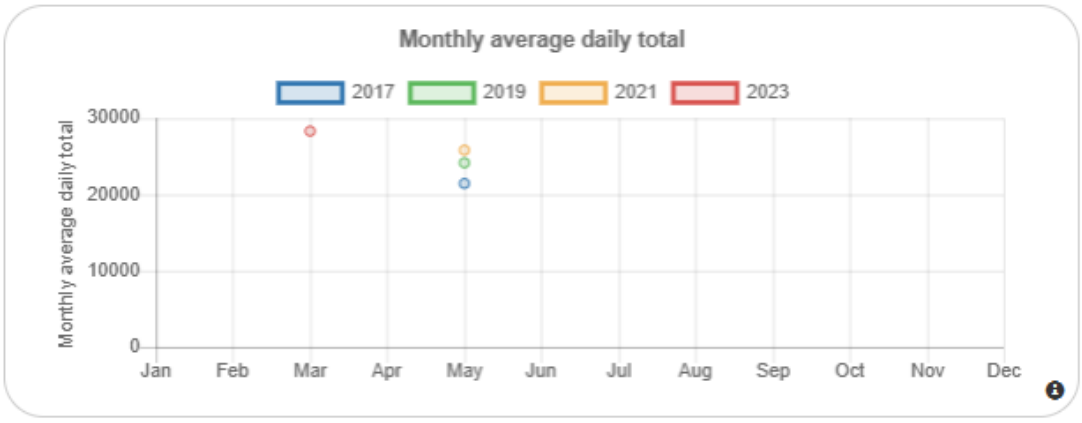
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AADT	-	-	-	21,908	-	24,261	-	25,395	-	27,395
% HV	-	-	-	13.5%	-	8.4%	-	11.4%	-	-

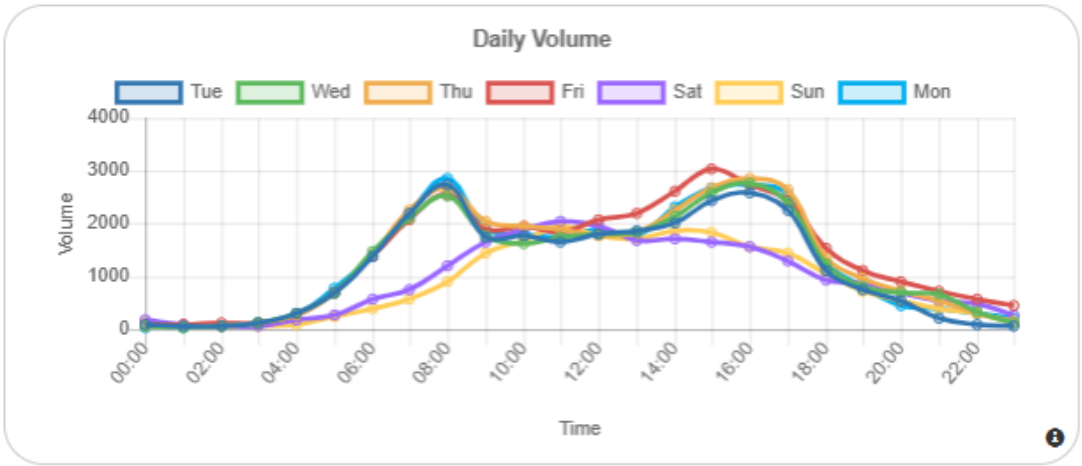
Traffic Impact Assessment

Midlands Hwy AADT (11% HVs)

- **2017 – 21,908 vpd**
- **2023 – 27,395 vpd**
- **Comp. growth of 3.7%**
- **2025 – 29.520 vpd**
- **2035 – 42.870 vpd**



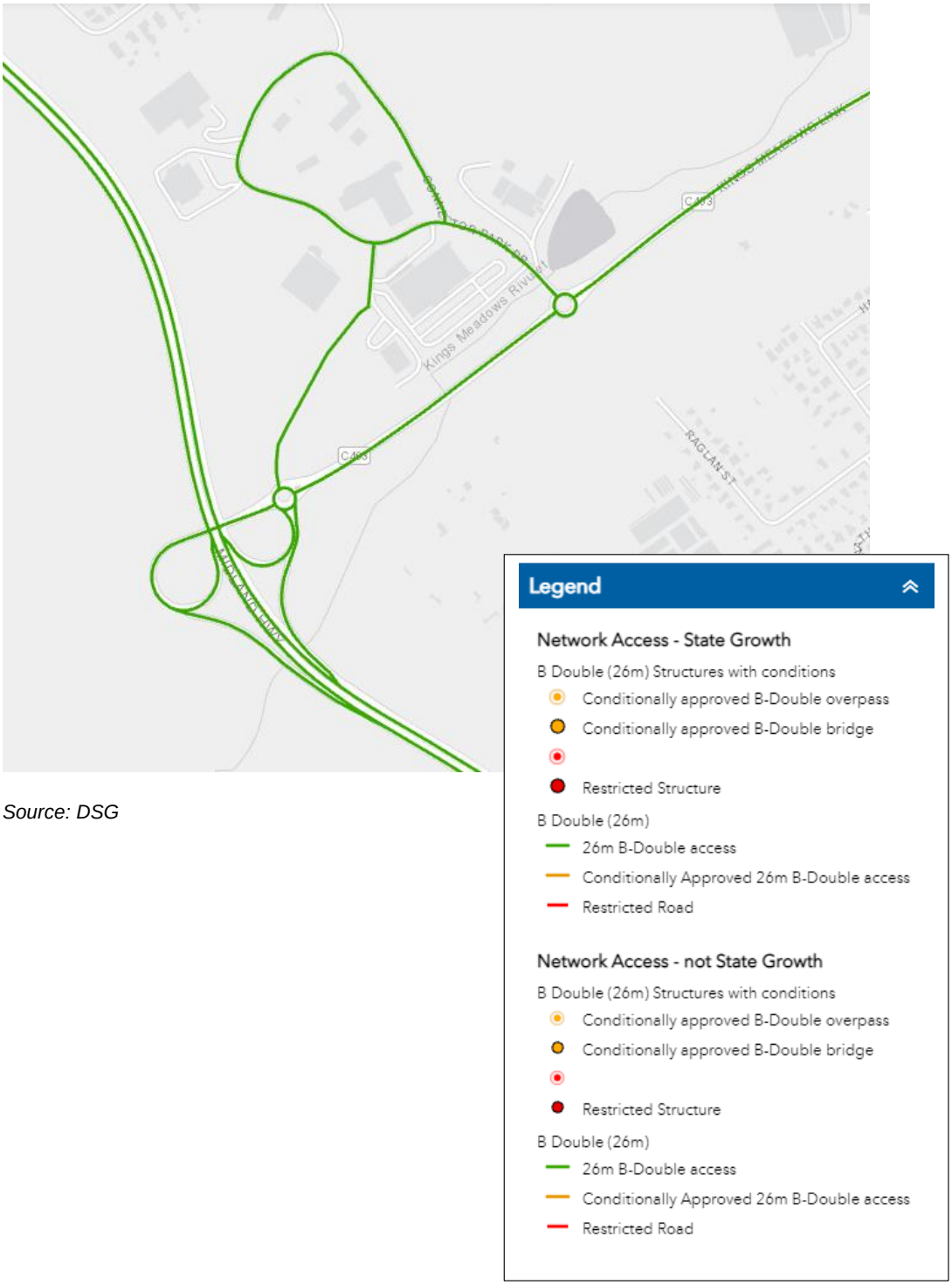




Appendix F – DSG Limited Access Roads

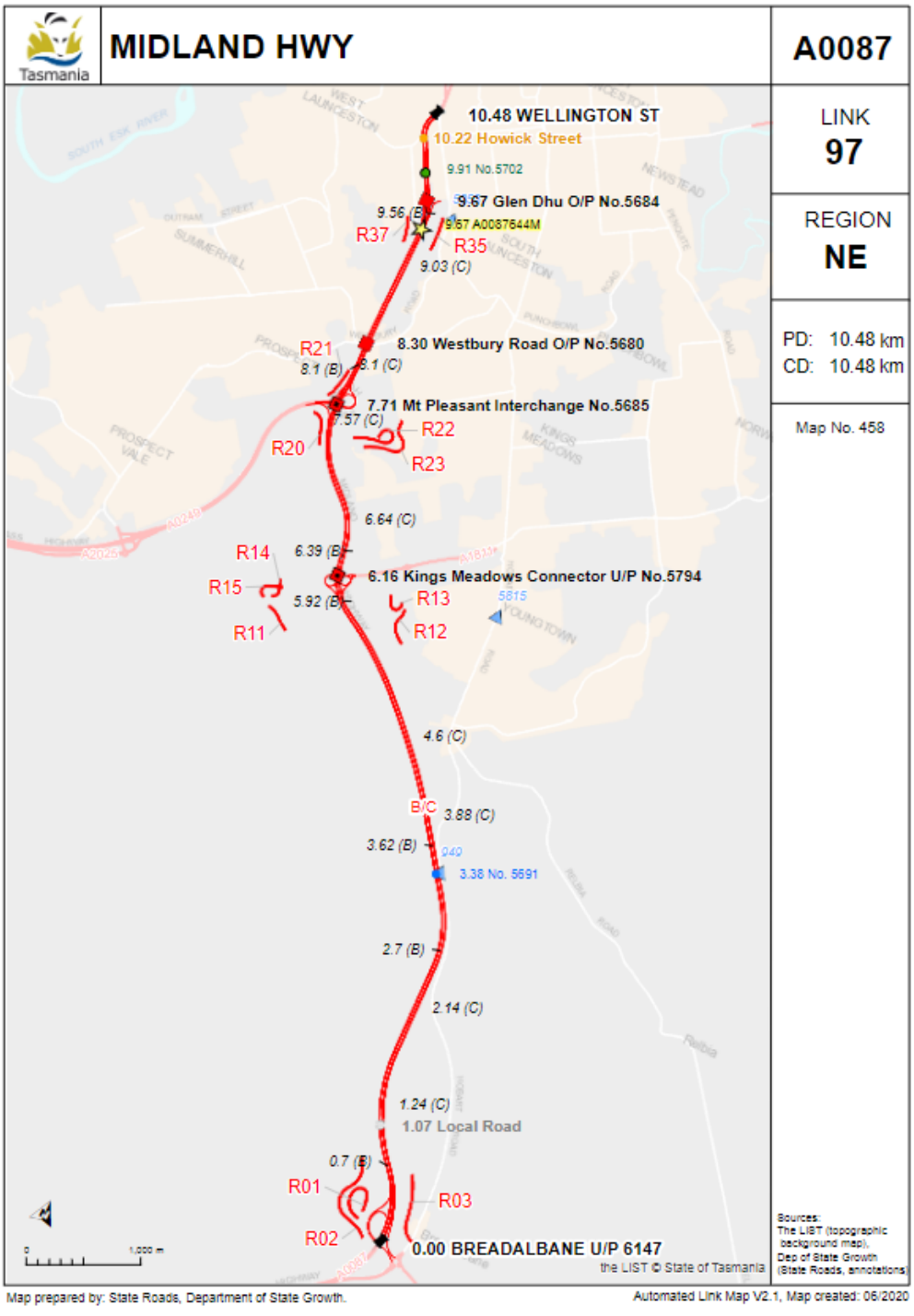
Source: The List, DPIPWE

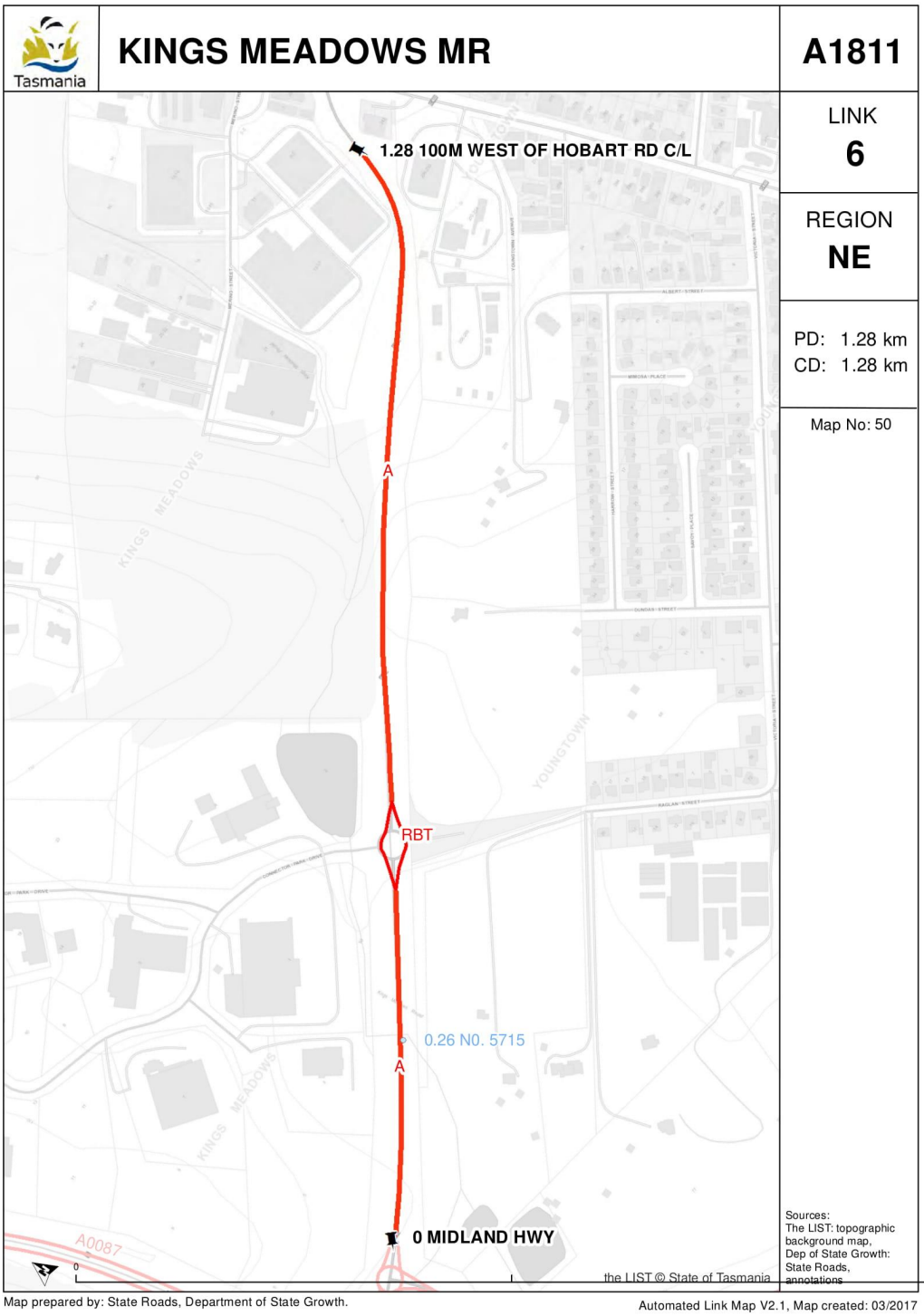
Appendix G – Tas. 26m B Double Network



Source: DSG

Appendix H – DSG Link Map



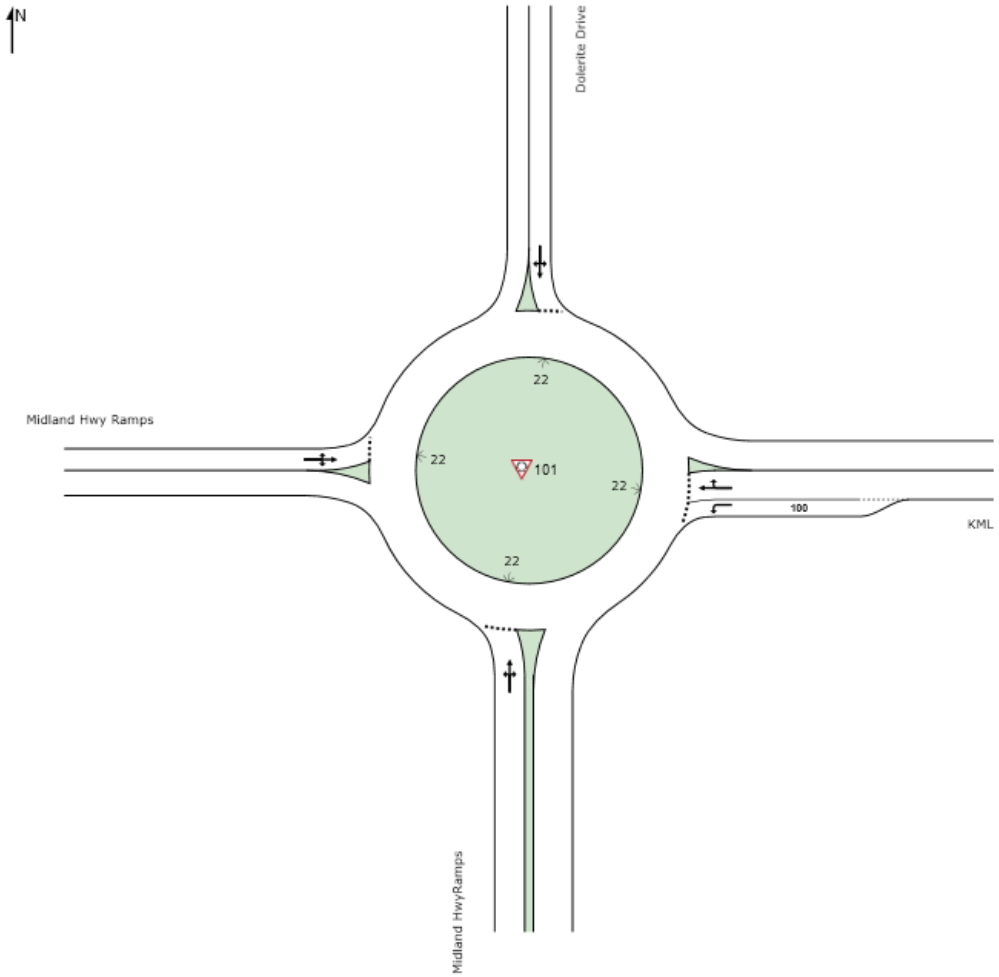

KINGS MEADOWS MR
A1811
LINK
6
REGION
NE
PD: 1.28 km
CD: 1.28 km
Map No: 50
1.28 100M WEST OF HOBART RD C/L
A
RBT
0.26 N0. 5715
A
0 MIDLAND HWY
A0087
Sources:
The LIST: topographic background map,
Dep of State Growth: State Roads, annotations
the LIST © State of Tasmania
Map prepared by: State Roads, Department of State Growth.
Automated Link Map V2.1, Map created: 03/2017

Appendix I - SIDRA Model - KMI Rabt 2035

SITE LAYOUT

Site: 101 [KMI Rabt 2035 AM]

KMC Roundabout
Site Category: (None)
Roundabout



Appendix J - SIDRA Analysis - KMI Rabt 2035

AM Peak 2025 without proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2025 AM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland Hwy/Ramps								
21	L2	18	8.0	0.662	10.7	LOS B	6.3	47.5
22	T1	128	8.0	0.662	10.4	LOS B	6.3	47.5
23	R2	412	8.0	0.662	15.2	LOS B	6.3	47.5
Approach		558	8.0	0.662	13.9	LOS B	6.3	47.5
East: KML								
24	L2	63	8.0	0.064	3.9	LOS A	0.3	2.2
8	T1	639	8.0	0.445	3.3	LOS A	3.3	24.6
26	R2	23	8.0	0.445	8.0	LOS A	3.3	24.6
Approach		725	8.0	0.445	3.5	LOS A	3.3	24.6
North: Dolerite Drive								
27	L2	14	8.0	0.201	6.5	LOS A	1.2	9.2
28	T1	34	8.0	0.201	6.3	LOS A	1.2	9.2
29	R2	108	8.0	0.201	11.1	LOS B	1.2	9.2
Approach		156	8.0	0.201	9.6	LOS A	1.2	9.2
West: Midland Hwy Ramps								
30	L2	36	8.0	0.346	6.1	LOS A	2.4	17.6
2	T1	241	8.0	0.346	6.0	LOS A	2.4	17.6
32	R2	1	8.0	0.346	10.7	LOS B	2.4	17.6
Approach		278	8.0	0.346	6.0	LOS A	2.4	17.6
All Vehicles		1717	8.0	0.662	7.8	LOS A	6.3	47.5

AM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2035 AM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles										
Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland HwyRamps								
21	L2	20	8.0	0.852	22.3	LOS C	14.0	104.8
22	T1	166	8.0	0.852	22.0	LOS C	14.0	104.8
23	R2	450	8.0	0.852	26.8	LOS C	14.0	104.8
Approach		636	8.0	0.852	25.4	LOS C	14.0	104.8
East: KML								
24	L2	70	8.0	0.074	4.1	LOS A	0.3	2.6
8	T1	700	8.0	0.507	3.5	LOS A	4.1	30.4
26	R2	30	8.0	0.507	8.2	LOS A	4.1	30.4
Approach		800	8.0	0.507	3.7	LOS A	4.1	30.4
North: Dolerite Drive								
27	L2	17	8.0	0.274	7.2	LOS A	1.8	13.5
28	T1	42	8.0	0.274	7.1	LOS A	1.8	13.5
29	R2	135	8.0	0.274	11.8	LOS B	1.8	13.5
Approach		194	8.0	0.274	10.4	LOS B	1.8	13.5
West: Midland Hwy Ramps								
30	L2	47	8.0	0.443	7.4	LOS A	3.5	25.9
2	T1	265	8.0	0.443	7.3	LOS A	3.5	25.9
32	R2	1	8.0	0.443	12.0	LOS B	3.5	25.9
Approach		313	8.0	0.443	7.3	LOS A	3.5	25.9
All Vehicles		1943	8.0	0.852	12.1	LOS B	14.0	104.8

Traffic Impact Assessment

PM Peak 2025 without proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2025 PM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles									
Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland Hwy/Ramps								
21	L2	21	8.0	0.626	9.3	LOS A	5.5	41.3
22	T1	87	8.0	0.626	9.1	LOS A	5.5	41.3
23	R2	436	8.0	0.626	13.8	LOS B	5.5	41.3
Approach		544	8.0	0.626	12.9	LOS B	5.5	41.3
East: KML								
24	L2	138	8.0	0.148	4.3	LOS A	0.7	5.4
8	T1	564	8.0	0.417	3.5	LOS A	2.9	21.9
26	R2	25	8.0	0.417	8.2	LOS A	2.9	21.9
Approach		727	8.0	0.417	3.8	LOS A	2.9	21.9
North: Dolerite Drive								
27	L2	8	8.0	0.254	6.1	LOS A	1.6	11.8
28	T1	55	8.0	0.254	6.0	LOS A	1.6	11.8
29	R2	144	8.0	0.254	10.7	LOS B	1.6	11.8
Approach		207	8.0	0.254	9.3	LOS A	1.6	11.8
West: Midland Hwy Ramps								
30	L2	31	8.0	0.225	5.7	LOS A	1.4	10.6
2	T1	153	8.0	0.225	5.6	LOS A	1.4	10.6
32	R2	1	8.0	0.225	10.3	LOS B	1.4	10.6
Approach		185	8.0	0.225	5.6	LOS A	1.4	10.6
All Vehicles		1663	8.0	0.626	7.7	LOS A	5.5	41.3

Traffic Impact Assessment

PM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [KMI Rabt 2035 PM]

KMC Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles										
Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m
South: Midland Hwy Ramps								
21	L2	23	8.0	0.802	17.3	LOS B	11.0	82.3
22	T1	109	8.0	0.802	17.1	LOS B	11.0	82.3
23	R2	480	8.0	0.802	21.8	LOS C	11.0	82.3
Approach		612	8.0	0.802	20.8	LOS C	11.0	82.3
East: KML								
24	L2	152	8.0	0.171	4.6	LOS A	0.9	6.6
8	T1	620	8.0	0.485	3.8	LOS A	3.7	27.9
26	R2	31	8.0	0.485	8.6	LOS A	3.7	27.9
Approach		803	8.0	0.485	4.2	LOS A	3.7	27.9
North: Dolerite Drive								
27	L2	10	8.0	0.358	6.8	LOS A	2.5	18.5
28	T1	70	8.0	0.358	6.7	LOS A	2.5	18.5
29	R2	187	8.0	0.358	11.4	LOS B	2.5	18.5
Approach		267	8.0	0.358	10.0	LOS B	2.5	18.5
West: Midland Hwy Ramps								
30	L2	39	8.0	0.283	6.4	LOS A	1.9	14.5
2	T1	168	8.0	0.283	6.2	LOS A	1.9	14.5
32	R2	1	8.0	0.283	11.0	LOS B	1.9	14.5
Approach		208	8.0	0.283	6.3	LOS A	1.9	14.5
All Vehicles		1890	8.0	0.802	10.6	LOS B	11.0	82.3

Appendix K – Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix L – DSG advice on TIA acceptability

DSG advice received 6th March 2025

RE: TIA for 10 Dolerite Road accessing Kings Meadows Connector Road

SV Siale, Vili <Vili.Siale@stategrov
To Richard Burk
Cc Hills, Garry; Volker, Sam
11:19 AM

Our Reference: D23/77203/2

Hi Richard,
Thank you for your updated TIA.

Following a review, the proposed development is off Dolerite Drive, such that the impact of the proposed development on the Kings Meadows Interchange roundabout would be inconsequential in comparison the overall network traffic flow within the vicinity. On this basis, your TIA is accepted.

However, having stated the above, we have already undertaken our own analyses of the Kings Meadows Interchange roundabout based on onsite detailed traffic count, which demonstrated that;

- The Midland Highway southbound off ramp is already at LOS F, which is consistent with the queue overflow of the off ramp onto the Midland Highway southbound eastern lane. This has led to the installation of advance warning signs and reduction in speed limits along the Midland Highway southbound carriageway within the vicinity of the Kings Meadows Interchange.
- The small diameter roundabout is reaching capacity and would warrant measures e.g. metering to enhance traffic flow.
- The Department is considering a project to address the above matter. Therefore, I have copied in this email Garry and Sam if you wish further discussions on this matter.

If you have any further queries regarding this matter, please let me know.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Traffic Engineering | Network Management
State Roads | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

Planning Permit
Development Application Form

Application Lodgement Checklist

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

Application

THE LAND: Address and title information for the subject site

Number	10	Street	Dolerite Drive

Suburb	Kings Meadows

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

Title Volume	181165	Title Folio	1
Title Volume		Title Folio	

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

$3.5 million

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

Combined draft scheme amendment and development application for a multi-tenancy retail facility.

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

Vacant Land

Complete the relevant sections below

Have you had a pre-lodgement meeting with a Town Planner? ❑ YES ❑ ~~NO~~

If yes, please specify: Richard Jamieson

Are components of the application seeking retrospective approval? ❑ YES ❑ ~~NO~~

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

If yes, what are they?

Tasmanian Heritage Council (THC) Listed Property? ❑ YES ❑ ~~NO~~

If yes, has an Exemption been granted? If yes, please attach. ❑ YES ❑ ~~NO~~

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

❑ ~~RESIDENTIAL USE/DEVELOPMENT~~

Number of dwellings (existing)		**Number of dwellings (proposed)**	
Number of parking spaces (existing)		**Number of parking spaces (proposed)**	

❑ ~~SUBDIVISION~~

Subdivision excludes strata title lots

Number of lots (existing)		**Number of lots (proposed)**	
Lot size/s (existing)		**Lot size/s (proposed)**	

❑ OTHER USE/DEVELOPMENT

Hours of Operation	Monday - Friday	6	am	to	10	pm
	Saturday	6	am	to	10	pm
	Sunday	6	am	to	10	pm

Parking spaces (existing)		**Parking spaces (proposed)**	48
Floor area (existing)		**Floor area (proposed)**	1,400m²
Number of Employees (existing)		**Number of Employees (proposed)**	25 FTE

❑ ~~MISCELLANEOUS~~

Earthworks and/or retaining walls ❑ YES ❑ NO **Tree removal** ❑ YES ❑ NO

Machinery, plant & equipment ❑ YES ❑ NO **Signs proposed** ❑ YES ❑ NO

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

Applicant	6ty° Pty Ltd				
Contact Person	George Walker				
Postal Address	PO Box 63				
Suburb	Riverside	State	TAS	Postcode	7250
Phone	0417 921 661				
Email	gwalker@6ty.com.au				

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

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

Title		Given Name/s	Connector Property Pty Ltd		
Surname/s					
Postal Address	PO Box 162				
Suburb	Newstead	State	TAS	Postcode	7250
Phone					
Email					

Is the Applicant the Owner?

❑ **YES** please complete sections A and C
❑ **NO** please complete sections B and C

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

Owner's Signature | Date

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

Applicant's Signature | Date

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

Applicant's Signature | Date

How to apply for a Planning Permit

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

Plans

Your proposal plans should include the following:

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

Fees

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

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

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

Ways to lodge your application

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

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

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

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

Planning Permit Privacy Statement

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

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

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

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

Personal Information Protection Statement

As required under the *Personal Information Protection Act 2004*

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

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

TASMANIAN PLANNING COMMISSION

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s):	6ty° Pty Ltd
Email address	gwalker@6ty.com.au
Contact number:	0417 921 661

2. Site address:

Address:

10 Dolerite Drive, Kings Meadows

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

PID: 9571307

CT: 181165/1

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner : Connector Property Pty Ltd

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

PID: 9571307 CT: 181165/1

Position (if applicable): Sole Director

Signature: O. Pintarich Date: 15 March 2023

Registered owner (please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

Registered owner (please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

2

NOTES:

a. When is owners' consent required?

Owners' consent is required for:

- amendments to an interim planning scheme or to a Local Provisions Schedule[1]; or
- combined permits and amendments[2].

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

c. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,

ii. the consent of each owner of each lot on the strata plan.

d. Companies

If the land is owned by a company the form is to be signed by a person with authority in accordance with the *Corporations Act 2001 (Cwth)*.

e. Associations

If the land is owned by an incorporated association the form is to be signed by a person with authority in accordance with the rules of the association.

f. Council or the Crown

If the land is owned by a council or the Crown then form is to be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: September 2021

---

[1] under section 33(1) of the former provisions of the *Land Use Planning and Approvals Act 1993* or section 37 of the current provisions.

[2] under section 43A of the former provisions or section 40T of the current provisions of the Act

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
181165	1
EDITION	DATE OF ISSUE
1	21-Jul-2022

SEARCH DATE : 15-Mar-2023
SEARCH TIME : 08.15 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Sealed Plan 181165
Derivation : Part of 320 Acres Loc. to Edward French and Part of Lot 2, 2.419ha The Crown
Prior CTs 179167/1 and 126738/2

SCHEDULE 1

D52757 & M917880 TRANSFER to CONNECTOR PROPERTY PTY LTD
Registered 21-Jul-2022 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP181165 EASEMENTS in Schedule of Easements
SP181165 COVENANTS in Schedule of Easements
SP133081 & SP179167 COVENANTS in Schedule of Easements
SP133081 & SP179167 FENCING COVENANT in Schedule of Easements
41/3060 FENCING COVENANT in Conveyance
B390056 PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 02-Jan-1991 at noon
C35432 PROCLAMATION under Section 9A and 52A of the Roads and Jetties Act 1935 Registered 19-Sep-1997 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER
CONNECTOR PROPERTY PTY LTD
THE CROWN

FOLIO REFERENCE
179167–1
126738–2

GRANTEE
PART OF 320.0.0 LOC TO EDWARD FRENCH
PART OF LOT 2, 2.419ha GTD TO THE CROWN

PLAN OF SURVEY

COHEN & ASSOCIATES PTY LTD, LAUNCESTON

BY SURVEYOR: S.P. VERBEETEN

LOCATION CITY OF LAUNCESTON

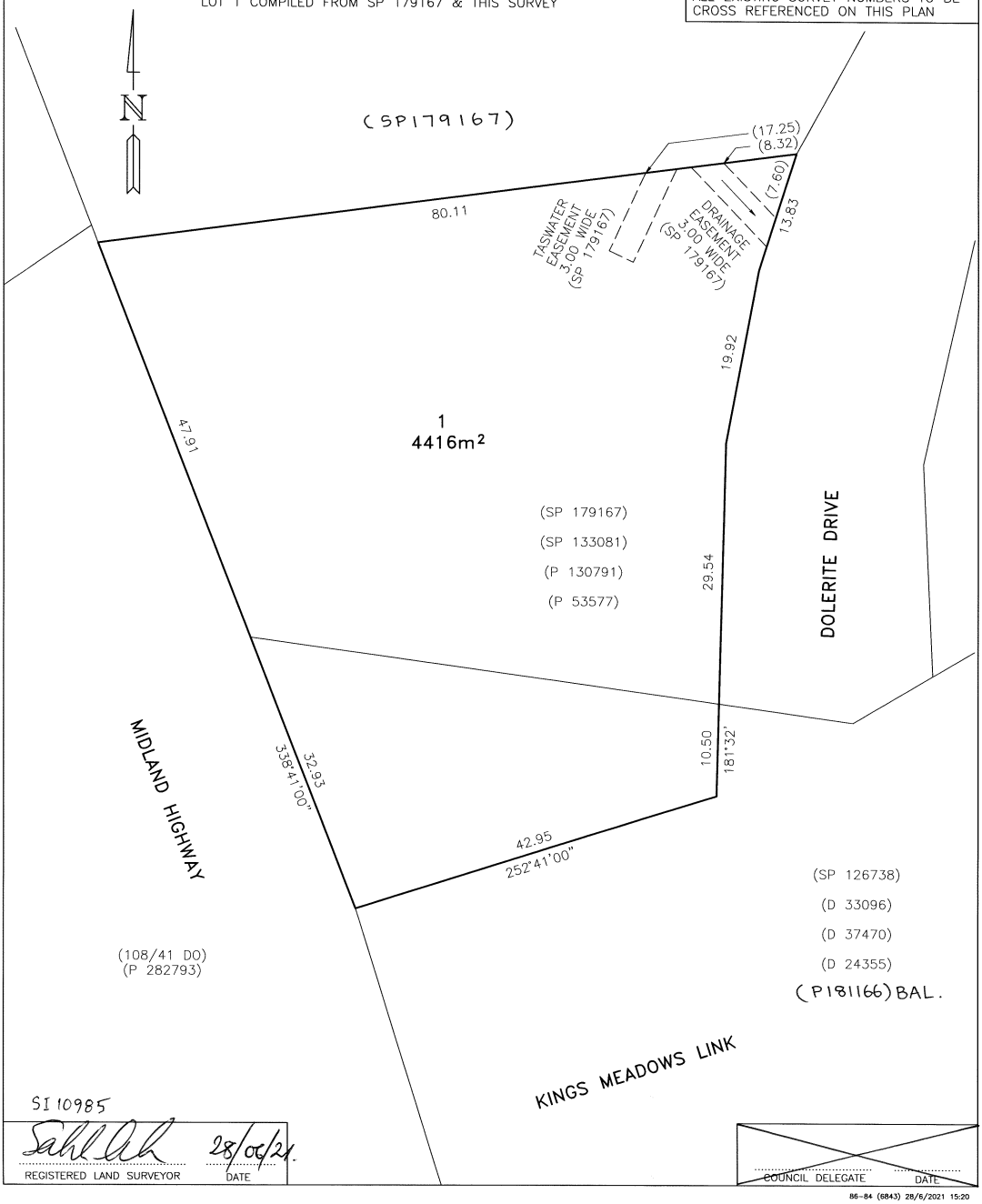
SCALE 1 : 400 LENGTHS IN METRES

REGISTERED NUMBER
SP181165

APPROVED
~~EFFECTIVE~~ FROM 21 JUL 2022
Recorder of Titles

LOT 1 COMPILED FROM SP 179167 & THIS SURVEY

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



SI 10985

REGISTERED LAND SURVEYOR DATE 28/06/21

COUNCIL DELEGATE DATE

86-84 (6843) 28/6/2021 15:20

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 181165

PAGE 1 OF 1 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

right of drainage in favour of Launceston City Council over the land marked
Lot 1 on the Plan is subject to a drainage easement 3.00 wide (as set forth in SP 179167)
pipeline and services easement in favour of TasWater over the land marked
Lot 1 on the Plan is subject to a Taswater easement 3.00 wide (as set forth in SP 179167)
That part of Lot 1 on the Plan formerly comprised in Lot 1 on Sealed Plan 179167
~~Lot 1 on the Plan~~ is burdened by a restrictive covenant as set forth in SP 133081 & SP179167

~~Lot 1 on the Plan is burdened by a restrictive covenant as set forth in SP 179167~~

TasWater means the Tasmanian Water and Sewerage Corporation Pty Ltd

Signed by Kathryn Janet Clark
being and as Manager Crown Land Services
and pursuant to an Instrument of)
Authorisation dated 17 March 2021)
in the presence of:)

....
Signature of witness Signature

Kylie Lamin
Name of witness (block letters)

134 Macquarie St, Hobart. Tas 7000
Address of witness

Property officer
Occupation

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: The Crown	PLAN SEALED BY: THE CROWN
FOLIO REF: ~~181165/1~~ 179167/1 & 126738/2	DATE: .....
SOLICITOR & REFERENCE: Crown Solicitor (CLVF019512-20 HJV)	..... REF NO. ..... Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

ATTACHMENT 2
Statutory Assessment - Response to Requirements for Local Provisions Schedule under LUPAA

Section 34(2) of LUPAA requires a relevant planning instrument to meet all of the following criteria:

(a) contains all the provisions that the SPPs specify must be contained in an LPS

The proposed amendment applies to 43 Los Angelos Road, Swan Bay (also known as 729-739 John Lees Drive) which is zoned Agriculture and contains several overlays. The proposed planning scheme amendment complies with the SPP requirements for an LPS.

(b) is in accordance with section 32

This section identifies the technical aspects of an LPS such as inclusion of zone maps and overlays, and what additional local provisions can be included if permitted to do so under the State Planning Provisions (SPPs), to add to or override the SPPs. Section 32(4) identifies that an LPS may only include these additional local provisions where:

(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or
(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

The proposed amendment includes the rezoning of a section of land from Agriculture to Rural and application of the priority vegetation overlay. All other existing overlays will still be applicable.

As the amendment does not propose a change identified within section 32(4), being a PPZ, SAP, or SSQ, not justification against 32(4) is required.

(c) furthers the objectives set out in Schedule 1 of LUPAA

Assessment of the amendment against the Schedule 1 objectives is provided in the following table.

Part 1 Objectives	**Planning Assessment**
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The site is currently subject to the Natural Assets Code due to existing waterways. The amendment also includes the introduction of a priority vegetation area. Future development of the site will be subject to an assessment of the Natural Assets Code having consideration to the natural values of the site. As such, genetic diversity will be retained and will not be modified as a result of the rezoning.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	The change in zoning will not alter the sustainable use and development of air, land, or water. The Kanamaluka/Tamar Estuary will still be protected through the existing overlays. The rural zoning is reflective of the limitations of the site for agricultural use, ensuring an orderly and sustainable use of the land.
(c) to encourage public involvement in resource management and planning	The statutory process for assessment of a planning scheme amendment involves a public notification period. Any representations received will be formally considered by the Planning Authority. The Planning Authority is required to report on any representations to the Tasmanian Planning Commission, which in turn may hold public hearings into representations.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)	The change in zoning will not limit the sites ability to facilitate economic development.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State	Community, industry and other government agencies will have the opportunity to comment on the proposed planning scheme amendment during the public notification period.
Part 2 Objectives	
(a) to require sound strategic planning and co-ordinated action by State and local government	The amendment is consistent with the objectives of the Northern Tasmania Regional Land Use Strategy and the Scheme.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land	An application made pursuant to section 37 of the Act must be considered against the objectives of the Act and the planning system of Tasmania more broadly for compliance. The rezoning of land will enable the land to be assessed against the relevant provisions of the Scheme.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land	It is acknowledged that the site contains areas of environmental value. The change in zoning will not remove any of the existing protections, and will increase protections through the implementation of a priority vegetation overlay.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels	The proposed amendment is consistent with the relevant local, regional, and state policies as assessed by this report.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals	No combined planning application is included with the proposed planning scheme amendment. The proposed amendment will facilitate a future development application for

	land use and development of the land in accordance with the Tasmanian Planning Scheme - Launceston.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation	The amendment will not constrain a safe working and living environment.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value	Not applicable.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community	Not applicable.
(i) to provide a planning framework which fully considers land capability.	Land capability has been considered as assessed within this report.

(d) is consistent with each State policy

Assessment of the amendment against the various policies is provided in the following table.

State Policy	Planning Assessment
State Policy on the Protection of Agricultural Land 2000	The policy is applicable noting the land ius currently zoned Agriculture, and the new zoning rural. The purpose of the policy is to: *Conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.*

	The policy then outlines 11 principles to ensure the objective is achieved. An Agricultural Assessment, prepared by Pinion Advisory was prepared and submitted with the application. Compliance with the principles and policy overall is outlined below: Principle 1 *Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.* Response: Class 7 land capability (unsuitable for agriculture) represents approximately 67% of the total area of this block. The southern area proposed to be rezoned is constrained for viable agricultural land due to land capability, topography, and limited irrigation potential. Principle 2 *Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.* Response: The site does not contain prime agricultural land. Principle 3

	Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy. Response: The site does not contain prime agricultural land. Principle 4 *The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following:* *(a) minimising the amount of land alienated;* *(b) minimising negative impacts on the surrounding environment; and* *(c) ensuring the particular location is reasonably required for operational efficiency.* Response: The site does not contain prime agricultural land. Principle 5 *Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.*

	Response: No development application is proposed as part of this application. Should residential use be applied for it in the future, it will be subject to the provisions of the scheme in place at that time. Principle 6 *Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits.* Response: The proposal does not propose any change to the existing situation on site. Principle 7 *The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.* Response: The change will have a negligible effect on the level on the benefit of social, environmental, and economic costs and benefits.

	Principle 8 *Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.* Response: The site is not located within a proclaimed irrigation district. Due to the topography and constraints on site, it is unlikely that the property is suitable for dams within the southern section. Principle 9 *Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11.* Response: Not applicable to the assessment of this amendment. Principle 10 *New plantation forestry must not be established on prime agricultural land unless a planning scheme reviewed in accordance with this Policy provides otherwise. Planning scheme provisions must take into account the operational practicalities of plantation management, the size of the areas of prime agricultural land, their location in relation to areas of non-prime agricultural land and existing plantation forestry, and any comprehensive management plans for the land.*

	<u>Response:</u> Not applicable to the assessment of this amendment. <u>Principle 11</u> *Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.* <u>Response:</u> Not applicable to the assessment of this amendment.
State Policy on Water Quality Management 1997	The proposed amendment will not result in an increase in sediment transport to surface waters, and does not increase the potential extent of sediment transport from future development. The proposal is therefore consistent with the policy.

State Coastal Policy 1996	The policy only applies to the coastal zone, which is waters within one kilometre inland from the high-water mark. As the site is not located within the area, the policy is not applicable.
National Environmental Protection Measures The National Environment Protection Measures (NEPMs) are automatically adopted as State Policies under Section 12A of the *State Policies and Projects Act 1993* and are administered by the Environment Protection Authority. The NEPMs relate to: • ambient air quality • ambient marine, estuarine and fresh water quality • the protection of amenity in relation to noise (but only if differences in markets for goods and services) • general guidelines for the assessment of site contamination • environmental impacts associated with hazardous wastes • the re-use and recycling of used materials. Principle 5 of the NEPMs states that planning authorities *'that consent to developments, or changes in land use, should ensure a site that is being considered for development or a change in land use, and that the authorities ought reasonably*	There are no known contamination issues associated with the land. Should any contamination issues be discovered in the future, these would be addressed under C14.0 Potentially Contaminated Land Code. The provisions of the applicable zone, the Natural Assets Code, the Attenuation Code, the *Urban Drainage Act 2013,* and the *Environmental Management and Pollution Control* deal with issues related to environmental protection measures. */*

know if it has a history of use that is indicative of potential contamination, is suitable for its intended use'.	

(da) satisfies the relevant criteria in relation to the TPPs

The Tasmanian Planning Policies have not yet been implemented.

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates

The applicable regional land use strategy for Launceston is the Northern Tasmanian Regional Land Use Strategy. Comments against the relevant NTRLUS policies and actions are provided below:

REGIONAL ECONOMIC DEVELOPMENT

Specific Policies and Actions		***Planning Assessment***
Policy	***Action***	
Rural Land Natural Productive Resources		
ED-P6 *Encourage sustainable and appropriate land use planning practices that seek to manage development and use of the region's natural resources.* *ED-P7* *Prevent the loss of future rural production (including*	*ED-A6* *Apply a regionally consistent GIS spatial methodology and mapping of productive agricultural land.* *ED-A8* *Recognise the roll-out of irrigation schemes and ensure that these agricultural lands and future irrigation areas are*	The rezoning will not alter the existing situation, in that any rural viability of the site will still be maintained. The proposal seeks to change the zone of low level rural land to allow the site opportunity for development into the future. The primary agricultural activities on the site are located in the northern block, which will be retained. The site is not subject to irrigation practices nor has it potential to connect into such systems. The zoning will not impact on the estuarine habitats, noting these areas are protected under the scheme.

agriculture, mineral extraction, forestry). *ED-P8* *Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.*	*appropriately zoned for primary production and protected from incompatible uses.* *ED-A13* *Manage, enhance and protect marine, estuarine and freshwater habitats, from development that would adversely impact upon sustainable fish stock levels, or fisheries production*	

REGIONAL ENVIRONMENT POLICY

Specific Policies and Actions		***Planning Assessment***
Policy	***Action***	
Biodiversity and native Vegetation		
BNV-P01 *Implement a consistent regional approach to regional biodiversity management, native vegetation communities and native fauna habitats including comprehensive spatial regional biodiversity mapping.* *BNV-P02* *Except where planning scheme provisions provide for exemptions, restrict land clearing and disturbance of intact natural habitat and vegetation areas, including areas of forest and non-forest communities declared under the Nature Conservation Act, coastal wetlands and remnant and appropriate cultural vegetation within settlement areas.*	*BNV-A01* *Apply appropriate zoning and/or overlays through planning schemes to protect areas of native vegetation.* *BNV-A03* *Provide for environmental assessments through planning schemes for development proposals with the potential to impact on the habitats of native species of local importance.*	By rezoning part of the site, the application of the priority vegetation overlay will be imposed. This overlay offers greater protection of the existing priority vegetation on site than the Agriculture Zone, ensuring biodiversity is protected.

BNV-P03 *Land use planning is to minimise the spread and impact of environmental weeds.* *BNV-P04* *Land use planning processes are to be consistent with any applicable conservation area management plans or natural resource management strategy*		
Natural Hazards		
NH-P01 *Future land use and urban development is to minimise risk to people and property resulting from land instability by adopting a risk-managed based approach, consistent with Practice Note Guidelines for Landslide Risk Management 2007 and AGS (2007a) Guideline for Landslide Susceptibility, Hazard and Risk Zoning for Land Use Planning; AGS (2007e) Australian GeoGuides*	*NH-A01* *Manage further development in declared landslip zones. Complete regional land slide hazard mapping to allow identification of land susceptible to landscape hazards and its associated level of risk to specific scale and types of land uses and developments.* *NH-A02* *Permit appropriate land uses and urban development in*	The site contains several natural hazards. The scheme allows for the management of these hazards through relevant code provisions. The change of zoning will not remove these existing protections.

for Slope Management and Maintenance. *NH–P02* *Future land use and development is to minimise risk to people and property resulting from flooding.* *NH-P03* *Future land use and development is to minimise risk to people and property resulting from bushfire hazard.* *NH-P04* *Where avoidance of hazards is not possible or the level of risk is deemed acceptable, best practice construction and design techniques and management practices are to be implemented.*	*areas of susceptibility only where risk is very low or where it can be managed by prescriptive controls to avoid undue risk to persons including life of loss and damage to property.* *NH-A03* *If there is doubt about the geotechnical stability of land proposed for urban development, Council may require a geotechnical assessment to identify risks and mitigation techniques.* *NH-A04* *Include controls in planning schemes based on current best practice to manage risk to persons and property resulting from inundation.* *NH-A05* *Include controls in planning schemes based on current best practice to minimise risk to persons and property resulting from bushfire hazard.*	

Coasts and Waterways		
CW-PO1 *Protect and improve the ecological integrity of coastal environments.* *CW-PO2* *Limit the expansion of urban development within the coastal zone to avoid encroachment into areas of intact coastal environments.* *CW-PO3* *Minimise or avoid use or development in areas subject to high coastal hazard.* *CW-PO4* *Protect the visual integrity of coastal landscapes.* *CW-PO5* *Protect and manage the ecological health and environmental values of surface and groundwater.* *CW-PO6*	*CW-A01* *Include appropriate provisions in planning schemes to minimise the clearance of coastal vegetation, particularly in soft sediment coastal environments which will have increased vulnerability to sea level rise, coastal erosion and recession and storm surge events.* *CW-A02* *Manage the expansion and limit further linear expansion within the coastal zone where it is not within the existing settlement pattern.* *CW-A04* *Apply planning scheme provisions on land adjoining the coast to: „ Restrict development to minimise long-term risk to life and property and its impact on the coastal process; and „ Require appropriate assessment of the impact of engineering works*	Due to the southern portion of the site adjoining the Kanamaluka/Tamar Estuary , the site is subject to C10.0 Coastal Erosion Hazard Code and C11.0 Coastal Inundation Hazard Code through existing overlay mapping. The change of zoning will not remove these existing protections.

Where appropriate, development in new or redevelopment areas is to adopt best practice Water Sensitive Urban Design (WSUD) principles. *CW-PO7* *Protect the water quality of the region's waterways and wetlands, including key water supply catchments.* *CW-PO8* *Recognise the importance of non-land use planning based organisations and their strategies and policies in managing, protecting and enhancing natural values.*	*on coastal processes and to ensure best practice.* *CW-A11* *Include provisions in planning schemes to facilitate the protection of ecological and hydrological integrity of water catchments, including adequate buffers.*	
Landscape and Scenic Amenity		
LSA-PO1 *Consider the value of protecting the scenic and landscape amenity of key regional tourism routes having regard to the routes identified in Map E3 and local circumstances, as well as the:*	*LSA-A01* *Identify scenic corridors associated with identified tourism routes with an overlay in planning schemes.* *LSA-A04*	The stie contains a scenic protection overlay. This overlay will be retained and as such the scenic amenity will be protected.

• *Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the tourism industry as well as local visual amenity;* • *Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and* • *Need to protect skylines and prominent hillsides from obtrusive development/works.* *LSA-PO2 Protect specific topographic or natural features of significant scenic/landscape significance.*	*Planning schemes may identify visually significant topographic, natural features and landscapes (e.g. Cataract Gorge) in an overlay, including objectives and discretionary criteria relating to the visual impact of use and development.*	

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates

The municipal strategic plan is the City of Launceston Corporate Strategic Plan 2014-2024: 2019 Review (the CSP). The CSP details the following strategic priorities:

- *Strategic Priority 1: We connect with our Community and our Region through meaningful engagement, cooperation and representation.*
- *Strategic Priority 2: We Facilitate Prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.*
- *Strategic Priority 3: We are a Progressive Leader that is accountable to our governance obligations and responsive to our community.*
- *Strategic Priority 4: We value our City's Unique Identity by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit.*
- *Strategic Priority 5: We Serve and Care for our community by providing equitable and efficient services that reflects needs and expectations of our community.*
- *Strategic Priority 6: We Protect our Environment by caring for our unique natural assets and amenity, and sensitively managing future development opportunities.*
- *Strategic Priority 7: We are a City Planning for our Future by ensuring our approach to strategic land use, development and infrastructure investment is coordinated, progressive, and sustainable.*

The proposed draft amendment aligns Strategic Priorities 2 and 6:

- The rezoning will allow the southern portion of the land to be redeveloped, opening up opportunities for new investment;

- The rezoning ensures the environment will continue to be protected.

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates

The adjacent municipal areas have adopted the Tasmanian Planning Scheme. The proposed amendment to the LPS will not impact on the adjacent municipal areas.

(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019

The Gas Pipelines Act 2000 is not applicable to the proposed amendment.

Guideline No. 1
Guideline No. 1 Local Provisions Schedule: zone and code application was issued by the Tasmanian Planning Commission under Section 8A of LUPAA with the approval of the Minister for Planning and Local Government in June 2018 and sets out the application guidelines for the State Planning Provisions.

Rural Zone	
Zone/Code Application Guidelines	***Planning Response***
RZ 1 The Rural Zone should be applied to land in non-urban areas with limited or no potential for agriculture as a consequence of topographical, environmental or other characteristics of the area, and which is not more appropriately included within the Landscape Conservation Zone or Environmental Management Zone for the protection of specific values.	The zoning is being applied for a rural area as identified within Map D.1 within the NTRLUS. The potential for agriculture is limited due to topographical and environmental characteristics.
RZ 2	The land is subject to the 'land is suitable for agriculture zone' layer published by the list. Notwithstanding,

The Rural Zone should only be applied after considering whether the land is suitable for the Agriculture Zone in accordance with the 'Land Potentially Suitable for Agriculture Zone' layer published on the LIST.	supporting documentation demonstrates that the land is not suitable for the Agriculture Zone.
RZ 3 The Rural Zone may be applied to land identified in the 'Land Potentially Suitable for Agriculture Zone' layer, if: (a) it can be demonstrated that the land has limited or no potential for agricultural use and is not integral to the management of a larger farm holding that will be within the Agriculture Zone; (b) it can be demonstrated that there are significant constraints to agricultural use occurring on the land; (c) the land is identified for the protection of a strategically important naturally occurring resource which is more appropriately located in the Rural Zone and is supported by strategic analysis; (d) the land is identified for a strategically important use or development that is more appropriately located in the Rural Zone and is supported by strategic analysis; or (e) it can be demonstrated, by strategic analysis, that the Rural Zone is otherwise more appropriate for the land.	It has been demonstrated that the land has limited potential for agricultural use, and is not integral to the management of a larger farm holding, meeting (a).

Natural Assets Code - Priority Vegetation	
Zone/Code Application Guidelines	***Planning Response***

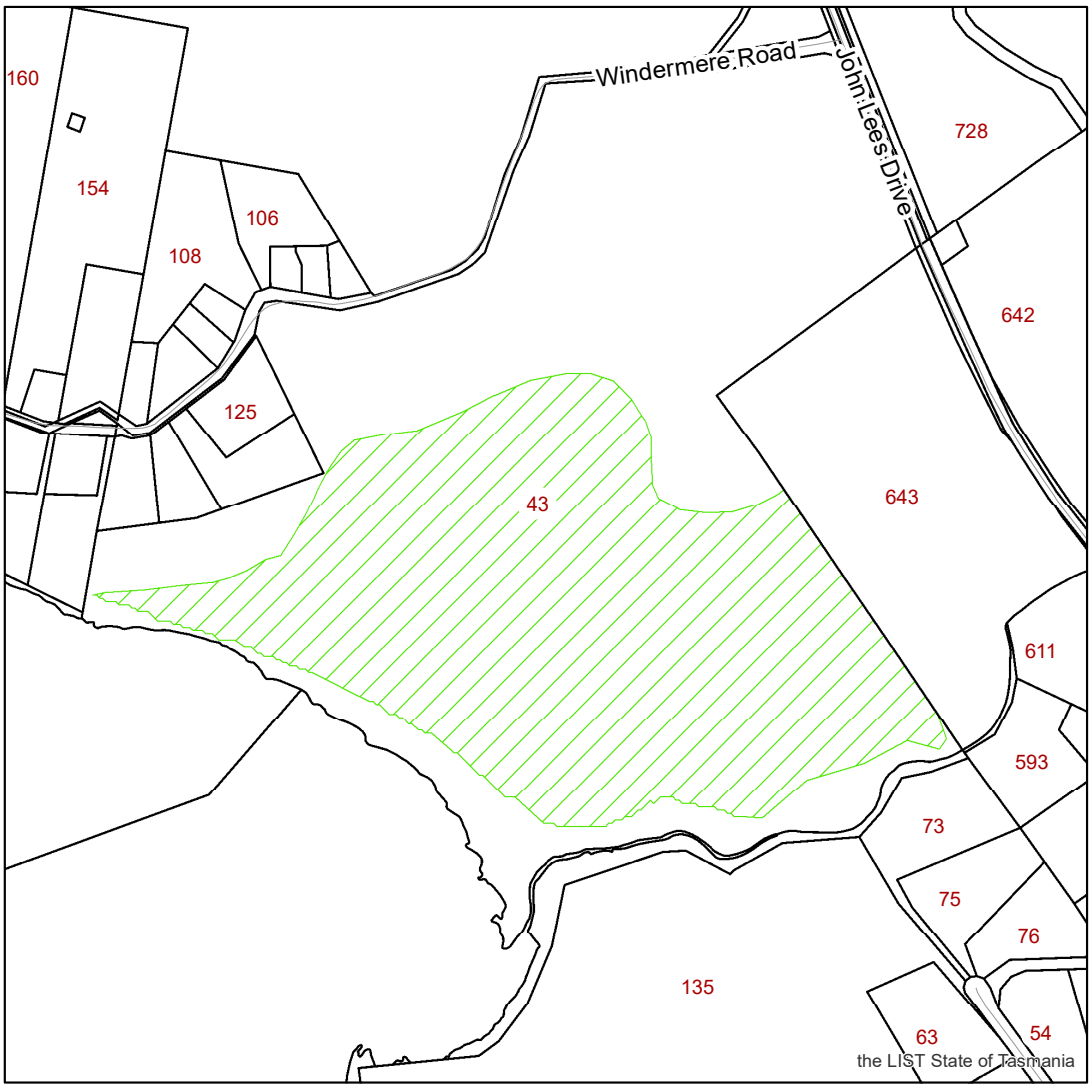
NAC 7 The priority vegetation area overlay must include threatened native vegetation communities as identified in TASVEG Version 3 mapping, as published on the Department of Primary Industries, Parks, Water and the Environment's (DPIPWE) website and available on the LIST.	The overlay has been identified utilising TASVEG 3 mapping from the List Map.
NAC 8 For the purposes of applying the priority vegetation area overlay to land containing threatened flora species, any areas mapped within the overlay should be derived from or based on the threatened flora data from the Natural Values Atlas as published DPIPWE's website and available on the LIST. NAC 9 In applying the priority vegetation area overlay for threatened flora species, the overlay map may include an area around recorded occurrences of threatened flora species to identify areas of potential occurrence based on field verification, analysis or mapping undertaken by, or on behalf of, the planning authority. NAC 10 For the purposes of applying the priority vegetation area overlay to land containing significant habitat for threatened fauna species, any areas identified as significant habitat should be based on the threatened fauna data from the Natural Values Atlas, as published on DPIPWE's website.	Several flora and fauna communities were identified on site as per the Natural Values Atlas. These include: Flora: • Fresh water aquatic herbland • Saline sedgeland/rushland • Melaleuca ericifolia swamp forest Fauna: • Green and gold frog • Masked owl • Spotted-tailed quoll The introduction of the overlay will assist in protecting these communities.
NAC 13	The overlay will be applied to the Rural Zone.

A priority vegetation area should not be shown on the overlay map for land that is within the: (a) Inner Residential Zone; (b) Village Zone; (c) Urban Mixed Use Zone; (d) Local Business Zone; (e) General Business Zone; (f) Central Business Zone; (g) Commercial Zone; (h) Light Industrial Zone; (i) General Industrial Zone; (j) Agriculture Zone; or (k) Port and Marine Zone.	

TASMANIAN PLANNING SCHEME - LAUNCESTON

Amendment PSA-LLP0030

Insertion of the Priority Vegetation overlay at 43 Los Angelos Road, Swan Bay (also described as 729-739 John Lees Drive, Dilston) as described below:
Title included: 165889/1
Amend the Tasmanian Local Provisions Schedule maps as below:



Code Overlay — Priority Vegetation Area

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

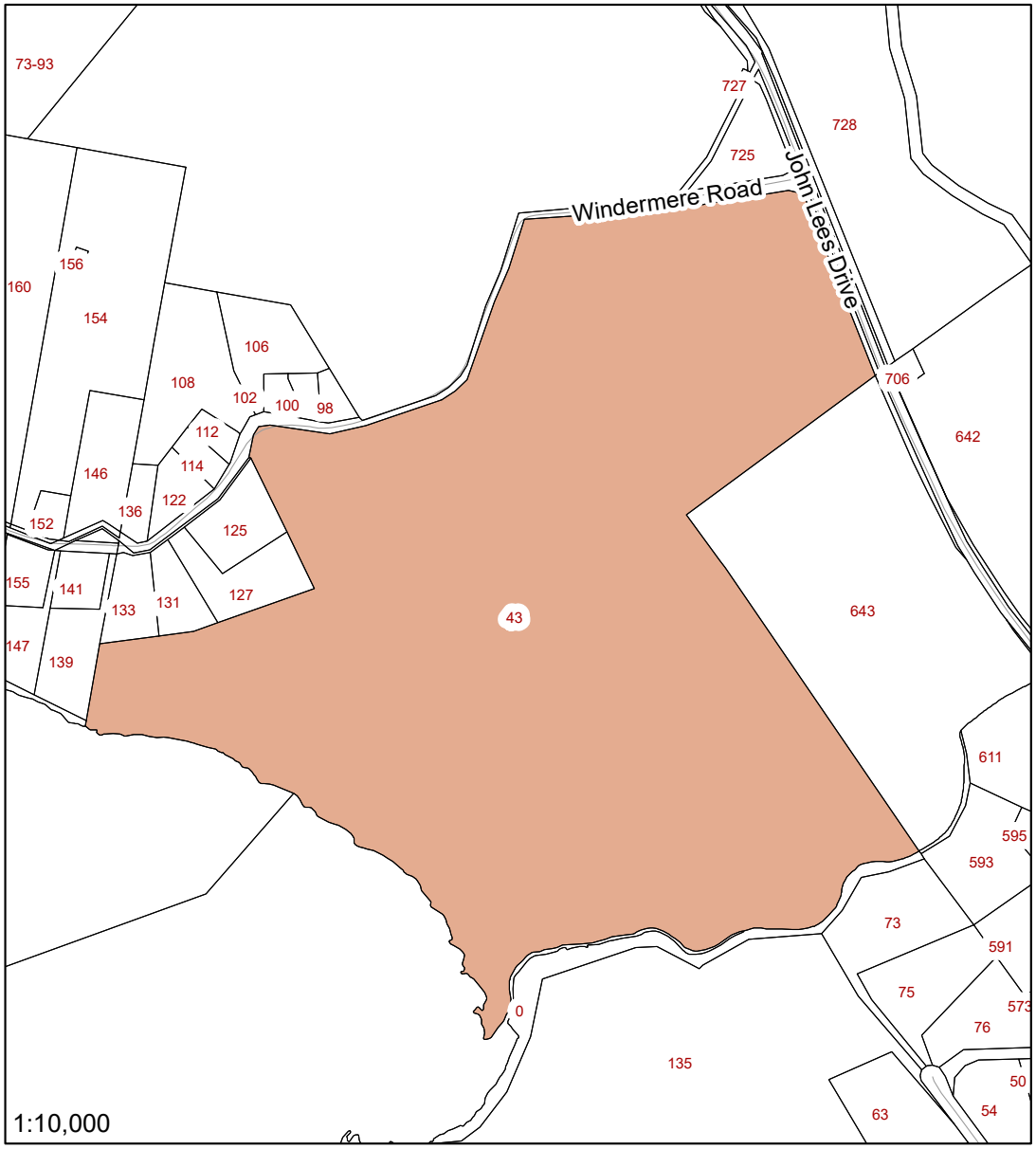
Sam Johnson OAM
Chief Executive Officer

Date

TASMANIAN PLANNING SCHEME - LAUNCESTON
Amendment PSA-LLP0030

Rezoning part of 43 Los Angelos Road, Swan Bay (also described as 729-739 John Lees Drive, Dilston), from Agriculture to Rural, as described below: Title included: 165889/1

Amend the Tasmanian Local Provisions Schedule maps as below:



Zoning Rural Zone

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

Sam Johnson OAM
Chief Executive Officer

Date

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PSA-LLP0030
Council notice date	7/05/2025
TasWater Reference No.	TWDA 2025/00474-LCC
Date of response	5/14/2025
TasWater Contact	David Boyle
Phone No.	0436 629 652

Response issued to

Council name	CITY OF LAUNCESTON
Contact details	Planning.Admin@launceston.tas.gov.au
Development details	
Address	729 - 739 JOHN LEES DR, DILSTON
Property ID (PID)	3231971
Description of development	Planning Scheme Amendment - Partial Rezoning from Agriculture to Rural

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Commercial Project Delivery	Planning Scheme Admendment Application	2	4/03/2025

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56S(2) TasWater makes the following submission(s):

1. TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.
   Advice :-
   The land for rezoning is currently in our unservice land layer for water and new water connections for any newly created lots will not be allowed in this area.

Advice

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

Declaration

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

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

PLANNING SCHEME AMENDMENT APPLICATION

COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management

Client: Tom and Angela Bertram
Project: Rezoning

Contents

1. Introduction 5
1.1. Applicant 5
1.2. Structure of the Report 5
1.3. Planning Overview 7
1.4. Statutory References 7
1.4.1. Name of Planning Instrument 7
1.4.2. Name of Planning Authority 7
2. Site Analysis 8
2.1. Site and Location 8
2.2. Title Information 9
2.3. Surrounding Area 9
2.4. Zoning and Overlay 9
2.5. Natural Values 13
2.6. Agricultural land 13
2.7. European Heritage 14
2.8. Infrastructure Services 14
2.8.1. Transport Network 14
2.8.2. Hydraulic Services 14
2.9. Environmental hazards and constraints 14
2.9.1. Landslide hazard 14
2.9.2. Bushfire hazard 15
2.9.3. Site Contamination 15
3. Proposed Planning Scheme Amendment 16
3.1. Proposed Amendment 16
3.2. Rationale for the Amendment and Consideration of Alternative Forms of Amendment 17
3.3. Consideration against Zone Application Guidelines 17
3.4. Consideration of Potential Land Use Implications 19
3.4.1. Subdivision potential created by proposed Rezoning 21
3.4.2. Codes 22

4. Strategic Planning Assessment 23
4.1. Requirements of the Act 23
4.1.1. Section 34(2)(a) 24
4.1.2. Section 34(2) (b) 24
4.1.3. Assessment against Section 34(2)(c) 24
4.1.4. Assessment against Section 34(2)(d) 27
4.1.5. State Coastal Policy 1996 27
4.1.6. State Policy on the Protection of Agricultural Land 2009 27
4.1.7. State Policy on Water Quality Management 1997 27
4.1.8. National Environment Protection Measures 28
4.1.9. Assessment against Section 34(2)(da) 28
4.1.10. Assessment against Section 34(2)(e) 28
4.1.11. Assessment against Section 34(2)(f) 31
4.2. Provisions relating to use, development, protection of conservation of land and potential land use conflict 33
Appendix A — Certificates of Title 34
Appendix B — Land Owner Consent 35
Appendix C – Agricultural Assessment 36

Version Control

Version Control		
Version	**Author**	**Date**
1	Chloe Lyne	25/02/2025
2	Chloe Lyne	4/03/2025
3		
4		

1. Introduction

Commercial Project Delivery (CPD) have been engaged by Tom and Angela Bertram to prepare a planning scheme amendment application on their behalf. This report has been prepared in support of a rezoning amendment to be lodged with the City of Launceston for assessment.

The rezoning proposal relates the rezoning of part of 729-739 John Lees Drive, Dilston and will better define the separation between the higher value agricultural land and the poorer quality land.

The purpose of this submission is to establish the rationale for the amendment and analysis against the relevant sections of the Act.

1.1. Applicant

The applicant is Commercial Project Delivery on behalf of Tom and Angela Bertram.

The contact is:

- **Chloe Lyne**
  Planning and Development Consultant
  Commercial Project Delivery
  178 Charles St
  Launceston TAS 7250

1.2. Structure of the Report

The planning submission has been prepared to:

- provide the rationale for the draft amendment;
- provide a full description of the proposed use and development;
- detail the site and the surrounding uses;
- demonstrate that the application can further the objectives set out in Schedule 1 of the Act;
- determine that the proposal is in accordance with the State Policies;
- establish that the proposal is in accordance with the Northern Regional Land Use Strategy 2016 (Version 5.0);
- demonstrate that the proposal is outside of the area regulated by the Gas Pipelines Act 2000; and

- make evident that this proposal does not conflict with uses on adjoining land;

1.3. Planning Overview

Element	*Overview*
Address	729-739 John Lees Drive, Dilston
Title Reference	CT165889/1
Land Area	159.4ha
Planning Instrument	Tasmanian Planning Scheme – Launceston
Legislative Instrument	Land Use Planning and Approvals Act 1993
Existing Zoning	Agriculture Zone
Proposed Zoning	Rural Zone and Agricultural Zone
Existing Overlay	Flood Prone Area, Waterway and Coastal Protection Area, Bushfire Prone Area, Coastal Inundation Hazard, Scenic Protection, Landslip Hazard - medium
Proposed Overlay	Flood Prone Area, Waterway and Coastal Protection Area, Bushfire Prone Area, Coastal Inundation Hazard, Scenic Protection, Landslip Hazard - medium

1.4. Statutory References

1.4.1. Name of Planning Instrument

The subject of the proposed amendment is the Tasmanian Planning Scheme – Launceston (hence forth referred to as the Scheme).

1.4.2. Name of Planning Authority

The Planning Authority is the *City of Launceston* (Council).

2. Site Analysis

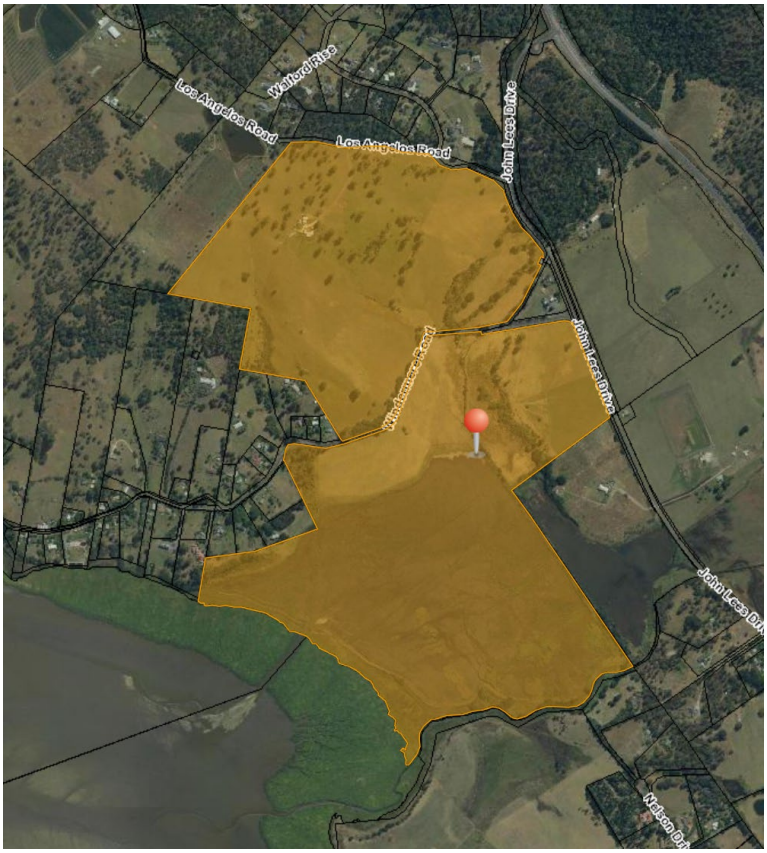
2.1. Site and Location

The subject site comprises three a single title at 729-739 John Lees Drive, Dilston. The site is bisected by Windermere Road and has an irregular shape as shown on Figure 1. The site is situated between the rural living settlements of Dilston and Windermere some 15km.

The property is effectively divided into two separate parts. The northern section is covered by elevated gentle to moderate sloping and rolling ground whilst the majority of the southern section is covered by flat ground which is subject to tidal flooding with a moderately sloping bank on the central north boundary.

The northern block contains a house, sheds and stockyards whilst the southern lot does not contain any built form with the exception of a set of stockyards. The dwelling is accessed via Los Angelos Road to the north.

Figure 1: Site Location



2.2. Title Information

The subject site comprises one title as shown in Table 1.

Table 1: Subject Titles

Address	Owner(s)	Title Reference	Land Area
729-739 John Lees Drive, Dilston	Thomas and Angela Bertram	165889/1	159.4ha

A copy of the Certificate of Title is provided at **Appendix A** to this report. A copy of the landowners consent is provided at **Appendix B.**

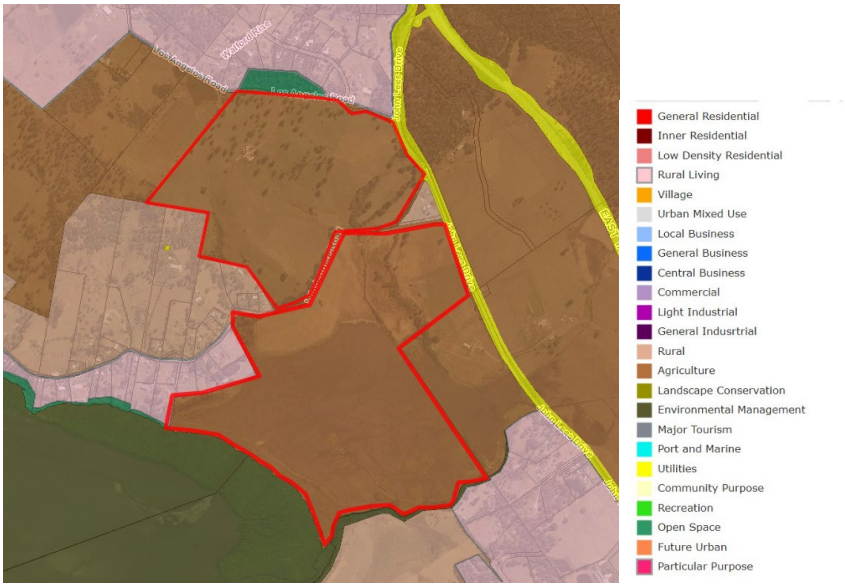
2.3. Surrounding Area

The subject site is adjoined on three sides by land zoned Rural Living and developed accordingly. The south-western end of the site adjoins the Tamar River. The site adjoins land in the Rural Living, Environmental Management, Rural and Agriculture zones.

2.4. Zoning and Overlay

The site is zoned Agriculture under the Scheme as identified in Figure 2. The site is subject to a range of overlays as shown in Figures 3-9.

Figure 2 – Zoning Plan



Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Figure 3 – Landslip Hazard Overlay

Figure 4– Bushfire Protection Overlay

Figure 5 – Flood Prone Area Overlay

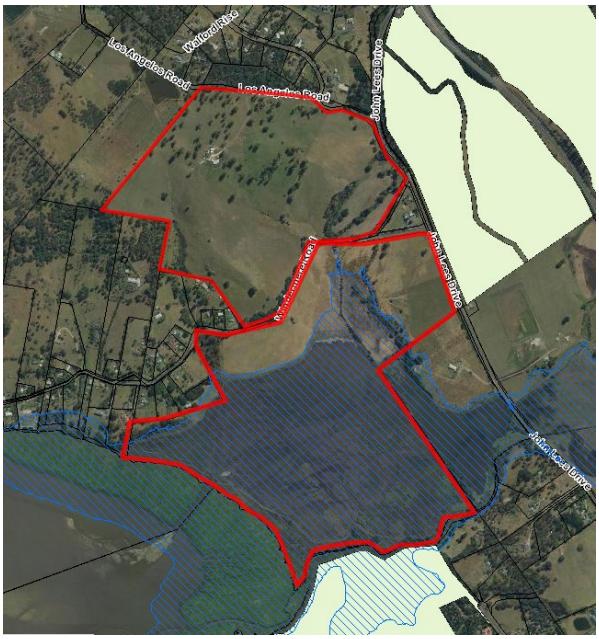


Figure 7 – Coastal Inundation Hazard

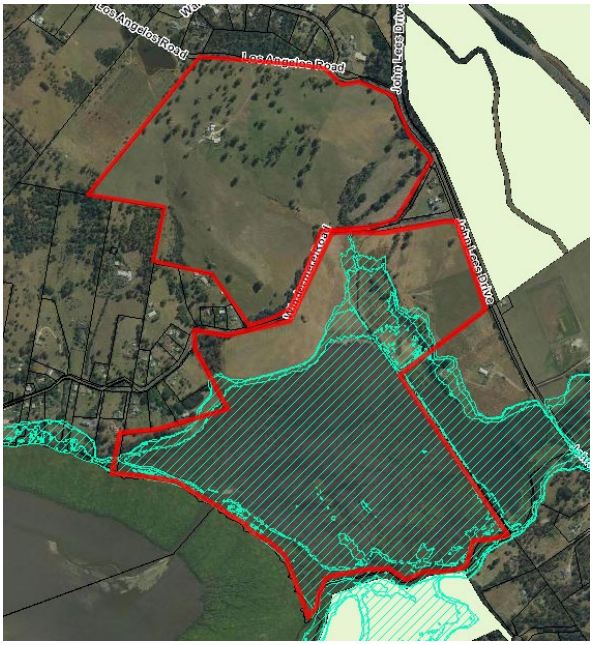


Figure 8 – Waterway and Coastal Protection Area

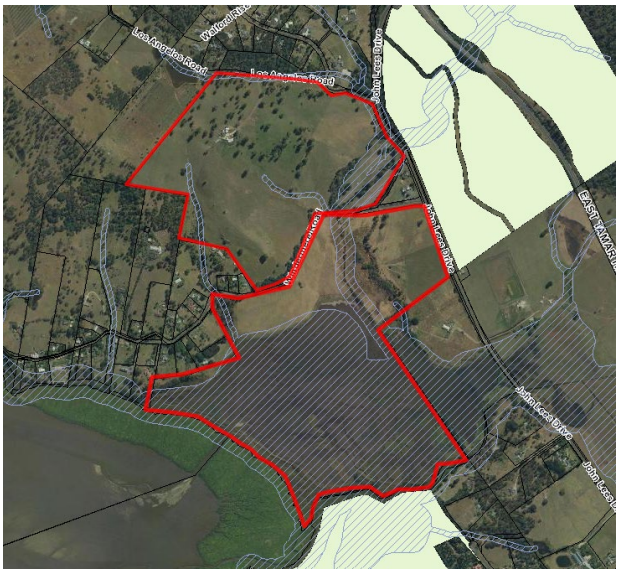
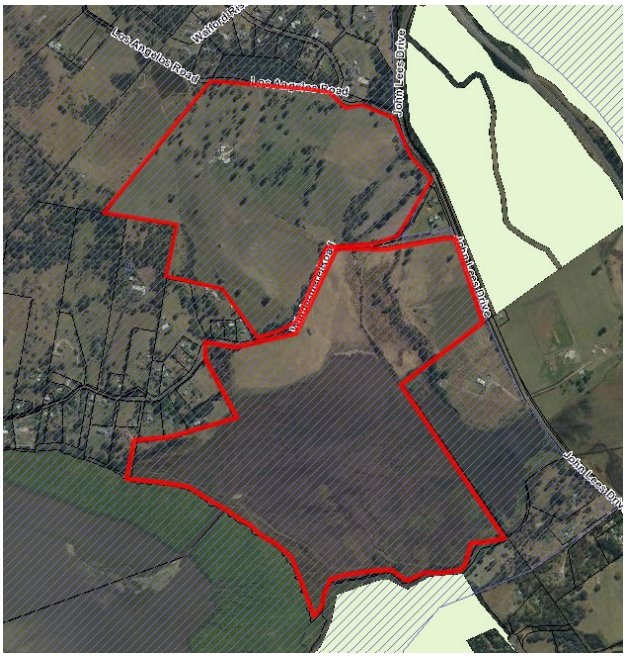


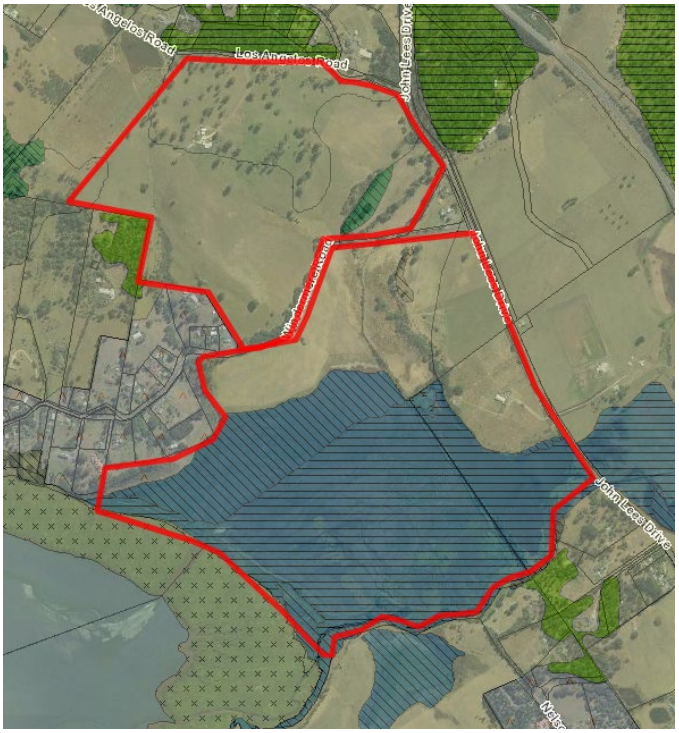
Figure 9 – Scenic Protection Overlay



2.5. Natural Values

The northern section of the site has a small area of *Eucalyptus viminalis* vegetation (green hatch in Figure 10). A large portion of the southern section of the site is covered in wetlands communities (blue hatch in Figure 10) ASF (fresh water aquatic sedgeland and rushland) and ARS (saline sedgeland/rushland). Neither of these wetland communities are listed at threatened communities.

Figure 10 – TasVeg communities



2.6. Agricultural land

The application is accompanied by an Agricultural Assessment prepared by Pinion Advisory (**Appendix C**). The executive summary reproduced below provides and overview of the land capability and potential of the site, in particular the southern portion of the land subject to the proposed rezoning.

The subject property covers 159 hectares, consists of two separate blocks, as per the southern (96.2 hectares) and northern (62.8 hectares) blocks which are separated by Windermere Road.

The majority of the northern block is covered by class 5 land, with a lesser area of class 4 and a small amount of class 6 land, whilst the majority of the southern block is covered by class 7 land (unsuitable for agriculture) and smaller areas of class 4, 5 and 6 land.

Currently the subject property is used for agricultural land use activity, as per a sheep based livestock grazing enterprise which has been assessed as having a carrying capacity of approximately 1,045 DSE, with the northern block accounting for approximately 715 DSE (68% of the total carrying capacity) and the southern block of approximately 330 DSE (32% of the total carrying capacity).

The adjacent land includes agricultural land use activities as per low intensity livestock enterprises on small/medium Agriculture zoned land holdings, and residential use on lifestyle type properties on small land holdings zoned as Rural Living and Rural.

The focus of this report is made on the southern block of the subject property and has been effectively considered as a separate area of agricultural land and how this interacts with and relates to the northern block and adjacent land holdings.

The southern block of the subject property is constrained for agricultural land use due to limitations associated with the land capability, topography, no irrigated land use activity is undertaken and current lack of and or challenging access to irrigation water and is exposed to an existing level of fettering due to the presence of various residential dwellings on lifestyle blocks adjacent to the north west.

The southern block of the subject property land has a negligible level of local and regional significance and contains no strategic infrastructure and/or resources which would limit the productivity of adjacent and/or nearby agricultural land, and this includes the northern block of the subject property.

2.7. European Heritage

The subject site is not heritage listed either locally or at State level.

2.8. Infrastructure Services

2.8.1. Transport Network

The site has several access points off both Windermere Road and Los Angelos Drive.

2.8.2. Hydraulic Services

The site is not connected to any reticulated infrastructure.

2.9. Environmental hazards and constraints

The following section provides an investigation into potential environmental hazards and constraints of the subject site.

2.9.1. Landslide hazard

The subject site is subject to both low and medium landslide hazard bands.

2.9.2. Bushfire hazard

The site is subject to the bushfire hazard overlay.

2.9.3. Site Contamination

The site is not included on Council's Potentially Contaminated Site's Register.

3. Proposed Planning Scheme Amendment

3.1. Proposed Amendment

It is proposed to amend the Local Provisions Schedule – LAU to rezone the portion of the site located on the southern side of Windermere Road as shown in Figure 10 land described below and shown in Figure 5 from Agriculture to Rural.

1. Apply the Rural Zone to the southern portion (to the south of Windermere Road) of 729-739 John Lees Drive, Dilston folio of the register 165889/1

Figure 10 – Proposed Zoning

3.2. Rationale for the Amendment and Consideration of Alternative Forms of Amendment

The proponents are seeking the amendment to enable them more flexibility with future use, development and subdivision options on a portion of their farming property which has limited agricultural potential due to a range of constraints with the main one being tidal flooding. The land proposed to be rezoned is separated from their main farm by Windermere Road and adjoins rural living development which further fetters its production potential.

The application guidelines for the environmental management zone were reviewed as a potential zoning option given the site adjoins land within this zone. It is considered that the site does not meet any of the tests for the Environmental Management Zone to be applied being public land or land within riparian, littoral or coastal reserves. The test for private land to be included in the Environmental Management Zone is that the land contains significant environmental values identified for protection or conservation. The subject site does not contain such significant values.

3.3. Consideration against Zone Application Guidelines

The Tasmanian Planning Commission has provided a set of guidelines in terms of zone application under the Tasmanian Planning Scheme. Refer Section 8A Guidelines No. 1 – Local Provisions Schedule (LPS): zone and code application.

The zone application guidelines for the Rural Zone are listed below along with commentary as to how the proposed partial rezoning meets them.

RZ 1 The Rural Zone should be applied to land in non-urban areas with limited or no potential for agriculture as a consequence of topographical, environmental or other characteristics of the area, and which is not more appropriately included within the Landscape Conservation Zone or Environmental Management Zone for the protection of specific values.

Comment:

The area of the site proposed to be rezoned to Rural has limited agricultural potential due to limitations with land capability, topography, challenging access to irrigation water, residential fettering and tidal flooding.

As per the Section 8A Guidelines, the Landscape Conservation Zone shall be applied (relevantly) to large areas of native bushland containing threatened native species or land that has significant constraints on development through the application of the Natural Assets Code or Scenic Protection Code.

The site does not have large areas of bushland containing threatened native species. Whilst the site is wholly within the Scenic Protection Overlay and the Waterway and Coastal Protection Overlay, however the application of these overlays do not fully constraint the site for development

and it is considered that the site doesn't have inherently special landscape values when viewed in the context of surrounding land.

As per Section 8A of the Guidelines, the Environmental Management Zone should be applied to land with significant ecological, scientific, cultural or scenic values. Examples include reserves and other public vested interests. The zone can apply to private land containing significant values for protection or conservation. It is submitted that the subject site does not meet that threshold test.

RZ 2 The Rural Zone should only be applied after considering whether the land is suitable for the Agriculture Zone in accordance with the 'Land Potentially Suitable for Agriculture Zone' layer published on the LIST.

Comment:

The subject site is contained within the 'Land Potentially Suitable for Agriculture Zone' layer on the LIST. It is submitted that this layer has been applied based on desktop information and can be superseded by a detailed on site investigation as suggested by RZ3 below.

RZ 3 The Rural Zone may be applied to land identified in the 'Land Potentially Suitable for Agriculture Zone' layer, if:

(a) it can be demonstrated that the land has limited or no potential for agricultural use and is not integral to the management of a larger farm holding that will be within the Agriculture Zone;

(b) it can be demonstrated that there are significant constraints to agricultural use occurring on the land;

(c) the land is identified for the protection of a strategically important naturally occurring resource which is more appropriately located in the Rural Zone and is supported by strategic analysis;

Comment:

An agricultural assessment report prepared by Pinion Advisory concluded as follows:

The majority of the northern block is covered by class 5 land, with a lesser area of class 4 and a small amount of class 6 land, whilst the majority of the southern block is covered by class 7 land (unsuitable for agriculture) and smaller areas of class 4, 5 and 6 land.

Currently the subject property is used for agricultural land use activity, as per a sheep based livestock grazing enterprise which has been assessed as having a carrying capacity of approximately 1,045 DSE, with the northern block accounting for approximately 715 DSE (68% of the total carrying capacity) and the southern block of approximately 330 DSE (32% of the total carrying capacity).

The adjacent land includes agricultural land use activities as per low intensity livestock enterprises on small/medium Agriculture zoned land holdings, and residential use on lifestyle type properties on small land holdings zoned as Rural Living and Rural.

The focus of this report is made on the southern block of the subject property and has been effectively considered as a separate area of agricultural land and how this interacts with and relates to the northern block and adjacent land holdings.

The southern block of the subject property is constrained for agricultural land use due to limitations associated with the land capability, topography, no irrigated land use activity is undertaken and current lack of and or challenging access to irrigation water and is exposed to an existing level of fettering due to the presence of various residential dwellings on lifestyle blocks adjacent to the north west.

The southern block of the subject property land has a negligible level of local and regional significance and contains no strategic infrastructure and/or resources which would limit the productivity of adjacent and/or nearby agricultural land, and this includes the northern block of the subject property.

On this basis it is submitted that the tests under a) and b) are met.

3.4. Consideration of Potential Land Use Implications

The proposed rezoning amendment will better reflect the agricultural potential of the southern portion of the site and provide the owners with some flexibility around future subdivision potential to allow them to retain land that is of agricultural value and divest the southern portion which has limited value.

Table 2 below provides a below provides a comparison of the 'no permit required', 'permitted' and 'discretionary' uses within the Agriculture (existing) and Rural (proposed) zones.

Table 2 – Comparison between allowable uses under the existing and proposed zones

Status	Agriculture Zone (current)	Rural Zone (proposed)
No permit required	Natural and Cultural Values Management Passive Recreation Resource Development If: (a) On land other than prime agricultural land; or (b) an agricultural use, excluding plantation forestry, on prime agricultural land if it is dependent on the soil as the growth medium or conducted in a manner which does not alter, disturb or damage the existing soil profile or preclude it from future use as a growth medium.	Natural and Cultural Values Management Passive Recreation Resource Development Utilities (if for minor utilities)

	Utilities (if for minor utilities)	
Permitted	Food Services (If associated with Resource Development or Resource Processing.) General Retail and Hire (If associated with Resource Development or Resource Processing.) Pleasure Boat Facility (If for boat ramp) Residential (if for a home based business in an existing dwelling; or alterations and extensions to an existing dwelling)	Business and Professional Services (if for a veterinary centre or an agribusiness consultant or agricultural consultant). Domestic Animal Breeding, Boarding or Training Educational and Occasional Care (if associated with Resource Development or Resource Processing) Emergency Services Extractive Industry Food Services (if associated with Resource Development or Resource Processing) General Retail and Hire (if associated with Resource Development or Resource Processing) Manufacturing and Processing (if for the processing of materials from Extractive Industry) Pleasure Boat Facility (If for a boat ramp) Research and Development (if associated with Resource Development and Processing) Residential (if for a home based business in an existing dwelling; or alterations and extensions to an existing dwelling) Resource Processing Storage (if for a contractors yard, freezing and cooling storage, grain storage, a liquid solid or gas fuel depot; or woodyard Utilities (if not listed as No Permit Required) Visitor Accommodation (if for guests accommodated within an existing building)
Discretionary	Bulky Goods Sales If: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscape supplier; or (c) timber yard Domestic Animal Breeding, Boarding or Training Educational and Occasional care Emergency Services Extractive Industry Food Services (if not listed as permitted) General Retail and Hire (if not listed as permitted) Manufacturing and Processing If for:	Bulky Goods Sales If: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscape supplier; or (c) timber yard Business and Professional Services If not listed as permitted. Community Meeting and Entertainment Crematoria and Cemeteries Custodial Facility Educational and Occasional Care If not listed as permitted. Food Services If not listed as permitted. General Retail and Hire If not listed as permitted.

	(a) the manufacturing of agricultural equipment; or (b) the processing of materials from Extractive Industry Research and Development If not listed as No Permit Required Resource Processing Storage If for: (a) a contractors yard (b) freezing and cooling storage; (c) grain storage; (d) a liquid, solid or gas fuel depot; or (e) a woodyard Tourist Operation Transport Depot and Distribution Utilities Visitor Accommodation	Manufacturing and Processing If not listed as permitted. Motor Racing Facility Pleasure Boat Facility If not listed as permitted. Research and Development If not listed as permitted. Residential If for a single dwelling and not restricted by an existing agreement under Section 71 of the Act Service Industry If associated with Extractive Industry, Resource Development or Resource Processing Sports and Recreation Storage If not listed as permitted. Tourist Operation Transport Depot and Distribution Visitor Accommodation If not listed as permitted.

It is evident from Table 2 that the range of uses allowable in the Rural Zone is more expansive than in the Agricultural Zone which reflects the strategy of seeking to protect agricultural land under the PAL Policy.

In reality only a small section of the area of land to be rezoned can be used or built upon given the area of land which is wetland and subject to flooding.

The site is already partially fettered for agricultural use due to proximity to rural living lots adjoining the site.

The main difference in allowable uses of any likely consequence to the site is that the residential use class while remaining discretionary for a single dwelling, has a lower threshold to meet in terms of addressing the discretionary use standards. Given the location of the site in proximity of a number of rural living lots and separation of it from the more productive agricultural land to the north by Windermere Road, the ability to build a house on it will not impact agricultural production in the area.

A large portion of the land to be rezone Rural has limited development potential due to the overlays and flooding it encounters so whilst there is an increased range of uses allowed, in reality the development potential of the site is restricted due to its varying constraints.

3.4.1. Subdivision potential created by proposed Rezoning

Subdivision potential in the Agriculture zone is limited as any subdivision must meet one of three discretionary tests:

a) Provide for the operation of an agricultural use;
b) Be for a boundary adjustment

c) Be for the excision of a use or development existing at the effective date.

Subdivision in the Rural Zone is permitted with a minimum area of 40ha. Given the proposed area for rezoning has an overall area of approx. 96.2ha, there will be potential for two additional lots to be created on the southern side of the road. Such lots would be commensurate in size with surrounding holdings within the Agriculture zone and significantly larger than surroundings holdings in the Rural Zone.

3.4.2. Codes

The application of overlays on the site is not proposed to be changed. The area of land proposed to be rezoned Rural is subject or partially subject to the Bushfire Prone Areas Overlay, Landslip Hazard Overlay, Flood Prone Areas Overlay, Coastal Inundation Hazard Overlay, Waterway and Coastal Protection Overlay and the Scenic Protection Overlay.

4. Strategic Planning Assessment

4.1. Requirements of the Act

This planning scheme amendment application is made under Section 37 of the Land Use Planning and Approvals Act 1993 (the Act). It requires:

1) *A person may request a planning authority to amend an LPS that applies to the municipal area of the planning authority.*

2) *A request under subsection (1) is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.*

3) *A request under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land –*
(a) be signed by each owner of the land; or
(b) be accompanied by the written permission of each owner of the land to the making of the request.

Consent of the landowners has been provided in accordance with the requirements of the Act and is available at **Appendix B.**

Section 34(2) of the Act is relevant for a planning scheme amendment as it stipulates the assessment criteria to be met. The criteria are that the proposal:

(a) contains all the provisions that the SPPs specify must be contained in an LPS; and

(b) is in accordance with section 32; and

(c) furthers the objectives set out in Schedule 1; and (d) is consistent with each State policy; and

(da) satisfies the relevant criteria in relation to the TPPs; and

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and

(h) has regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

Pursuant to Section 37 of the Land Use Planning and Approvals Act (the Act), a draft amendment of a planning scheme, and an amendment of a planning scheme, in the opinion of the relevant decision-maker within the meaning of section 20(2A)–

(a)…..

(b)…..

(c)……

(d)…..

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

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

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

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

The following sections address the matters that are covered by the above mentioned legislative requirements.

4.1.1. Section 34(2)(a)

Section 34(2)(a) requires that the amendment result in a planning scheme instrument which contains all the provisions that the SPPs specify must be contained in an LPS. The proposal will not override existing provisions and will rely on the zone and code provisions in the SPPs. This criterion is met.

4.1.2. Section 34(2) (b)

Section 34(2)(b) requires that the amendment is in accordance with Section 32, which prescribes the content requirements for local provisions schedules. It Is not proposed to include a Specific Area Plan, Particular Purpose Zone or a site specific qualification as part of the draft amendment.

4.1.3. Assessment against Section 34(2)(c)

Section 34(2)(c) requires that the amendment furthers the objectives of the resource management and planning system set out in Schedule 1 of the Act. An assessment of the proposal against these objectives is provided in Table 2 below

Table 2: Assessment against objective of Schedule of LUPAA

Objective	Response
Part 1	
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	It is submitted that the proposed rezoning amendment allows for sustainable development on site without impact to natural and physical resources. The subject site does not contain any threatened flora or fauna species and do not contribute to significant ecological processes within the locality. The overlays protecting the Tamar Estuary will remain in place.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	The proposed rezoning amendment represents an orderly and sustainable use of land. The southern portion of the site has limited agricultural potential due to a range of factors including erosion, soil quality and tidal flooding and inundation of much of the lower portion. The proposed rezoning of this lot Rural is reflective of its current agricultural production and limitations on it due to above factors. All other current applicable planning scheme provisions will continue to apply.
(c) to encourage public involvement in resource management and planning	If initiated, the Draft Amendment will be placed on public exhibition for a formal comment period prescribed by Section 40G of the Act.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) an (c)	The proposed rezoning amendment does not preclude the attainment of economic development in a sustainable manner.
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State	This Objective is not relevant to the circumstances of the proposed amendment.
Part 2	

Objective	Response
(a) to require sound strategic planning and co-ordinated action by State and local government	As addressed in section 4.1.10 of this report, the proposed amendment is in accordance with the directions under the Northern Regional Land Use Strategy.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land	Given the range of factors including location, land capability, topography, erosion and flooding, it is submitted that the application of the Rural zone to part of the site better reflects its agricultural potential and is the appropriate zone to control use and development on the site.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land	Attainment of this Objective is not impacted by the proposed planning scheme amendment. Codes dealing with environmental issues would still be applicable to any future planning application.
(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels	The proposal furthers the State and municipal objectives of sustainable economic development of land in a manner which does not compromise environmental, social, conservation and resource management values.
(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals	The proposed amendment does not affect the attainment of this objective.
(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania	The proposed amendment does not preclude the attainment of this objective. The amendment is minor in nature and only impacts a small area of land and therefore cannot have meaningful impact on Tasmanians at large.
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value	There are no known local historic or aboriginal heritage values applicable to the site. Notwithstanding this, the provisions of the *Aboriginal Heritage Act 1976* will apply to any development of the subject site.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-	The proposed rezoning amendment will not impact on the attainment of this objective.

Objective	Response
ordination of public utilities and other facilities for the benefit of the community.	
(i) to provide a planning framework which fully considers land capability.	The proposed amendment is cognisant of the capability of the land on the site. The proponent sought to obtain an Agricultural Assessment to see if it aligned with his views as the operator that the land on the southern side of Windermere drive has limited agricultural potential before formulating a plan for the area of land to be rezoned. It is submitted that the proposed rezoning seeks to place the portion of the site that has land capability ranging from 4-7 with the largest area being 7 in the Rural zone due to its limitations on agricultural production. As addressed in section 3.3 of this report, the land meets the application guidelines for the Rural Zone.

4.1.4. Assessment against Section 34(2)(d)

Section 34(2)(d) requires that the amendment be consistent with each State policy. There are currently three state policies operational in Tasmania that articulate the government's strategic policy direction. The relevance of these policies to the proposed scheme amendment are addressed below.

4.1.5. State Coastal Policy 1996

The subject land is not located within one kilometre of the coast, and therefore the State Coastal Policy 1996 does not apply.

4.1.6. State Policy on the Protection of Agricultural Land 2009

Assessment against the State Policy on the Protection of Agricultural Land is required given the site is currently zoned Agriculture and it is proposed to be rezoned to Rural. An assessment against the policy is provided at section 7 of the Pinion Agricultural Assessment Report (**refer Appendix C**).

4.1.7. State Policy on Water Quality Management 1997

The State Policy on Water Quality Management is concerned with achieving '*sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System.*'

Comment:

The proposed rezoning amendment essentially allows for the potential creation of two new 50ha lots on the southern portion of the site and will not result in any physical change or impact on water quality. The size of the potential lots and the limitation on development imposed by the rural zone and overlay means there will be no impact on the estuary.

4.1.8. National Environment Protection Measures

National Environmental Protection Measures (NEPMs) are developed under *the National Environment Protection Council (Tasmania) Act 1995* and outline objectives and protections for aspects of the environment. Section 12A of the *State Policies and Projects Act 1993* provides NEPMs with the status of a State Policy.

Seven NEPMs have been made to date that deal with:

- Ambient air quality;
- Air Toxins;
- Assessment of Site Contamination;
- Diesel Vehicle Emissions;
- Movement of Controlled Waste Between States and Territories;
- National Pollutant Inventory; and
- Used Packaging Materials.

None of these NEPMs are considered relevant to this application.

4.1.9. Assessment against Section 34(2)(da)

Section 34(2)(da) requires the amendment to satisfy the relevant criteria of a Tasmanian Planning Policy (TPP). There are no TPPs currently in effect.

4.1.10. Assessment against Section 34(2)(e)

Section 34(2) requires the amendment to as far as practicable be consistent with the regional land use strategy known as The Northern Tasmania Regional Land Use Strategy (NTRLUS).

The Northern Tasmania Regional Land Use Strategy (NTRLUS) is the lead strategic land use planning document for the northern region of Tasmania. The Strategy comprises 6 parts, of which the Regional Strategic Planning Framework and Regional Planning Policies are considered in the context of the proposed amendment.

Overview of the NRLUS

The Northern Tasmania Regional Land Use Strategy (NRLUS) is a key policy framework that has been established to guide land use, development, and infrastructure investment decisions across the region. A primary objective of the RLUS is to guide land use, development and infrastructure decisions made by State and local government, and key infrastructure providers.

There are four key goals under the Framework based on *Economic Development, Liveability, Sustainability,* and strong *Governance.* The conformance of the proposed amendment with the goals is outlined

The RLUS defines three key land use categories to direct the allocation of all land in the region as *Urban Growth Areas, Rural Areas* or *Natural Environment Areas* to assist in zoning allocation. Given the site is located in a rural/rural living area, it is mainly the directives associated with Rural Areas that are applicable to consider for the proposed rezoning.

C – Goals and Strategic Directions

C.4.3 Goal 3: Sustainability *To promote greater sustainability in new development and develop stronger community resilience to social and environmental change.*	
Strategic Direction	**Conformance of Amendment**
G3.1 Promote the Region's unique environmental assets and values	The partial rezoning of the subject site will not impact on any sensitive landforms or biodiversity values. The proposed amendment is considered to be sustainable in that it reflects the agricultural value of the land.
G3.2 Establish planning policies to support sustainable development, address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.	The proposed rezoning amendment impacts a minimal area of land and will not preclude the attainment of G3.2.

D – Regional Land Use Categories

The NRLUS uses three Regional Land Use Categories to provide the spatial framework to achieve the region's vision.

Strategic Direction D2.2.4 outlines the key planning principles for Rural Areas as follows:

D.2.2.4 Key Planning Principles for Rural Areas

Planning for *Rural Areas* should consider the way in which it can:

- Conserve and manage rural areas to enhance their contribution to the regional economy, rural industries and regional rural landscape values;
- Support rural and environmental lifestyle opportunities in appropriate locations (*Rural Residential Areas*) as a legitimate residential choice subject to appropriate location criteria and where it does not compromise or fragment productive rural land;
- Encourage the participation of rural communities in determining planning outcomes and identifying the benefits of regional growth;
- Provide and maintain appropriate levels of infrastructure and services to support Rural Residential Area;
- Recognise that the Furneaux Group of Islands are more reliant on local strategies for *Rural Residential Area* and the protection of agricultural land to respond to the complexities of the remote area economics;
- Accommodate the required growth of rural villages;
- Consolidate future rural population growth within existing rural settlements and associated *Rural Residential Area*;
- Ensure land use and water management policies and regulations do not unreasonably constrain the development of agriculture, agribusiness, and appropriate ecotourism and recreation opportunities in *Rural Areas*;
- Protect quality agricultural land from incompatible development and provide for the expansion of agricultural production in *Productive Resource Areas*;
- Promote 'clustering' of residential development in *Rural Residential Areas* where a higher density of development is appropriate;

20

It is submitted that the proposed rezoning does not contradict any of the key planning principles at D2.2.4. As addressed in the agricultural assessment, the land proposed to be rezoned to Rural is low value land and its location adjacent to Rural Living zoned land and separated from the higher quality agricultural land by a road means that its removal from the Agriculture Zone will not impact on the production of land in that zone.

E – Regional Planning Policies

Section E of the NRLUS looks at settlement patterns and activity centre hierarchies, neither of which are impacted by the proposed rezoning.

Section E also sets out a Regional Economic Development Policy which recognises the importance of agricultural land to the region. The specific policies are set out below.

Policy	Action
or part-time employment to promote standards of living and access to basic services.	
Rural Land Natural Productive Resources	
ED-P6 Encourage sustainable and appropriate land use planning practices that seek to manage development and use of the region's natural resources. ED-P7 Prevent the loss of future rural production (including agriculture, mineral extraction, forestry). ED-P8 Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.	ED-A6 Apply a regionally consistent GIS spatial methodology and mapping of productive agricultural land. ED-A7 Protect the long-term operation of rural industries and support an expanded agricultural sector. ED-A8 Recognise the roll-out of irrigation schemes and ensure that these agricultural lands and future irrigation areas are appropriately zoned for primary production and protected from incompatible uses. ED-A9 Limit the encroachment of 'Rural Residential' styles of development onto existing and potential agricultural lands. ED-A10 In conjunction with State agencies, identify and protect regionally significant extractive industry resources. ED-A11 Identify natural economic resource areas and protect from further fragmentation and inappropriate land use. ED-A12 Identify and protect extractive and mineral resources for potential future extraction (including providing appropriate transport corridors and buffers) and protect these, ensuring that planning preserves the opportunity for discovery and development of new resources in appropriate areas. ED-A13 Manage, enhance and protect marine, estuarine and freshwater habitats, from development that would adversely impact upon sustainable fish

It is submitted that the proposed rezoning will not impact on the attainment of the Rural Land Natural Productive Resources policy. The land has limited agricultural value as demonstrated by a site specific assessment and is fragmented from the balance of the more productive property by the road. Factors such as topography, flooding and erosion all also play a role in limiting the productive potential of the subject parcel of land.

4.1.11. Assessment against Section 34(2)(f)

Section 34(2) (f) requires the amendment to have regard to the City of Launceston's Strategic Plan (2014-2024: 2019 review).

The Strategic Plan is a key part of our Strategic Planning Framework. The Corporate Strategic Plan (CSP) sets out the Council's long-term strategic priorities, goals, and focus areas to provide direction that will guide resource allocation and decision making in the organisation.L

The Plan is underpinned by seven Strategic Priorities as follows:

1. We connect with our Community and our Region through meaningful engagement, cooperation and representation
2. We Facilitate Prosperity by seeking out and responding to opportunities for growth and renewal of our regional economy.
3. We are a Progressive Leader that is accountable to our governance obligations and responsive to our community.
4. We value our City's Unique Identity by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit.
5. We Serve and Care for our community by providing equitable and efficient services that reflects needs and expectations of our community.
6. We Protect our Environment by caring for our unique natural assets and amenity, and sensitively managing future development opportunities.
7. We are a City Planning for our Future by ensuring our approach to strategic land use, development and infrastructure investment is coordinated, progressive, and sustainable.

Each priority is supported by focus areas that describe what the Council aims to achieve, and that are consistent with its vision.

The proposed amendment will not preclude the attainment of the vision, in particular the most relevant to the amendment being strategic goal 7.

4.2. Provisions relating to use, development, protection of conservation of land and potential land use conflict

All required provisions relating to the sustainable development of the land are provided for through the normal planning scheme requirements. In particular, the range of codes dealing with land hazards and values will continue to apply to future applications for a permit.

Appendix A — Certificates of Title

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
165889	1
EDITION	DATE OF ISSUE
2	16-Jul-2014

SEARCH DATE : 04-Feb-2025
SEARCH TIME : 12.18 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 1 on Plan 165889
Derivation : Part of 640 Acres Gtd. to John Ward Gleadow & Frederick Walford, Part of 312 Acres Gtd. to William Keeler Hawkes & Part of 100 Acres Gtd. to William Bransgrove
Prior CT 48729/5

SCHEDULE 1

D111956 TRANSFER to THOMAS FORBES BERTRAM and ANGELA BERTRAM
Registered 16-Jul-2014 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 48729 COVENANTS in Schedule of Easements
SP 48729 FENCING COVENANT in Schedule of Easements
SP48729 BENEFITING EASEMENT: That portion of Lot 1 on the plan formerly comprising part of Lot 1 on Diagram 48423 is together with the right for the owners of such land for the time being and their successors in title at all times hereafter to conduct water through the existing pipeline passing through the Pipeline Easement 1.83 wide on the plan and together with the right for such owners and their successors in title and all persons from time to time authorised by them at all reasonable times hereafter to enter upon the said Pipeline Easement 1.83 wide for the purpose of inspecting repairing renewing relaying cleansing and maintaining the said Pipeline doing thereby as little damage as possible
That portion of the Pipeline Easement 1.83 wide and North Esk Regional Water Supply Pipeline Easement shown passing through Lot 4 on Plan 158186 has been extinguished in consequence of the acquisition of the servient land pursuant to Crown Land Acquisition C441746
D135953 MORTGAGE to Tasmanian Perpetual Trustees Limited
Registered 16-Jul-2014 at 12.02 PM

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

D135954 MORTGAGE to Catherine Clara Bertram Registered 16-Jul-2014 at 12.03 PM
E75824 TRANSFER of MORTGAGE D135953 to MyState Bank Limited Registered 10-Jan-2017 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER
CATHERINE CLARA BERTRAM
FOLIO REFERENCE
48729–5
GRANTEE
PART OF 640 ACRES GTD TO JOHN WARD GLEADOW & FREDERICK WALFORD
PART OF 312 ACRES GTD TO WILLIAM KEELER HAWKES
PART OF 100 ACRES GTD TO WILLIAM BRANSGROVE

PLAN OF TITLE

LOCATION: CITY OF LAUNCESTON

FIRST SURVEY PLAN No: 7/40 DOR

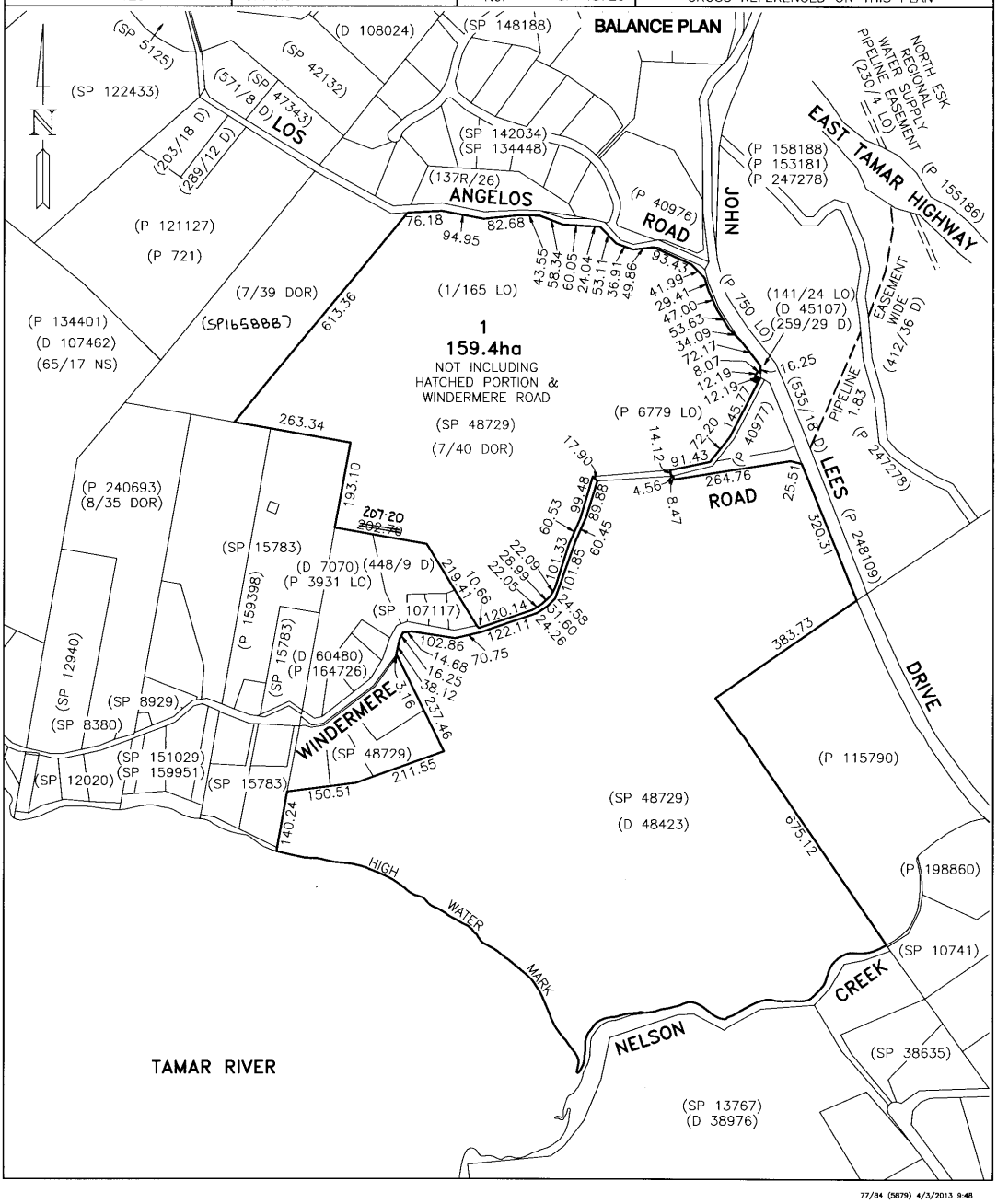
COMPILED BY: COHEN & ASSOCIATES PTY LTD, LAUNCESTON

SCALE 1 : 8000 LENGTHS IN METRES

REGISTERED NUMBER
P165889

APPROVED - 1 MAY 2013
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 120 | LAST UPI No | LAST PLAN No. SP 48729 | ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



Appendix B — Land Owner Consent

TASMANIAN PLANNING COMMISSION

Form No. 1

Owners' consent

Requests for amendments of a planning scheme or Local Provisions Schedule and applications for combined permits require owners' consent. This form must be completed if the person making the request is not the owner, or the sole owner.

The person making the request must clearly demonstrate that all owners have consented.

Please read the notes below to assist with filling in this form.

1. Request made by:

Name(s):	Chloe Lyne Commercial Project Delivery
Email address	chloe@cpdelivery.com.au
Contact number:	0408397393

2. Site address:

Address:

729-739 John Lees Drive, Dilston

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

165889/1

3. Consent of registered land owner(s):

Every owner, joint or part owner of the land to which the application relates must sign this form (or a separate letter signed by each owner is to be attached).

Consent to this request for a draft amendment/and combined permit application is given by:

Registered owner : Thomas Forbes Bertram

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

165889/1

Position (if applicable):

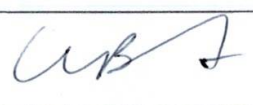
Signature: Date: 9/2/25

Registered owner (please print): Angela Bertram

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

165889/1

Position (if applicable):

Signature:  Date: 9/2/25

Registered owner (please print):

Property identifier (folio of the Register for all lots, PIDs, or affected lot numbers on a strata plan):

Position (if applicable):

Signature: Date:

2

NOTES:

a. When is owners' consent required?

Owners' consent is required for:

- amendments to an interim planning scheme or to a Local Provisions Schedule[1]; or
- combined permits and amendments[2].

Owners' consent must be provided before the planning authority determines to initiate, certify or prepare the amendment.

b. Who can sign as owner?

Where an owner is a natural person they must generally sign the owner's consent form personally.

Where an owner is not a natural person then the signatory must be a person with legal authority to sign, for example company director or company secretary.

If the person is acting on behalf of the owner under a legal authority, then they must identify their position, for example trustee or under a power of attorney. Documentary evidence of that authority must also be given, such as a full copy of the relevant Trust Deed, Power of Attorney, Grant of Probate; Grant of Letters of Administration; Delegation etc.

Please attach additional pages or separate written authority as required.

c. Strata title lots

Permission must be provided for any affected lot owner and for common property for land under a strata title under the *Strata Titles Act 1998*. For common property, permission can be provided in one of the following ways:

i. a letter affixed with the body corporate's common seal, witnessed by at least two members of the body corporate (unless there is only one member, in which case the seal must be witnessed by that member) and which cites the date on which the body corporate or its committee of management met and resolved to give its consent to the application; or,

ii. the consent of each owner of each lot on the strata plan.

d. Companies

If the land is owned by a company the form is to be signed by a person with authority in accordance with the *Corporations Act 2001 (Cwth)*.

e. Associations

If the land is owned by an incorporated association the form is to be signed by a person with authority in accordance with the rules of the association.

f. Council or the Crown

If the land is owned by a council or the Crown then form is to be signed by a person authorised by the relevant council or, for Crown land, by the Minister responsible for the Crown land, or a duly authorised delegate.

The name and positions of those signing must be provided.

Effective Date: September 2021

---

[1] under section 33(1) of the former provisions of the *Land Use Planning and Approvals Act 1993* or section 37 of the current provisions.

[2] under section 43A of the former provisions or section 40T of the current provisions of the Act

Appendix C – Agricultural Assessment

Agricultural assessment report

729-739 John Lees Drive, Dilston, 7252.

DECEMBER 2024

pinion
ADVISORY

43 Formby Road, Devonport, Tasmania 7310

Phone: 1300 746 466

Email: admin@pinionadvisory.com

www.pinionadvisory.com

Report author: Jason Lynch BAppSci(Hort) CPAg

An appropriate citation for this report is: Pinion Advisory, December 2024, Agricultural assessment report, 729-739 John Lees Drive, Dilston, 7252.

Document status:

Date	Status /Issue number	Authorised by	Transmission method
9/12/24	Draft	JL	Email

This report has been prepared in accordance with the scope of services described in the contract or agreement between Pinion Advisory and the Client. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Pinion Advisory accepts no responsibility for its use by other parties.

Contents

Table index 3
Figure index 4
Executive summary 5
1 Purpose 6
1.1 Land Capability 6
1.2 Report author 6
2 Property details 7
2.1 Location 7
3 Land capability 12
4 Land use 22
4.1 Potential agricultural activities conducted 22
4.1.1 Pastoral Use 22
4.1.2 Cropping use 23
4.1.3 Perennial horticulture use 23
4.2 Adjacent land use activities 24
5 Water resources 25
5.1 Current water resources 25
5.2 Future water resources. 25
6 Local and regional agricultural significance 27
7 Protection of Agricultural (PAL) policy compliance 28
8 Conclusion 31
9 Declaration 33

Table index

Table 1 Property location identification details 7
Table 2 Land capability assessment of the southern block of the 729-739 John Lees Road property. 14
Table 3 The subject property, northern and southern blocks' carrying capacity and sheep based livestock enterprise stocking rate. 22
Table 4 Available irrigation water entitlement from Symons Creek (source NRE WAT, accessed 8/12/24) 25
Table 5 Land capability areas in the Pipers land capability report 27

Figure index

Figure 1 The location of the 729-739 John Lees Drive property (outlined in blue) north west of Launceston. (source the LIST) 8
Figure 2 729-739 John Lees Drive property (outlined in blue) topography (colour shade map) (source the LIST) 9
Figure 3 The 729-739 John Lees Drive property (outlined in blue) and adjacent land to the north, south, east and west as private freehold land (yellow shaded), a parcel of Local Government Act Reserve (green shaded) is adjacent to the north, strip of Public Reserve is adjacent to the south, adjacent to the east is Authority Freehold (light blue shaded), whilst nearby to the west is a small parcel of TasWater land (dark blue shaded) and Local Government (Magenta shaded). (source the LIST) 10
Figure 4 The 729-739 John Lees Drive property (outlined in blue) and adjacent land to the north west and east is zoned as Agriculture (brown shaded), Rural (light brown shaded) zoned land is adjacent to the west, east and south, Rural Living (pink shaded) zoned is adjacent to the north, west and south east, with Environmental Management (dark green shaded) adjacent to the west with a areas of Open Space (light green shaded) land adjacent to the north and west, and various parcels of Utilities (yellow shaded) land associated with the road, railway and TasWater infrastructure nearby to the east to the west. (source the LIST) 11
Figure 5 Land capability areas present on the southern block (highlighted in blue) of the 729-739 John Lees Drive property. 13
Figure 6 Kurosol texture contrast soil type present throughout the class 4, 5 and areas of the 5+6 land capability areas of the southern block of the subject property. (taken on the November 2024 site visit) 18
Figure 7 Vertosol soil type present on the class 5+6 riparian ground on the southern block of the subject property. (taken on the November 2024 site visit) 19
Figure 8 North easterly view towards the neighbouring property title 40977/2 adjacent to the north east corner pf the southern block of the subject property. (taken on the November 2024 site visit) 19
Figure 9 Southerly view across the eastern area of the southern block of the subject property towards property title 115890/1. (taken on the November 2024 site visit) 20
Figure 10 Westerly view over the class 5 land on the north west boundary area of the southern block of the subject property. (taken on the November 2024 site visit) 20
Figure 11 Southerly view over the extensive class 7 wetland ground which covers the majority of the southern block of the subject property. (taken on the November 2024 site visit) 21
Figure 12 North westerly over the eastern area of the southern block with the northern block of the subject property visible in the background. (taken on the November 2024 site visit) 21

Executive summary

This report has been prepared on behalf of the land holder, Tony and Ange Bertram, in order to provide an agricultural assessment of the 729-739 John Lees Drive, Dilston.

The subject property covers 159 hectares, consists of two separate blocks, as per the southern (96.2 hectares) and northern (62.8 hectares) blocks which are separated by Windermere Road.

The majority of the northern block is covered by class 5 land, with a lesser area of class 4 and a small amount of class 6 land, whilst the majority of the southern block is covered by class 7 land (unsuitable for agriculture) and smaller areas of class 4, 5 and 6 land.

Currently the subject property is used for agricultural land use activity, as per a sheep based livestock grazing enterprise which has been assessed as having a carrying capacity of approximately 1,045 DSE, with the northern block accounting for approximately 715 DSE (68% of the total carrying capacity) and the southern block of approximately 330 DSE (32% of the total carrying capacity).

The adjacent land includes agricultural land use activities as per low intensity livestock enterprises on small/medium Agriculture zoned land holdings, and residential use on lifestyle type properties on small land holdings zoned as Rural Living and Rural.

The focus of this report is made on the southern block of the subject property and has been effectively considered as a separate area of agricultural land and how this interacts with and relates to the northern block and adjacent land holdings.

The southern block of the subject property is constrained for agricultural land use due to limitations associated with the land capability, topography, no irrigated land use activity is undertaken and current lack of and or challenging access to irrigation water and is exposed to an existing level of fettering due to the presence of various residential dwellings on lifestyle blocks adjacent to the north west.

The southern block of the subject property land has a negligible level of local and regional significance and contains no strategic infrastructure and/or resources which would limit the productivity of adjacent and/or nearby agricultural land, and this includes the northern block of the subject property.

1 Purpose

The report has been undertaken on behalf of Tony and Ange Bertram (the land holder) and provides an agricultural assessment of the property at 729-739 John Lees Drive, Dilston.

The document provides a detailed agricultural assessment of the subject property and reviews the current and future agricultural productivity and pattern of use and the surrounding area in relation to the land capability and agricultural land use activity and includes soils, aspect, topography, water resource and economic feasibility.

1.1 Land Capability

The currently recognised reference for identifying land capability is based on the class definitions and methodology described in the Land Classification Handbook, Second Edition, C.J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.[1]

Most agricultural land in Tasmania has been classified by the Department of Primary Industries and Water at a scale of 1:100,000, according to its ability to withstand degradation. A scale of 1 to 7 has been developed with Class 1 being the most productive for agriculture and resilient to degradation and Class 7 the least suitable to agriculture. Class 1, 2 and 3 is collectively termed "prime agricultural land". For planning purposes, a scale of 1:100,000 is often unsuitable and a re-assessment is required at a scale of 1:25,000 or 1:10,000. Factors influencing capability include elevation, slope, climate, soil type, rooting depth, salinity, rockiness and susceptibility to wind, water erosion and flooding.

1.2 Report author

In providing the opinion enclosed here, it is to be noted that Jason Lynch possesses a Bachelors of Agricultural Science (horticulture) and is a certified practising agriculturalist (CPAg) and has over 25 years' experience in the agricultural industry in Tasmania. Jason is skilled to undertake agricultural and development assessments as well as land capability studies. He has previously been engaged by property owners, independent planners, and surveyors to undertake assessments within the, Break O'Day, Burnie, Central Coast, Circular Head, Clarence, Devonport, Dorset, George Town, Glamorgan Spring Bay, Kentish, King Island, Kingston, Latrobe, Launceston, Meander Valley, Northern Midlands, Southern Midlands, Sorell, Tasman, West Tamar, Waratah-Wynyard and West Coast municipalities. Most of these studies have involved the assessment of land for development purposes for potential conflict with the Tasmanian and various council based interim planning schemes.

[1] Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania.

2 Property details

2.1 Location

The property at 729-739 John Lees Drive is owned by Tony and Ange Bertram, consists of a single title, is located approximately 15 km north west of Launceston and covers a total of approximately 159 hectares. Figure 1 and Table 1.

The property is divided into two separate blocks, north and south of Windermere Road, with the northern block covering 62.8 hectares and the southern block covering 96.2 hectares.

Table 1 Property location identification details

Address	Property ID	Title Reference	Hectares *(Approx.)*
729-739 John Lees Drive, Dilston 7252	3231971	165889/1	159

The northern block of the subject property is covered by elevated gentle to moderate sloping and rolling ground, whilst the majority of the southern block of the subject property is covered by flat ground with a moderately sloping bank on the central north boundary area which leads north to the northern block. Figure 2.

Infrastructure present on the subject property includes a residential dwelling and a number of sheds (located on the northern block), no buildings are present on the southern block, with boundary and internal paddock fencing, a reticulated stock water system and two sets of stockyards are located on both blocks.

The property and all adjacent land to the east and west is private freehold land, a strip of Public Reserve is located further to the east, whilst nearby to the west is Authority Freehold and Local Government Act Reserve[2]. Figure 3.

The 729-739 John Lees Drive property and adjacent land to the north west and east is zoned as Agriculture, Rural zoned land is adjacent to the west, east and south, Rural Living zoned is adjacent to the north, west and south east, with Environmental Management adjacent to the west with a areas of Open Space land adjacent to the north and west, and various parcels of Utilities land associated with the road, railway and TasWater infrastructure nearby to the east to the west[3]. Figure 4.

The northern block of the subject property is covered by pasture land interspersed with a number of paddock trees (as per *Eucalyptus* trees) and a section of remnant native vegetation along Symons Creek and an unnamed tributary, whilst on the southern block the majority is covered by a wetland and the balance by open pasture land and three parcels of mostly remnant native vegetation present on sections of the northern boundary and north eastern area. Two blocks of threatened native

[2] The LIST dataset. www.thelist.tas.gov.au
[3] The LIST dataset. www.thelist.tas.gov.au

vegetation are present on the southern block of the subject property, with a small section (0.5 hectares) of *Melaleuca ericifolia* swamp forest and a large area (64.7 hectares) of wetlands.

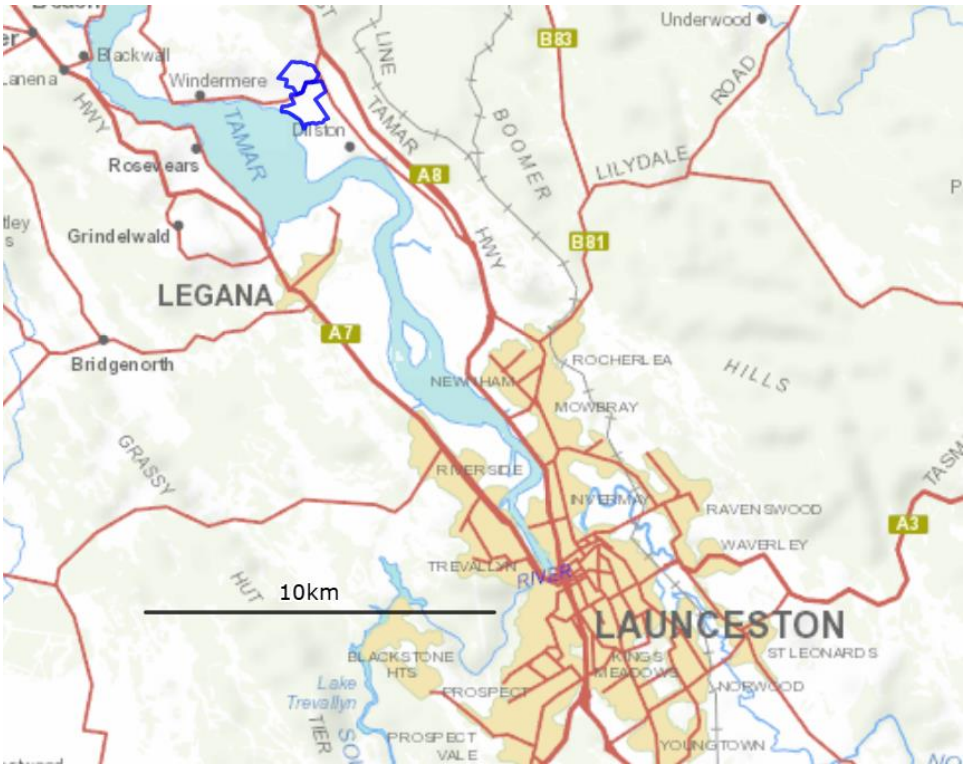


Figure 1 The location of the 729-739 John Lees Drive property (outlined in blue) north west of Launceston. (source the LIST)

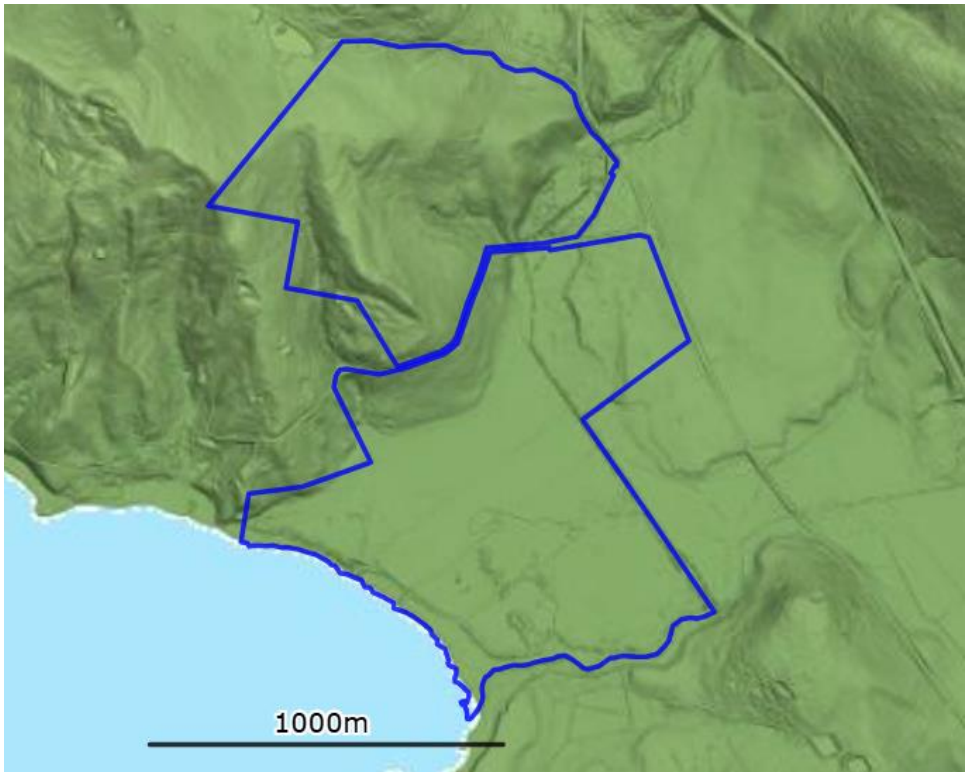


Figure 2 729-739 John Lees Drive property (outlined in blue) topography (colour shade map) (source the LIST)

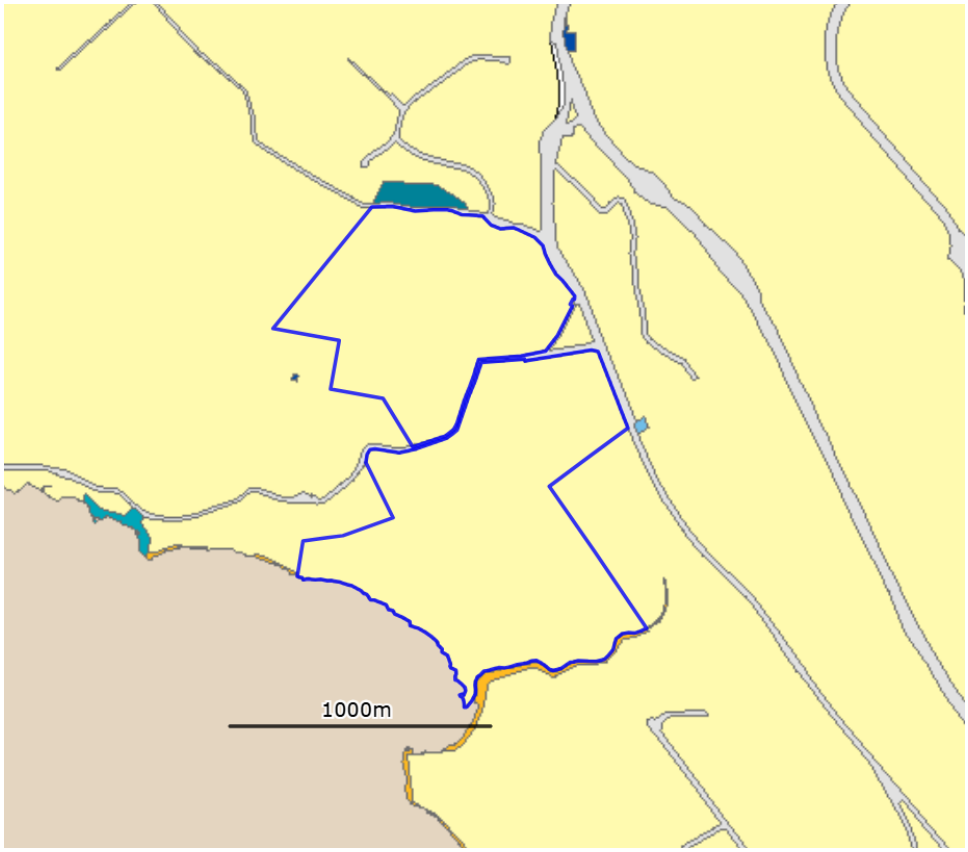


Figure 3 The 729-739 John Lees Drive property (outlined in blue) and adjacent land to the north, south, east and west as private freehold land (yellow shaded), a parcel of Local Government Act Reserve (green shaded) is adjacent to the north, strip of Public Reserve is adjacent to the south, adjacent to the east is Authority Freehold (light blue shaded), whilst nearby to the west is a small parcel of TasWater land (dark blue shaded) and Local Government (Magenta shaded). (source the LIST)

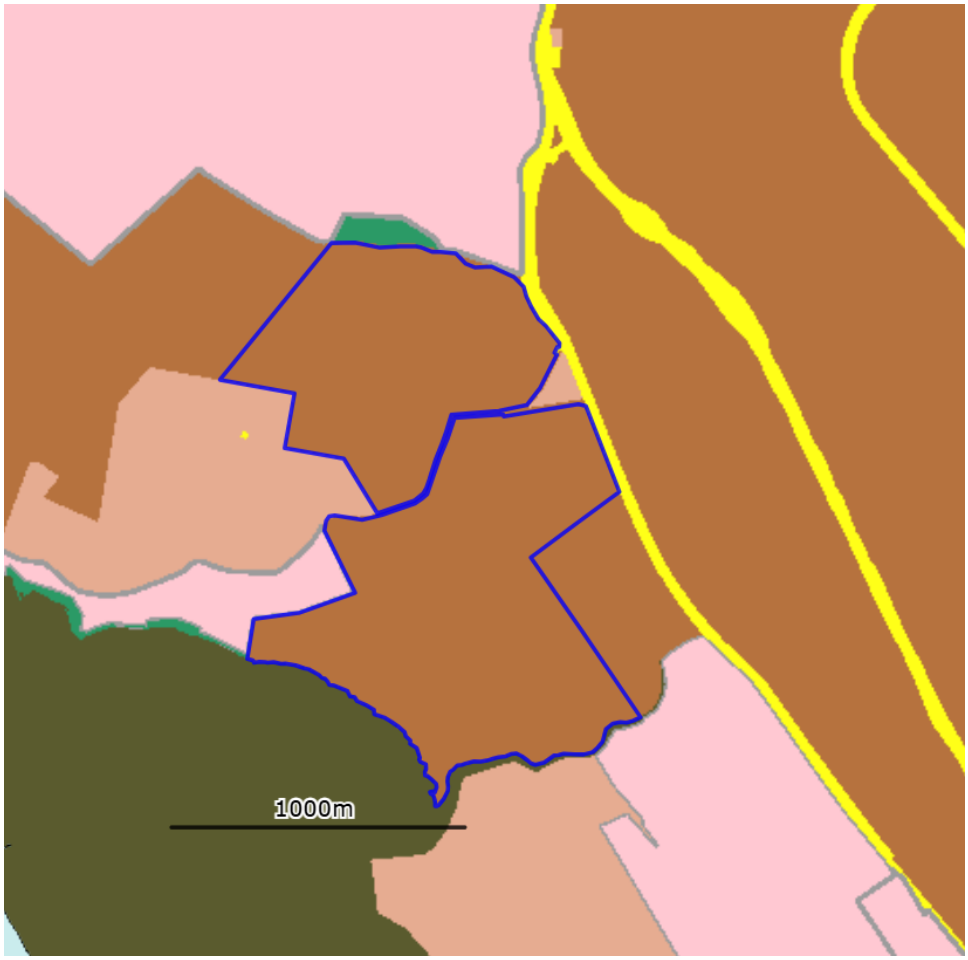


Figure 4 The 729-739 John Lees Drive property (outlined in blue) and adjacent land to the north west and east is zoned as Agriculture (brown shaded), Rural (light brown shaded) zoned land is adjacent to the west, east and south, Rural Living (pink shaded) zoned is adjacent to the north, west and south east, with Environmental Management (dark green shaded) adjacent to the west with a areas of Open Space (light green shaded) land adjacent to the north and west, and various parcels of Utilities (yellow shaded) land associated with the road, railway and TasWater infrastructure nearby to the east to the west. (source the LIST)

3 Land capability

The official land capability map for the area was produced by DPI in 1990 at a scale of 1:100,000 and reported in their Pipers Report. On the subject lot, DPI identified the property to be covered by Class 4, 5 and 6 land.[4]

A more detailed inspection of the southern block of the subject property was undertaken by the author in November 2024, and determined this section of the property is covered by Class 4, 5, 5+6 and 7 land. (Figure 5).

The land formal definitions[5] of the various land capability areas identified are:

- Class 4 land is defined as:

  Land well suited to grazing but which is limited to occasional cropping or to a very restricted range of crops. The length of cropping phase and/or range of crops are constrained by severe limitations of erosion, wetness, soils or climate. Major conservation treatments and/or careful management are required to minimise degradation. Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited.

- Class 5 land is described as:

  This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal and occasional fodder crops may be grown. The land may have slight to moderate limitations for pastoral use. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.

- Class 5+6 land is described as:

  At least 60% Land unsuited to cropping and with slight to moderate limitations to pastoral use, up to 40% Land well suited to grazing but which is limited to occasional cropping or a very restricted range of crops.

[4] Noble, K. E. (1990) Land Capability Survey of Tasmania. Pipers, 1:100 000 map. Department of Primary Industry, Tasmania, Australia.

[5] Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania.

- Class 6 land is described as:

  Land marginally suitable for grazing because of severe limitations. This land has low productivity, high risk of erosion, low natural fertility or other limitations that severely restrict agricultural use.

Class 7 land is described as:

Land with very severe to extreme limitations which make it unsuitable for agricultural use.

The key land capability limitations associated with the southern block of the subject property are:

- Erosion (e) associated with the risk rill and sheet erosion caused by surface water movement on bare and exposed soil and potential for degraded soil structural due to pugging from livestock movement on waterlogged soils and/or inappropriate and excessive ground cultivation activities, and stream bank erosion.
- Soils (s) associated with challenging growing conditions for pasture and/or crops due to limitations such as soil depth and texture variation.
- Wetness (w) associated with land being subject to extended periods of soil waterlogging and possible inundation.

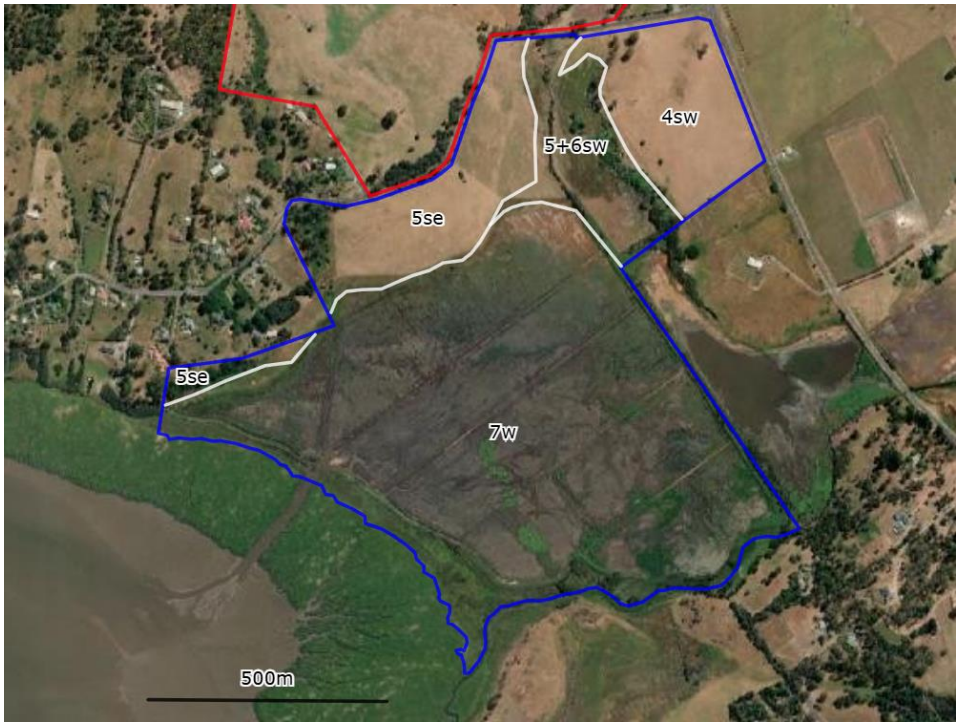


Figure 5 Land capability areas present on the southern block (highlighted in blue) of the 729-739 John Lees Drive property.

Table 2 Land capability assessment of the southern block of the 729-739 John Lees Road property.

Land Capability Class (ha)	Geology & Soils	Slope (%)	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
4sw (approx. 10 ha)	Texture contrast soil, as per the kurosol soil type, formed from Quaternary alluvium sediments. Brown/grey sandy loam soils over a mottled orange/brown clay subsoil.	0-3	Flat to very gentle sloping land. 5m ASL.	Low risk of rill and sheet erosion due to surface water movement on bare and exposed soils, and structure decline due to excessive and inappropriate soil cultivation. At high risk of pugging due to being subject to extended periods of soil waterlogging.	Low/moderate climatic limitations. This area experiences cool/cold winters and warm summer conditions. Receives an average approximately 680mm annual rainfall, experiences up to 20 annual frosts events, up to 1,140 GDD (October – April) and up to 850 chill hours (May – August).	Moderately well drained. Topsoil depth varies from 30-40cm. Moderate nutrient and soil moisture holding capacity. Can be subject to extended periods of soil waterlogging.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of soil compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil water logging. Destock when soils are waterlogged.	This land is suitable for cropping albeit on a long frequency (2 to 3 times in 10 years and with a severely limited range of crops. Suitable grazing with minor limitations, and this includes reducing the stocking pressure when pasture is limiting (eg winter or summer), although various operational activities can be adopted (eg supplementary feeding and/or trading body condition) to mitigate these conditions.

Land Capability Class (ha)	Geology & Soils	Slope (%)	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
5se (approx. 13 ha)	Texture contrast soil, as per the kurosol soil type, formed from Quaternary alluvium sediments. Brown/grey sandy loam soils over a mottled orange/brown clay subsoil.	3-25	Low lying gently sloping and undulating ground. 2-25m above sea level.	Moderate risk of rill and sheet erosion due to surface water movement on bare and exposed soils, and structure decline due to excessive and inappropriate soil cultivation. At high risk of pugging due to being subject to extended periods of soil waterlogging.	Moderate climatic limitations. This area experiences cool/cold winters and warm summer conditions. Receives an average approximately 680mm annual rainfall, experiences up to 15 annual frosts events, up to 1,100 GDD (October – April) and up to 800 chill hours (May – August).	Moderately well drained. Topsoil depth varies from 30-40cm. Moderate nutrient and soil moisture holding capacity. Lowest lying areas can be subject to extended periods of soil waterlogging.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of soil compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil water logging. Destock when soils are waterlogged.	This land is unsuitable for cropping. This is suitable for grazing with moderate limitations, and this includes reducing the stocking pressure when pasture is limiting (eg winter or summer), although various operational activities can be adopted (eg supplementary feeding and/or trading body condition) to mitigate these conditions.

Land Capability Class (ha)	Geology & Soils	Slope (%)	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
Class 5+6 Approx. 8.5 ha	Texture contrast soil, as per the kurosol soil type, and a clay soil, as per the hydrosol soil type, both of which are formed from Quaternary alluvium sediments. Brown/grey sandy loam soils over a mottled orange/brown clay subsoil. Deep brown/black clay soils.	3-5	Gently sloping and undulating ground which forms the riparian ground lowest end of the Symons Creek.	Moderate/high. Moderate risk of rill and sheet erosion due to surface water movement on bare and exposed soils, and structure decline due to excessive and inappropriate soil cultivation. At high risk of pugging due to being subject to extended periods of soil waterlogging. High risk of stream bank erosion during periods of high flow in Symons Creek.	Low/moderate climatic limitations. This area experiences cool/cold winters and warm summer conditions. Receives an average approximately 680mm annual rainfall, experiences up to 20 annual frosts events, up to 1,140 GDD (October – April) and up to 850 chill hours (May – August).	Poor to imperfectly well drained. Topsoil depth varies from 30-40cm. Low nutrient holding capacity and high soil moisture holding capacity. Lowest lying areas can be subject to extended periods of soil waterlogging.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of soil compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil water logging. Destock when soils are waterlogged.	This land is unsuitable for cropping. This is suitable for grazing with moderate/severe limitations, and this includes reducing the stocking pressure when pasture is limiting (eg winter or summer), although various operational activities can be adopted (eg supplementary feeding and/or trading body condition) to mitigate these conditions. Due to land being subject to potentially extended periods of soil waterlogging and possible inundation the overall productivity and reliability of this land is diminished.

Land Capability Class (ha)	Geology & Soils	Slope (%)	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
Class 7 Approx 64.7 ha	Clay soil, as per the hydrosol soil type, which are formed from Quaternary alluvium sediments. Deep brown/black clay soils.	0-1	Flat and very gently undulating ground which is a tidal wetland associated with the River Tamar estuary. 0-1m ASL	Moderate. Possible silt/stone deposition during periods of high flow in Symons Creek and due to sedimentation from the tidal inflows from the River Tamar.	Low/moderate climatic limitations. This area experiences cool/cold winters and warm summer conditions. Receives an average approximately 680mm annual rainfall, experiences up to 40 annual frosts events, up to 1,140 GDD (October – April) and up to 850 chill hours (May – August).	Poorly drained. Topsoil depth varies from 30-40cm. Low nutrient holding capacity and high soil moisture holding capacity. These soils are frequently waterlogging. This land is subject to salt water tidal movements and therefore the soils are saline.	Fence off and exclude access by livestock.	Unsuitable for agricultural land use activity. This land should be left undisturbed.

Figure 6 Kurosol texture contrast soil type present throughout the class 4, 5 and areas of the 5+6 land capability areas of the southern block of the subject property. (taken on the November 2024 site visit)

Figure 7 Vertosol soil type present on the class 5+6 riparian ground on the southern block of the subject property. (taken on the November 2024 site visit)

Figure 8 North easterly view towards the neighbouring property title 40977/2 adjacent to the north east corner pf the southern block of the subject property. (taken on the November 2024 site visit)

Figure 9 Southerly view across the eastern area of the southern block of the subject property towards property title 115890/1. (taken on the November 2024 site visit)

Figure 10 Westerly view over the class 5 land on the north west boundary area of the southern block of the subject property. (taken on the November 2024 site visit)

Figure 11 Southerly view over the extensive class 7 wetland ground which covers the majority of the southern block of the subject property. (taken on the November 2024 site visit)

Figure 12 North westerly over the eastern area of the southern block with the northern block of the subject property visible in the background. (taken on the November 2024 site visit)

4 Land use

The property in question is currently used for agricultural land use activity, that being to run a sheep grazing enterprise albeit on a non-commercial basis.

The majority of the agricultural productivity of the subject property is based on the northern block's pastureland, and whilst the southern block is larger in size it has far less available pastureland.

4.1 Potential agricultural activities conducted

4.1.1 Pastoral Use

The subject property in question is suitable for grazing purposes.

Based on a combination of the available land area and land capability present the carrying capacity has been assessed at a total of 1,045 DSE[6] and can be broken down into northern block at 715 DSE (68% of the total carrying capacity) and southern block (32% of the total carrying capacity). Table 3 provides details on the subject property and the associated northern and southern blocks' carrying capacity and sheep based livestock enterprise stocking rate.

Table 3 The subject property, northern and southern blocks' carrying capacity and sheep based livestock enterprise stocking rate.

Block		Northern	Southern	Total
Carrying capacity (DSE)		715	330	1,045
Sheep based enterprise	Ewe/lamb breeding units (head)	150	70	220
	Finishing lamb units (head)	180	90	270
	Replacement ewes (head)	23	10	33

Please note that it is likely that supplementary feeding, trading of body condition and/or de-stocking would be required when pasture growth is limiting, such as during summer or winter.

The northern block could be expected to generate a potential annual income of approximately $28,600.

The southern block could be expected to generate a potential annual income of approximately $13,200.

[6] A dry sheep equivalent (DSE) is a standard unit used to compare the feed requirements of different classes of livestock to assess the carrying capacity of a farm or paddock. One DSE is defined as the amount of feed required by a two-year-old 50 kg 'dry' Merino sheep (wether or non-lactating, non-pregnant ewe) to maintain its weight.

It should be noted that value of the potential income generated from the whole of the subject property (e.g. northern and southern block combined) would not be sufficient to be considered as a viable standalone agricultural enterprise.

Neither the northern or southern block would be considered as being representative and constitute commercial scale agriculture.

The northern block could continue to be used to graze sheep without access and/or reliance to the southern block for any operational and/or management requirement.

4.1.2 Cropping use

The class 4 land is theoretically considered as being suitable for cropping, albeit on a long rotation frequency and with a severely restricted range of crops, and furthermore the property has no access to irrigation water and this effectively limits any cropping activity to growing dryland cereals.

If it is assumed that a 30 hectare cropping focused irrigation was developed, it would not be unreasonable to anticipate a cost of approximately $250,000+ for scheme which would include a suitably sized dam (e.g. 120 ML), pump(s) and pipeline network and irrigator. An investment of this size would not be an economic proposition considering the scale of financial return which could be generated.

In practice due to the nature of the class 4 land's suitability for cropping in association with the lack of irrigation water and/or the cost associated with an irrigation scheme development it would not be reasonable to expect that cropping would be undertaken on the subject property.

4.1.3 Perennial horticulture use

There is land present on the subject property, which would be considered suitable for perennial horticultural, such as viticulture, cherries and olives.

The opportunity to establish a viticulture, cherry and olive enterprise on the subject property would be located solely on the northern block.

Due to a combination of the topography, aspect and land capability no land on the southern block is consider unsuitable for a perennial horticulture enterprise(s).

Currently the lack of irrigation water precludes the establishment of any perennial horticultural enterprise of the northern block of the subject property.

Any future development of a perennial horticultural enterprise on the northern block could be undertaken without access and/or reliance to the southern block for any operational and/or management considerations.

4.2 Adjacent land use activities

Adjacent and surrounding land includes agricultural land use activities (pastoral) and residential use on lifestyle type properties.

The following adjacent land use information only refers to the southern block of the subject property.

- East:
  - Property title 158188/1 (113 hectares), zoned as Agriculture, mostly covered by remnant native vegetation, 27 hectares of pasture land used for grazing, has a residential dwelling and is separated by John Lees Drive to the east from the southern block.
  - Property title 115790/1 (20.5 hectares), zoned as Agriculture, 11 hectares of wetlands (identified as threatened native vegetation), a residential dwelling is present and is best described as a lifestyle block which could support a small non-commercial livestock grazing enterprise.
  - Property title 40977/2 (1.3 hectares), zoned as Rural, a residential dwelling is present and is best described as a small lifestyle block with no agricultural use.
- North:
  - Property titles 60480/10 (0.3 hectares), 107117/4 (0.3 hectares), 107117/3 (0.3 hectares), 60480/7 (1.9 hectares), 6480/6 (3.4 hectares) and 60480/5 (0.4 hectares), all of which are zoned as Rural, have a residential dwelling present, and are lifestyle blocks with no involvement/conducting agricultural land use activity therewith. Separated by Windermere Road from the southern block.
  - Property titles 48729/3 (1.5 hectares), 48729/4 (1.8 hectares), 48729/2 (1 hectare), 48729/1 (1 hectare) and 15783/10 (1.6 hectares), all of which are zoned as Rural Living (zone A), have a residential dwelling present, and are lifestyle blocks with no involvement/conducting agricultural land use activity therewith.
- South:
  - Property title 38635/29 (3.1 hectares), zoned as Rural Living (zone B), a residential dwelling is present and is best described as a lifestyle block with no agricultural use. Separated by approximately 800m of wetland area to the northern portion (as per the class 4, 5 and 5+6 land) of the southern block.
  - Property title 38796/1 (122.5 hectares), zoned as Agriculture, covered by pastureland which is used for grazing and has a residential dwelling. Separated by approximately 800m of wetland area to the northern portion (as per the class 4, 5 and 5+6 land) of the southern block.

The land to the west of the southern block of the subject property is the River Tamar Estuary.

5 Water resources

5.1 Current water resources

The property is not located within an irrigation district and is not serviced by an irrigation scheme.

The nearest irrigation district, as per the Greater Meander Valley Irrigation District, is located approximately 15km further to the south west.

No irrigation dams are located on either of the northern or southern blocks of the subject property.

The subject property is not serviced by TasWater for the supply of drinking water.

A single groundwater bore (bore ID 15299) is located on the far north west area of the northern block of the subject property, although bore was installed in 1968 and had an initial yield of 0.3 L/s and is currently listed as being abandoned[7].

The property has a riparian irrigation water right from Symons Creek for the supply of water that can be used for normal stock and domestic uses.

5.2 Future water resources.

There is an opportunity to extract irrigation water from Symons Creek, and an analysis of the Natural Resources and Environment (NRE) Water Access Tool (WAT) indicates that potentially up to 1,524 ML would be available on an annual basis. Table 4 provides the assessment of irrigation water entitlements from Symons Creek.

Table 4 Available irrigation water entitlement from Symons Creek (source NRE WAT, accessed 8/12/24)

Reliability	Availability limit	Potentially available
High Availability	1105.89	1068.26
Mid Availability	456.28	456.28

The irrigation water which could be extracted from Symons Creek would be for a winter take period (May to November) and necessitate build a storage dam. No formal dam assessment has been undertaken, however due to the flat topography and very low lying nature of the southern block it

[7] Department of Natural Resources and Environment, Groundwater Information Access Portal.

would be reasonable to consider that realistically the only suitable dam sites would be present on the northern block.

Theoretically if the subject property was serviced by TasWater for the supply of potable water it could be considered as a source of irrigation water, however it does come with significant management constraints including:

- Cost[8]:
  - Current (2024/25) TasWater fixed annual connection charge varies with the diameter of the inlet pipe, such as a 50mm connection costs $2,459 whilst a 100mm connection costs $9,838.
  - TasWater delivery costs would be anticipated to cost approximately $1,200/ML which is many times greater than the most expensive irrigation water delivery charges (approximately $105/ML) charged TasWater in the GMVIS.
- Surety:
  - TasWater is not obliged to give priority access to an irrigation water users. An example would be during periods when water restrictions apply (e.g. summer) and the supply of water to irrigation users could be restricted.
- Flow rate and delivery[9]:
  - The minimum water delivery pressure is 220 kPa and the flow rate is determined by the size of the outlet.
  - If a smaller outlet is available, then it may be necessary to require a buffer dam to ensure sufficient irrigation water delivery. The exact size of any buffer dam would be calculated based on the required irrigation schedule flow rate, irrigation season length and size of the TasWater outlet.

Based on available datasets[10] [11] the groundwater in this district typically has a variable yield potential. Five irrigation bores are located within a 5km radius of the southern block of the subject property (east of the River Tamar) although none have any yield data and they are all abandoned and non-operational. Without additional groundwater exploration it is not possible to make a determination of the future availability of groundwater resources.

[8] TasWater Price and Service Plan 4. 1 July 2022-30 June 2026. CM record number 22/40133.
[9] TasWater Price and Service Plan 4. 1 July 2022-30 June 2026. CM record number 22/40133
[10] Matthews W, Latinovic M. (2006) South East Tasmanian Groundwater Map. Department of Infrastructure and Energy.
[11] Natural Resources and Environment. Groundwater Information Access Portal Information Guide.

6 Local and regional agricultural significance

The subject property is included in the Pipers land capability mapping area report[12] which covers a total area of 182,149 hectares of agricultural land.

Table 5 outlines the total agricultural land available and provide detail on the specific amount of land associated with each of the land capability classes present for the subject property and specifically the southern block.

Table 5 Land capability areas in the Pipers land capability report

Land Capability*	Pipers Land Capability Mapping Area		Property title 157129/5 (the subject property)		Southern block (of the subject property)	
	Area (hectares)	Proportion (%)	Area (hectares)	Proportion (%) of the Pipers Mapping Area	Area (hectares)	Proportion (%) of the Pipers Mapping Area
1	0	0	0	0	0	0
2	910	0.3	0	0	0	0
3	2,895	1.3	0	0	0	0
4	62,975	27.5	35.8	0.056	10	0.015
5	41,896	18.3	48	0.011	18.5	0.044
6	39,490	17.3	10.5	0.026	3	0.007
7	4,700	2.0	64.7	1.3	64.7	1.3
Exempt	75,925	33.2	0	0	0	0
Total	228,785	100	159	0.069	96.2	0.042

The subject property covers 159 hectares which represents less than 0.09% of the total Pipers land capability mapping area.

The southern block covers 96.2 hectares which represents less than 0.06% of the total Pipers land capability mapping area.

[12] Noble, K. E. (1990) Land Capability Survey of Tasmania. Pipers Report. Department of Primary Industry, Tasmania, Australia.

The subject property, and associated southern block have no infrastructure (e.g. dams or pipelines) and/or assets (e.g. prime agricultural land, right of way access and/or waterways) which would be considered of prominence and importance that adds value and/or directly/indirectly supports agricultural land use activity on adjacent and/or nearby properties.

Due to a combination of factors including the nature of the zoning of the properties adjacent to the subject property (as per Rural and Rural Living), higher land values (e.g. linked to residential use rather than representative of agricultural land values), and limited size of the adjacent land holdings it is unlikely that an expansion (e.g. scale and intensity) of the subject property's sheep based livestock enterprise would occur.

7 Protection of Agricultural (PAL) policy compliance

A consideration based on the assessment of the southern block of the subject property's use and prominence has been made against the principles outlined in State Policy on the Protection of Agricultural Land 2009 (PAL Policy).

The purpose of the PAL Policy is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

Note that no one principle should be read in isolation from the others to imply a particular action or cause and that generally the principles are to be implemented through the planning scheme as it states in the PAL Policy.

The responses the PAL policy are specific to the subject property, and the associated southern block.

A summary of the proposed responses to the PAL policy are outlined below.

- **Principle 1**: Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.

  Response: The land associated with the subject property is of lower land capability (class 4, 5 ,5+6 and 7 land) and is a small/medium land holding size (159 hectares). The southern block is of particularly low agricultural quality (class 4, 5, 5+6 and 7 land), of which the class 7 land (unsuitable for agriculture) represents approximately 67% of the total area of this block.

  The southern block of the subject property is constrained for agricultural land use due to limitations associated with the land capability, topography, no irrigated land use activity is undertaken and current lack of and or challenging access to irrigation water and is exposed to an existing level of fettering due to the presence of various residential dwellings on lifestyle blocks adjacent to the north west.

The agricultural land adjacent to the southern block is used for sheep based livestock production (as per the northern block of the subject property) and a similar use is present on the properties adjacent to the east, all of which is separated by the 20m wide Windermere Road and John Lees Drive road reserves. The agricultural land to the south is separated by the approximately 800m wide class 7 wetlands area.

- **Principle 2**: Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.

  Response: Not applicable due to the nature of the development as no prime agricultural land is present on the subject property itself nor on adjacent properties.

- **Principle 3**: Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.

  Response: Not applicable due to the nature of the development as no prime agricultural land is present on the subject property itself nor on adjacent properties.

- **Principle 4**: The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following:

  (a) minimising the amount of land alienated;

  (b) minimising negative impacts on the surrounding environment; and

  (c) ensuring the particular location is reasonably required for operational efficiency.

  Response: Not applicable due to the nature of the development as no prime agricultural land is present on the subject property itself nor on adjacent properties.

- **Principle 5**: Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.

  Response: Not able to be addressed as the proposed development has not been determined.

- **Principle 6**: Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits.

  Response: Not applicable due to the nature of the development as no prime agricultural land is present on the subject property itself nor on adjacent properties.

- **Principle 7**: The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.

  Response: This has been addressed in section 7 of the agricultural report which clearly shows that due to a combination of the very small amount of agricultural land associated with the subject property in question and lower land capability class has a negligible level of local and regional significance.

- **Principle 8**: Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.

  Response: The subject property is not covered by and/or included in a proclaimed irrigation district. No irrigated land use activity is undertaken on the property in question nor on adjacent properties. Due to the flat and low lying topography it is unlikely that any suitable dam sites are present on the southern block.

- **Principle 9**: Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11.

  Response: Not able to be addressed as the proposed development has not been determined.

- **Principle 10**: New plantation forestry must not be established on prime agricultural land unless a planning scheme reviewed in accordance with this Policy provides otherwise. Planning scheme provisions must take into account the operational practicalities of plantation management, the size of the areas of prime agricultural land, their location in relation to areas of non-prime agricultural land and existing plantation forestry, and any comprehensive management plans for the land.

  Response: Not applicable as no plantation forestry is included in this development.

- **Principle 11**: Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.

  Response: Not applicable as no plantation forestry is included in this development.

8 Conclusion

1. The subject property is located at 729-739 John Lees Drive, Dilston.

2. The subject property consists of two separate blocks, as per the southern (96.2 hectares) and northern (62.8 hectares) blocks which are separated by Windermere Road. Whilst the southern block covers more land, the majority of this block is covered by class 7 land, as a wetland (as per a threatened native vegetation community), which is incapable of supporting agricultural land use activity.

3. The subject property is used for agricultural land use activity, as per a sheep based livestock grazing enterprise. Based on an assessment of the subject property it has a carrying capacity of approximately 1,045 DSE, with the northern block accounting for approximately 715 DSE (68% of the total carrying capacity) and the southern block of approximately 330 DSE (32% of the total carrying capacity).

4. The agricultural land adjacent to the southern block is used for sheep based livestock production (as per the northern block of the subject property) and a similar use is present on the properties adjacent to the east., all of which is separated by 20m wide Windermere Road and John Lees Drive road reserves. The agricultural land to the south is separated by the approximately 800m wide class 7 wetlands area.

5. The north west area of the southern block is adjacent to a number of Rural and Rural Living zoned small land holdings which are best described as lifestyle blocks that are used for residential purposes and have no agricultural land use activity conducted therewith.

6. The southern block of the subject property is constrained for agricultural land use due to limitations associated with the land capability, topography, no irrigated land use activity is undertaken and current lack of and or challenging access to irrigation water and is exposed to an existing level of fettering due to the presence of various residential dwellings on lifestyle blocks adjacent to the north west.

7. The subject property in question and therefore that of the southern block land has a negligible level of local and regional significance and contains no strategic infrastructure and/or resources which would limit the productivity of adjacent and/or nearby agricultural land.

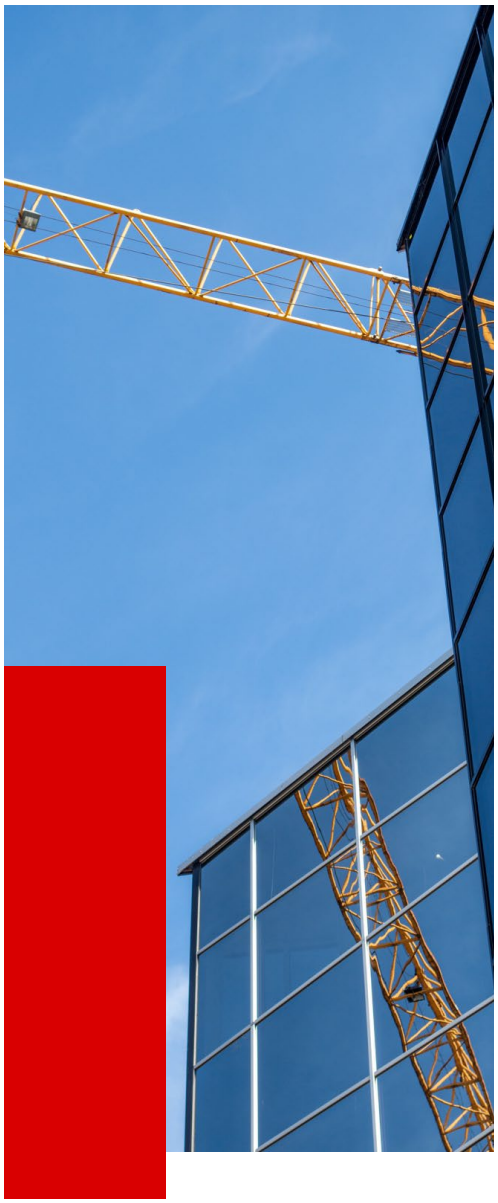
9 Declaration

I declare that I have made all the enquiries which I consider desirable or appropriate, and no matters of significance which I regard as relevant have, to my knowledge, been withheld.

Jason Lynch

Mr Jason Lynch BAppSc (Hort) CPAg
Senior Consultant
Pinion Advisory Pty Ltd
December 2024

Tom and Angela Bertram	Rezoning Amendment	March 2025



CONTACT

Commercial
Project Delivery

PO Box 210
Newstead
TAS 7250

Chloe Lyne
Planning Development Consultant

+61 408 397 393
chloe@cpdelivery.com.au
www.cpdelivery.com.au

COMMERCIAL PROJECT DELIVERY
Project + Development + Construction Management

Planning Permit
Development Application Form

Application Lodgement Checklist

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

Application

THE LAND: Address and title information for the subject site

Number	729-739	Street	John Lees Drive,

Suburb	Dilston

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

Title Volume	165889/1	Title Folio	
Title Volume		Title Folio	

Value of the works

State the estimated value of the proposed works. The estimated cost of building work or demolition work is to include the cost of labour and materials using current industry pricing and is to include GST. You may be required to verify this estimate.

$

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

Partial rezoning of site from Agriculture to Rural

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

Grazing

Complete the relevant sections below

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

If yes, please specify: Iain More

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

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

If yes, what are they?

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

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

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

☐ RESIDENTIAL USE/DEVELOPMENT

Number of dwellings (existing)		**Number of dwellings (proposed)**	
Number of parking spaces (existing)		**Number of parking spaces (proposed)**	

☐ SUBDIVISION

Subdivision excludes strata title lots

Number of lots (existing)		**Number of lots (proposed)**	
Lot size/s (existing)		**Lot size/s (proposed)**	

☐ OTHER USE/DEVELOPMENT

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

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

☐ MISCELLANEOUS

Earthworks and/or retaining walls	☐ YES ☐ NO	**Tree removal**	☐ YES ☐ NO
Machinery, plant & equipment	☐ YES ☐ NO	**Signs proposed**	☐ YES ☐ NO

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

Applicant	Commercial Project Delivery
Contact Person	Chloe Lyne
Postal Address	PO Box 210
Suburb	P.O Box 210 Newstead 7250
State	
Postcode	
Phone	
Email	chloe@cpdelivery.com.au

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

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

Title	
Given Name/s	Tom and Angela Bertram
Surname/s	
Postal Address	729-739 John Lees Drive
Suburb	Dilston
State	TAS
Postcode	7252
Phone	
Email	hello@notsotiny.com.au

Is the Applicant the Owner?

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

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

Owner's Signature | Date

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

Applicant's Signature: Chloe Lyne | Date: 4.3.25

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

Applicant's Signature: Chloe Lyne | Date: 4.3.25

How to apply for a Planning Permit

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

Plans

Your proposal plans should include the following:

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

Fees

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

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

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

Ways to lodge your application

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

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

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

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

Planning Permit Privacy Statement

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

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

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

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

Personal Information Protection Statement

As required under the *Personal Information Protection Act 2004*

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

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

TITLE: 189 George Street, Launceston - Residential - Construction of Alterations and Additions to a Dwelling

FILE NO: DA0143/2025

AUTHOR: Iain More (Senior Town Planner - Policy and Projects)

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 proposal is for a residential use within a residential zone, maintaining an existing dwelling type, meeting the codes purpose.

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 The bulk and siting of the development is compatible with the surrounding area, meeting the objective.
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 As the pool service area is setback 2.7m from the frontage, reliance on the performance criteria is required.
P1 A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.
Complies The service area will be located behind new vegetation which will greatly reduce its visibility from the road. Accordingly, its impact on the streetscape is considered to be minimal, meeting 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 garage is setback 43m from the 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 As the pool services area is located within the front setback, the garage within 1.5m from the side and rear boundary for a length greater than 9m, and the kitchen extension encroaching outside of the building envelope, reliance on the performance criteria is required.
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 There are three adjoining properties to the subject site, the units at 181-185 George Street to the north, 4 Canning Street to the west, and 191 George Street to the south. Resulting shadows from the extensions will only impact 191 George Street and 4 Canning Street. Regarding 191 George Street, due to the angle of the lots and existing two storey dwelling, only a small section of the northern corner of this adjoining property. Noting the existing vegetation within this area, any overshadowing will be negligible. Regarding 4 Canning Street, due to the topography of the area and the subject site sitting lower down the hill, and due to existing vegetation along the shared boundary, the shadow impact will be minimal. The visual impact caused by the development is considered to be wholly reasonable. The garage is already located on the boundary, and whilst its height is increased, its design sets back the height extension from the rear and side boundary to 'step back' the visual intrusion. The extension and height is appropriate for the site, and noting this area is set below the existing house level, will blend into the property. The mix of materials and the pergola breaks up the massing, and along with the new vegetation, will ensure visual intrusion is kept to a minimum. The pool plant area will not be visible due to existing and proposed landscaping. Separation distances between dwellings will be retained to the current distances. The proposal is reasonable given the design and circumstances of the site, meeting 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 60m^2 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 Site coverage is approximately 19%.

A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m^2; or (ii) 12m^2, 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.
Complies The site contains sufficient private open space to fit an area 24sqm in size, that is flat, and receives adequate sunlight.

8.4.7 Frontage fences for all dwellings

The height and transparency of frontage fences: (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between the road and the dwelling; and (c) is reasonably consistent with that on adjoining properties.
Consistent The proposed fencing is appropriate for the setting, meeting the objective.
A1 No Acceptable Solution
Relies on Performance Criteria
P1 A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.
Complies A new front boundary fence and gate is proposed. The fence at its highest point will be 2.90m high, noting brick along the bottom section, and black metal poles with a transparency of more than 30%. The gate will be 1.8m high and made with black poles. The fencing provided sufficient security whilst allowing for passive surveillance. Due to the topography of the site and frontage, the fence is of varying height, at its shortest 1.30m high. The fences within the street are of varying heights and types. The fence that has been chosen is appropriate for the site, noting the historical value placed on the property, and is considered to be compatible with the streetscape, meeting 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 Appropriate parking and access has been provided, meeting the purpose of the code.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use
Consistent
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.
Complies Two car parking spaces will be retained, meeting Table 2.1.

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 All parking, access ways, manoeuvring, and circulation spaces will be hardstand, and drain to the public stormwater system.

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 driveway will be flat and able to meet the Australian Standard. All vehicles are able to enter and exit the site in a forward direction, access widths and car parking dimensions meet the requirements of Tables C2.2 and C2.3. There will be a vertical clearance of more than 2.1m.

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.

PA honours Aboriginal and Torres Strait Islander people as the traditional custodians of Country and respects the land, air and waterways of lutruwita around which we live, learn and create.

lutruwita / Tasmania

project

P019

George - Alterations & Additions

drawing list

SK00	Cover Page	1
SK01	Design Strategy	1
SK02	Demolition - Site	1
SK03	Demolition - Notes	1
SK04	Demolition - Floor Plans	1
SK05	Site Plan	1
SK06	Ground Floor	1
SK07	First Floor	1
SK08	House - North Elevation	1
SK09	House - South Elevation	1
SK10	Garage and Streetscape Elevation	1
SK11	3D Views	1
SK12	Shadow Diagrams	1
SK13	Shadow Diagrams	1

project location

Address	189 George Street Launceston, 7250
For	Leigh and Shellie Rodman

#

project details

Municipality	Launceston City Council
Taswater	Full Service
Sewer	Full Service

Project Details

Title (Volume/Folio)	48458/1
Address Australia	189 George Street Launceston TAS 7250
Municipality	Launceston City Council
Planning Scheme	Tasmanian Planning Scheme
Zone	8 General Residential
Planning Overlays	NA
Taswater	Full Service
Sewer	Full Service
NCC Classification	Class 1
Construction type	C
Bushfire Risk	BAL NA
Landslip Risk	NA
Wind Classification	To engineer's details
Soil Classification	To engineer's details
Climate Zone	To engineer's details
Alpine Area	To engineer's details
Corrosion Environment	Severe (refer BCA 3.4.4.2)
Site area	1,375m²

architects details

PIPPA ARCHITECTURE

Contact: Pippa Jensen
0458 313 770
hello@pippaarchitecture.com.au

Building Services Provider
Licence number 437343312
Category/Class Architect

Affiliations
Australian Institute of Architects Tasmanian A+ Member

Tasmanian Registered Architect
No. 1153

TASMANIA REGISTERED ARCHITECT NO. 1153

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

drawing

drawing title	Cover Page	drawn by	PJ
stage	Development Approval	drawing scale	
drawing nº	P019-SK00	page size	A3
date	26/3/2025	revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.

Heritage Impact Statement

The design proposal for the heritage-listed property at 189 George Street has been developed with careful consideration of its original architect, Frank Heyward, and the Arts and Crafts character of both the building and its garden.

Key aspects of the design include:

Restoration and minimal intervention
The design removes unsympathetic extensions, such as the sunroom, and minimizes changes to the building's footprint. The only modification is a subtle expansion of the eastern side of the building, with the new structure designed to blend with the original style. Brickwork details, including corner treatments, will be replicated to maintain the building's aesthetic integrity.

A extension to the existing small garage allows for vehicle parking and storage for a modern household.

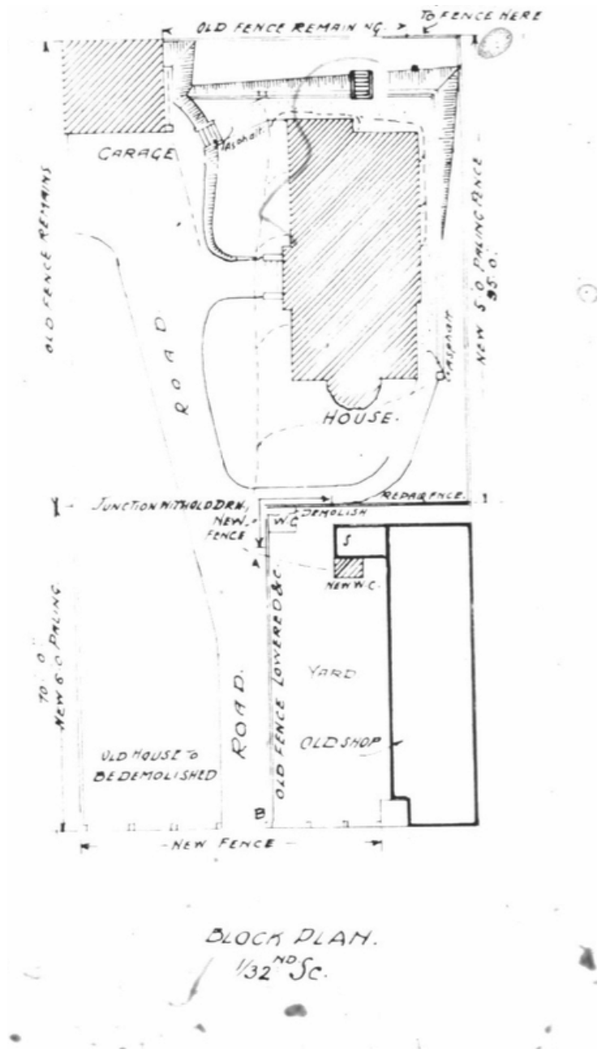
Enhancing the relationship with the garden
The design elevates the property to modern living standards while preserving its connection to the garden. The proposal allows for a larger outdoor living space, including a pool, lawn area, and garden. Original features such as the front garden, driveway, brickwork pathways, edging, and rose garden beds will be retained and revilaised.

Privacy and boundary treatment
The new design prioritizes privacy by incorporating planted boundaries to shield the property from neighboring homes.

Sustainability and environmental upgrades
The renovation includes environmentally conscious features such as two Tesla car charging stations and solar panels.

Heritage conservation methods
Construction will follow heritage-sensitive practices, including using lime mortar to match existing brickwork, reusing original bricks where possible, relaying brick edging for the pathways, replicating the original gravel driveway with exposed aggregate concrete, and restoring leadlight windows .

This design solution respects the heritage of the property while ensuring its future viability and relevance for modern living.



PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact Pippa Jensen
licence n° 437343312
phone 0458 313 770
email hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions

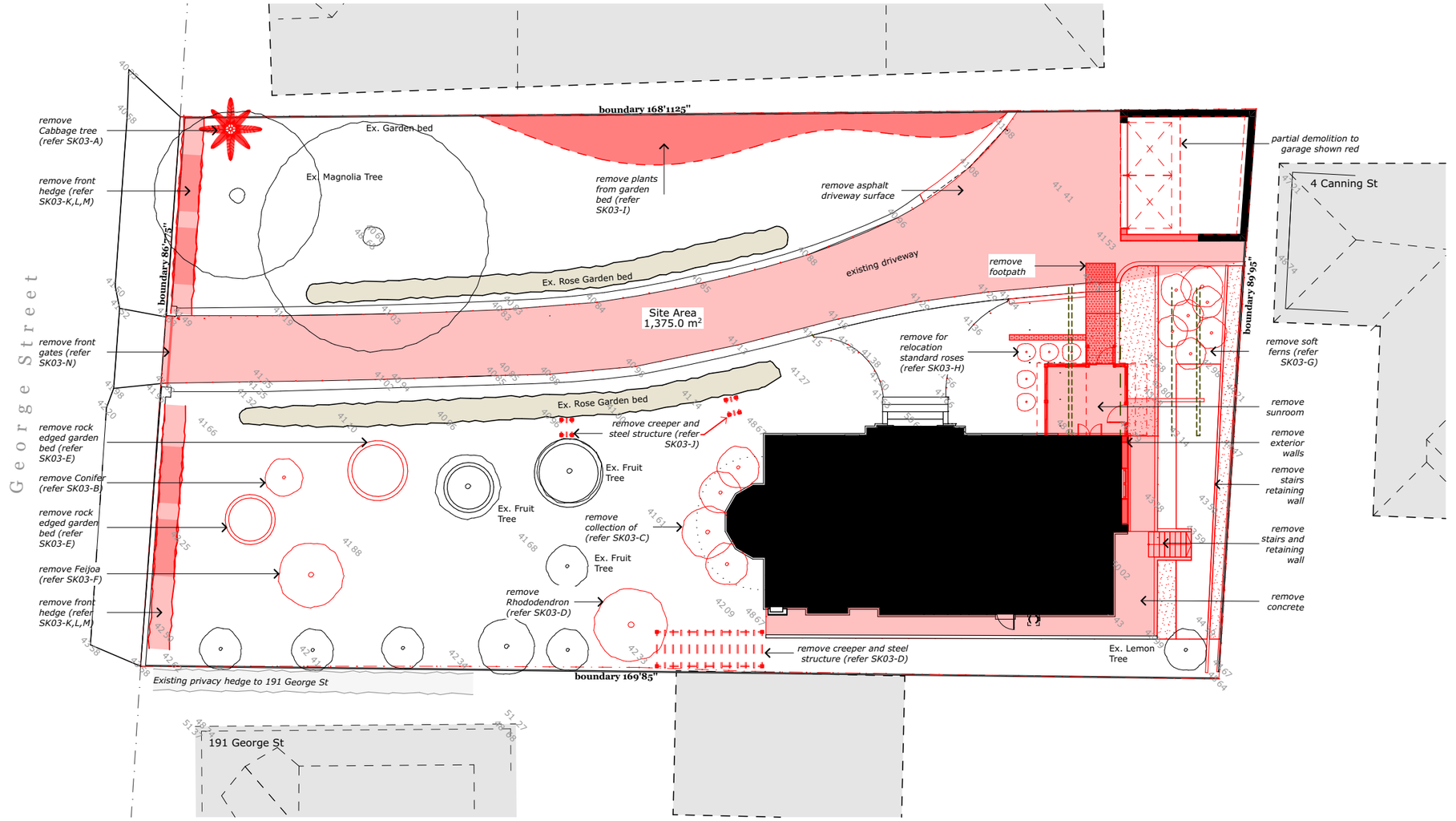
41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

drawing title Design Strategy
stage Development Approval
drawing nº P019-SK01
date 26/3/2025
drawn by PJ
drawing scale
page size A3
revision 1

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration _____

This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence n°	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

Site Plan Note:

Survey Levels by Dallas McCulloch

All trees, plants and garden bed locations shown approximate

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019

George - Alterations & Additions

41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

drawing title	Demolition - Site
stage	Development Approval
drawing n°	P019-SK02
date	26/3/2025
drawn by	PJ
drawing scale	1:200
page size	A3
revision	1

PROPOSED TREES/BUSHES FOR REMOVAL OR RELOCATION:

A. Cabbage tree (for removal)

B. Conifer (for removal)

C. collection of bushes (for removal)

D. creeper, steel structure and Rhododendron (for removal)

E. Circular garden bed with natural rock edging (to be revitalised, refer plans)

F. Feijoa (for removal)

G. Soft tree fern, Dicksonia Antarctica (for removal)

H. Standard Roses (for relocation)

I. Garden to left including Hydrangea's (for relocation where possible)

J. Steel frame arch and creeper

K. Condition of existing hedge, no consistant plant species and in poor condition (for removal)

L. Condition of existing hedge, no consistant plant species and in poor condition (for removal)

M. Condition of existing hedge, no consistant plant species and in poor condition, including no original species such as Pittosporum tenuifolium (for removal)

N. Existing driveway gates

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details
contact Pippa Jensen
licence nº 437343312
phone 0458 313 770
email hello@pippaarchitecture.com.au

general notes
These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

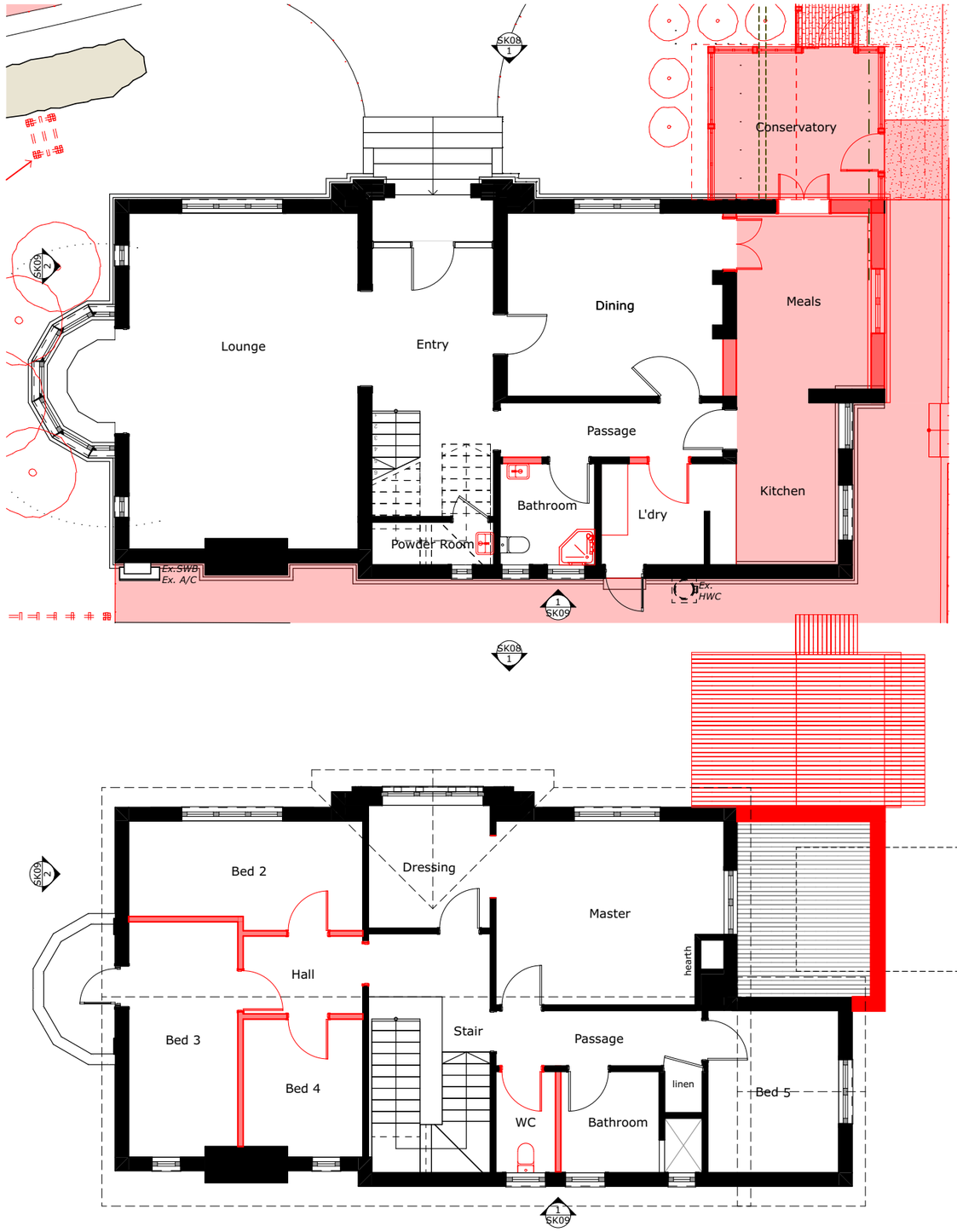
The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

project
P019
George - Alterations & Additions
41.4391° S, 147.1358° E
189 George Street Launceston TAS 7250 Australia

N

drawing
drawing title Demolition - Notes
stage Development Approval
drawing nº P019-SK03
date 26/3/2025
drawn by PJ
drawing scale
page size A3
revision 1

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



1 / - Demolition - Ground Floor
1:100

2 / - Demolition - First Floor
1:100

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact Pippa Jensen
licence n° 437343312
phone 0458 313 770
email hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

Demolition Note

All elements shown red to be demolished.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions

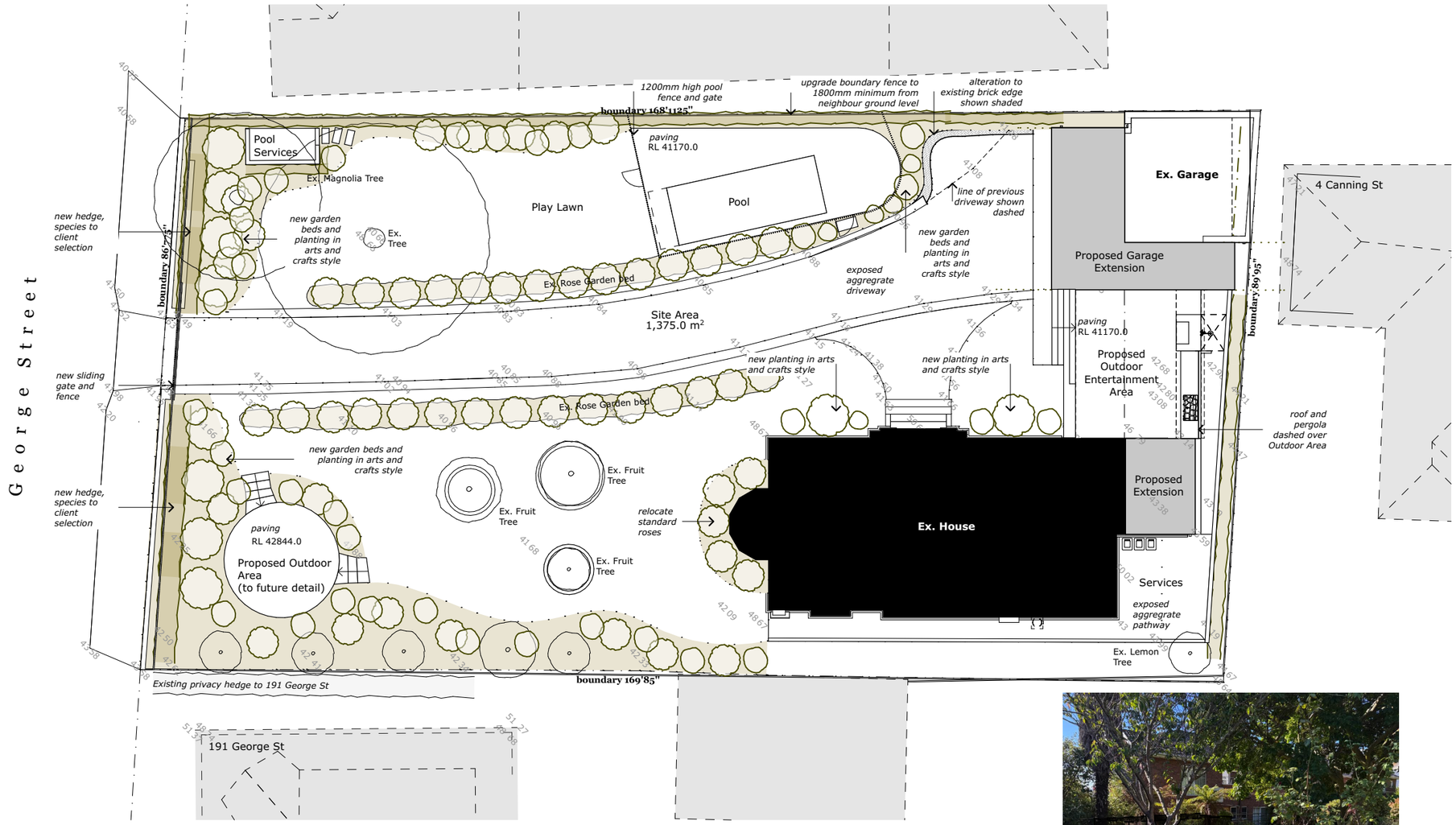
41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

drawing title	Demolition - Floor Plans
stage	Development Approval
drawing nº	P019-SK04
date	26/3/2025
drawn by	PJ
drawing scale	1:100
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



Location and approximate size for pool service

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence n°	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

Site Plan Note:

Survey Levels by Dallas McCulloch

All trees, plants and garden bed locations shown approximate

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019

George - Alterations & Additions

41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

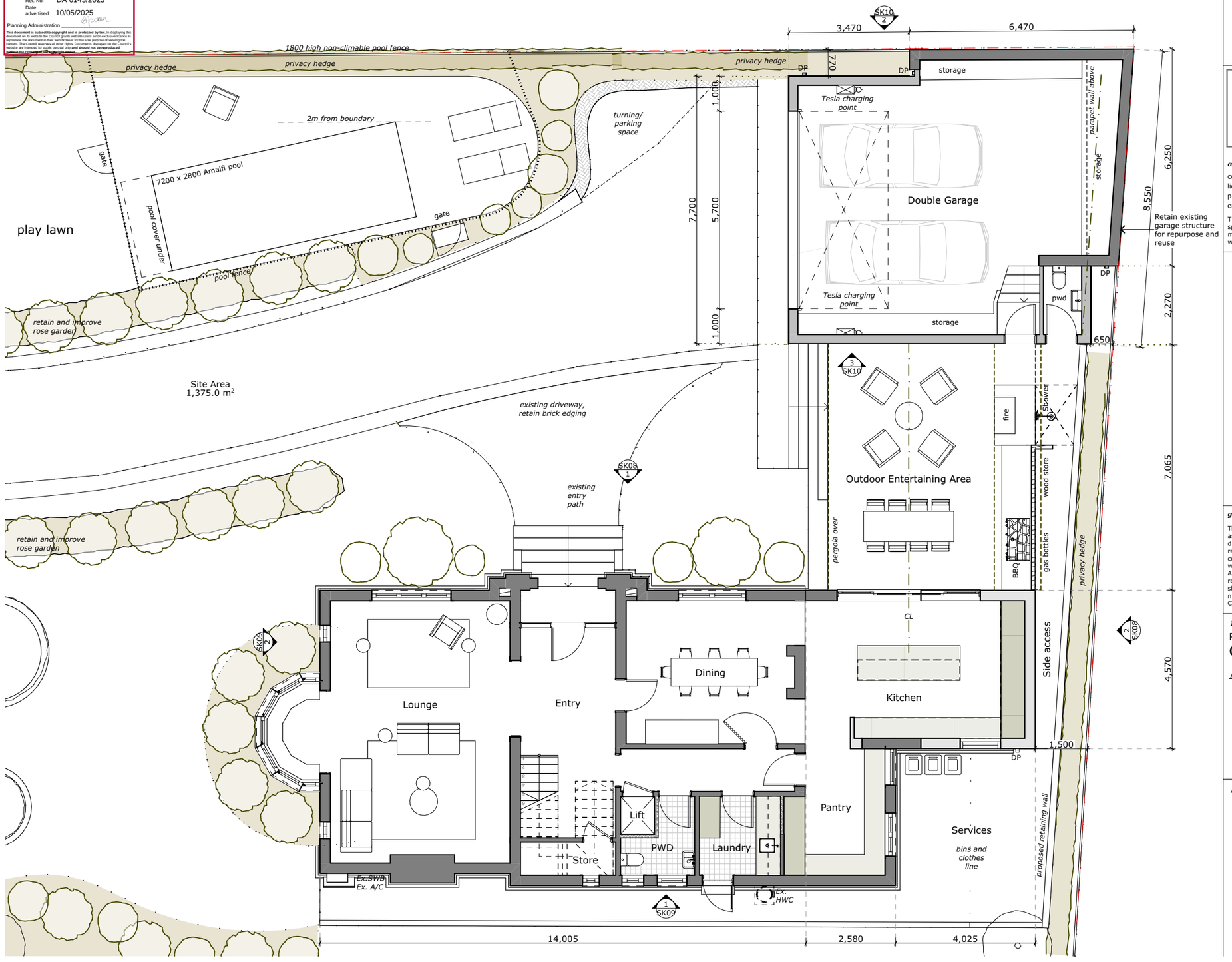
drawing

drawing title	Site Plan
stage	Development Approval
drawing n°	P019-SK05
date	26/3/2025
drawn by	PJ
drawing scale	1:200
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration

This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the author.



PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence n°	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019

George - Alterations & Additions

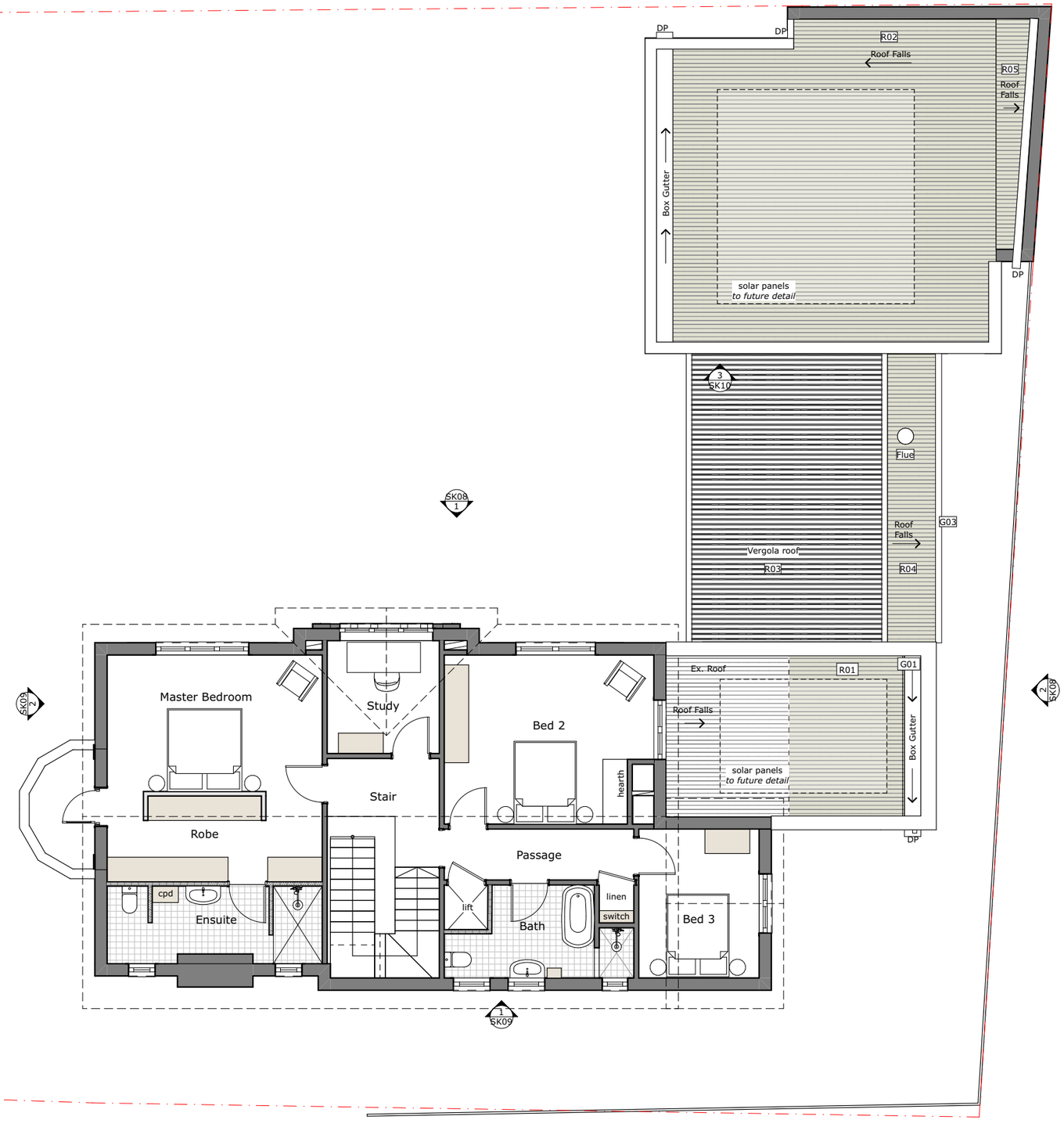
41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

drawing title	Ground Floor
stage	Development Approval
drawing nº	P019-SK06
date	26/3/2025
drawn by	PJ
drawing scale	1:100
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants a non-exclusive licence to reproduce and communicate the contents for the sole purpose of viewing its contents. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence n°	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019

George - Alterations & Additions

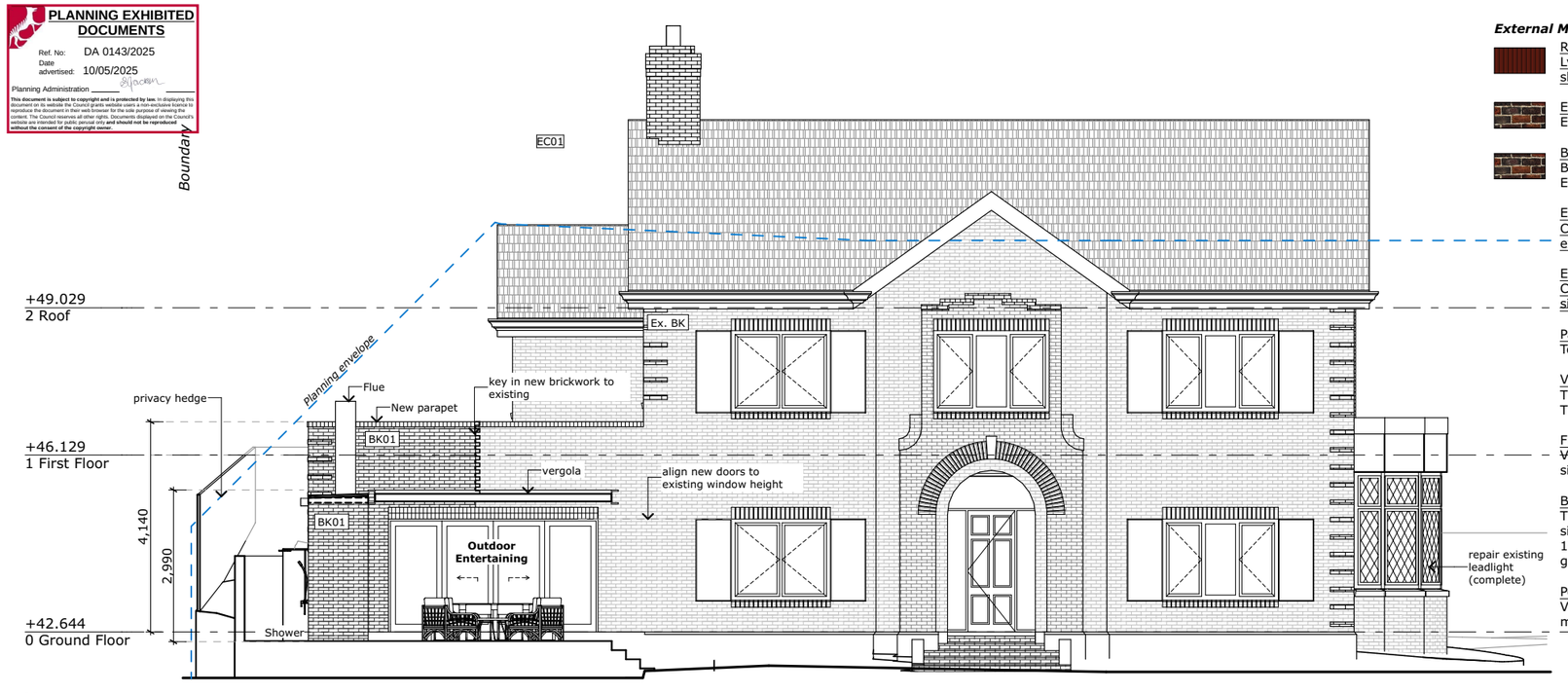
41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

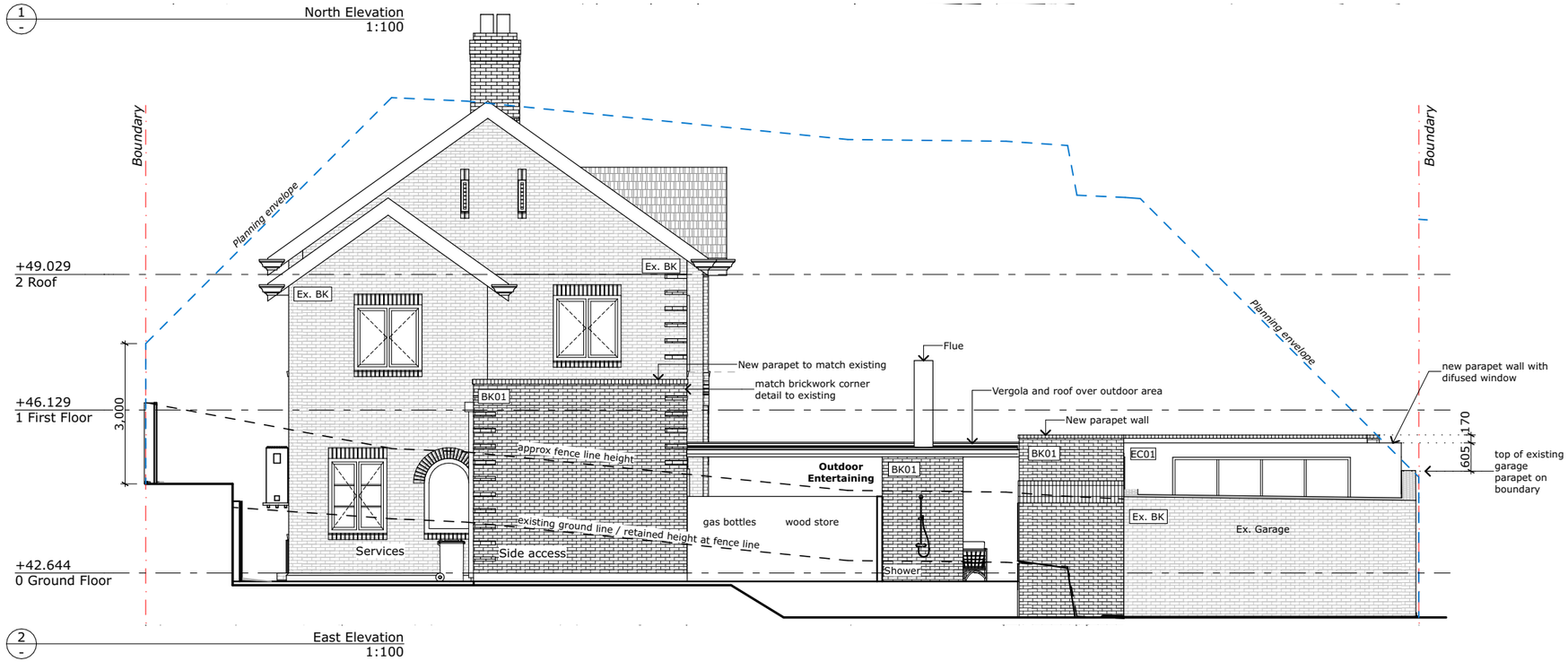
drawing title	First Floor
stage	Development Approval
drawing n°	P019-SK07
date	26/3/2025
drawn by	PJ
drawing scale	1:100
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



1 - North Elevation 1:100



2 - East Elevation 1:100

External Materials Schedule

R01-R05
Lysaght customorb steel roof sheeting, galvanised or similar

Ex.BK
Existing Brickwork masonry walls

BK01
Brickwork masonry walls to match Ex.BK

EC01
Cement sheet or colorbond external cladding, to match roof

EF01
Concrete, exposed aggregate or similar finish

Paving
To client selection

Vergola
Timber or steel vergola/pergola, TBC with client.

Front Fence and gates
Vertical welded steel fence or similar

Boundary Fence upgrades as req.
Timber paling, colorbond steel or similar, TBC with client. Typical 1800mm high from finished ground level

Pool Fence
Vertical steel blade fence, minimum 1200 powdercoat finish

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact Pippa Jensen
licence n° 437343312
phone 0458 313 770
email hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions

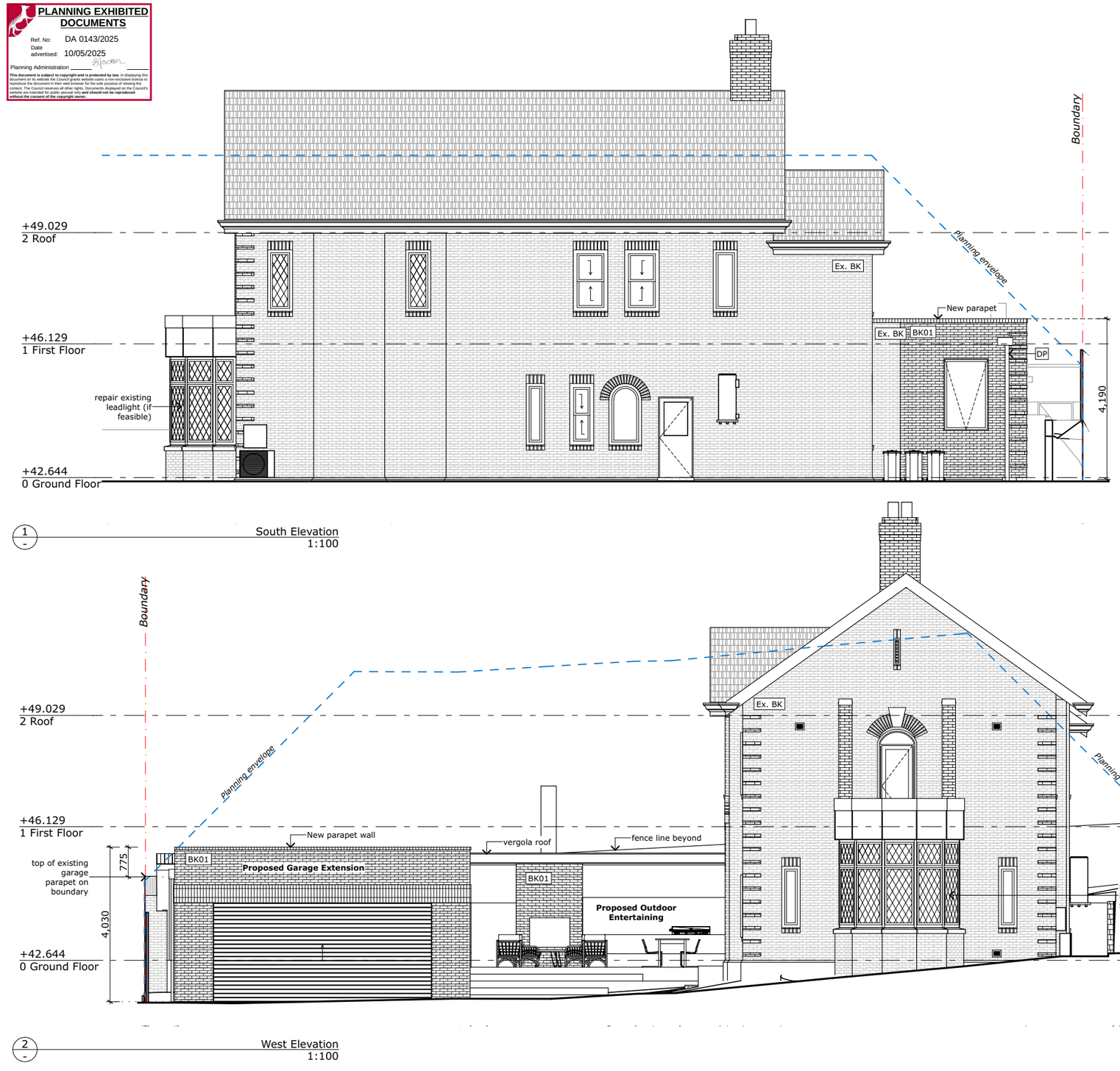
41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

drawing title	House - North Elevation
stage	Development Approval
drawing nº	P019-SK08
date	26/3/2025
drawn by	PJ
drawing scale	1:100
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public personal only and should not be reproduced without the consent of the copyright owner.



PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact Pippa Jensen
licence n° 437343312
phone 0458 313 770
email hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019

George - Alterations & Additions

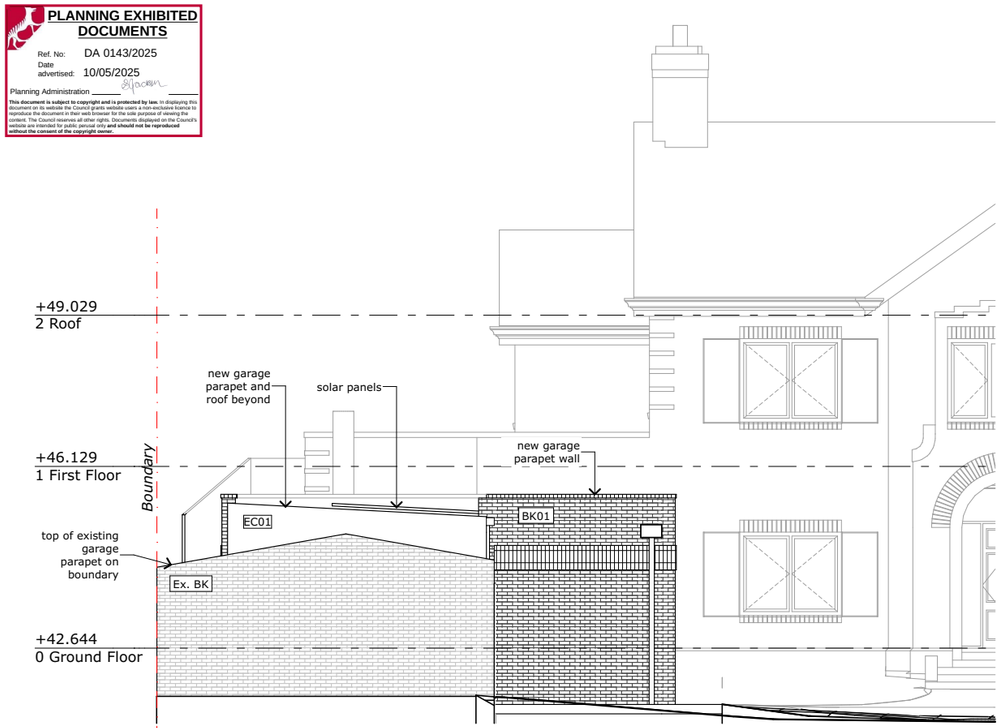
41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

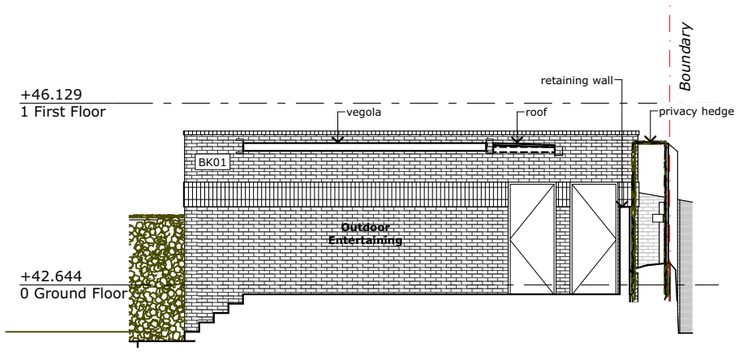
drawing title	House - South Elevation
stage	Development Approval
drawing nº	P019-SK09
date	26/3/2025
drawn by	PJ
drawing scale	1:100
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

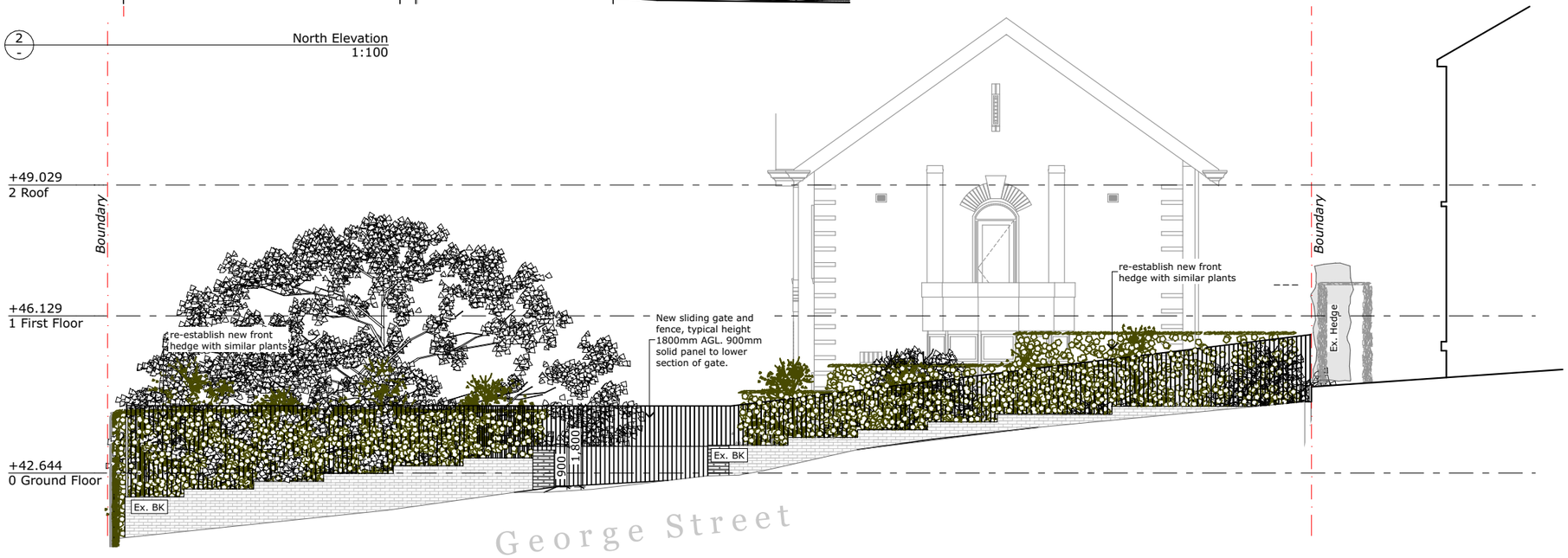
PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



3 - South Elevation 1:100



2 - North Elevation 1:100



1 - Streetscape Elevation 1:100

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact Pippa Jensen
licence n° 437343312
phone 0458 313 770
email hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions

41.4391° S, 147.1358° E
189 George Street Launceston
TAS 7250 Australia

drawing

drawing title	Garage and Streetscape Elevation
stage	Development Approval
drawing n°	P019-SK10
date	26/3/2025
drawn by	PJ
drawing scale	1:100
page size	A3
revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants website users a non exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.

1 - View 1 1:400

2 - View 2 1:400

3 - View 3 1:400

4 - View 4 1:400

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence nº	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions

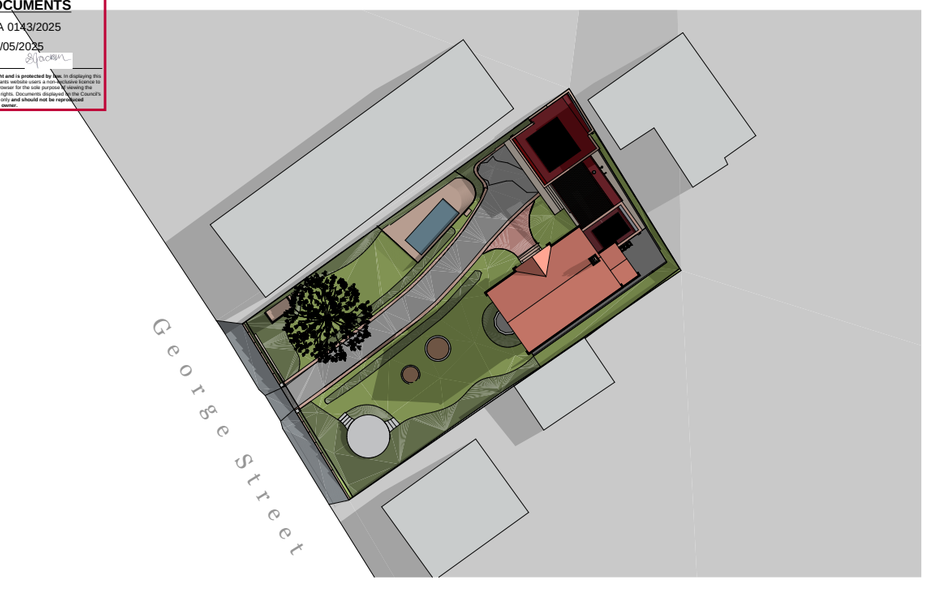
N

41.4391° S, 147.1358° E
189 George Street Launceston TAS 7250 Australia

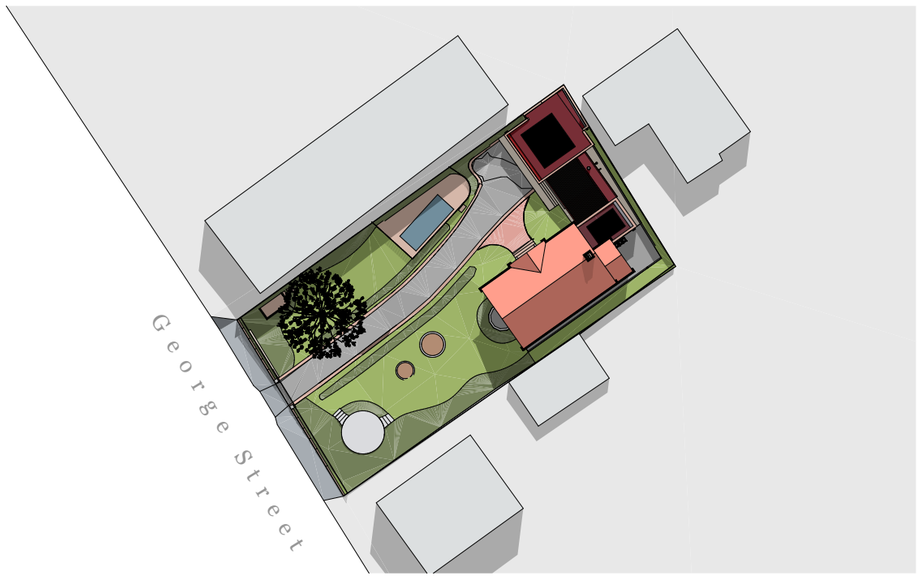
drawing

drawing title	3D Views	drawn by	PJ
stage	Development Approval	drawing scale	1:400
drawing nº	P019-SK11	page size	A3
date	26/3/2025	revision	1

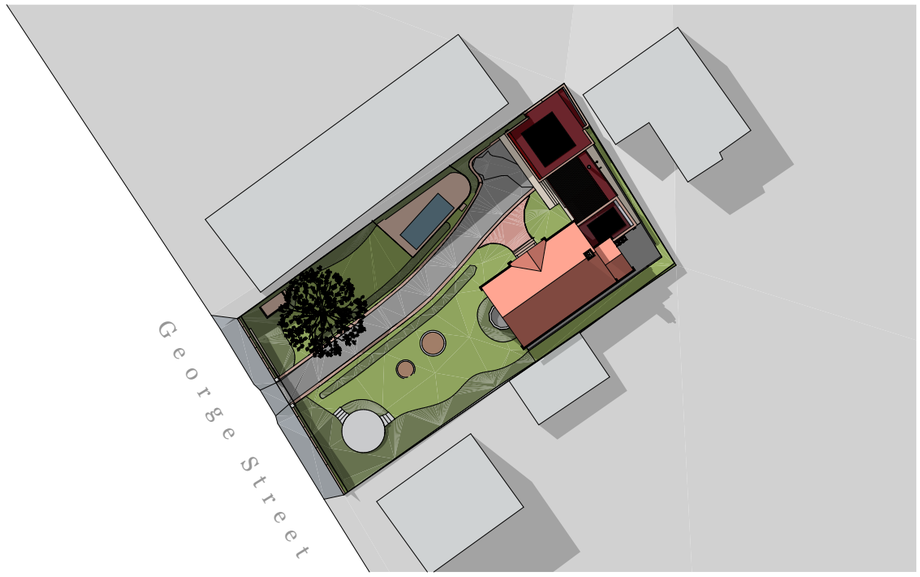
PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



1 - Shadow Diagram - March 21 @ 9am



2 - Shadow Diagram - March 21 @ 12pm



3 - Shadow Diagram - March 21 @ 3pm

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence nº	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions
41.4391° S, 147.1358° E
189 George Street Launceston TAS 7250 Australia

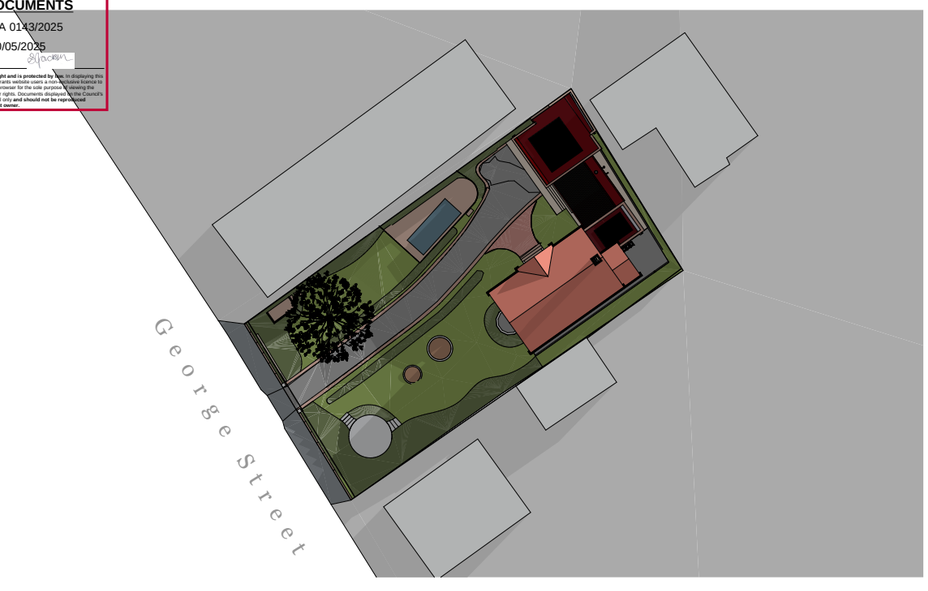
N

drawing

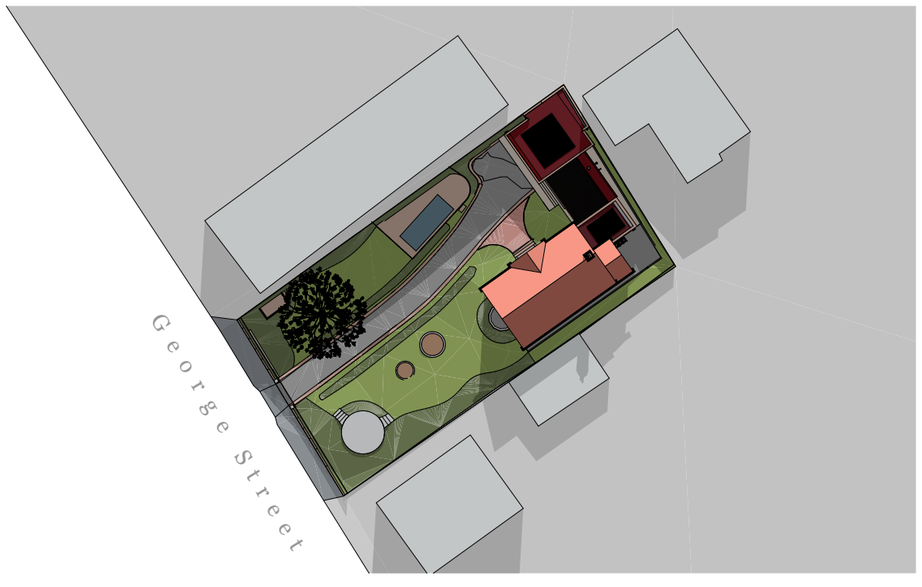
drawing title	Shadow Diagrams	drawn by	PJ
stage	Development Approval	drawing scale	1:666.67
drawing nº	P019-SK12	page size	A3
date	26/3/2025	revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

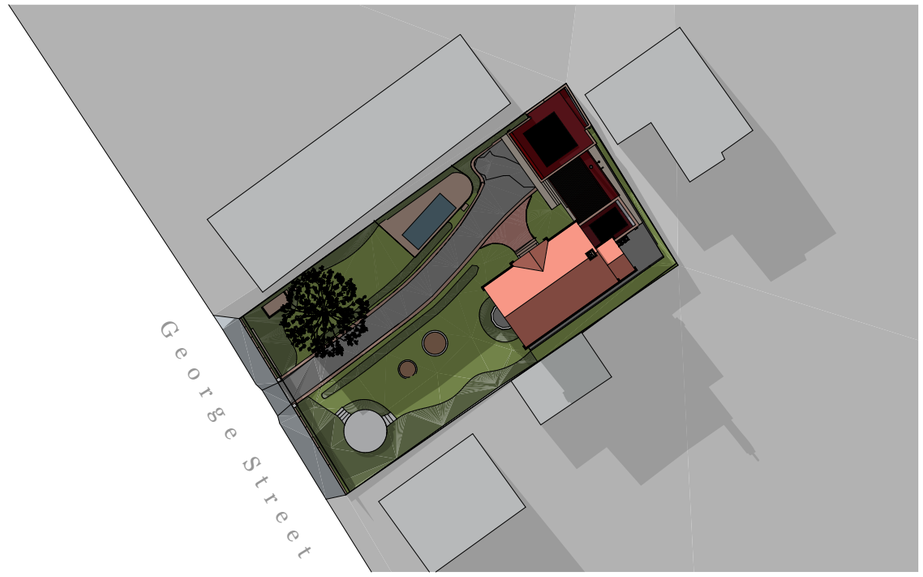
PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0143/2025
Date advertised: 10/05/2025
Planning Administration
This document is subject to copyright and is protected by law. In displaying this document on its website the Council grants users a non-exclusive licence to reproduce the document in their web browser for the sole purpose of viewing the content. The Council reserves all other rights. Documents displayed on the Council's website are intended for public perusal only and should not be reproduced without the consent of the copyright owner.



1 - Shadow Diagram - June 21 @ 9am



2 - Shadow Diagram - June 21 @ 12pm



3 - Shadow Diagram - June 21 @ 3pm

PIPPA ARCHITECTURE

TASMANIA REGISTERED ARCHITECT NO. 1153

architects details

contact	Pippa Jensen
licence nº	437343312
phone	0458 313 770
email	hello@pippaarchitecture.com.au

The copyright for these designs, plans and specifications belongs to Pippa Architecture and must not be used, reproduced or copied without written permission.

general notes

These drawings show design intent & are suitable as a guide only. Do not scale off the drawings. All dimensions in millimetres. All documents shall be read in conjunction with specifications and any consultants detail. All work shall be in accordance with the Building Code of Australia, relevant Australian Standards & local authority by-laws and regulations. Any discrepancies, errors or omissions shall be referred to the Architects. Drawings are not to be used for construction until issued Construction.

project

P019
George - Alterations & Additions
41.4391° S, 147.1358° E
189 George Street Launceston TAS 7250 Australia

N

drawing

drawing title	Shadow Diagrams	drawn by	PJ
stage	Development Approval	drawing scale	1:666.67
drawing nº	P019-SK13	page size	A3
date	26/3/2025	revision	1

Document Set ID: 5216994
Version: 2, Version Date: 08/05/2025

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA0143/2025
Council notice date	14/04/2025
TasWater Reference No.	TWDA 2025/00378-LCC
Date of response	06/05/2025
TasWater Contact	Jake Walley
Phone No.	0467 625 805

Response issued to

Council name	CITY OF LAUNCESTON
Contact details	Planning.Admin@launceston.tas.gov.au
Development details	
Address	189 GEORGE ST, LAUNCESTON
Property ID (PID)	6677530
Description of development	Construction of alterations and additions to a dwelling

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Pippa Architecture	P019-SK05	2	30/04/2025

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:

ASSET LOCATION & INFRASTRUCTURE PROTECTION

1. Prior to applying for a Certificate for 56W Consent, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
2. Plans submitted with the application for a Certificate for 56W Consent must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
3. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
4. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

56W CONSENT

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

Document Set ID: 5222403
Version: 1, Version Date: 06/05/2025

5. Prior to any development works or use commencing on the site, the applicant or landowner as the case may be, must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

6. The applicant or landowner as the case may be, must pay a development assessment fee of $242.85 to TasWater, as approved by the Economic Regulator and the fee 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

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.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

a. Existing pipe depth and proposed finished surface levels over the pipe;
b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
c. A note on the plan indicating how the pipe location and depth were ascertained.
d. The location of the property service connection and sewer inspection opening (IO).

Document Set ID: 5222403
Version: 1, Version Date: 06/05/2025

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

Document Set ID: 5222403
Version: 1, Version Date: 06/05/2025

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF:	DA0143/2025
THC WORKS REF:	8631
REGISTERED PLACE NO:	4300
FILE NO:	10-16-10 THC
APPLICANT:	Pippa Jensen
DATE:	4 June 2025

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place:	189 George Street, Launceston.
Proposed Works:	Partial demolition, alteration and additions to dwelling; new garage and pergola; new pool and fences; and changes to landscaping.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA0143/2025, advertised on 10/05/2025, subject to the following conditions:

1. **Alterations to the brickwork and fenestration of the existing street-facing elevation are not approved (specifically, the changes to the brickwork around the street-facing opening to the proposed Master Bedroom as depicted in the West Elevation on drawing P019-SK09 and on the first floor plan on drawing P019-SK07).**

Reason for condition
To preserve the authenticity and integrity of the heritage place by minimising change and avoiding the loss of key features that contribute to the place's significance, consistent with the 'appropriate outcomes' of sections 6.2 and 9.2 of the *Works Guidelines*.

2. **The leadlight windows of the street-facing bay are to be retained in their original form.**

Reason for condition
To ensure that original details that contribute to the historic cultural heritage significance of the place are conserved, consistent with the 'appropriate outcomes' of sections 1.1 and 1.4 of the *Works Guidelines*.

3. **(i) Works to re-surface the driveway must be undertaken in a manner that conserves the integrity of original brick edging; and,**
(ii) A methodology for this work must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before this component of the development is commenced.

Reason for condition
To minimise changes to the driveway which is an element that contributes to the historic cultural heritage significance of the place, consistent with the 'appropriate outcomes' of section 13.7 of the *Works Guidelines*.

4. **(i) The proposed outdoor area in the front southern area of the garden must be designed to be visually discreet and have a material character in keeping with the established landscaping of the place; and, (iii) Documentation showing what is proposed to be built and how impacts on the archaeological potential of the site will be managed must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before this component of the development is commenced.**

Reason for condition
To ensure that new built landscape elements in keeping with the significant characteristics of the place and that any ground disturbance involved in this work has regard for the area's archaeological potential, consistent with the 'appropriate outcomes' of sections 7.2 and 13.7 of the *Works Guidelines*.

5. **(i) The front fence and upper portion of the gates (i.e., that part not indicated as being solid) must be of a vertical palisade design that is not less than 80% open so that views to the house are maintained; and, (ii) The plantings selected for the replacement hedge along the front boundary must be of species that will not exceed the height of the fence by more than 0.3m or that will be maintained to not exceed the fence by 0.3 metres in height.**

Reason for condition
To ensure that the fence is of an appropriate design and that the heritage place remains reasonably visible to the public, consistent with the 'appropriate outcomes' of sections 12.1 and 12.6 of the *Works Guidelines*.

6. **The solar panels must not be visible above the parapets of the garage and of the kitchen.**

Reason for condition
To ensure that the solar panels do not intrude on the principal views of the place, consistent with the 'appropriate outcomes' of section 11.6 of the *Works Guidelines*.

Should you require clarification of any matters contained in this notice, please contact Heritage Tasmania's Works Manager, Ian Boersma, on 0429 979 586 or 1300 850 332.

Peter Scott
Chair – Works Committee
Under delegation of the Tasmanian Heritage Council

Personal Information Protection Policy

PURPOSE:

To demonstrate the Council's commitment to protecting an individual's rights to personal privacy, and compliance with relevant legislative and internal policies that enforce an individual's right to personal information protection, in accordance with the *Personal Information Protection Act 2004* (the Act).

SCOPE:

This Policy applies to all employees, elected representatives, contractors, work place participants and volunteers of the City of Launceston, and covers all personal information held by the Council.

POLICY:

What is personal information?

'Personal information' is information or opinion in any recorded format about an individual whose identity is apparent or is reasonably ascertainable from the information or opinion (s3 of the Act).

Information collected

The City of Launceston collects personal information that is necessary for it to perform its functions and will only use or disclose this information for the purposes for which it is provided.

The Council takes reasonable steps to ensure that the personal information it holds is accurate, complete and up to date. Where practicable, the Council will check on the accuracy of personal information before it is used. The Council also provides opportunities and prompts for the public to provide updated information.

There may be circumstances where the Council is required or obligated by law to collect personal information. Sensitive information will only be obtained where an individual provides consent or is permitted under the Act.
Information obtained may include:

- Name
- Address
- Telephone contacts
- Date of birth
- Occupation
- Social Security Number (or similar identification required for State or Australian Government processes)
- Bank Details
- Vehicle Registration details
- ABN details

There are various purposes for the obtaining of personal information which may include:

- To provide services, as requested by the individual
- To follow up on complaints or issues

- To confirm attendance at meetings, functions etc.
- Where an individual has been included on a mailing or distribution list
- To facilitate the collection of fees and charges
- To facilitate payments, and
- To undertake law enforcement activities

After collecting personal information, the Council will take all reasonable steps to ensure the individual is made aware of:

- The Council's identity and how to contact it
- The individual's rights in regards to accessing the information collected
- The purpose for collecting the information
- The intended recipients of the information
- Legislation that requires the information to be collected, and
- The main consequences, if any, of not providing all or part of that information.

Sensitive information

'Sensitive information' includes things like health information, criminal record, racial origin and sexual preferences (s3 of the Act). Generally, the City of Launceston will only collect sensitive information if it is necessary to provide a service to a person and the person consents or if the collection of the information is required or permitted by law (Schedule 1, Principle 10(1)(a) of the Act).

Anonymity

If a person is making a general enquiry it may not be necessary to identify himself or herself. However, if a person wants to obtain a service, identification may be necessary.

Access to and correction of information collected

The Act provides that a person can access his or her personal information that is held by the Council. If a person considers the personal information held by the Council is inaccurate in any way he or she can request that the information be amended.

Requests to access or correct personal information held by the Council should be addressed to:
The Manager Corporate Strategy
The City of Launceston
PO Box 396
LAUNCESTON TAS 7250

Verification of the individual's identity must be ascertained prior to the provision to them of information sought.

If, upon accessing their personal information the individual believes the personal information is incorrect, inaccurate, out of date or misleading, the individual can request the information be corrected or amended. Amendments to personal information are established under the Act. A request to amend information under this Act must be in writing and addressed to the Manager Corporate Strategy (mailing details as listed above).

The request must specify a postal or email address to which the notice is to be sent, give particulars of the information the person believes is incomplete, incorrect, out of date or misleading, and specify the amendments that the person wants made to that information.

Use and disclosure of personal information
The Council staff members are only provided with or have access to the personal information that is necessary for them to carry out their functions within the Council.

All staff members are bound to maintain appropriate confidentiality in relation to information acquired in carrying out their duties.

Personal information will be used only for the purposes described in the *information collected* section above. Personal information will only be disclosed with the person's consent, or if it required by or authorised by law.

There may be a requirement to disclose some or all of the personal information the Council collects to contractors or agents of the Council, law enforcement agencies, courts, or other public sector bodies. These disclosures are made consistent with this policy and the legislation.

Personal information in written submissions on policy matters or matters of public consultation may be disclosed in reports that are made public unless the submission was submitted and accepted on a confidential basis.

Security of personal information
The Council uses a number of safeguards to protect information from misuse and loss, unauthorised access, modification and disclosure.

Generally there is an intention that information is destroyed or permanently de-identified when it is no longer required, but this can only be done in accordance with processes approved by the State Archivist under the *Archives Act 1983.*

Complaints
Complaints relating to privacy and the provision of personal information must be made in writing and addressed to:
The Chief Executive Officer
The City of Launceston
PO Box 396
LAUNCESTON TAS 7250

Alternatively, if a person is not satisfied with the handling or outcome of his or her request for access to or correction of his or her personal information, he or she can lodge a complaint with the Ombudsman. The Ombudsman's Office can be contacted on 1800 001 170 or by email at ombudsman@ombudsman.tas.gov.au.

RELATED POLICIES & PROCEDURES:

17-PI-001 Information Resource Policy
22-PI-030 Code of Conduct Policy

RELATED LEGISLATION:

Local Government Act 1993
Personal Information Protection Act 2004
Right to Information Act 2009

REFERENCES:

n/a

DEFINITIONS:

"personal information" means any information or opinion in any recorded format about an individual -

(a) whose identity is apparent or is reasonably ascertainable from the information or opinion; and
(b) who is alive or has not been dead for more than 25 years (s3 of the Act).

REVIEW:

This policy will be reviewed no more than 5 years after the date of approval or more frequently, if dictated by operational demands and with the Executive Management Committee's approval.

CITY OF LAUNCESTON - **Personal Information Protection Policy**

DOCUMENT INFORMATION:

Reference number	17-Plx-005
Version	19/11/2019
Review	19/11/2023
Key function	Information Management
System	
Document type	Policy
Responsible Directorate	Organisational Services
Approved by	General Manager Organisational Services
Action Officer	Leanne Purchase
Text search key words	Privacy policy personal information protection use disclosure access security internet

To be communicated to *(To be identified by Approver)* (Insert ✓ in relevant row)		Department/Area only
		Network via General Manager and Managers
		Specific Areas: •
	✓	Organisation-wide
	✓	Website
		Intranet (via a link)

Hard copy distribution	Policy Manuals: Chief Executive Officer Director Organisational Services

NOTE: Always check to ensure you have the latest version of the document.
Printed: 16/11/2015

Document Set ID: 875138
Version: 14, Version Date: 13/10/2020

NORTHERN YOUTH COORDINATING COMMITTEE MEETING MINUTES

06 MAY 2025
TOWN HALL COMMITTEE ROOM
11:00AM - 1:00PM

City of Launceston

NORTHERN YOUTH COORDINATING COMMITEE MINUTES

Purpose - Northern Youth Coordinating Committee

The primary purpose of the Northern Youth Coordinating Committee is to:

- *Provide an opportunity for Federal, State and Local Government and non-government youth service providers to come together to achieve a more coordinated approach to youth issues across Northern Tasmania.*
- *Provide a way for services to work cooperatively on youth issues. By working together, agencies can share resources to provide the best range of appropriate services to young people.*

---

1. OPENING OF MEETING - ATTENDANCE

Libby McGrath	West Tamar Council
Kirsten Howard	West Tamar Council
Jacqui Leslie	Launceston Big Picture School
Warren Brown	St Vincent de Paul Society
Mitchell Langley	Northern Midlands Council
Jessica Hallam	Launceston City Mission
Suzanne Johnston	National Joblink
Holly + Rikki	Anglicare Tasmania
Grant Sullivan	Youth, Family and Community Connections
Melinda Drake	School Health Nurse
Eddie Kidd	headspace
Jasmine Ellis	headspace
Andy Beeston	George Town Council
Kel Moore	Home Base Tasmania
Andrea Barnes	Home Base Tasmania
Mary Brooke	Libraries Tasmania
Claudia Taylor	City of Launceston (chair)
Oscar O'Shea	City of Launceston (minute taker)
Jo Horton & Rachel	Youth Network of Tasmania (online)
Bec Reid	CORES (online)
Jacinta Russell-Arnot	Department of Youth Justice (online)

2. CONFIRMATION OF MINUTES

Minutes received from Youth Week planning meeting on 4/02/2025

3. BUSINESS ARISING FROM PREVIOUS MINUTES

Youth Week Tasmania 2025 events were well attended and positive.
City of Launceston Youth Week event Riverbend Rock Gallery Images
Link: https://nickhvisuals.pic-time.com/-RiverbendRockChallenge2025

4. CORRESPONDENCE

Good Sports Program for clubs and organised sporting groups
The Good Sports Program supports and inspires community sporting clubs to set up a better environment for players, volunteers, supporters and officials, helping tackle tricky topics such as alcohol, drugs, smoking, mental health and safe transport.
See flyer below.

City of Launceston

NORTHERN YOUTH COORDINATING COMMITEE MINUTES

Updates to Medicare services in Launceston:
In Launceston, the Launceston Medicare Urgent Care Clinic is located at 215 Wellington Street. It's a walk-in clinic open daily from 2pm to 8pm, with extended hours of 10am to 8pm on Mondays and Tuesdays from April 21 to July 19, 2025.
Medicare Urgent Care Clinics | Tasmanian Department of Health

For mental health support, the Launceston Medicare Mental Health Centre is located at 62-64 Canning Street and is open Monday to Friday from 9am to 7:30pm, and on weekends and public holidays from 10am to 2pm.
Launceston Medicare Mental Health Centre | Medicare Mental Health
Flyers can be arranged for your service upon request.

City of Launceston

NORTHERN YOUTH COORDINATING COMMITEE MINUTES

5. PRESENTATIONS

Home Base Programs - Kel Moore and Andrea Barnes, Step Up Program Facilitator

Overview of two separate programs listed below. If you have specific questions, please contact Kel Moore and the team in Launceston - kelm@homebasetas.org.au

City of Launceston

NORTHERN YOUTH COORDINATING COMMITEE MINUTES

City of Launceston

NORTHERN YOUTH COORDINATING COMMITEE MINUTES

6. REPORTS

Launceston Youth Advisory Group (YAG) *Oscar O'Shea*

- Group was involved with both the planning and on the day event for Youth Week
- The group is currently focussed on planning skills for life sessions for specific areas. Currently assessing options such as venues, and subject matter experts to deliver the sessions

West Tamar Youth Advisory Council (YAC) *Kirsten Howard*

- Youth Festival - Youth Advisory Council actively involved. Designed and created sideshow games
- Participated in relay for life
- This week unpacking and reviewing the youth week event
- Masquerade ball delivery - 12 -18 months' time

Northern Midlands Youth (NMY) *Mitchell Langley*

- Mitchell Langley new to the role having previously worked in the youth sector in Launceston
- Youth group not running at the moment, main priority is re-establishing this
- Lots of intertest regarding a future youth program
- More news to report next NYCC meeting in July

Youth Network of Tasmania (YNOT) *Jo Horton*

- Federal election - YNOT Youth Advisory Group provided key areas of concern prior
- ABC radio interviews listing prioritisations pre-election
- Tasmanian Youth Forum lead up has been busy
- Introducing Rachel - youth participation and engagement activities officer within YNOT
- Tasmanian Youth Forum to be delivered next Friday (17th of May) in Launceston.

7. NYCC FUNDING APPLICATIONS

$2,300 remaining

- Applications received by end of week and voted on by the end of the month (31/05/2025)
- Fall back option (either merchandise for the committee, or collaborative youth skills for life program/session)
- One email will be sent outlining either outcome and individuals will have to have a final vote to fulfill the TOR of committee

MEETING CLOSED: 12:06pm

8. NEXT MEETING

1st July 2025

HOMELESSNESS ADVISORY COMMITTEE MINUTES

TUESDAY 15 APRIL 2025

12:00 PM
MACQUARIE HOUSE

City of Launceston
Homelessness Advisory Committee minutes **Tuesday 15 April 2025**

Notice is hereby given that the Meeting of the Homelessness Advisory Committee was held in Macquarie House, Civic Square:

Date: 15 April 2025

Time: 12:00 PM

Section 65 Certificate of Qualified Advice

Background
Section 65 of the *Local Government Act 1993* requires the General Manager to certify that any advice, information or recommendation given to Council is provided by a person with appropriate qualifications or experience.

Declaration
I certify that persons with appropriate qualifications and experience have provided the advice, information and recommendations given to the Committee in the Agenda Items for this Meeting.

Purpose - Homelessness Advisory Committee

Homelessness is a complex issue and there are many factors that contribute to a person's homelessness. Many of these factors lie outside the remit of local government, however through an educated, collaborative and needs focused approach, the City of Launceston is committed to working with community to play a constructive role in the provision of strategies and actions to support the homeless community.

The primary purpose of the Homelessness Advisory Committee is to:

- Enable a collaborative approach between key sector service providers, community members and relevant levels of government in addressing the short, medium and long-term needs of Launceston's homeless community.
- Identify, support and coordinate achievable actions which will assist in addressing the evolving needs of Launceston's homeless community.
- Develop a greater and shared understanding of the roles, responsibilities and priorities within the community in responding to homelessness.

City of Launceston
Homelessness Advisory Committee minutes **Tuesday 15 April 2025**

1. OPENING OF MEETING - ATTENDANCE AND APOLOGIES

Meeting opened at 12.15 pm

ATTENDEES

Committee:

Roderick Brown	Salvation Army
Gavin Chugg	Tasmania Police
Louise Cowan	Shekinah House
Oliver Garden	Community Member Representative
Stephen Hill	City Mission
Darren McPhee	Anglicare Tasmania - Housing Connect
Phil Norman	Tasmania Police

City of Launceston:

Councillor Tim Walker	City of Launceston
Colin James	Community Development Officer
Michelle Ogulin	Senior Leader Liveable Communities

APOLOGIES

Lynette Cameron	Community Member Representative
Nic Green	Catholic Care Tasmania
Councillor Jess Greene	West Tamar Council
Councillor Janet Lambert	Northern Midlands Council
Councillor Simon Loew	George Town Council
Wytarna McDonald	Community Development Officer
Linda Page	Team Leader Community Development

2. CODE OF CONDUCT

As a committee we agree to engage in a way that is aligned to the following guiding principles:

- We value collaboration and we strive for positive outcomes that are aligned to realistic and achievable goals.
- We encourage the practice of self-care and commit to maintaining confidentiality.
- We recognise that we are all equals and are respectful and accepting of each other's realities.

3. DECLARATIONS OF INTEREST

No conflicts declared.

4. CONFIRMATION OF THE MINUTES - 26 November 2024

As per the *Local Government (Meeting Procedures) Regulations 2015 - Regulation 35(1)(b),* the meeting minutes from 18 February 2025 were confirmed as a true and accurate record of the meeting.

5. CORRESPONDENCE

No correspondence was received.

6. PRESENTATION

No presentations were made.

7. COMMITTEE MEMBER REPORTS

AGENCY	RESPONSIBLE DELEGATE
Tas Police	Tas Police provided an updated report on initiatives including PACER.
Anglicare - Housing Connect	• Working with estate agents on notifying Housing Connect before people are evicted. Private rental market people are the highest demand cohort at the moment. • Housing Connect received 1700 enquiries in March. Some for housing products, a lot aren't. Launceston has seen 7,000 enquiries since the start of the year. • Need to ensure housing supports with some people.
City Mission	• Increase in people accessing day service, not so much bed nights. A higher number are not using beds allocated. • They have reintroduced bag checks as people have had knives and in one case a hammer that was sharpened. No one has pushed back about the bag checks. There is a sense that people feel they need to carry a knife. • Emergency relief for people who are working is increasing. Affordability of rent is a huge issue: even earning $100k p.a., 83% of income on rent which leaves no capacity to do anything else. Seeing people with multiple jobs, part time and casual. • Oz Harvest being in Launceston is a huge benefit. Good quality food, including fruit and vegetables This has increased the range of people who can access this food. • Everything (food) gets taken. City Mission is giving it all away, even if people don't have appointments • Received a generous donation of warm weather clothing from a local organisation.

Salvation Army	• Demand is constant or increasing. • Community breakfast demand is increasing. • Have witnessed an increase in anti-social behaviour of community members against each other.
Shekinah House	• Gas bottles and copper pipes stolen recently. Seeking quotes to update security. • Demand is huge, as big as ever. • People are needing warm clothing with the colder weather.
St Vincent De Paul Society	• Concerning behaviour at Civic Square, but we are continuing to monitor and haven't had any issues recently. • Shower and laundry numbers are also increasing.

8. CITY OF LAUNCESTON REPORT

Customer Service Request (CSR) numbers	• 154 CSRs received to date this year compared to 51 for the same period last year.
Locations: Bourke st, Kings Park, Lindsay st, St Leonards	• There is a lot of business interest in the Kings Park camp, but officers have not witnessed nor received reports from TasPol on anti-social behavior. However, Council was aware people avoiding the area due to the tents. • It was discussed that there is often tension between people known to each other due to increased stress from homelessness. It was also noted that homeless people need to be responsible for people visiting them and their behaviour as you would in a house.
Bike cages - Paterson St car park	• An update was provided that the bike cages were emptied at Paterson St car park due to personal goods being stored in them for extended periods and subsequent inability of bike users to use them.
Threat and abuse procedure conduct by public	• Team Leader Community Development is on a working group. • Council officers have been threatened in Civic Sq.

9. BUSINESS ARISING/ACTION ITEMS

ACTION	
Evacuation Centre for extreme weather - Sleeping rough Community	Invite appropriate Council Officer to future meeting

10. GENERAL BUSINESS

- Meeting attendees have requested the meeting time be reviewed as it is really not appropriate.
- A single Tasmanian housing provider has spent $45,000 on hotels this year. Fruit picking season is coming to an end which will free up hotel rooms for those in housing crisis. Some people in crisis have medical issues and need supports to go in with them which means they can't go into shelters.
- There is very little available for short-term stays.

11. MEETING SCHEDULE

DATE	TIME	LOCATION
Tuesday June 17 2025	12:00pm - 2:00pm	Macquarie House

12. CLOSE OF MEETING

Meeting closed at 1.30 pm

Arts & Culture Grant Guidelines 2025

Overview

City of Launceston recognises the important role that creative industries play supporting a vibrant, prosperous, innovative and community that enhances its economic, creative and cultural vitality.

The Arts & Culture Grant is available to assist individual/groups and organisations to:

- support and enhance the cultural life of Launceston
- create employment opportunities for creatives
- attract cultural tourism
- create high quality, new artistic works and innovative ways of working
- increase the opportunities, availability, and accessibility for the Launceston community to engage with cultural and creative activities
- increase participatory experiences including workshops/activities, and programs or activities delivered in public spaces; and
- respond to the objectives or visions outlined in the City of Launceston Public Art Strategy & Cultural Strategy.

The Grant is open to creatives and cultural practitioners at all stages of their career, working across a range of established and emerging art forms and disciplines, as well as eligible organisations and community groups who wish to explore a creative or cultural project of interest that demonstrates a connection to the Launceston local government area.

A variety of creative and cultural projects are supported, including visual art, theatre, performance, writing, literature, music and events.

City of Launceston key strategies

The Grant supports projects that contribute to realising the City of Launceston's vision as a city of inspired people, working together to create the best outcomes for our community. Applicants are encouraged to read the relevant strategies to understand and demonstrate how their project aligns with Council's vision.

- City of Launceston Cultural Strategy 2020-2030
- City of Launceston Public Art Strategy 2023-2031

What can you apply for?

The Grant supports the delivery of activities and projects that demonstrate a clear alignment with Launceston's strategic objectives to the community's benefit. Grant requests should focus on providing opportunities for creative and cultural practitioners, paid appropriately, to deliver creative and cultural projects that engage and inspire the community. All proposed activities must consider and address health, safety, and legislative requirements such as risk assessments and permits.

City of LAUNCESTON | Invested in ARTS

Available funding

There are two tiers of funding available for project/activity support:

- Level 1 up to $5,000
- Level 2 $5,001 to $10,000

Applicants may receive one grant only each financial year for the same project or activity from the City of Launceston.

The City of Launceston reserves the right to offer partial funding for components of projects that demonstrate a clear benefit to the community, or that realise the City's strategic objectives. The City reserves the right to request further evidence of funding requirements.

Who can apply?

- Registered charities
- Community groups
- Incorporated organisations
- Unincorporated organisations with an auspice agreement
- Individual practising artists/performers/musicians (ABN required)
- Not-for-profit associations
- Commercial organisations

Who can't apply?

- Current employees of City of Launceston
- Applicants who have received a City of Launceston grant or sponsorship for the same project within the same financial year
- Federal, local and state government agencies and bodies
- Political parties
- Individuals under the age of 18
- Individuals without an ABN
- Groups without an auspice agreement

If you are unsure of your eligibility, please contact Council's Arts and Culture team for more information.

Application eligibility

Eligible applications will need to demonstrate and comply with the below criteria:

1. The application:
   a. must be complete and include all required supporting documentation.
   b. must be received within the grant application period. Late applications will not be considered.
   c. must be submitted by an authorised person of the organisation or entity and provide evidence of that authorisation.
2. The applicant:
   a. has appropriate insurance coverage (or a clear plan to acquire) and relevant workplace health

and safety and risk management policies.

b. has only submitted one application per round of funding
c. is not:
   i. owing any reports or money to council because of previous funding or grants
   ii. a government agency
   iii. State or federal levels of government
   iv. an organisation with gaming machines
   v. a political party or an organisation whose core purpose is political lobbying, including the lobbying of councillors
   vi. current council employees and councillors
      - Permanent, fixed-term basis or casual employees (with regular hours that exceed 0.3 of a full-time load).
      - Any applications from organisation which involve council employees or councillors in any capacity must be declared as part of the grant application and will be subject to an eligibility conflict assessment by council.

3. The project:
   a. must be completed within 12 months of the published start date (see application timeline) and must not be for an activity that has a start date which occurred prior to the grant round or that has already taken place.
   b. contributes to Launceston as a creative and artistic hub and enhances the community and cultural life of the city.
   c. aligns with the relevant council strategies.
   d. will be undertaken within the Launceston municipality or demonstrate that it will benefit the City of Launceston community.
   e. if the activity involves children or young people under the age of 18, you will need to demonstrate compliance with the Child and Youth Safe Framework, as enshrined within the Child and Youth Safe Organisations Act

      2023, alongside any other relevant child and youth engagement best practise guidelines inherent to the creative or cultural activity.

If you have any questions in relation to eligibility, please contact our Arts and Culture team before applying.

What can be funded:

- ✓ cultural and creative events, activities or projects that align with council's Cultural Strategy 2020 - 2030 and Public Art Strategy 2023-2031
- ✓ activities, workshops or events which increase opportunities for our community to engage with diverse cultural and creative experiences
- ✓ activities that employ local artists, musicians, storytellers and cultural practitioners in projects that activate our community
- ✓ skills development and capacity building e.g. creative and cultural workshops, professional development and exchange
- ✓ cultural and creative placemaking activities which enhance public spaces
- ✓ early-stage creative project development e.g. workshops, test concepts, initial prototypes.

What won't be funded:

- × built infrastructure and fixtures that are not for community benefit. This does not include creative and cultural works to be installed in the public domain
- × support for all, or elements of, a festival, project or event, which has already received a grant or sponsorship from City of Launceston
- × an event, project or activity which is primarily commercial without significant community benefit
- × normal operating costs of the organisation or group
- × funding for prize money, prizes or trophies
- × activities/events/projects that have commenced prior to funding being approved
- × individual pursuits or professional development without a public outcome
- × activities that lead to a conflict with council's legislative obligations, including competitive neutrality (that is the requirement that activities compete fairly in the market and on equal terms to other businesses), and must not expose council to any unreasonable financial, legal, reputational, or other risks.

How to apply

Read the guidelines in full and start preparing your documentation.

All applications are to be submitted through the grants system, *Smarty Grants*. The simplest way to access this is through our website.

If you have any questions, speak to us before you apply so we can help you with tips for a successful application.

Contact our Arts and Culture team:
Phone: 03 6323 3000
Email: artsandculture@launceston.tas.gov.au

Application timeline

Submit applications through Smarty Grants: Apply Here.

Use this timeline as a tool to follow the application process and to make sure you meet your obligations along the way.

Applications open	25 April 2025
Applications close	12 May 2025
Notification of application outcome	Late June 2025
Activity Timeframe	
Project starts	After 1 July 2025
Project ends	No later than 30 June 2026
Complete acquittal	Within three months of project completion

Assessment

All grant applications will be assessed for both eligibility and merit assessment of the grant activity. The merit assessment will be undertaken only if the eligibility assessment is successful.

Assessment criteria

Eligible applications will be assessed on individual merit against the following criteria:

Key criteria		Weighting	How we assess this
1	Artistic and/or cultural merit	30%	• a clear rationale for the project including aims, and expected outcomes • demonstrated experience, ability and capacity to deliver the project, including support letters and artistic support material • extent to which the activity embraces innovation, originality, high standards, accessibility, social and cultural differences
2	Community engagement and reach	25%	• how the project will enhance social cohesion, wellbeing and a sense of inclusion through participation or attendance by diverse members of the community
3	Well-planned project	25%	• a detailed budget • viable project plan and timeline showing clear, detailed planning • key stakeholder register and supporting evidence or resumes • proof of or quote for relevant insurances
4	Alignment with council strategies and values	15%	• demonstrates alignment with either Public Art Strategy or Cultural Strategy
5	Environmental impact reduction plan	5%	• identify the potential environmental impact of your project/activity and demonstrate actions that will be taken for reduction.

The Program's applications are assessed by a panel of council officers and representatives from the City of Launceston's Cultural Advisory Committee, before a report is prepared for consideration and endorsement by elected members of council.

Supporting documentation

Applications will need to include supporting documentation, to be uploaded to the *Smarty Grants* system with your proposal.
Supporting documentation may include:

- quotes for any budgeted spend over the value of $500
- detailed project plans
- letters of support from relevant community stakeholders
- examples of previous projects, including online links, images, multimedia, or pdf document uploads
- resume of key personnel
- Certificate of Incorporation or Constitution Audited financial statement or statement of income and expenditure
- public liability insurance or a quote for planned public liability insurance.

The budget

You must provide a clear budget, outlining funding arrangements for your project. This helps the assessment panel to understand:

- funding arrangements for the project including any other partnerships, sponsorships, funding or in-kind support you have in place for your project
- which components of the project council is funding
- financial contributions you may be making to the project
- projected costs of the project, noting industry appropriate wages (please see NAVA, MEAA or appropriate industry guidelines).

Late applications

Late applications will not be accepted. Please ensure you prepare and upload all documentation well before the due date and time. If you require technical support, get in touch with us as soon as possible.

Successful applications

If your application is approved, you are required to:

- enter into a formal grant agreement with the City of Launceston.
- provide an invoice upon receiving offer. Grants will be paid in full upon receipt of invoice.
- publicly recognise the support provided by Council. Applicants can reach out for assistance on appropriate use of logo and branding material.
- invite a council representative to attend any event related to the project.
- confirm and seek approval for any significant changes to the to the grant project with a council officer.
- complete an acquittal form within three months of the project's completion. Evidence must be provided outlining the project expenditure, outcome and project processes. If the acquittal is not completed within this timeline, you will not be eligible for future grants and may be required to return the funds allocated to your project.

Unsuccessful applications

Applicants will be advised in writing of the outcome within 10 business days of a council decision. Unsuccessful applicants are welcome to arrange a feedback session with a council officer to discuss the results.

Environmental sustainability

The City of Launceston encourages sustainable waste management and environmentally sustainable practices for events.

The City of Launceston adopted a policy to phase out single use plastics at council sponsored events, by 2022. No single use plastics are to be used at both sponsored and non-sponsored events and activities from 1 January 2022 onwards. Approved single use compostable packaging or reusable packaging will be permitted.

You may be required to provide a waste management plan for your project, and this will be requested after the funding application process has concluded.

Two useful guides for waste and environmentally sustainable practices are:

- Re-think Waste Tasmania - A Guide to Preparing an Event Waste Management Plan
- The Environment Protection Authority - Sustainable Event Guidelines

Information and support

Applicants are encouraged to speak to one of our Arts and Culture Officers by calling Customer Service on (03) 6323 3000 before submitting.

Please reach out for assistance regarding accessibility or technical support if needed.

Definitions

Culture:

… the social production and transmission of identities, knowledge, beliefs, values, attitudes and understanding; as well as, the way of life, including customs, codes and manners, dress, cuisine, language, arts, technology, religion and rituals; norms and
regulations of behaviour, traditions and institutions. Therefore, culture is both the medium and the message – the inherent values, means and the results of social expression (Hawkes, 2001, p. 3).

Arts:

Arts and culture are not interchangeable, but art is a manifestation of culture. Through the arts we can express ourselves and therefore create, or manifest, our culture or values.

The arts may be categorised into three main forms:

- Performing arts: including music, dance, comedy, circus, puppetry, drama, etc.
- Literary arts: including creative writing, poetry, play and script writing, etc.
- Visual arts: including painting, drawing, pottery, sculpture, sewing, other crafts, video and filmmaking, etc.

Launceston City Council
Reference No. 07-PI-009
Version: 25/07/2011
Approved By: Council

Arts and Cultural Development Policy

PURPOSE:

To provide a framework for how Council will:

- enable, support, enhance and promote Launceston's practice and enjoyment of our unique arts and cultural landscape; and
- be recognised as a key contributor to local, regional, state and national culture.

SCOPE:

Council owned, initiated or commissioned programs, infrastructure and activities that support arts and cultural development in the Launceston municipality.

POLICY:

Council will work with the local community and relevant agencies to support and generate creative activities with social, environmental and economic benefits that enrich and enliven creativity, liveability and sense of place for all Launceston community members and visitors.

Council is committed to:

- Cultural democracy: Enabling equitable access for consumers and participants
- Cultural identity: Valuing local identity and building a sense of place while linking it with regional, national and international cultural experiences
- Cultural place management: Creating, preserving and enhancing our public spaces and the quality of life of our community
- Cultural tourism: Preserving and sharing our region's cultural heritage and developing a sustainable approach to promotion and development
- Cultural capacity: Enabling and supporting arts and cultural practice, programs and services that encourage civic engagement, development and participation
- Cultural collections: Preserving and promoting our arts, history, heritage and culture
- Cultural enterprise: Developing, supporting and promoting our creative economy
- Cultural diversity: A balanced approach to supporting and promoting 'high' and 'popular' art and culture
- Cultural regulation: Enabling transparent and 'plain English' processes that are easy for arts and cultural organisations to understand, comply with and manage

Launceston City Council
Reference No. 07-PI-009
Version: 25/07/2011
Approved By: Council

Arts and Cultural Development Policy

- Cultural innovation: Investing in technology and research, design and development practices
- Cultural leadership and learning: Creating a knowledge economy
- Cultural partnerships: Building creative teams that include all spheres of government, business, community, education and philanthropic organisations
- Cultural awareness: Creating an awareness of Council's role in supporting art practice and a range of quality arts and cultural facilities, activities and programs

PRINCIPLES:

The Council's Organisational Values apply to all activities

RELATED POLICIES & PROCEDURES:

26-PI-004 Playground Management Policy
26-PI-007 Council Halls and Venues Management Policy
26-PI-002 Cataract Gorge Reserve, First Basin Pool Policy
26-PI-005 Council Tree Management Policy
05-PI-010 Community Grants (Organisations) Policy
05-PI-012 Events Sponsorship Policy
05-PI-011 Individual/Team/Group Grants Policy
05-PI-013 Conferences, Conventions and Championships Incentives Policy
07-PI-002 Museum Acquisitions Policy
07-PI-003 Museum Deaccessioning Policy
07-PI-004 Friends of the Museum Policy
24-PI-001 Room Hire Council property Policy

RELATED LEGISLATION:

Local Government Act 1999
LUPPA 1993

REFERENCES:

Strategic Plan 2008-13
Vision 2020
Launceston Community Plan
Council item 13.4 Community Arts Development 13 December 2010
Australia Council Act 1975
Screen Australia Act 2008
Tasmania's Innovation Strategy 2010

REVIEW:

This policy will be reviewed no more than 5 years after the date of approval (version) or more frequently, if dictated by operational demands and with Council's approval.

Launceston City Council
Reference No. 07-PI-009
Version: 25/07/2011
Approved By: Council

Arts and Cultural Development Policy

DOCUMENT INFORMATION:

Reference Number:	07-PI-009
Version:	25/07/2011
Review:	25/07/2016
Key Function:	Cultural Development
System:	N/A
Document Type:	Policy
Responsible Directorate:	Development Services
Approved by:	Council
Action Officer:	Director Development Services
Text Search Key Words	Arts, Cultural Development, Tourism

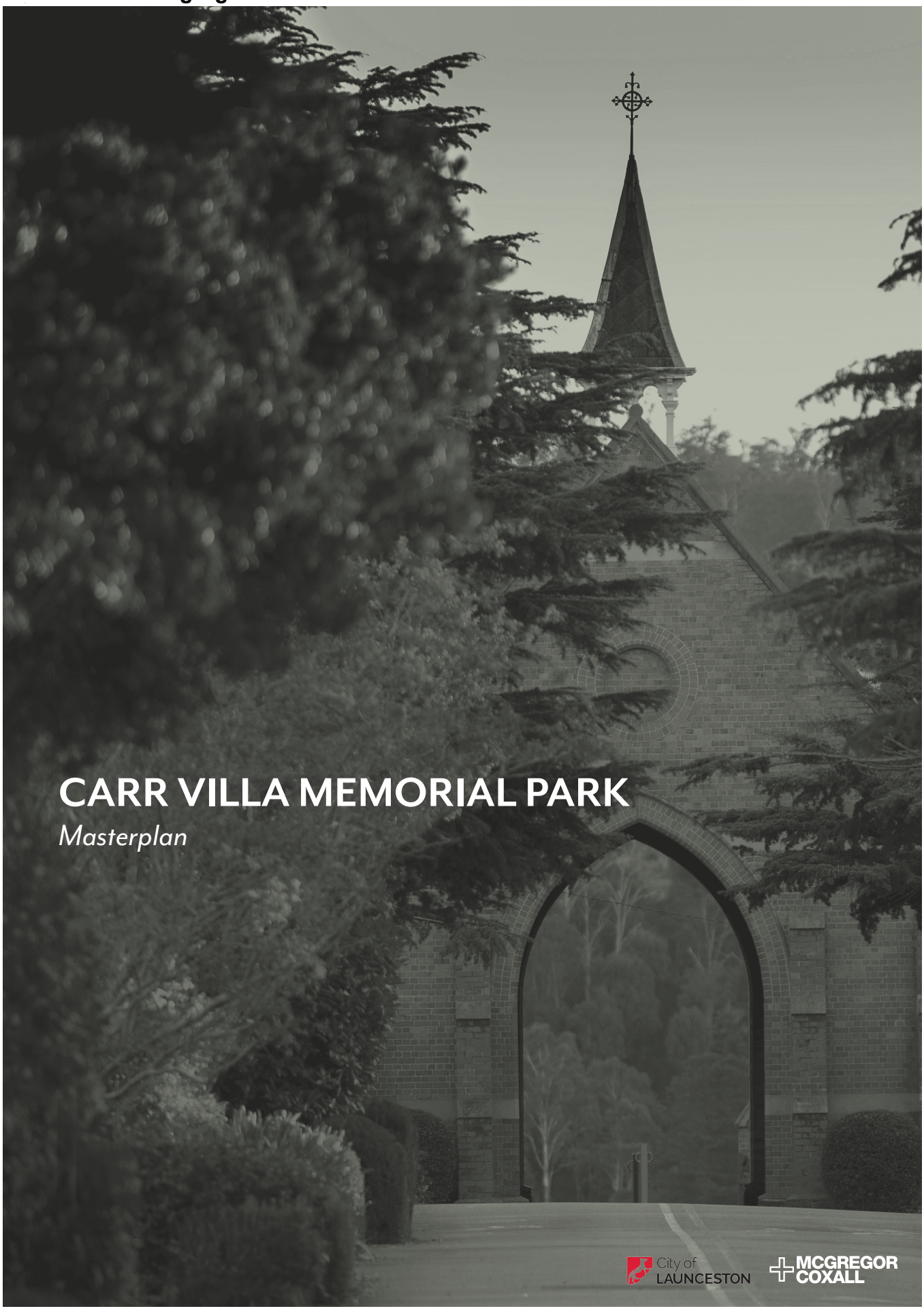
To be Communicated To: *(To be identified by Action Officer or Approver)* (Insert ✓ in relevant row)		Department/Area only
		Directorate via Director and Managers
		Specific Areas: •
	✓	Council-wide
	✓	Council Website

Hard Copy Distribution	N/A

NOTE: Do not print and **store** a copy of this document.
Always use the Intranet copy to make sure that you have the latest version.
Printed: 13/06/2025

Attachment 1 - Proposal Concessional Entry 25/26

Proposed Concessional Entry To LWC 2025/2026													
Organisation Name	Value Sought 24/25	Value Approved 24/25	Value Spent of approved budget 24/25	Fees Waived 24/25	Total Value Spent 24/25 (27/05/2025)	Tonnes sent to landfill 24/35 (27/05/2025)	% Spent	Value Sought 25/26	80% of tonnes * new fee 25/26 ($202)	Waste Management Plan	Value Proposed 25/26	Deduct 10% (Option B)	Comments
ADRA - Connections Op Shop	$350.00	$450.06	$450.06	$16.08	$554.31	1.8	123.16%	$500.00	$290.88	☐	$274.80	$247.32	$290.88 & deduct the fees waived 24/25 of $16.08 - done the same for all highlighted in yellow
Door of Hope Christian Church	$1,200.00	$1,944.73	$1,937.46	$0.00	$1,937.46	10.79	99.63%	$2,100.00	$1,743.66	☐	$1,743.66	$1,569.29	Items noted in waste types are potentially recycable - offer conditional funding based on meeting to discuss waste mgt plan
Launceston City Mission	$30,000.00	$25,978.03	$25,978.03	$513.67	$40,268.59	234.3	155.01%	$40,000.00	$37,862.88	☐	$37,349.21	$33,614.29	
Lions Club of Kings Meadows	$350.00	$150.00	$150.00	$18.39	$172.39	0.98	114.93%	$300.00	$158.37	☐	$139.98	$125.98	
New Horizons Club Inc.	$150.00	$150.00	$56.24	$0.00	$56.24	0.26	37.49%	$150.00	$42.02	☐	$42.02	$37.82	
Northern Occupational Support Service - Bluegum	$900.00	$1,368.88	$1,368.88	$12.42	$1,554.54	6.5	113.56%	$1,500.00	$728.00	☐	$715.58	$643.98	Look at access to fogo for composting rate - note cheaper rate also for clean green waste from 1 July - rate 80% based on new fee $140
PCYC	$280.00	$288.05	$280.85	$0.00	$280.85	1.6	97.50%	$320.00	$179.20	☐	$179.20	$161.28	80% based on $140 - in letters note that reduced fee for clean green waste only
SelfHelp Workplace	$8,000.00	$5,638.63	$5,638.63	$3.69	$9,612.42	53	170.47%	$10,337.00	$8,564.80	☐	$8,561.11	$7,705.00	Mention in everyones letter that clean green waste is cheaper rate if seperated and 100% clean
Veterans Support Group	$70.00	$567.66	$567.66	$102.94	$670.60	3.24	118.13%	$600.00	$362.88	☐	$259.94	$233.95	80% based on $140 - in letters note that reduced fee for clean green waste only
Starting Point Neighbourhood House	$150.00	$150.00	$150.00	$3.55	$153.55	0.56	102.37%	$150.00	$90.50	☐	$86.95	$78.26	
Worldview	$300.00	$203.98	$83.61	$0.00	$83.61	0.4	40.99%	$300.00	$64.64	☐	$64.64	$58.18	Items noted in waste types are potentially recycable - offer conditional funding based on meeting to discuss waste mgt plan
Just Cats Tasmania	$250.00	$150.00	$87.16	$0.00	$87.16	0.46	58.11%	$150.00	$74.34	☐	$74.34	$66.91	
Community Housing Limited	$10,000.00	$13,053.14	$10,522.72	$0.00	$10,522.72	49.46	80.61%	$6,783.97	$7,992.74	☐	$6,783.97	$6,105.57	in letters note that reduced fee for clean green waste only - car parts? Are they metal? Note recycable - check
Community Care Tasmania	$2,500.00	$664.28	$664.28	$0.63	$779.79	3.76	117.39%	$2,500.00	$421.12	☐	$420.49	$378.44	80% based on $140 - in letters note that reduced fee for clean green waste only
Punchbowl Community Garden	$180.00	$150.00	$39.06	$0.00	$39.06	0.2	26.04%	$150.00	$22.40	☐	$22.40	$20.16	80% based on $140 - in letters note that reduced fee for clean green waste only
Karinya Young Women's Service	$800.00	$520.54	$520.54	$10.95	$1,181.45	4.52	226.97%	$800.00	$730.43	☐	$719.48	$647.53	
Launceston VFC Services Inc.	$450.00	$622.40	$622.40	$39.30	$676.29	3.58	108.66%	$825.00	$400.96	☐	$361.66	$325.50	80% based on $140 - in letters note that reduced fee for clean green waste only
Litter Free Launnie	$150.00	$150.00	$60.00	$0.00	$60.00	0.12	40.00%	$150.00	$19.39	☐	$19.39	$17.45	
Launceston Players Society	$300.00	$150.00	$150.00	$25.25	$185.44	1.02	123.63%	$125.00	$164.83	☐	$125.00	$112.50	
GroWaverly	$180.00	$150.00	$150.00	$14.14	$166.83	0.6	111.22%	$220.00	$96.96	☐	$82.82	$74.54	
Friends of the Library Launceston	$169.00	$169.22	$169.22	$57.58	$314.33	1.74	185.75%	$250.00	$281.18	☐	$223.60	$201.24	Books cant be recycled - magazines can - (note in their letter)
Oak Possability Tasmania	$5,000.00	$1,876.30	$1,876.30	$85.89	$5,030.67	26.88	268.12%	$4,440.00	$3,010.56	☐	$2,924.67	$2,632.20	80% based on $140 - in letters note that reduced fee for clean green waste only
Salvos Store	N/A	$0.00	$0.00	$0.00	$2,091.00	8.38	-	$2,000.00	$1,267.06	☐	$1,267.06	$1,140.35	Items noted in waste types are potentially recycable - offer conditional funding based on meeting to discuss waste mgt plan
St Michaels Association	N/A	$0.00	$0.00	$0.00	$0.00	0	-	$800.00	$0.00	☐	$150.00	$135.00	
Life Without Barriers	N/A	$0.00	$0.00	$0.00	$0.00	0	-	$150.00	$0.00	☐	$150.00	$135.00	
Launceston Bowls & Community Club Inc.	N/A	$0.00	$0.00	$0.00	$0.00	0	-	$150.00	$0.00	☐	$150.00	$135.00	
Teen Challenge Tasmania Inc.	N/A	$0.00	$0.00	$0.00	$85.11	0.46	-	$300.00	$74.34	☐	$74.34	$66.91	
St Giles Society Ltd	N/A	$0.00	$0.00	$0.00	$0.00	0	-	$500.00	$150.00	☐	$150.00	$135.00	In letters note that reduced fee for clean green waste only & mentioned the Container refund scheme in everyone's letters?
JCP Youth Pty	N/A	$0.00	$0.00	$0.00	$0.00	0	-	$800.00	$150.00	☐	$150.00	$135.00	
TOTAL		$55,268.09	$52,028.56	$1,113.34	$77,487.95	418.07		$77,350.97	$65,454.78		$63,266.31	$56,939.65	
BUDGET		$55,640.00			$53,141.90				58,422.00				
SURPLUS		$371.91			$2,498.10								


CARR VILLA MEMORIAL PARK
Masterplan
City of LAUNCESTON
MCGREGOR COXALL

Project Client: City of Launceston
Project Name: Carr Villa Memorial Park Masterplan
Project Number: 1134MEL

Revision:	Status:	Date:	by:	Checked:
A	Draft Masterplan	05.03.2025	TF/TL	RC
B	Draft Masterplan	14.03.2025	TF/TL	RC
C	Draft Masterplan	01.04.2025	CB	CB
D	Final Masterplan	16.05.2025	TF/CB	CB
E	Final Masterplan	2.06.2025	TF	CB
F	Final Masterplan	5.06.2025	TF	CB

Studio: Melbourne
Report Contact: Christian Borchert

MCGREGOR COXALL

AUSTRALIA
Melbourne
Phone: +61 [0]3 9088 6500
Email: Melbourne@mcgregorcoxall.com
Address: Level 4, 84 William Street, Melbourne
VIC 3000, Australia.

Sydney
Phone: +61 [0]2 9188 7500
Email: sydney@mcgregorcoxall.com
Address: Suite 101, Lvl 1 39 East Esplanade,
Manly NSW 2095, Australia.

Brisbane
Phone: 07 3150 3100
Email: Brisbane@mcgregorcoxall.com
Address: Level 6, 200 Adelaide Street
Brisbane QLD Australia

www.mcgregorcoxall.com

DISCLAIMER

This Study is for the confidential use only of the party to whom it is addressed (the client) for the specific purposes to which it refers. We disclaim any responsibility to any third party acting upon or using the whole or part of its contents or reference thereto that may be published in any document, statement or circular or in any communication with third parties without prior written approval of the form and content in which it will appear. This Study and its attached appendices are based on estimates, assumptions and information sourced and referenced by McGregor Coxall and its sub consultants. We present these estimates and assumptions as a basis for the reader's interpretation and analysis. With respect to forecasts we do not present them as results that will actually be achieved. We rely upon the interpretation of the reader to judge for themselves the likelihood of whether these projections can be achieved or not. If financial models have been included, they have been prepared from the best information available at the time of writing, no responsibility can be undertaken for errors or inaccuracies that may have occurred both with the programming or the financial projections and their assumptions. In preparing this Study we have relied upon information concerning the subject property and/or study area provided by the client and we have not independently verified this information except where noted in this Study.

Acknowledgement of Country

We would like to acknowledge the Tasmanian Aboriginal People and recognise them as the custodians of the land which is now called Launceston.

This project hopes to facilitate a strengthened relationship of visitors with Country, its stories, animals, plants and people as well as forward the relationship between the City of Launceston and Tasmanian Aborignal People.

We respectfully acknowledge all Ancestors and Elders, past, present.

Contents

1.0 Introduction
2.0 Vision and Masterplan
3.0 Strategic Layers
4.0 Recommendations

Figure 01. Carr Villa Memorial Park: Chapel (Image provided by CoL)

1.0 Introduction

The Carr Villa Memorial Park Masterplan will establish a framework for Launceston's largest public cemetery providing burial, memoriam and community needs for the next 100 years and beyond.

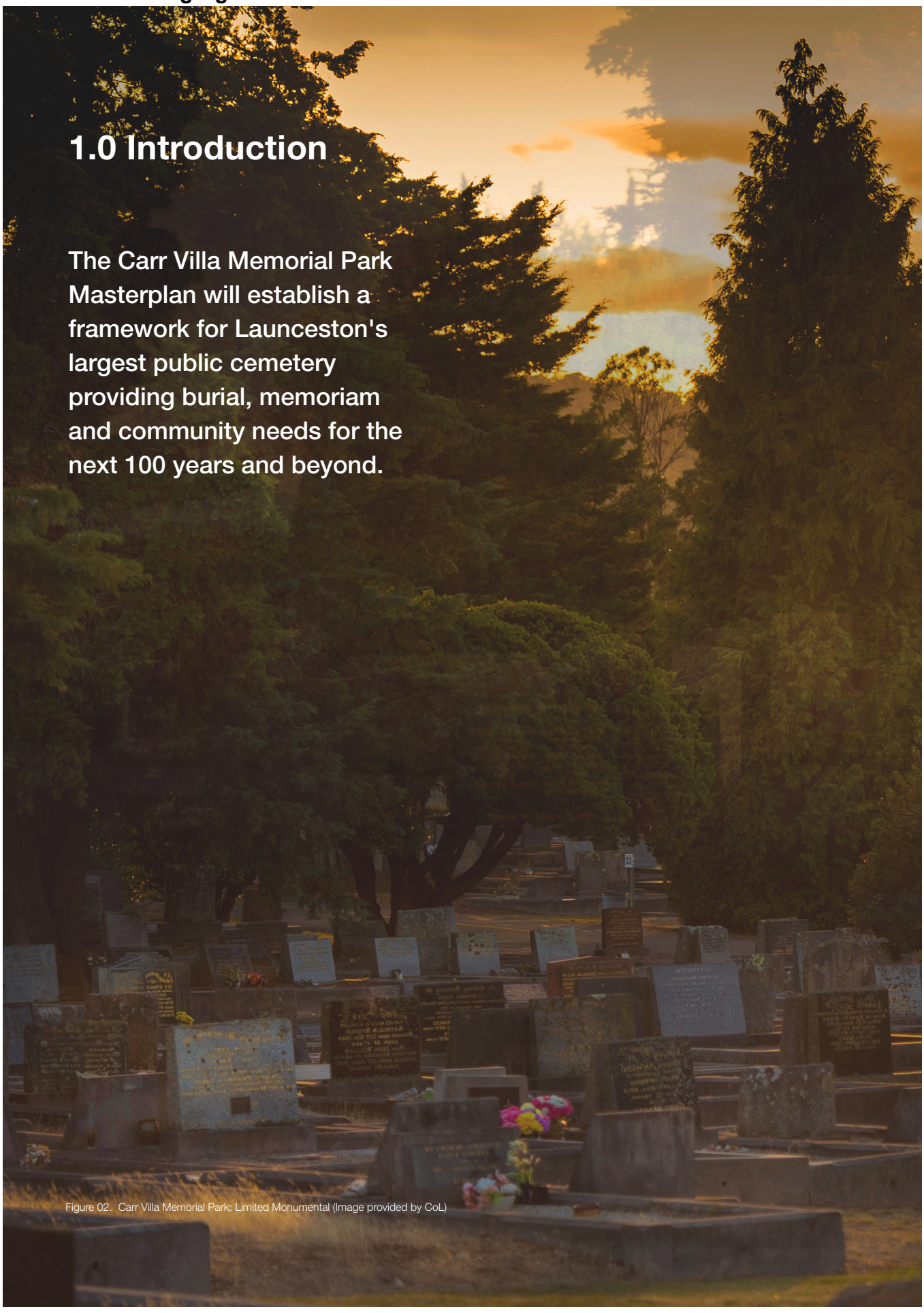


Figure 02. Carr Villa Memorial Park: Limited Monumental (Image provided by CoL)

1.1 Project Brief

Council Provided Brief

The City of Launceston [CoL] via Carr Villa Memorial Park (Carr Villa) has offered cemetery services for over a century. Since 1905, the Memorial park has supported more than 60.000 families from diverse cultures, faiths, and beliefs in honouring their loved ones. Through the provision of these services the Council extends support to individuals from diverse cultures, faiths, and beliefs, aiding them in celebrating and commemorating the lives of their loved ones. By offering these services Council is committed to preserving the picturesque, peaceful, and historical importance of the site, ensuring the long-term sustainability to meet the needs of future generations.

The Park is deeply embedded in the cultural values of the community of Launceston as the one address for interment, memory and grief. This legacy, together with substantial cost and management implication, have informed the decision to look for potential future expansion of interment area within the existing site boundaries of the Carr Villa site, and not to assess potential additional sites.

The City of Launceston Masterplan for Carr Villa Memorial Park will provide a clear strategic direction for the next 100 years of cemetery services, focusing on site capacity/utilization needs, crematorium operations, service offerings, and site maintenance.

Masterplan Scope

The scope of the Carr Villa Masterplan work extends to all physical elements on site, with a focus on:

- Interment types and potential expansion areas in future
- Landscape character and values
- Infrastructure
- Movement and access networks
- Traffic
- Visitor amenity and experience

The Carr Villa Masterplan seeks to advise on strategic partnerships as well as guiding the implementation and staging of works.

A multi-criteria assessment tool rating objectively various criteria of locating possible additional interment area has been applied to identify the most potential direction, weighing environmental impacts, user experiences, and operational and functional values.

Figure 03. Carr Villa Memorial Park- Aerial Image (Nearmap)

1.2 Masterplan Input: Community Engagement and Expert Background

Community engagement has been central to the development of the Carr Villa Masterplan. The plan has been shaped by regular public consultation via the Tomorrow Together platform in 2024 and 2025, as well as through direct engagement with internal and external stakeholders. This included face-to-face meetings, a Councillor workshop, and discussions with representatives from the funeral industry. Engagement with the Friends of the Carr Villa Flora Reserve, comprising members from key environmental groups, also provided valuable insights, ensuring the plan reflects the shared values, expectations, and priorities of a broad cross-section of the community.

Key messages on how the Masterplan development has been informed and addressed is outlined in this section.

An overview of background reports that have been assessed during the development of the Masterplan is also listed below.

Community Engagement 01: Key findings

Initial community engagement was undertaken prior to the inception of the Carr Villa Memorial Park Masterplan project. Key findings includes:

- 53% of respondents would choose cremation while 15% of respondents would choose traditional burial.
- 41% of respondents indicated that they do not have plans in place to be interred in Carr Villa (23% do and 36% unsure) though 30% of those aged 60+ indicated that they would plan to be interred at Carr Villa.
- Of those who planned to be interred in Carr Villa, 61% would choose ash placement.
- 55% of respondents had entered Carr Villa Grounds in the last 12 months.

Community Engagement 02: Intent + Questions

The project undertook a second round of community consultation. Launched on 02.10.2024 through the Tomorrow Together Launceston online interactive platform, the survey aimed to primarily engage on the community sentiment towards the Memorial Park landscape and the facilities which are currently provided and those that could be provided in the future.

Online consultation was supplemented by Site Tours and an Open Day at Carr Villa. Participants were encourages to take the online survey on site. Community engagement key findings included:

- 87% of respondents had visited Carr Villa in the past 12 months.
- Respondents noted that additional bench seating, shelters, public toilets, wayfinding, children's play, and reflection spaces as key assets they would value most within Carr Villa.
- 37% of respondents who visit Carr Villa value the Flora Fauna/Bushlands.
- 86% of respondents have either a positive or neutral view of Carr Villa of activity usage such as dog walking, walking, picnics etc

All community statistics have contributed to creating a picture for the potential use of Carr Villa and how it can best support the deathcare needs of the community.

Community Engagement 03: Review and feedback on Draft Masterplan

During a four week period, the Draft Masterplan was exhibited on the online Tomorrow Together platform for feedback. A total of 56 submissions have been provided during this period, 45 of these directly on the platform, and 7 written submissions were received via email. 4 submissions were left both online and provided as email to Council.

Key topics that the Final Masterplan has addressed with more detail and slight changes to detail of its propositions are:

- Bushland and Natural Values
- Protection of environmental values on site
- Clarification around the nature based children's play
- Clarification of proposed enhancements to site amenities and general maintenance and operations
- Discussion around alternative siting of additional interment areas
- Grave tenure

It has become clear that the community highly values the present bushland setting and its ecological values supporting threatened ecologies and species in flora and fauna and wants to see those values balanced and protected against the future need of expanding interment area within the boundaries of the site.

Further, whilst the site is already performing as a much loved destination for passive recreation such as walking and engagement with nature, additional community activity within the boundary of the cemetery is proposed to support and enhance the contemplative character of site uses and experiences.

Internal Stakeholder Engagement

Through the first phase of the Masterplan, the project team consulted with City of Launceston (CoL) internal departments:

- Community services
- Parks and Sustainability
- Planning
- Urban Design + Placemaking
- Heritage
- Tourism and Events
- Community Engagement and Communications

Through these discussions we have been able to position Carr Villa in relation to existing and proposed CoL documents and strategies, understanding its contribution to the community offering. We have also identified competing priorities, especially in determining the potential for the bushland area, which are considered as part of this Draft Masterplan process.

CoL staff were forthcoming in providing their personal connections to Carr Villa Memorial park and how it can evolve its contribution in the future to continue to deliver high quality service, but also greater social and cultural outcomes.

City of Launceston Executive Leadership Team Report

A project update was given to the General Manager of Community and Place, as a representative of the Executive Leadership Team (23.09.2024). Within this discussion the project team outlined the potential risk of misalignment of views on the Bushland Area within Carr Villa and the potential for the use of a Multi Criteria Assessment (MCA) as a future decision making framework was raised. As a result, a subsequent MCA process was undertaken to select the option best suited for development. The completed MCA Outcome Report was issued on 16.01.2025] and it's key findings captured as part of this Draft Masterplan process.

City of Launceston Councillors

A project update was presented to the City of Launceston Councillors (03.10.2024), this presentation consisted of a description of the works completed to date, the emerging themes, opportunities and any specific items which the Councillors would like to see explored.

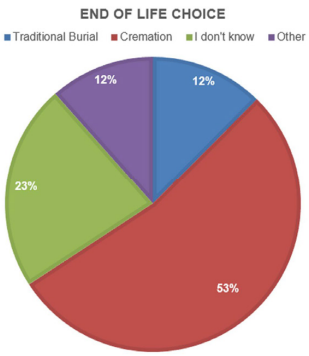


Figure 04. End of Life Choice: Carr Villa Memorial Park Cemetery Management Plan - 2024_2028

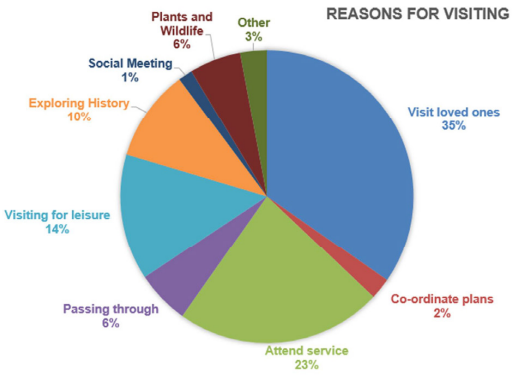


Figure 05. Reasons for Visit: Carr Villa Memorial Park Cemetery Management Plan - 2024_2028

Key comments included:

- General comment regarding Council engagement with Tasmanian Aboriginal People.
- Balancing the ecological sensitivities of the site with the ongoing interment and operational needs of the Memorial Park
- A congratulations to the Carr Villa Operations team on how the grounds are kept.
- If the park is subject to vandalism. In which the response from the project team was there was little of significance to mention.

These comments have been considered in the development of the Draft Masterplan.

Additionally on the 22 May 2025, Councillors received an overview of feedback received during the draft masterplan feedback period, including an outline of proposed amendments to the plan as a result of the consultation period.

Key Stakeholders - Funeral Service Industry

In person consultation was conducted with the funeral service industry providers within Northern Tasmania (20.08.2024). Providers who utilise the site were consulted on current trends, site challenges, opportunities and how services could be expanded within the site.

Local Community Groups

Council has received a letter from Australian Plants Society Tasmania Inc., Launceston Field Naturalists Club and Launceston Orchid Society. This letter expresses concern in regard to the potential continued expansion of the cemetery interment areas and impacts to the bushland. Additionally, an in-person meeting was held with the group, the project consultant, and Carr Villa Memorial Park Officers, to share their feedback directly.

The groups call for protection of the bushland area and for alternative interment types to be embraced, with the ultimate goal for an alternative site to be considered.

Due to the feedback received, and to guide the design phase, a multi-criteria assessment (Phase 3A: MCA) process was undertaken. This structured considered approach was implemented to balance interment provision with the preservation of natural assets. This was Option 5A: Hybrid Approach.

Tasmanian Aboriginal People

The project team has reached out to representatives of Tasmanian Aboriginal People of the North east Region of Tasmania to gauge interest in engagement on the Carr Villa Masterplan. At the time of preparing this Draft Masterplan, Council had not received confirmation on engagement with Tasmanian Aboriginal People.

The project team understands that the process of engagement with Tasmanian Aboriginal People is to be Self Determined. The design team believe that the project would benefit greatly from engagement

as we begin to develop a design which is suited to the cultural and social needs of the community.

Embedded within the final Masterplan will be principles of Reciprocity, Reconciliation, Connection to and Caring for Country.

Background Report Summary

The Masterplan has been informed by a number of expert studies and reports, carried out for Council by a number of expert consultant teams over the last years. Various Council policies, listed below, have been assessed in the preparation of the Masterplan for guidance of performance targets and aspirations for public open space.

These include:

- Access Report- Carr Villa Memorial Park, Access for Life, 2024
- Bushland_Management_Plan_ CarrVilla, RMCG, 2024
- Carr Villa Bushland Vegetation Assessment 2019, North Barker Ecosystem Services
- Land Usage and Natural Values Report 2024, Enviro-dynamics
- Aboriginal-Partnership-Plan-V.1.122, City of Launceston
- Carr Villa Memorial Park - City of Launceston - Tree Inspection Report by Urban Forest Training, 2024
- Carr Villa Memorial Park Cemetery Management Plan - 2024_2028
- City-of-Launceston-Public-Art-Strategy-2023-2031
- City-of-Launceston-strategic-plan
- City-of-Launceston-Sustainability-Strategy-2019
- City-of-Launceston-Urban-Greening-Strategy
- Reserve Fire Management Plan - Carr Villa Flora Reserve & Memorial Park

1.3 Achieving a 100+ Year Masterplan

Urban Growth

While Launceston's population growth peaked between 2016 and 2022, it has experienced modest urban growth in recent years, with the current population of the City of Launceston estimated to be around 72,000. Population forecasts suggests it will reach 73,000 by 2027 and 74,000 by mid 2032. Other predictions suggesting that some 3430 new dwellings will be required for Launceston by 2036 to meet demands in housing, infrastructure and community amenity. Like most cities, managing growth will be a challenge, for Launceston, particularly in relation to maintaining environmental sustainability and the preservation of natural assets.

According to 2021 Census Data, Launceston exhibited a higher proportion of older residents compared to the national average with 24.8% of the community aged over 60. Launceston has an average population age of 38 years which is higher than the with approximately 40.9% of the population being between 50 and 85 years of age.

Sustainable Land Use and Economics

Initial estimates indicate that business as usual spatial use of the expansion site will fall within the Masterplan aspirations for a 100+ year timeframe. This estimate is based on current interment consumption rates and a model of interment focused on lawn burial, and it does not include exponential population growth or trends and innovation in the industry.

The graphs on the right show some key population growth estimates for Launceston and the age breakdowns, as published by Tasmanian State Government and City of Launceston

The forecasted population growth and an aging population will increase demand for available land within the cemetery. Embracing innovative and sustainable cemetery practices can help reduce the need for costly land procurement while also establishing ongoing revenue streams beyond the traditional cemetery lifecycle.

To successfully delivery a Masterplan with a 100+ year lifespan, the City of Launceston [CoL] should consider engaging in a departure from a business-as-usual focus on monument and lawn burial and into perpetuity tenure interment typologies.

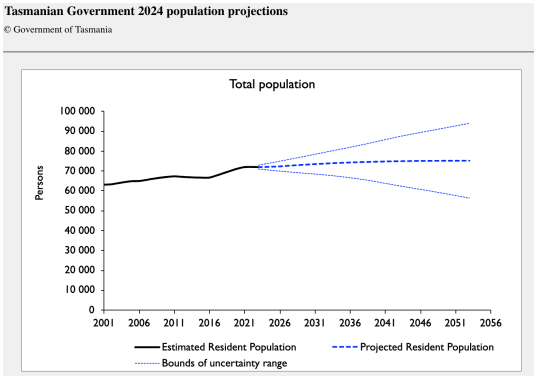
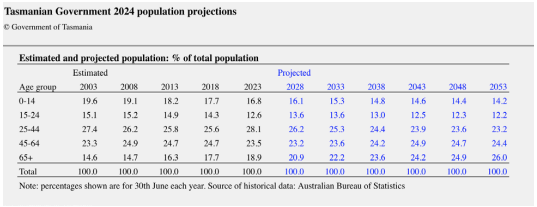


Figure 06. Population Growth Projections: Launceston - 2001-2056



Tasmanian Government 2024 population projections

© Government of Tasmania

Estimated and projected population: % of total population

	Estimated					Projected					
Age group	2003	2008	2013	2018	2023	2028	2033	2038	2043	2048	2053
0-14	19.6	19.1	18.2	17.7	16.8	16.1	15.3	14.8	14.6	14.4	14.2
15-24	15.1	15.2	14.9	14.3	12.6	13.6	13.6	13.0	12.5	12.3	12.2
25-44	27.4	26.2	25.8	25.6	28.1	26.2	25.3	24.4	23.9	23.6	23.2
45-64	23.3	24.9	24.7	24.7	23.5	23.2	23.6	24.2	24.9	24.7	24.4
65+	14.6	14.7	16.3	17.7	18.9	20.9	22.2	23.6	24.2	24.9	26.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Note: percentages shown are for 30th June each year. Source of historical data: Australian Bureau of Statistics

Figure 07. Population Growth Projections: Launceston - 2003-2053

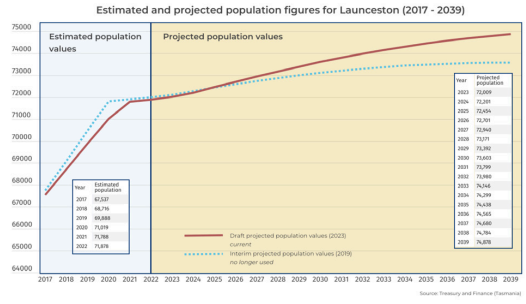


Figure 08. Population Growth Projections: Launceston - 2017-2039

Carr Villa Location	Available Years
Monumental Cemetery	55 years
Limited Monumental Cemetery	15 years
Lawn Plaque - Single Depth	10 years
Lawn Plaque - Double Depth	20 years
Ben Lomond Garden Crypt	0 years
Woodlawn Cemetery	60 years
Orthodox	30 years
Muslim	125 years
Ash Placement Gardens	10 years

Figure 09. City of Launceston Management Plan 2024-2028. Burial Capacity

Establishing a Feedback Loop

Implementing a feedback loop is critical in facilitating change and guiding the Cemetery from a business-as-usual model towards a more sustainable future. The establishment of a direct feedback loop that has been undertaken to date through stakeholder engagement, environmental studies, Carr Villa staff feedback and through the MCA Report process, has facilitated a collective discourse on the future of Carr Villa. The diagram adjacent provides a visual representation of this type of feedback loop.

A feedback loop provides Council's Services and Operations Teams with valuable information on local and current community trends, sentiment, and needs. It also enables Council to consider new sustainable typologies onsite and provide opportunities to educate and advocate to the public and industry alike.

Given the long-term, 100+ year timescale of the Masterplan, the continuous gathering of data and establishment of feedback will provide greater resilience in response to future and unforeseen environmental, cultural, and social challenges facing the cemetery and death care industry more broadly.

1.4 Site Context

Carr Villa Memorial Park, located in Kings Meadows, Launceston, Tasmania, is a significant and expansive site that serves as a tranquil and respectful space for the community. The park is primarily used for cemetery purposes, offering a serene environment for reflection and remembrance. It is also notable for its natural beauty, with vast open green spaces and significant expands of native bushland with high ecological value, comprising of remnant vegetation communities.

Carr Villa Memorial Park caters to both the deathcare and passive recreational needs of the local community.

Within its bounds the memorial park includes a portion of Flora Reserve, which is part of the Cemetery site, but is fenced, not maintained by the Cemetery and not for Cemetery use. This part is not included in the spatial considertaions for potential additional interment area.

The park is an important landmark in Launceston, playing a key role in the local cultural and social fabric. It is integrated within the broader urban landscape while maintaining its peaceful, park-like atmosphere. Future developments will consider the delicate balance of preserving the park's solemnity while providing necessary amenities for visitors.

Carr Villa Memorial Park is easily accessible via major roads and public transport networks in Launceston. The site is located approximately 5 kilometres north of the Launceston city centre, making it convenient for visitors both from the urban area and surrounding regions. Key access points include the main entrance from Nunamina Avenue and secondary access roads leading to different sections of the park, including the Chapel.

For those using public transport, several bus routes connect the park to the wider Launceston area, including Route 140, 145 and 146 with stops within walking distance of the park entrances. The close proximity to the city's central business district ensures that the park remains easily reachable, whether by car, bus, or other means of transport.

Pedestrian access within Carr Villa Memorial Park is well developed, with paved pathways that link key sections of the park to the local residential community, providing a smooth and safe experience for visitors. These walkways encourage leisurely strolls and peaceful exploration of the memorial areas, gardens, bushland and Flora Reserve. A number of informal trails have established over time across the bushland. Plans are to consilidate these trails so that impact on enviornmenbt, and user experience can be improved.

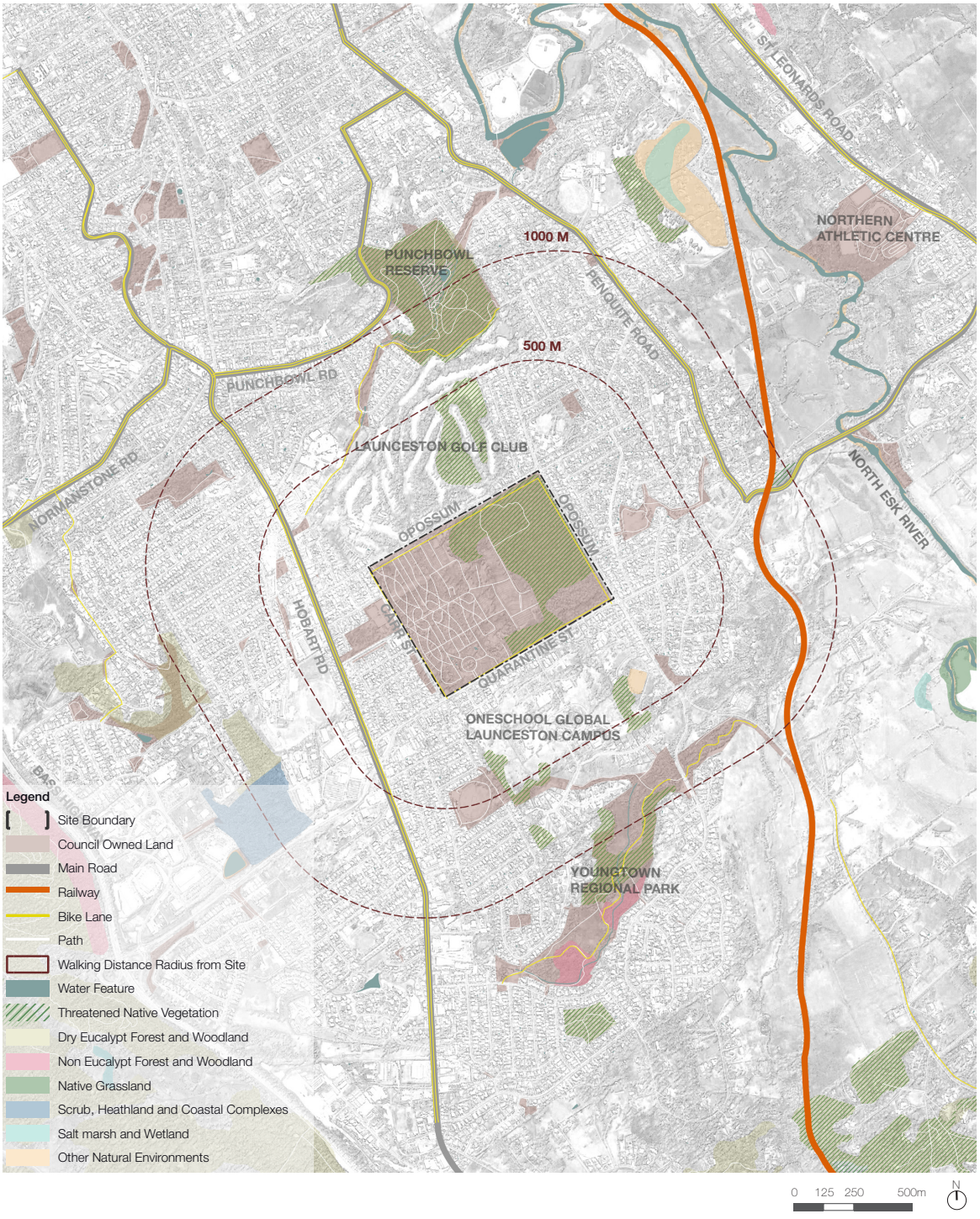
Cyclist access is also available, with cycling routes connecting the park to nearby streets. Launceston's broader cycle network facilitates easy travel to Carr Villa Memorial Park, making it an accessible destination for cyclists.

As noted, Carr Villa Memorial Park is located within a rich ecological context, with a variety of native plant species, trees, and wildlife contributing to its environmental value. The park balances its function as cemetery with the conservation and protection of its biodiversity, with large areas of landscaped gardens and open spaces that provide habitats for native species. Particular care is taken to preserve and enhance the site's natural assets, including the conservation and enhancement of its remnant bushland and the integration of sustainable practices in landscaping and park management.

The Car Villa Flora Reserve within the site boundary protects threatened species and plant ecologies such as the Eucalyptus amygdalina forest. The bushland surrounding the central reserve, whilst more degraded, still shows presence of a number of threatened plant species.

Environmental sustainability is a key focus for future developments in the park. The Masterplan promotes to protect and enhance the remnant bushland within the Flora Reserve. In areas where interment potential is identified, a careful appreciation of existing natural values such as detailed locations of presence of threatened species, paired with potential interment options that reduce environmental impact, will be required to best possible balance those two interests. Plans are in place to enhance the ecological footprint by incorporating native plantings, reducing water consumption through smart irrigation systems, and promoting soil health. Additionally, the park is a haven for local wildlife, including bird species, which contribute to the tranquil atmosphere that defines Carr Villa Memorial Park.

Incorporating these ecological considerations, the park serves as a model of sustainable land use, balancing the needs of the community with the preservation of Launceston’s natural environment.


1000 M
500 M
PUNCHBOWL RESERVE
PUNCHBOWL RD
PENQUITE ROAD
ST LEONARDS ROAD
NORTHERN ATHLETIC CENTRE
LAUNCESTON GOLF CLUB
NORMANSTONE RD
NORTH ESK RIVER
OPOSSUM
OPOSSUM
HOBART RD
CATHERINE ST
QUARANTINE ST
ONESCHOOL GLOBAL LAUNCESTON CAMPUS
YOUNGTOWN REGIONAL PARK
Legend
Site Boundary
Council Owned Land
Main Road
Railway
Bike Lane
Path
Walking Distance Radius from Site
Water Feature
Threatened Native Vegetation
Dry Eucalypt Forest and Woodland
Non Eucalypt Forest and Woodland
Native Grassland
Scrub, Heathland and Coastal Complexes
Salt marsh and Wetland
Other Natural Environments
0 125 250 500m
N

1.5 Site Character

Figure 10. Main Entry Chapel

Figure 11. Depot

Figure 12. Chapel and Crematorium

Figure 13. Barakee Waters

Figure 14. Lawn Plaque Cemetery

Figure 15. Pond

Figure 16. Monumental

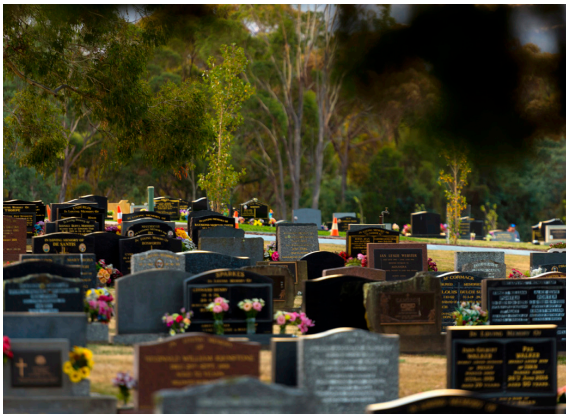


Figure 17. Semi Monumental

Figure 18. Garden of Memories

Figure 19. Woodlawn Children's

Figure 20. Bush. MCA 05A Site North

Figure 21. Bush. MCA 05A Site East

1.6 Site Considerations

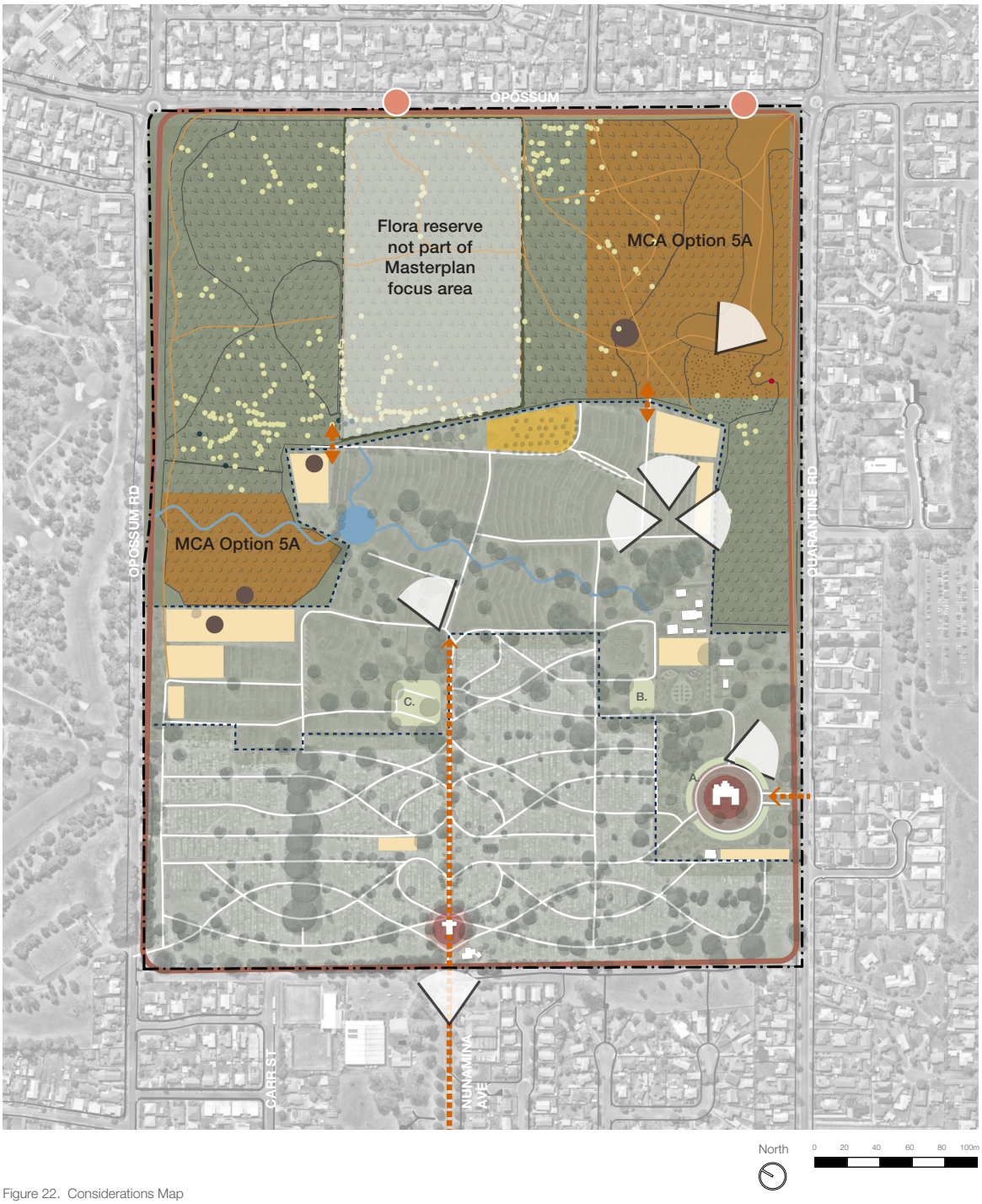


Figure 22. Considerations Map

Legend

Project Boundary

Access / Connectivity

Threshold

Site Feature

Key Entry Point

Buildings

Possible Future Interment Expansion Area

Pedestrian Track (Unsealed)

Vehicular Site Connection

A/B/C Carparks

Bicycle Connection

Public Transport Stop

Views

Environmental

Existing Trees

Significant Flow Paths and Pond

Spoil

Woodlands Cemetery

Native Vegetation Condition

Poor

Fair

Fair / Good

Threatened Flora Records

Brunonia australis

Caesia calliantha

Prosanthera rotundifolia

Key Considerations

In determining opportunities for exploration within the Masterplan phase, analysis of the existing conditions of the Carr Villa Memorial Park site and its features provides us with considerations for its proposed development. The major features include:

Architecture

- Period architecture punctuates the experience of entering the site from the two main vehicular entries. They act as markers in the landscape and signify the ritual of service or memorial.

Flora Reserve and Bushland

- The Flora Reserve and bushland allows for thriving ecology, whilst providing a picturesque backdrop to the current interment areas. Home to significant and threatened flora communities such as the Eucalyptus amygdalina inland forest. The reserve is set aside for ecological conservation and is not part of the study area other than for passive recreational and ecological value considerations. It is a popular local destination for walking.

Thresholds

- The site consists of three primary zones which impact the character of the site, transnational from urban to bush, east to west- Monumental to Limited Monumental and lawn interment, to Bushland and flora reserve. These thresholds play an important role in locating ones self on site and can be further celebrated.

Access

- The road network acts as a shared paths for private vehicles, maintenance vehicles and pedestrians. It has been noted that conflicts between vehicles pedestrians are limited. The road access network to the Monumental area provides some scope for potential infill. The site is well connected to the local community through pedestrian, pubic transport and shared routes.

Water

- At the low point of the site, the pond is a feature that draws the user down, a calm environment that could be further utilised for service, memorial or celebration. These environs could be expanded to daylight and naturalise the creek line.

1.7 Future Cemeteries

The future of contemporary cemeteries

The contemporary cemetery faces environmental, cultural and social challenges, including ever increasing complexities around death care preferences. Additional challenges include falling cemetery visitation, urban land shortages and demand for open space, culminating to provide a catalyst to rethink the traditional cemetery offering.

21st Century cemetery design needs to respond to changing death care ideologies and technological advancement, to provide community amenity that aligns with the evolving needs and generational change in death care.

Australia in general, is facing the challenges of urban population growth and difficulties in securing land, placing pressure on open space assets, cemetery capacity and land tenure.

A changing cemetery typology

Shifting ideologies of death care require a rethink of burial typology with the need to diversify offerings on-site and reconsider grave tenure. Changes in death care typologies will require legislative, cultural, research and technological advancements and innovative partnerships.

Potential cemetery typologies

Five potential cemetery futures were developed and visualised as part of a workshop in 2019 conducted by DeathTech. The list of cemetery typologies are not exhaustive, rather they envision a future cemetery that would address one or more of the challenges facing contemporary cemeteries. The list of typologies include:

- The Nature and Ecological Park Cemetery
- The Socially Activated Cemetery
- The Traditional Cemetery
- The Digital Cemetery
- The Urban High-rise Cemetery

Given the context in which Carr Villa Memorial Park operates, it is likely that the future for the site will take components of all of these typologies, as it develops into the future.

Overview trends and forecasts

The *Future Cemetery Survey 2021* is a recent study of public death care preferences from the DeathTech Research Team and found that death care preferences are rapidly changing, becoming increasingly varied, and are often in opposition to one another. Findings indicated a gentle decline in desire for burial care and shift towards cremation, with a growing demand for natural amenity, including preference for bushland burials and ashes scattering in nature.

Key findings

Upon review of the survey data, in the context of the Cemetery, the following key findings and opportunities were identified:

- A cemetery Masterplan with a 100+ year lifespan requires a flexible approach to interment land-use. Interment land-use to be zoned/noted as non-specific, to remain flexible and adaptable to trends over time.
- A sustainable cemetery is diverse and adaptable to future change. Increase diversity of interment options available on-site to remain flexible and adaptable to trends over time.
- A cemetery landscape provides amenity as both community memorialisation and as a public asset.
- Protect, repair, and enhance the unique and valuable ecological amenity of the site and its surrounds.
- Utilise the cemetery as a vehicle to educate the public on the role of cemeteries in death care. Seek opportunities to showcase the aspects of a 'future cemetery' as a catalyst for positive change.
- Engage with customers to facilitate a feedback loop to understand current and local community specific requirements for death care. Utilise this knowledge to guide the implementation of all future stages of the Masterplan.
- Develop a cemetery that engages in a dialogue with interment tenure. Review current trends to understand policy and operational changes required to implement sustainable tenure interment options and improve economic returns.
- Provide a diversity of cemetery and community facilities to encourage usage and visitation of cemetery.
- Celebrate and embrace non-burial interment options as a forward thinking cemetery.

Grave tenure and flexible Interment

One approach to cemetery management, to reduce the pressure on land tenure, is limited-tenure grave ownership. Death Tech's 2021 survey found that there is strong support for flexibility in grave tenure and choice of grave tenure preferences.

Limited tenure grave ownership is practised in various locations around the world. Interment cycles typically flex between 25-50 years, after this period of time the grave can be reused for another burial.

The DeathTech Research Team

The DeathTech Research Team is a multi-disciplinary group of scholars at the University of Melbourne who research and teach the sociology of technology, cultural and material anthropology, media and communications studies, and information and interactive systems design. Over the past decade, the team has worked across a number of major projects funded by the Australian Research Council Grant Scheme that examine death and technology. Further information can be found at their website, https://deathtech.research.unimelb.edu.au

2.0 Vision

Figure 23. Carr Villa Memorial Park: Bushland (Image by Author)

2.1 Vision

Vision

Carr Villa Memorial Park is a serene and inclusive sanctuary that honours the memory of loved ones while fostering community connections.

Our vision is to create a supportive environment that offers reflection, remembrance, and celebration of life. We aim to enhance the natural and built features, promote biodiversity, and provide accessible spaces for contemplation, education, and social connection.

Through sustainable practices and cultural sensitivity, Carr Villa will balance ecological conservation with cultural needs and thus serve as a vibrant legacy for future generations, inviting all to find peace and solace in its embrace.

The vision is subject to change based on comment from CoL and an understanding of Community Sentiment derived through any further future consultation.

The role of Carr Villa Memorial Park

The cemetery not only cares for the interred but also serves as a cultural institution that embraces diverse communities and fosters discussions on evolving burial practices.

Carr Villa can play a role in advancements in sustainable death care, adapting to generational shifts and technological innovations. Its focus on customer service and regional operations provides a unique opportunity to survey, plan, and drive positive change in the future of death care.

Figure 24. Carr Villa Memorial Park- Aerial Photography (Image provided by CoL)

2.2 Guiding Principles

Principles

Five principles have been established to achieve the vision for Carr Villa Memorial Park. These principles are designed to guide the design, implementation, and operation of the Cemetery.

Celebration of Culture

- Create a culturally inclusive and safe environment that offers authentic connections to place and the history of Launceston.

- Create opportunities to connect with and build relationships with Country, respecting and adapting to ongoing engagement with Tasmanian Aboriginal People and honouring the diverse cultural needs of our multicultural communities.

An Innovative Cemetery

- Influence the progression of regional trends towards a more sustainable cemetery future, with flexible interment types, adaptable to future change.

Resilient and Sustainable

- Embrace the existing natural beauty of the surrounding bushland and Nature Reserve drawing in ecological connections for flora and fauna into the cemetery.

- Service and maintenance requirements are integrated into the design to minimise disturbance of public users.

An activated community centre

- Serviced by adjacent amenities, promote public interaction with multi-functional programs and activation, whilst providing quiet, private, and respectful interment for reflection and contemplation.

- Support engagement and partnerships with volunteer groups and ecological organisations.

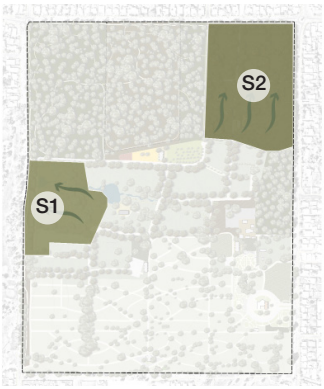
Connected

- Reinforce a legible movement network with a defined hierarchy.

- Curate and formalise recreational trails, connected outward to the community.

- Connect community to death care options and build awareness of change through amenity, education, and technology.

2.3 Spatial Principles



Interment Expansion

- Through a staged process, provide continued cemetery use through the expansion of current interment ground to cater for the next 100 years. Total area 80,000m², total interment yield 3846.
- Stage 1 Expansion (approx 2040) Site area 25,000m², interment yield 1201 approx.
- Stage 2 (approx 2070) Expansion Site area 55,000m², interment yield 2645 approx.

Highlight Natural Assets

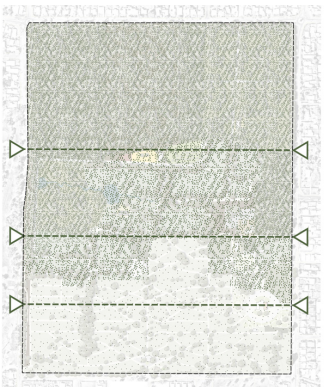
- Draw in green from boundaries of site to embed cemetery into surrounding natural amenity, as well as providing canopy cover to shade pavement.
- Frame interment areas within 'clearings in the forest, increasing planting and reducing lawn area.
- Continue ongoing ecological survey and protection and balance interment extensions with conservation targets.

Ensure Operational Efficiency

- Formalise operational service hubs within the site to allow for effective maintenance.
- Allow for heavy/ large service vehicle access into site.
- Define key maintenance routes throughout the site

Activate through Amenity

- Second stage Customer Service Building, Chapel, Cafe, and Future Flexible Building to activate central and southern parts of site for active and passive surveillance.



Embrace Spatial Transition

- A gradual spatial and character transition from monumental, semi monumental, lawn burial to bushland character.
- Utilise future interment trends to minimise cological impacts.

Support Legible Pedestrian Movement

- Create a hierarchy of movement paths for pedestrians to follow.
- Strive for equitable access across the site.

2.4 Illustrative Masterplan

Legend

- Site boundary
- Flora and fauna reserve boundary
- Existing chapel and crematorium
- Existing entry administration building
- Existing maintenance building
- Proposed meeting, services, gathering enhance to Chapel
- Proposed courtyard to administration building
- Proposed shelter, seating, gathering and orientation
- Proposed 'water' pavilion, gathering, services, amenity and gathering
- Existing contour
- Existing urban monumental zone
- Existing limited monumental & lawn interment zone
- Flora and fauna reserve
- Bushland recreation zone
- Bushland buffer zone
- Existing 'Woodlawn' children's interment
- Existing ash interment beds
- Existing Orthodox area
- Existing garden bed
- Proposed flexible interment zone
- Proposed ash interment zone
- Pond
- Proposed creek and pond 'daylight' enhance
- Proposed spoil areas and planting
- Existing road
- Proposed road
- Proposed pedestrian path
- Existing car park
- Existing depot
- Proposed depot
- Proposed Playful Reflective Garden
- Existing trees
- Proposed trees
- (P) Existing parking
- (T) Existing toilet
- (P) Proposed parking
- (T) Proposed toilet

- Main vehicle entry enhance
- Proposed service depot entry
- Existing pedestrian entry enhance and wayfinding
- Main viewing nodes & seating amenity

01	Main entry - 'Enhance' entry experience and wayfinding through planting and acknowledgement of country
02	Chapel - 'Enhance' entry experience and wayfinding through planting and Acknowledgement of Country
03	Proposed depot expansion with soil spoil storage and screen planting
04	Proposed 'Water' pavilion, gathering, services and amenity
05	Upgrade and daylight creek line and pond
06	Sustainable, low impact (flexible natural / eco-bush burial / interment options) - Further design development required.
07	Sustainable, low impact (flexible natural / eco-bush burial / interment options) - Further design development required.
08	Bushland buffer trees and habitat retained
09	Existing flora and fauna reserve to be retained and protected
10	Retained existing bushland. Future enhance to path network
11	Enhanced tree planting to lawn interment access
12	Spoil and planting opportunity zone
13	Viewing - node and seating
14	Proposed 'Woodlawn' children's nature play garden and shelter
15	Proposed gathering courtyard to administration building
16	Existing war grave

Figure 25. Carr Villa Memorial Park: Rose Beds Ash Interment (Image by Author)

3.0 Strategic Layers

Achieving the vision

The following section provide a series of strategic layers that guide design and planning of the site to achieve the long-term and overall vision. These include:

- Burial and Memorialisation
- Healing Country
- Customer Experience and Built Form
- Movement and Accessibility
- Ecology, Landscape and Hydrology
- Planting Themes

Burial and Memorialisation

A Flexible Framework

The Masterplan provides flexibility to accommodate changing interment needs as demographics, community expectations, and customer sentiment evolve. Based on current trends, expansion within already allocated interment areas may meet needs for the next 25 years. The plan also allows for the adoption of future technologies and more sustainable land use over the cemetery's lifespan, reflecting the community's changing values and preferences.

A multi-criteria assessment was undertaken to evaluate the potential of different precincts within the site for additional interment. This assessment considered ecological values alongside operational and visitor experience factors. As a result, two preferred areas were identified as potentially suitable for future interment. These areas are referred to as MCA Option 5A and are shown on the adjacent map.

Identifying these areas for potential future interment does not equate to approval for development. Any future use of areas outlined in Option 5A will be subject to further consideration and approval by Council, including environmental assessments and planning approval.

Interment Distribution

It is envisioned that Carr Villa Memorial Park will transition to more sustainable burial over time. The detailed implementation strategy for interment typology and placement will be integral to supporting the long term goals of the Masterplan and educating the public, through the visual, experiential and environmental communication of burial and memorialisation products.

Location of interment types must carefully consider proximity to adjacent amenity and other elements of the Masterplan. For example, low ecological and visual impact types are encouraged and preferred across the site, and should be assigned to areas adjoining environmental amenity.

Eco burial, natural burial, and low eco-impact rated products are preferred adjacent areas of public amenity, as well as natural amenity such as the Bushland Area.

Sustainable Burial Types

Flexible burial areas are able to accommodate a variety of low impact or eco-internment products, typology opportunities include:

- Grassland clearing burial
- Scatter Garden
- Natural and Eco Burial
- Alternative Cremation Technologies
- Geo-referenced internment will minimise visual impact and provide customer wayfinding and support for sustainable burial.

Digital Memorialisation

Digital memorialisation provides sustainability benefits as physical infrastructure is minimised and digital spaces can stay up to date with technological advances and trends.

There is potential to facilitate the 'digital cemetery' a collection of photographs, recordings and stories, found at specific locations on the site navigable by GPS and/or available on the internet providing a virtual space. There is the opportunity to engage with this when outside the bounds of the cemetery at Carr Villa Memorial Park with an online presence directing you to information on the interred and connections to local history.

In Perpetuity/ Tenure

When an Exclusive Right of Burial is granted it is in perpetuity, and since 1905, the cemetery has taken the same approach to the length of interments on site. This places strain on the ongoing service of Carr Villa as there will always need to be an expansion of grounds to cater for interment.

In future, as cultural trends towards interment evolve, alternative tenure models for future interments may be explored in wider and transparent consultation with the broader community.

C
D
C
MCA Option 5A
MCA Option 5A
B
C
A
Legend
Threshold A - Monumental
Maintain and conserve
Threshold B - Limited monumental and lawn interment
Potential for ash and burial ground
Threshold C - Bushland recreation
No expansion proposed/ ecological enhancement
Threshold D - Flora Reserve
Ecological protection and enhancement
MCA option 5A - Future expansion option
Sustainable, low impact (flexible natural / eco-bush burial / interment options)
0 25 50 100m

Healing Country

The City of Launceston through the endorsement of the Aboriginal Partnership Plan in 2023, are committed to developing intentional and purposeful relationships with Aboriginal cultural knowledge holders, leadership and community members, with a view to improving Council's decision-making processes.

This self-determined partnership will be based on a reciprocal relationship that takes acknowledgement of Country to heart and prioritises cultural safety.

As these relationships develop, the opportunities raised below are examples of how Carr Villa Memorial Park could potentially partner with Tasmanian Aboriginal People to work with the regeneration of Country.

There is an opportunity to continue developing and strengthening partnerships with Tasmanian Aboriginal People and representative organisations. Bilingual signage and place naming throughout the cemetery can help embed language into the landscape. An Acknowledgment of Country can be incorporated at the site entry and extended throughout.

Flexible ceremonial spaces can accommodate smoking ceremonies, multi-use gatherings, and a yarning circle. Seasonal changes and culturally significant indicator plants can help create a deeper understanding of place. Ecological connectivity can be restored by using endemic species to create habitat and food sources for wildlife, while natural systems such as water cycles can be highlighted through visible rain events and the movement of water across the landscape.

The site can support cultural obligations to land and water through opportunities for cultural burning and other land management practices. Cultural trails with interpretive signage, digital storytelling, and soundscapes can support history and truth-telling. Art can provide a connection to Country, with sculptures acting as visual anchors, landmarks, and wayfinding elements.

Material reuse can be considered through rammed earth, clay bricks, and recycled stone to reduce reliance on virgin resources. Educational opportunities may include cultural tours, practice demonstrations, and language workshops, with interpretive and educational signage integrated into the cemetery grounds.

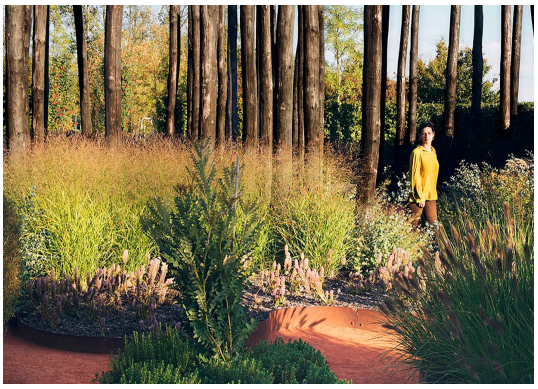


Figure 29. Cultivated by Fire, International Garden Exhibition, Berlin

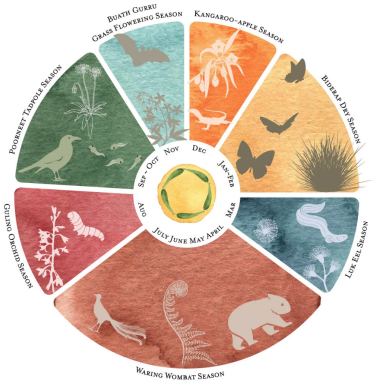


Figure 31. Seven seasons calendar Eastern Kulin Nation

Figure 30. Mulanggari yur-wang (alive and strong), NGA Sculpture Garden, Canberra

Figure 27. Acknowledgment of Country Signage / Public Art. Mantirri Design

Figure 32. Yarning Circle, Curtin University, Perth

Figure 28. For Our Country Memorial- Australian War Memorial. Daniel Boyd + Edition Office

Customer Experience and Built Form

The design of Carr Villa Memorial Park provides the opportunity to support the grieving process through carefully crafted environments that consider the functional needs of the customer and offer experiential opportunities. The cemetery will provide touch points for communal and connected experiences, contemplative and experiential moments, and the creation of supportive and intuitive user journeys.

The Carr Villa Memorial Park provides a safe and supportive environment for placing someone to rest. The Memorial Park Masterplan seeks to not only provide a plot for interment, but instead consider the physical and emotional journey and the amenity that is needed to assist in the process of reconciling grief now and into the future.

A supportive and intuitive user journey

The customer journey should be intuitive, accessible and legible. Through clear hierarchy of movement and journey sequence from the first point of arrival within the cemetery, through grounds to facilities and internment spaces. The journey throughout will be welcoming, inclusive, safe and comforting.

A contemplative and experiential journey

Through landscape, architecture, and journey, we contemplate our relationship to the communal and the individual. Carr Villa will offer an enhanced user experience with leveraging from the existing landscape and architecture, by continuing to create beautifully crafted environments, built and natural, abundant in native flora, fauna and water.

The landscape will offer visible changing experiences and cycles, intrinsic to life and death. Temporal seasonality of flora species a reminder of transitions and cycles. Ecological restoration planting will provide an experience of generational change over the site, with new sapling planting maturing over time to old growth trees. Water cycles will be expressed and legible through visible harvest, capture, storage, treatment and re-use.

Feature landscapes at key moments, co-located with amenities offer a crafted and detailed landscape opportunity for contemplation and reflection. Design elements should evoke feelings of warmth, comfort and protection through consideration of form and materiality that is responsive to human scale, climate and comfort factors. Considering a careful balance of human experience, from the personal and intimate to the beyond human and the greater landscape.

A communal and connected experience

Carr Villa Memorial Park plays an important role in the grieving process as a social facilitator, offering space for gathering with family, friends and the greater community.

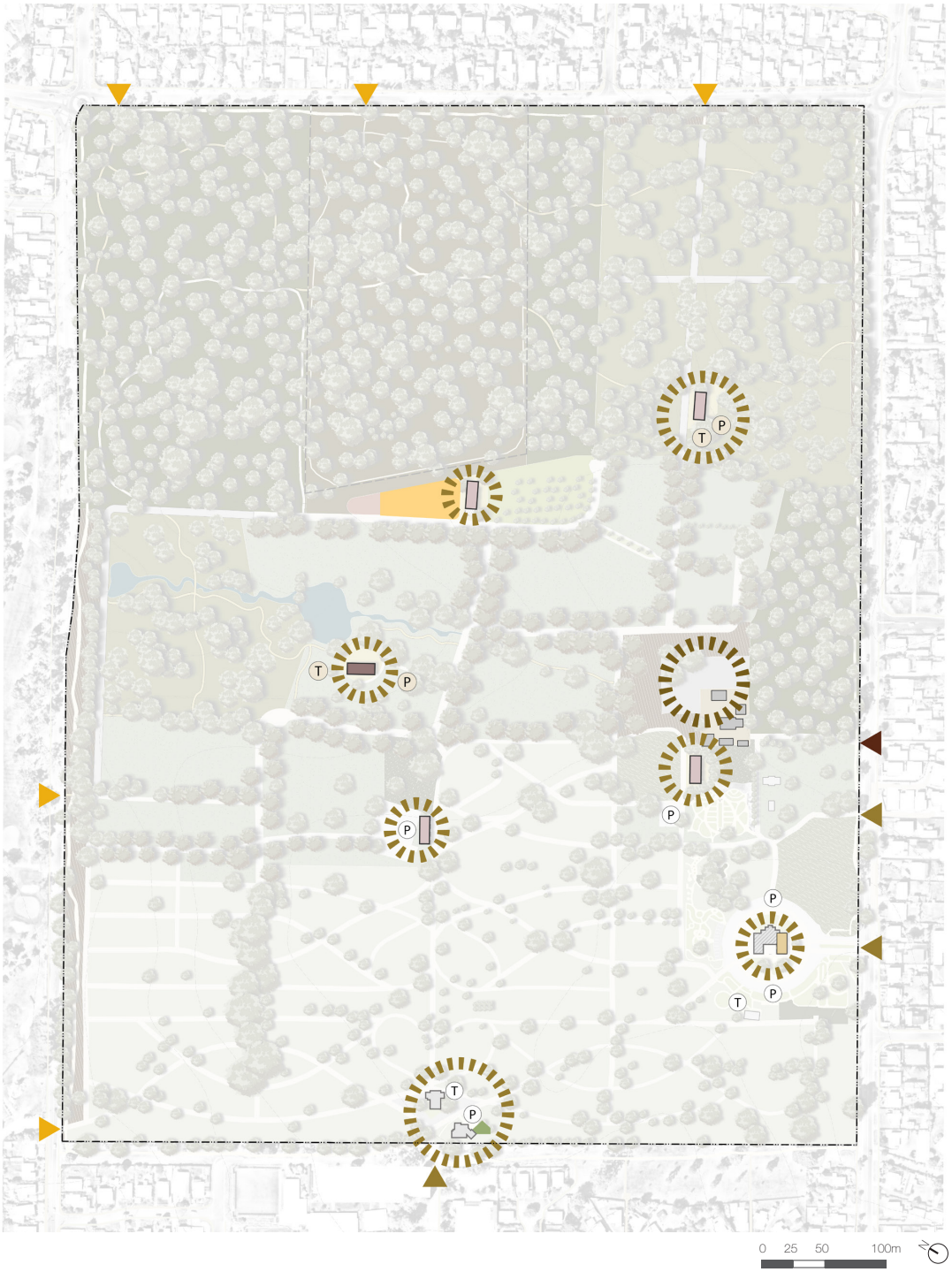
The Masterplan seeks opportunities for the promotion and facilitation of social, cultural and environmental initiatives.

Multifunctional spaces flexibly accommodate the social and the communal, supporting opportunities to collectively celebrate our humanity. Other community enablers include; gardens, temporary cafe or florist, and gathering and resting spots with seating.

Carr Villa Memorial Park plays an important role in the grieving process as a social facilitator, offering space for gathering with family, friends and the greater community.

Legend

- Site Boundary
- Proposed Gathering/Orientation Points
- Proposed Cemetery Depot Expansion
- Main Visitor Entry
- Secondary Visitor Entry
- Main Maintenance / Service Entry
- Proposed Playful Reflective Garden
- Proposed Pavilion
- Proposed Shelter
- Existing Administration Building With Courtyard
- Proposed Meeting, Services, Gathering Enhance To Chapel
- Existing Maintenance Building
- Existing Parking
- Proposed Parking
- Existing Toilet
- Proposed Toilet


0 25 50 100m

Pavilions and Amenity Blocks

A proposed increase in amenity and choice for service offers an opportunity to develop a suite of architecture for Carr Villa.

Pavilions and shelters are intended to be memorable and empathy led, providing an emotive response to the experience of death, loss, and healing to offer spaces that are inclusive and welcoming.

Amenity buildings provide an essential public function should follow good design principles, including embracing natural light, natural ventilation and shared washing facilities outside of cubicles. Non gendered facilities are preferred and must be in alignment with CoL accessibility requirements.

All structures should accommodate both public and private uses. Providing for cultural inclusion through flexible, adaptive multi denominational spaces.

Architecture must consider:

- Buildings that connect to Country, a place of origin in cultural, spiritual, and literal terms. The architecture must be nature-centred and part of an environmental community, utilising biophilic design to connect people with nature and community.
- Integration of buildings and landscape to set out relationships that contribute to a unique place and in the context of death
- Built form that responds to history, culture, and context.

Furniture and Structures

The material quality must be inviting, allowing either a short rest or a long stay with the same degree of comfort demonstrating key themes of warmth and care to the user.

User centred design research has reinforced how critical amenity is to the journey through the cemetery, sheltered rest and pause points provide a moment to contemplate within a large site, on what may be a difficult journey. These moments will be accessible to all and a range of configurations will be investigated to allow for privacy or encourage interaction.

Reflection Seating

Seating is to be provided at key intervals within new internment areas and within amenity areas to establish restful, reflective stopping points, comfort and flexibility.

Proposed Playful Reflective Garden

Adjacent to the existing Children's Woodlawn Interment, there is an opportunity to enhancing comfort, flexibility and amenity experiences for not just children, but adults alike. A playful natural garden invites to sensory discovery of natural experiences such as flora and fauna, landscape elements and/ or art installations. This can expand opportunity for reflection and providing in particular, but not exclusive, children a space to retreat to. The design development of Reflective Garden should seek input from families of children in the children's cemetery to ensure the space is developed respectfully and located to maintain the dignity and purpose of Carr Villa Memorial Park.

Lighting

Safe and Inviting

- A balance must be struck between creating safe environments and inviting people to enter the cemetery after staffed hours. Lighting to the key movement corridors should be incorporated to a level which is safe for pedestrians and vehicles predominantly in the dawn and dusk hours. All landscape lighting should be solar powered.

Feature Lighting

- Feature lighting to landscape and architecture and memorial can also be considered to amplify an experience and provide greater assistance to wayfinding and orientation.

Darkness for Habitat

- Lighting must consider the fauna of the Bushland and Flora Reserve and ensure limited disturbance.

Figure 34. Communal picnic Shelters. By McGregor Coxall

Figure 35. Flexible Pavilion. By Mcgregor Coxall

Figure 36. Reflection seating

Figure 37. Reflection seating

Figure 38. Playful Reflective Garden/ art installation

Figure 39. Playful Reflective Garden/ contemplative play

Movement and Access

The Masterplan seeks to curate the experience of accessing and moving through the cemetery, considering how to best support the bereaved and in turn balance the needs of a diverse range of visitors. This will consolidate the cemetery as an appreciated, much loved, valued community asset.

There is an opportunity to clarify and enhance the movement and access network legibility and comfort, ensuring it is clear and intuitive, reducing confusion or conflict as well as reinforcing and reflecting the unique surrounding amenity and character.

Future additional roads within expansion areas should be kept to a minimum and laid out to minimise impacts on ecological values.

Moments Of Arrival

The Masterplan reinforces the strength of the experience of arrival into Carr Villa, via the main vehicular access points. Further highlighting site features reinforcing and using non-interment spaces to transition into different areas of the site.

Other site entries at edges, such as the pedestrian trails into the bush land and flora reserve will mark a moment, signifying the transition between land uses and amenity clearly. The blurring of landscape character between the cemetery landscapes is important to reinforce the experience of a cemetery landscape, sensitively and uniquely grounded in the surrounding natural amenity.

Signage and Wayfinding

Integrated Signage

Signage and wayfinding will be integrated into the landscape and architecture, and not considered as an additional element. The location of these should be clearly visible to the intended user, to ensure a controlled experience within the site.

Supporting the Bereaved

It is important to acknowledge that a large proportion of users will only visit the cemetery on one occasion for a funeral or memorial service. It is also important to note the stress and anxiety that can be associated with this, and as such, extra emphasis must be placed on the position and type of wayfinding devices so that clear orientation, familiarity and legibility is provided. Supported by a simple, intelligible path network, users will be able to intuitively navigate their destination in comfort.

Digital

Digital, immersive, and interactive wayfinding devices can be used in combination with more traditional methods of plans and direction. Using GIS and GPS information, more detailed directions can be given to interment, memorial or destinations within the cemetery.

Educational or Interpretive

There is an opportunity to deliver dynamic and engaging education through various formal and informal mediums that enhance face-to-face interactions with the customer service team. These experiences can range from striking physical installations to intimate discoveries. Digital platforms and technologies, like augmented reality, offer evolving, personalized journeys that adapt with new advancements. Ultimately, the goal is to inspire joy, spark curiosity, and foster meaningful conversations.

Human Comfort

At the cemetery, human comfort is paramount in facilitating a positive experience throughout the day and seasons. Comfort includes thermal, wind, and noise together with proximity and spatial relationships to amenities. Projects which develop out of the final Masterplan present opportunities to undertake a detailed assessment of human comfort scenarios is through the delivery stages using GIS and user data to drive design.

Universal Design

Equitable access and universal design will be prioritised in the development of the access and movement strategy for the cemetery expansion. The site is to be an inclusive place welcoming to those of all abilities, a crucial objective in cemetery design given the known demographics of typical users.

Access to the site will primarily be through private vehicle. In the short term appropriate parking, both DDA and standard parking spaces, will be available through the site providing access to interment, built form and landscape. Resting and seating will be provided along main paths at regular intervals

to support all abilities of mobility across the site.

Walking and Cycling Trails

The site is visited by many pedestrians from the local community, taking advantage of the well kept grounds and bushland and flora reserve as a destination. This activation is to be encouraged, further promoting Carr Villa as a community destination.

Informal tracks through the bushland reserve will be enhanced and formalised to bring greater structure to the interaction between visitors and the environment and ensure legibility and clarity. This will encourage greater visitation and aid in passive surveillance for anti social behaviour.

Vehicle Movement

Separation of vehicles from pedestrian movement where possible reduces risk of conflict between users and establishes free flowing movement to a destination. As the experience of visiting a cemetery can be emotionally difficult, it is necessary to remove the risk of compounding these emotions. Intuitive wayfinding through signage, landscape and architectural markers reduces the risk of misdirection or losing one's self in the cemetery. Direct roads and paths support ease of movement and reduce risk of becoming disoriented.

New roads are provided as two way, to maximise circulation and align with the movement strategy established in the existing cemetery. Private vehicles are confined to the spine and loop. The lateral branches and maintenance access routes, identified as shared paths, are controlled, allowing hearse vehicle and maintenance access only, enabling these vehicles to move more freely around the site.

Vehicular Parking

Whilst public car parking is allowed across the site to enable informal use and visitation of the cemetery, a larger focussed carparking is available at the chapel and within designated carpark areas.

It has been observed that these car parks are at times underutilised. There is a potential for the provision that lends itself toward alternate or flexible program and use or through better additional amenity, provide greater shelter, amenity and comfort.

To address the issue of cars mounting kerbs and affecting interment and landscape, parking could be decentralised with additional small amounts of parking employed in other areas, allowing clear access to interment.

Additional activity zones such as a outdoor gathering or service areas will also cater for carparking.

Car parks within the site, could employ environmentally sensitive design, with an aim to reduce urban heat island effect and decentralise water management. Car parks can of permeable surface material, be without kerbs, maximise tree canopy coverage and have Water Sensitive Urban Design treatments.

Provisions within the parking matrix must consider:

- Private vehicle parking
- Decentralised (non-services/events)
- Staff
- Motorbike parking

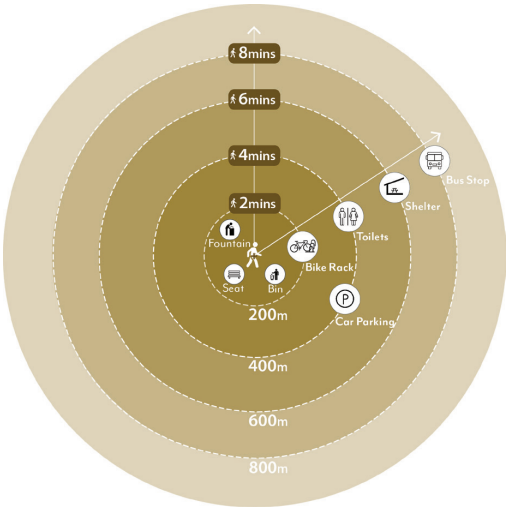


Figure 40. Example Amenity Proximity to Interment Diagram

Active and sustainable transport

For continual improvement of human comfort and environmental outcomes, there is the opportunity to begin planning the long-term ambition for the site to transition away from the use of private vehicles towards use of active and public transport.

Carr Villa already attracts a number of pedestrians and cyclists, and can be accessed via public transport. The Masterplan seeks to retain this both as a method of travel for recreational users, but also for the local community who are visiting the interred.

Cemeteries are visited by all demographics, but the aged are those which need particular care and consideration. The final Masterplan can advocate for the further investigation of transport options, both connecting to the site as well as internal, intra site movements, to greatly increase the accessibility for those who do not or are not able to drive, or have low personal mobility as well as reducing the reliance on private vehicles and parking. In the future a shuttle (e-vehicle or other technology) may stop to pick up and drop off at key locations within and at the entry to the cemetery.

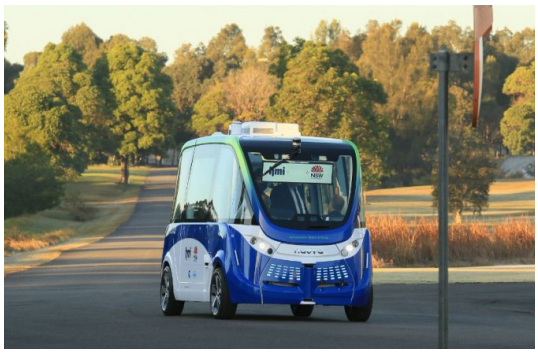


Figure 41. Electric autonomous shuttle bus

Maintenance Routes

Separated or defined maintenance routes should be investigated when designating an access hierarchy for the Masterplan. Though it has been noted that there are limited conflicts between pedestrians, private vehicles and operations, the ability to utilise specific routes with heavy machinery will limit the potential for fill transfer to roadways which may require further clean up.

Legend

- Site boundary
- Main vehicle entry enhance
- Main pedestrian entry enhance
- Main service entry enhance
- Orientation points
- Existing vehicular road
- Existing pedestrian path
- Existing bushland trail
- Existing flora and fauna access path
- Existing parking
- Proposed parking
- Proposed vehicular road
- Proposed pedestrian path
- Proposed creek trail
- Proposed bushland trail

P
P
0 25 50 100m

Site Operations

Customer Service Buildings

Through key stakeholder engagement the customer service and administration building is currently meeting the needs of the community, however this should be further assessed as the site continues to expand. The addition of an associated courtyard is proposed to further enhance flexibility and the experience of staff and users allowing for greater comfort and familiarity.

Meeting Places

Comfortable and well provisioned gathering and meeting places have been incorporated into the amenity offering of the Masterplan. These areas serve the purpose of holding visitors who are waiting to be escorted through the grounds for a service or part of a procession. This may also extend to an "outdoor waiting room" associated with the office.

Site Security

Though we understand impact of vandalism and anti social behaviour has been limited in Carr Villa in the past, the risk of these events within cemeteries is high. Ability to undertake these actions is often aided by the interfaces which are typical of cemeteries. Facilities turning their back to the community, with poor inward visibility caused by large fences and a lack of activation. Once access is gained there is little passive surveillance.

The cemetery Masterplan presents an opportunity to address the risk of anti-social behaviour both through conventional methods of Crime Prevention Through Environmental Design (CPTED) principles and promotion of good planning principles more akin to a public parkland. To complement active surveillance, public vehicle access, the Masterplan can incorporate additional communal activities, facilities, and areas of passive open space. Community activation and events within the cemetery will increase the number of users and build a connection to the site that assists in establishing the cemetery as a centre of civic pride, and less likely to be vandalised. The types and curation of these activation events will need to be carefully considered to ensure these are complementary to the primary function of the cemetery.

Maintenance of Existing Monuments

The ongoing conservation and maintenance of existing monumental interments forms an important part of the overall site experience and the historical legacy of the site. The Masterplan promotes the development of an Action Plan to guide future conservation and maintenance of monuments and their surrounding landscapes.

Interment Spoil

Continual excavation of site material for interment across all sites presents a challenge for storage and use of this spoil. Access to fill is allowed for across the site in strategic locations.

Formalised spoil storage has been indicated in the Masterplan, associated with boundary treatments, potential depot expansion and building structures, utilising planting buffers to screen operational activity and lessen impacts on views and visitation.

Partnerships in Maintenance and Ecological Conservation

Due to the strong interest of the general community, and groups with specific interests for the Memorial Park, there is a great opportunity to establish structured partnerships between Council and Volunteer Groups, that can enable co-management of specific site features, such as the conservation of environmental values like the bushland, or in maintaining and caring for the historical monuments.

Figure 42. Guided Cemetery Tours

Figure 43. Cemetery Depot

Ecology and Hydrology

Ecology

It is important to acknowledge that Carr Villa Memorial Park, a Conservation Area, managed by the City of Launceston is home to a 26 hectare bushland section of the Park containing significant natural values. Native vegetation on the site is classified as Eucalyptus amygdalina forest on Cainozoic sediments, which is listed as a threatened community.

Creating a thriving and diverse environment at Carr Villa memorial Park and a landscape reflective of its existing character is a foundational part of this Masterplan. The ambition is to protect, enhance and celebrate the ecological values of the site locally and regionally, expanding and stitching together ecologies in an effort to combat the biodiversity crisis. Strategies and considerations for ecological protection and enhancement are outlined below. These summarise the recommendations made by the three guiding ecological assessments that formed part of the background research for this Masterplan. These were the

- Bushland_Management_Plan_ CarrVilla, RMCG, 2024
- Carr Villa Bushland Vegetation Assessment 2019, North Barker Ecosystem Services
- Land Usage and Natural Values Report 2024, Enviro-dynamics

Conserve and Protect Remnant Ecologies

The proposed expansion areas will undergo a future design development process to determine the protection of native bushland.

The Masterplan looks to balance the protection and celebration of the remnant vegetation as a feature of the cemetery, whilst balancing the service needs of the Memorial park.

- Use and conservation of the bushland area has been optioned and assessed as a part of the Multi-Criteria Assessment process with Option 05A. Hybrid Approach selected.
- Formalise and reduce informal trails through bushland to minimise environmental footprint/ impact.
- Ongoing monitoring and surveying of threatened species to inform bushland management
- Any expansion of interment into the Option 5A, will be subject to further consideration and approval by Council, including environmental assessments and planning approval.
- Promote and prioritise low impact interment options for MCA5A areas
- Integrate the recommendations of the Bushland Management Plan in regards to vegetation management (Weeding, Thinning, Protection etc) in overall site maintenance regimes
- Establish strategic partnerships to co-manage bushland health and performance

A day-to-day management of the bushland as outlined in the Management plan requires a higher level of resourcing, such as financial and personal input. Beside the attempt to secure additional funding for the site, the highlighted opportunity for partnerships may be a successful model to both, intensify community connections to the site, as well as sourcing the capacity to undertake the required works.

Ecological Connectivity

The Masterplan looks to connect ecologies and habitat within the site and to the surrounding landscape. The investigating of the endemic flora and fauna and their vulnerability status has been important when considering the development of flora species themes. Targeting species through the provision of suitable ecosystems, habitats and habitat features is a step towards conserving and promoting these species into the future.

The expansion of the 'aquatic habitat' on site through the reestablishment of the 'creekline' creates greater habitat on site, supplementing the existing pond and achieving greeting amenity and access to nature.

Landscape Character

The existing landscape has been embraced as being an key natural and reflective characteristic of the site. It it understood that it must also address various practical considerations, including cemetery functions, maintenance, resilience, and cost-effectiveness. High-amenity zones will feature dense planting, focusing on Indigenous or native species. Seasonal plants that highlight cycles of change and provide sensory experiences, such as the scents of Eucalypts and wildflowers, are embraced and expressed.

The landscape will transition from the formal Monumental zone and Semi Monumental zone to the Bushland and Flora Reserve, marking a shift from traditional cemetery design to a sustainable, integrated landscape. Expanding planting areas will replace extensive lawns, creating interment rooms that enhance feelings of privacy and sanctuary while reducing maintenance needs.

Materiality

The landscape materials will align with sustainability principles while reflect the intended character and emotion of the environment. The palette will consist of simple, natural, and local materials that are robust, sustainable, and capable of withstanding public use over time. Materials will be durable, easily sourced, and repairable, with attention to their lifecycle and potential for contributing to a circular economy. Recycled materials should be considered and prioritised, and on-site materials should be

Planting Themes

It is important to establish and consolidate a legible and identifiable landscape character at Carr Villa memorial Park that reflects and enhances its existing character and local identity. This will be achieved through the development and implementation of strong, robust and well considered planting themes identified for specific applications and locations.

Key Masterplan planting themes are as follows:

- Ecological Bushland Planting Theme
- Native Buffer and Screen Planting Theme
- Feature Accent Planting Theme
- Native WSUD Planting Theme
- Native Woodland Children's Play Planting Theme
- Avenue Tree Planting

Ecological Bushland Planting

This planting has a strong reference to the existing bushland and flora and fauna reserve EVC's, environs and ecology. It is primarily within the MCA 05A zones and builds upon the character and quality of the ecological and recreational assets. Careful placement and enhancement of existing planting provides structured and defined zones within a unique woodland experience. It provides both enclosure and protection, offering shadow and light play.

Native Buffer and Screen Planting

This native planting will embellish and add to existing and proposed buffer, framing and screening zones and will provide consolidated, legible and structured planting within an identifiable, unified, and coherent experience and character. It will be used for boundary planting, adjacent car parking, shelters and pavilion as well as boundaries. It will provide simple, condensed planting pallets offering a playful variation of twisted trunks, shadow and light play.

Feature Accent Planting Theme

This planting, located adjacent building amenity and key nodes, resting points and viewing areas, offers diverse planting and sensory respite, texture, colour and fragrance and moments of delight. It gives visual buffer and outlook through a mix of predominately under storey and mid storey planting with feature canopy.

Water Sensitive Urban design (WSUD) Planting Theme

This native planting is associated with the day lighting or the existing creekline and overland flow path and provides ecological and amenity value and comfort and delight. Water sensitive urban design planting can be integrated into water management bio-filtration swales, and existing and prosed ponds.

Native Woodland Childrens Play Theme

This planting supports the children's nature play zone, exploring seasonality, structure, sensory colour and delight and high experiential quality, character and contrast

Avenue Tree Planting

New avenue tree planting offers maximum shade, consistent form, orientation, way finding existing road systems. To vary in seasonality, structure, and experiential quality to have a distinct impression which visitors can identify with and use for intuitive wayfinding.

Figure 44. Ecological Bush Planting Theme

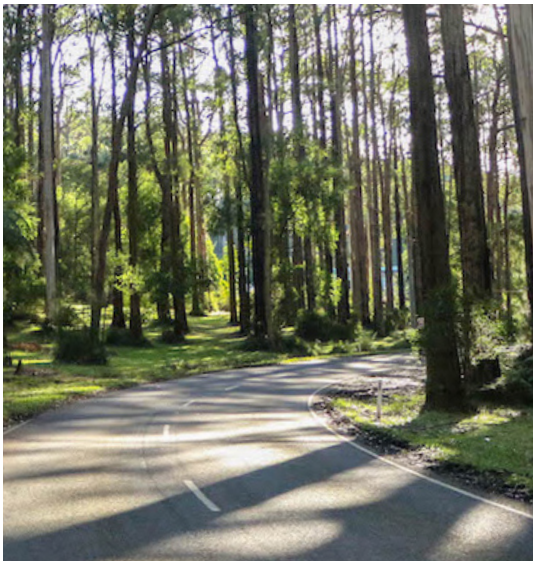


Figure 45. Native Buffer and Screen Planting Theme

Figure 46. Native WSUD Planting Theme

Figure 47. Feature Accent Planting Theme

Figure 48. Native Woodland Children's Play Planting Theme

Partnerships and Activation

Partnerships create an opportunity to enrich and enliven the site. Providing new employment, mutual benefits and exchange of knowledge, including time and resource investment into the site. Partnerships not only support day-to-day experience, but events and calendar programming can include fantastic visual art, digital experiences, and community ownership.

Partnership opportunities exist for:

Tasmanian Aboriginal People Partnerships

- The cemetery Masterplan represents an opportunity to a reconciled future with Tasmanian Aboriginal People. This may include access to Country to perform Cultural Land Management or education.

Creative + Cultural Partnerships

- Activate the cemetery at with art, music, and cultural events. Celebrate the history and people which make up Carr Villa and reflect wider Launceston.

Community activities

- Reoccurring organised activities such as rotating art installations, planting days or heritage guided walks can establish a day-to-day relationship with the site.

Research and Education partnerships

- Progress data driven design for the development of the cemetery. Engage and utilise conversations with customers and users of the site to drive ongoing development and industry change.

  In addition to engaging with other entities facilitating ongoing research in the death sector, such as the DeathTech Team.

Business Partnership opportunities

- Enable opportunities with local retailers e.g pop up coffee or florists on event days. Enable the use of the Cemetery Grounds for historical or cultural tours.
- Continue to grow the working relationship with local Funeral homes to enable Carr Villa assets to be utilised in ceremony and memorial. e.g the expansion of the chapel.

Ecological Protection and research

- Encourage partnerships with volunteer groups to support engagement with the natural and cultural values of the Memorial Park and bush reserve, and to maximise their protection and enhancement.

Funding and ongoing maintenance

- Assist the provision of resources, grants, and funding of key areas of site that require restoration and land management.

Figure 49. Memorial Park night tours

Figure 50. Temporary retail for event days

4.0 Recommendations

Figure 51. Carr Villa Memorial Park: Garden of Memories (Image by Author)

4.0 Recommendations

This Masterplan makes the following recommendations:

Tasmanian Aboriginal People engagement and Community engagement

As the City of Launceston strengthens its relationship with Tasmanian Aboriginal People through the Aboriginal Partnership Plan, actively engage with these communities to ensure that all design stages are culturally inclusive and culturally safe.

Cemetery Plan

Utilise the final Masterplan to guide the development of Council's Cemetery Plan. Including the development of a customer facing engagement plan to enable the collection of data and sentiment, establishing a direct and local feedback loop between customer and operations, and facilitate a collective discourse on the future amenity and use of a sustainable cemetery.

Business Case And Economic Planning

A business case and economic review of revenue generation and funding opportunities be undertaken to support the implementation of the final Masterplan. Including models for limited tenure interment.

Policy and Change

Further engage with stakeholders and policy makers to implement changes to support limited tenure interment and new interment typologies and technology to enable the implementation of this Masterplan.

Ecological Investigations

Further flora and fauna assessment be undertaken prior to detailed design phase to establish ecological and biodiversity goals and objectives as well as target species and assess the viability of conserving and introducing new ecosystems to the site.

Guiding Sitewide Strategies

The Masterplan has been designed to allow for a staged implementation. Whilst the cemetery will be implemented in stages, it will be critical that the first stages of design include the development of site wide strategies and guidelines to ensure a consistent character and identity.

Adjoining Boundaries

Enhance interface with adjoining sites by protecting and enhancing natural assets, flora and fauna and mature vegetation within the cemetery site.

Human Comfort

At the cemetery, human comfort is paramount in facilitating a positive experience throughout the day and seasons. Comfort includes thermal, wind, and noise together with proximity and spatial relationships to amenities. It is recommended that a detailed assessment of human comfort scenarios is undertaken through the delivery stages of the final Masterplan, using GIS and user data to drive design.

Draft Carr Villa Memorial Park Masterplan consultation outcomes, and draft plan revision

FILE NO: SF7731/0817

AUTHORS: Eve Gibbons (Business Leader Carr Villa)

APPROVER: Ali Kemp (Executive Leader Connections and Livability)

PURPOSE:

For information and to support future decision making

PREVIOUS COUNCIL CONSIDERATION:

Council - 27 June 2024 - Agenda Item 15.3 - 2024/2025 Statutory Estimates (Budget)
Workshop - 3 October 2024 - Carr Villa Memorial Park Masterplan Development - Councillor Consultation
Council - 27 March 2025 - Intention to Undertake Community Consultation - Draft Carr Villa Memorial Park Masterplan

SUMMARY STATEMENT:
Councillors will receive a summary of community feedback on the Draft Carr Villa Memorial Park Masterplan, along with recommended changes informed by the review of submissions received during the engagement process.

REPORT:

Introduction

Since 1905, the City of Launceston has supported more than 60,000 families from diverse cultures, faiths, and beliefs in honouring their loved ones. With a strong commitment to customer care, continuous improvement, and innovative planning, Carr Villa Memorial Park (Carr Villa) continues to adapt to the evolving deathcare needs of the community through its cemetery and crematorium services.

Carr Villa has served as Launceston's principal cemetery for nearly 120 years, with land formally dedicated to cemetery use since its inception. Over this time, it has become a place of deep personal and cultural significance for generations of families, past, present, and future, who have laid loved ones to rest and continue to visit in remembrance. With over 6,000 current Exclusive Right of Burial arrangements and an annual visitation exceeding 80,000, Carr Villa is not just a burial ground but a site of enduring community connection and heritage value.

We recognise the significant challenges involved in developing a plan of this nature, one that must balance the evolving deathcare needs of the community with the legacy, history, and cultural importance of Carr Villa Memorial Park. As Launceston's principal cemetery for more than 120 years, Carr Villa holds deep generational significance for many families and continues to serve as a place of remembrance, connection, and care.

At the same time, the site's natural values, particularly its areas of remnant bushland and ecological sensitivity, are equally important to the identity of the park and the community it supports.

The Draft Masterplan has sought to honour and protect this legacy, while planning responsibly for the city's long-term needs. The intent is not to compromise one set of values for another, but to navigate a respectful and inclusive path forward, one that enables Carr Villa to continue fulfilling its primary purpose, while strengthening its environmental stewardship and cultural relevance for generations to come.

The consultation process has provided valuable insight into the priorities, expectations, and concerns of the community. This feedback has directly informed a number of proposed changes and clarifications to the plan. These adjustments aim to ensure that the final Masterplan reflects not only the operational requirements of the site, but also the collective values and voices of those who hold Carr Villa in deep regard.

With this report, we respectfully present the recommended amendments and invite continued collaboration to ensure Carr Villa Memorial Park remains a place of meaning, memory, and care, now and into the future.

Further background on the development of the draft Masterplan is available in the Council Agenda of 27 March 2025, under the item Intention to Undertake Community Consultation Draft Carr Villa Memorial Park Masterplan.

Community Consultation

Development of the Draft Plan

Community engagement has been central to the development of the Draft Masterplan. The plan has been shaped by two rounds of public consultation via the Tomorrow Together platform in 2024, as well as through direct engagement with internal and external stakeholders. This included face-to-face meetings, a Councillor workshop, and discussions with representatives from the funeral industry. Engagement with the Friends of the Carr Villa Flora Reserve, comprising members from key environmental groups, also provided valuable insights, ensuring the plan reflects the shared values, expectations, and priorities of a broad cross-section of the community.

With regard to engagement with Tasmanian Aboriginal People, we recognise that participation in such processes is self-determined and must be approached with respect and cultural sensitivity. While confirmation of interest or availability to participate has not yet been received, we remain committed to ongoing engagement. As our relationship continues to strengthen through the City of Launceston's Aboriginal Partnership Plan, we will continue to seek opportunities to collaborate meaningfully and ensure the voices of Tasmanian Aboriginal People are included in shaping the future of Carr Villa.

Expert advice has also been a key input in the development of the draft plan. Environmental and vegetation assessments were undertaken, alongside a comprehensive site analysis informed by on-site investigations and a review of relevant City of Launceston strategic documents and natural values reports. A multi-criteria assessment (MCA) was used to guide decision-making, ensuring a balanced approach that considers interment

needs while avoiding areas of highest conservation value and preserving the natural and cultural landscape of Carr Villa.

Draft Plan Community Engagement

Following the Council endorsement on the 27 March 2025, the City of Launceston Engagement Team initiated a four-week engagement process. Through the Tomorrow Together platform, community members provided feedback, as well as some choosing to provide feedback directly via email to the City of Launceston, allowed for valuable insights to be captured and considered in the plan's refinement.

Commencing on 28 March 2025, a total of 56 individuals/groups provided comments on the draft plan. Of these, 45 submitted feedback via Tomorrow Together, 7 via direct email to the City of Launceston, and 4 individuals provided feedback through both Tomorrow Together and direct email.

Summary of feedback, responses, and recommended amendments

A wide range of perspectives were shared during the consultation period, reflecting the community's strong connection to Carr Villa Memorial Park. As is common in public consultation, feedback often centred on concerns, while those broadly supportive of the draft may have chosen not to respond, making support less visible. Nonetheless, all input has provided valuable insight into the community's values and priorities.

The following section outlines key themes raised through consultation, along with responses explaining how they have been considered in the context of the draft plan. This is followed by recommended changes, informed directly by the feedback received. In addition to content refinements, minor grammatical corrections and updated imagery will be included to improve clarity and better communicate the plan's intent.

These amendments aim to ensure the final Masterplan reflects the values of the community, protects Carr Villa's natural and cultural character, and supports its continued role in meeting Launceston's evolving deathcare needs, while preserving its legacy as a place of remembrance, reflection, and connection for generations to come.

<u>Bushland and Natural Value Consideration</u>

Feedback

Of the 56 community members and groups who provided feedback, 38 (approximately 67%) commented on the proposed changes to undeveloped bushland. Many expressed strong opposition to the clearing undeveloped bushland, highlighting its value as remnant native vegetation that supports threatened species. Concerns were raised that such clearing would harm biodiversity, degrade the Carr Villa Flora Reserve, and conflict with the site's conservation values. Several respondents felt the draft Masterplan lacked sufficient ecological detail, did not adequately reflect previous studies, such as the 2019 North Barker Environmental Services report, and failed to thoroughly explore alternative options or provide strong enough protections for natural areas. Some community members

also expressed the view that, due to the ecological sensitivity of the site, future interment needs should instead be met by identifying and developing a new cemetery location elsewhere.

It was anticipated that proposals involving future expansion across undeveloped areas of the site would generate strong and emotive responses, particularly in support of the Carr Villa Flora Reserve. The passion and commitment shown by community members in protecting this area is well understood and respected. Previous engagement had already indicated that a small but dedicated cohort of stakeholders would prefer to see the entire remaining bushland permanently retained and protected.

Response

The City of Launceston recognises the Flora Reserve holds significant natural and ecological value and has taken care to avoid any direct impacts to the Reserve, or areas identified as having the highest environmental values. Importantly, the Carr Villa Flora Reserve will remain untouched. The Reserve continues to be protected and supported through current conservation efforts of the City of Launceston Open Space and Sustainability Team.

The draft masterplan does not propose widespread or indiscriminate clearing of bushland. The City of Launceston remains committed to protecting the site’s natural character while ensuring Carr Villa continues to meet the evolving deathcare needs of the community. We value the importance of the site's undeveloped bushland. The approach outlined in the draft seeks to carefully balance the long-term need for interment space with the preservation and enhancement of the site’s environmental values, aiming to deliver a respectful and sustainable future for Carr Villa.

Expert advice, via environmental and vegetation assessments were central to the development of the draft masterplan. A comprehensive site analysis was conducted, which included reviewing City of Launceston natural value assessments and reports and conducting on-site visits.

The *North Barker Carr Villa Bushland Vegetation Assessment 2019* was indeed considered during the development of the draft masterplan. Its findings have helped inform the understanding of the site’s ecological character, species richness, and the broader relationship between the bushland, the Carr Villa Flora Reserve, and the cemetery as a whole.

The report's omission as a direct reference in the draft plan is acknowledged. However, its conclusions influenced the careful delineation of any proposed expansion areas. With the additional support of a rigorous Multi-Criteria Assessment (MCA) MCA process, these indicative development zones were selected to avoid areas of highest conservation value.

The recommendation in the draft plan to undertake further flora and fauna assessments prior to any detailed design is not intended to disregard or discredit the North Barker report. Rather, it reflects the Council’s commitment to undertake comprehensive planning to support decision-making.

While the draft plan identifies low-sensitivity bushland areas for potential future interment needs, this intent can be clarified further. The draft plan will be strengthened to emphasise that an endorsement of the plan does not constitute approval for future development. Additionally, any proposed development will be subject to a rigorous approval process, including additional environmental, cultural, operational, and community assessments, to ensure all considerations are thoroughly addressed prior to any implementation.

Since its establishment and dedication as a cemetery in 1905, the Carr Villa site has been the City's primary cemetery, and all burials have occurred with the understanding that the site is reserved in perpetuity for cemetery purposes. The site's footprint has remained consistent and forms part of the broader conservation estate. This long-standing function, combined with the scale of interment infrastructure and cultural significance to the Launceston community, makes its continued use a foundational consideration.

Alternate Cemetery Site

Regarding the suggestion to identify and relocate interment operations to a new cemetery site, the challenges involved are substantial. Carr Villa Memorial Park currently holds over 60,000 interments and more than 6,000 'Exclusive Right of Burial' arrangements. Closing or relocating the site would have significant and lasting impacts on many local families with long-standing connections to the park.

The recommendation from some community groups to formally designate all remaining bushland as part of the Flora Reserve is acknowledged. However, acquiring, planning, and operating a new cemetery represents a major financial, logistical, and regulatory undertaking. For example, the new Harkness Memorial Park in the growing City of Melton, approximately 40km northwest of Melbourne's CBD, will provide around 140,000 interment spaces at an estimated development cost exceeding $450 million. In addition to these challenges, there are also ongoing costs associated with continuing to operate and maintain Carr Villa Memorial Park, including grounds upkeep, infrastructure renewal, bushland management, and the delivery of essential interment and memorial services.

Given Carr Villa's legacy, cultural significance, and deep connection to the Launceston community, along with the substantial costs and complexities involved in developing a new site, the draft Masterplan continues to focus on Carr Villa as the city's central cemetery. This approach aims to responsibly meet future death care needs while protecting and respecting the site's environmental, cultural, and community values.

Timing and Long-Term Nature of Expansion Planning

It is important to note that the areas identified in the draft Masterplan for potential future expansion are not intended for immediate development. Carr Villa currently has sufficient interment capacity to meet community needs for the next 25+ years. The identification of future expansion zones is a long-term planning measure to ensure that, when additional space is required, there is a thoughtful and well-prepared approach in place.

Forecasting of future interment yield in the draft plan has been based on current demand patterns. However, it is recognised that preferences will continue to shift over time, particularly as the proportion of cremations continues to rise. These changing trends will be closely monitored to inform the timing, scale, and type of any future development, ensuring a flexible and responsive approach to meeting the community's interment needs. Importantly, the continuation of this trend could significantly extend the functional life of the site, potentially enabling Carr Villa to meet the city's burial and memorial needs for well over 100 years and delaying the need to progress into the proposed expansion areas.

In the identified 5A hybrid model, the stage one areas may enter early concept and design phases within the next 2–3 years; however, they are not anticipated to be required for traditional burial needs for at least 15 years (2040). Development will occur in a staged manner and only in response to clearly demonstrated need. Notably, this area is also being considered for interment options such as natural burials, which are expected to be required earlier and involve different spatial and environmental planning considerations. This planning does not reflect a sudden or large-scale transition into undeveloped land, but rather a gradual, needs-based process that will continue to be guided by environmental assessments, community values, and evolving trends in deathcare.

Stage two of the identified 5A hybrid model has been flagged as a potential long-term interment area, with current forecasting indicating it would not be required until approximately 2070, around 45 years from now. This timeframe is based on present-day interment trends and available capacity within existing and proposed areas. However, this estimate may be extended further due to ongoing shifts in community preferences, particularly the increasing uptake of cremation and alternative interment methods. Additionally, the specific design, layout, and extent of future development in this area may evolve over time, reflecting new technologies, environmental considerations, and community expectations. As with all elements of the draft plan, any future use of Stage 2 would be subject to rigorous assessment and community engagement.

Amendments

Clarify intent regarding future internment.

- Clearly state that the plan does not propose widespread or indiscriminate clearing of native bushland.
- Strengthen references to environmental assessments and explain how development zones were selected to avoid high-value ecological areas.
- Reinforce that any future development will be subject to rigorous environmental, cultural, and community assessment and approval processes prior to implementation.
- Acknowledge that rising cremation rates and changing preferences may significantly extend the operational life of the site and delay or reduce the need for expansion.
- Clarify that Stage One area may be designed in the next 2–3 years, with traditional burial not anticipated for at least 15 years, and reinforce that Stage Two is not forecast to be required until around 2070, and only if needed.

Site environmental protection and enhancement

Feedback

Several community members who provided feedback on the above also want to see focused improvement on ecological outcomes for the bushland, through measures such as enhanced weed management, ecological restoration, and formal protection of all remnant vegetation. Additionally, concerns were raised about potential impacts on water quality and soil health, particularly the risks of contamination from burials located near drainage lines and groundwater sources. A number of respondents questioned why greater use is not being made of local volunteer capacity, such as the Friends of Carr Villa Flora Reserve, to support bushland management and restoration efforts, suggesting that better resourcing and coordination could enhance ecological outcomes and community involvement.

Response

While the draft Masterplan outlines the long-term vision for the development and land use of Carr Villa Memorial Park, the day-to-day management and care of bushland areas is guided by a separate internal document, the *Carr Villa Bushland Management Plan (August 2024).* This operational plan provides detailed strategies for the ongoing preservation of the site's undeveloped bushland, including active weed management, which has been a particular focus over the past six months.

The City of Launceston remains committed to protecting and managing the natural values of the site through the implementation of the Carr Villa Bushland Management Plan, which guides site-specific conservation activities such as weed control, vegetation preservation, and informal trail management. A key element of the plan is addressing the impact of informal tracks, which have contributed to bushland degradation over time. While some trails may be formalised to allow controlled access and reduce broader environmental impacts, the priority remains on reducing the number and extent of these tracks to support habitat protection and ecological health. The plan also responds to operational challenges, such as the management of excess interment spoil, by identifying designated spoil storage areas screened with planting buffers to maintain both environmental and visual amenity. A key initiative supporting this work is the proposed expansion of the operational depot, providing a long-term solution for responsible spoil and green waste storage and reducing reliance on temporary bushland-adjacent areas. Notably, over the past 12 months, large volumes of excess soil have already been successfully relocated to the Launceston Waste Centre for use in cell capping.

The Carr Villa site is primarily managed to meet the deathcare needs of our community, and our dedicated team works extremely hard to ensure this essential service is delivered with care and respect. While their core responsibilities focus on interment and memorial services, the team recognises the significance of the surrounding bushland and its conservation values. To support this, contractors have been engaged to assist with ongoing bushland care and we are actively exploring opportunities to expand resources and strengthen ecological management.

Together, the strategic vision of the draft Masterplan and the targeted actions of the Carr Villa Bushland Management Plan ensure that Carr Villa can meet the evolving needs of the community while safeguarding its natural and cultural heritage.

We also acknowledge the support by the Friends of Carr Villa at the Flora Reserve through working bees and projects is deeply appreciated. We welcome partnerships that build ecological literacy and environmental care. Future revisions to the draft plan will look to incorporate how these partnerships can evolve and continue to strengthen to support the park's long-term ecological management.

Concerns about potential impacts on water quality and soil health, particularly the risk of contamination from burials near drainage lines and groundwater sources, are acknowledged. These are critical considerations in the future planning of any interment areas. It is important to emphasise that no development or burial activity would proceed without thorough assessment and approval processes. Any proposed changes would be subject to detailed environmental investigations, including hydrological and geotechnical studies, to ensure that water and soil health are protected. These assessments would form part of a robust planning and approvals framework designed to ensure environmental, cultural, operational, and community factors are all carefully evaluated prior to implementation. This approach reflects the City of Launceston's commitment to responsible land management and the long-term sustainability of Carr Villa Memorial Park

Amendments

Acknowledge and incorporate the role of the Bushland Management Plan

- Include direct reference to the *Carr Villa Bushland Management Plan (August 2024) and* its role in guiding day-to-day ecological care.
- Add details regarding informal trail management and clarify plans to reduce and formalise tracks to protect habitat.
- Reiterate commitment to minimising environmental impact from operational activities through planned spoil storage and screening.
- Recognise that resourcing levels are required to support implementation of the Bushland Management Plan and its ongoing ecological management requirements.
- Recognise the importance of partnerships that build ecological literacy and environmental care, including future exploration of how these partnerships can evolve and strengthen over time.

<u>Inclusion of site playspaces and events</u>

Feedback

Of the 56 submissions received, 10 individuals (approximately 18%) raised concerns about the proposed inclusion of a playspace within Carr Villa Memorial Park. While not the most prominent theme overall, the feedback on this issue reflected a strong shared sentiment about the appropriateness of recreational infrastructure within a cemetery setting. Respondents commonly emphasised the importance of preserving the site's quiet, reflective, and respectful atmosphere, with some expressing concern that elements such

as playgrounds, park runs, or events could detract from the cemetery's core purpose as a place of remembrance and grief.

Response

Cemeteries today are evolving to serve not only as places of interment, but also as spaces for remembrance, reflection, and connection. The proposal to include a children's nature play space adjacent to the children's cemetery is intended to offer a unique and supportive environment for families who are grieving. However, we acknowledge that the draft plan did not clearly articulate this intention, which may have contributed to concern or misunderstanding. The proposed approach is deliberately different from a traditional playground, the concept is a quiet, natural setting where children and parents can reflect, heal, and connect. The space would support emotional wellbeing in a gentle and respectful way, in keeping with the overall tone and purpose of Carr Villa Memorial Park.

A nature play space, integrating natural elements such as logs, rocks, and plants, would provide support to families and children as they process their emotions through creative, open-ended play while being close to the memory of their lost loved ones. A space of this nature fosters a sense of continuity, allowing families to honour and remember their children in a gentle, comforting setting.

Given the proposed location, and feedback received engaging with families of children in the children's cemetery will be essential to ensure the space is developed respectfully.

The draft Masterplan does not propose large-scale events like music festivals. When the draft plan refers to opportunities for partnerships and activation, it means small-scale, respectful activities that align with Carr Villa's role as a place of remembrance, reflection, and quiet community connection. This could include heritage tours, guided walks, environmental initiatives, commemorative events, or educational programs, all designed to honour the significance of the site.

The plan also considers opportunities for partnerships on activities such as park runs, acknowledging that around 25% of visitors come to the site for recreational purposes. These activities would be limited to existing tracks and open spaces outside the formal cemetery grounds, ensuring that the dignity, purpose, and sensitivity of Carr Villa Memorial Park are always respected.
Amendments

Clarify Intent and Context for Proposed Playspace

- Clearly articulate the intent of the proposed playspace within the plan, including its role in supporting grieving families and providing a space for quiet reflection for children.
- Include visual representations or concept imagery to help communicate location, scale, and design intent.
- Ensure the final plan reflects that any such space would be sensitively designed, in consultation with families of children in the children's cemetery to ensure the space is developed respectfully. and located to maintain the dignity and purpose of Carr Villa Memorial Park.

Clarify Location of Recreational Activities

- Clarify that any activation activities must preserve the site's quiet, reflective, and respectful atmosphere, and not detract from the site's core purpose as a place of remembrance and grief.
- Confirm that proposed recreational partnerships (e.g. park runs) would occur outside formal cemetery areas, ensuring the reflective nature of Carr Villa is preserved.

Enhanced amenities and site maintenance

Feedback

There was general support for practical improvements across the site, with many community members welcoming suggestions such as additional seating, more accessible public toilets, and improved grave-finding tools and signage. Some respondents also noted concerns about the condition and maintenance of older sections of the cemetery and encouraged greater opportunities for community involvement in the ongoing care and upkeep of the site.

Response

We appreciate the strong community support for practical improvements to site amenities at Carr Villa Memorial Park. Feedback regarding additional seating, enhanced public toilet facilities, and improved signage and wayfinding tools, particularly for locating graves, has been noted and is consistent with our goals for enhancing the visitor experience.

We also acknowledge the concerns raised about the condition and upkeep of some of the older sections of the cemetery. These areas are an important part of Carr Villa's heritage and identity, and their ongoing maintenance is a priority. In response to feedback, we are exploring ways to improve care in these areas, including through the use of heritage-sensitive landscaping practices. This was an area not sufficiently captured in the draft Masterplan, and we agree that it should be more clearly addressed moving forward.
The suggestion to increase opportunities for community involvement in the care and upkeep of the site is welcomed. We will continue to explore how partnerships, such as with volunteer groups, could be strengthened to support preservation and enhancement efforts while fostering deeper community connection to this significant place.

Amendments

Update Plan to Address Maintenance of Older Sections

- Include reference to the development of an action plan to guide maintenance of these areas through heritage-sensitive practices.
- Include a recommendation to explore structured volunteer opportunities, to support maintenance efforts.

Grave Tenure and Reuse

Feedback

There was some opposition to the concept of limited grave tenure. Of those who commented, expressed a strong preference for the continued availability of permanent grave sites, citing deep cultural, spiritual, and personal significance. They felt that proposed tenure limits such as 25 to 50 years undermine the enduring nature of remembrance and could cause distress for families who value the idea of a lasting resting place. Permanent interment was viewed by many as a vital tradition that provides comfort, continuity, and a meaningful connection across generations.

Response

We acknowledge the concerns raised about the potential introduction of limited grave tenure. Of those who provided comments on this topic, many expressed a strong preference for the continued availability of permanent graves, highlighting the deep cultural, spiritual, and personal significance that permanent interment holds. We understand that for many families, the notion of a lasting resting place is a source of comfort, continuity, and connection across generations, and we deeply respect these views.

It is important to clarify that the draft Masterplan does not propose the implementation of tenure-based graves at Carr Villa. Rather, it identifies tenure as a potential interment model for future consideration, reflecting practices being adopted in other parts of Australia and internationally in response to shifting preferences, land availability, and sustainability considerations.

Any exploration of alternative tenure options would involve broad and transparent community engagement and would only ever be considered as one part of a wider choices, not a replacement for permanent interment.

Amendments

Respond to Interment Tenure Concerns

- Clarify that the plan does not commit to introducing limited grave tenure.
- State that any exploration of tenure models would be part of a broader review and subject to community consultation.

Conclusion

The Draft Carr Villa Memorial Park Masterplan has been developed in recognition of the need to plan for Launceston's evolving deathcare needs while carefully preserving the legacy, cultural significance, and environmental values of the site. Community feedback has played a critical role in shaping and refining the direction of this plan. The consultation process highlighted not only the community's deep connection to Carr Villa but also a shared desire to ensure it continues to be a respectful, reflective, and sustainable place of remembrance for generations to come.

Throughout the consultation period, a range of views were expressed many concern-driven, others offering constructive suggestions. In response, the City of Launceston has reviewed and clarified key elements of the plan. This includes better articulating the intent behind proposed interment areas, reaffirming the protection of the Flora Reserve, and emphasising that any future development will be subject to rigorous assessment processes. It has also acknowledged that some concepts, such as the children's nature play space and limited grave tenure, were not clearly conveyed, and revisions will ensure these are better contextualised moving forward.

The plan remains firmly grounded in the continued use of Carr Villa as the City's primary cemetery, reflecting its long-standing role, operational infrastructure, and irreplaceable cultural connections. However, it now better reflects the need for flexibility in how space is used over time, accounting for shifts in cremation rates and burial preferences, which may significantly extend the operational life of the site.

Revisions have also strengthened the plan's commitments to bushland conservation, practical site improvements, heritage-sensitive maintenance of older cemetery areas, and community involvement through volunteering. The role of the Carr Villa Bushland Management Plan has been clearly articulated as a critical operational tool that complements the broader strategic vision. The City also acknowledges and values the role of community partnerships, such as with the Friends of Carr Villa, and will continue to explore ways to expand and support these relationships.

The revised Masterplan now incorporates a more transparent, balanced, and responsive approach, one that aims to honour Carr Villa's history while ensuring it remains a respectful, sustainable, and community-aligned cemetery into the future.

The City of Launceston thanks all who took the time to provide feedback and contribute to the development of this important plan. Their voices have helped shape a Masterplan that upholds the values of care, reflection, and connection that define Carr Villa Memorial Park.

ATTACHMENTS:

1. Draft Carr Villa Memorial Park Masterplan (to be distributed separately to the report)

Event Sponsorship Assessment Panel - Terms of Reference

The Event Sponsorship Assessment Panel is a Special Committee of Council as defined under section 24 of the *Local Government Act (TAS) 1993.*

PURPOSE:

The primary purpose of the City of Launceston (CoL) Event Sponsorship Assessment Panel (the Panel) is to review and assess sponsorship applications in accordance with the Event Sponsorship Policy and Guidelines.

The Panel's recommendations will allow for informed decision making by Council when approving funding allocation for events.

ROLE:

The role of the Panel is to:

- To consider, review and assess event sponsorship applications against the relevant Event Sponsorship Program assessment criteria.
- Provide recommendations to Council on events to be approved for funding.

MEMBERSHIP:

The Panel will consist of three representatives from the City of Launceston (Councillor) and external stakeholders for the following positions:

- City of Launceston Councillor, to Chair the Panel, and two additional Councillors will be nominated and endorsed by Council;
- A representative of Tourism Northern Tasmania;
- A representative of Launceston Chamber of Commerce; and
- A representative of Cityprom

City of Launceston Officers will provide advice to the Panel.

MEETING ARRANGEMENTS:

The Panel will meet twice a year normally April/July, which will coincide with the event sponsorship rounds and other times as necessary. A minimum of three weeks' notice will be provided to panel members of meeting date and time. All event sponsorship applications will be assessed in the first instance via an online assessment process. Panel meetings will provide an opportunity for discussion and review of assessments and to confirm recommendations to Council. The length of each meeting will be determined on number of applications received.

MEETING QUORUM:

An absolute majority is considered a quorum for meetings of the Event Sponsorship Assessment Panel.

HOW THE PANEL WILL OPERATE:

- The Grants and Sponsorship Officer will coordinate the Event Sponsorship assessment process;
- The Panel will assess all Event Sponsorship applications through an online assessment process prior to a Panel meeting;
- Panel members will independently review and assess each sponsorship application in accordance with the relevant Event Sponsorship Program assessment criteria;
- Once applications have been pre-scored, the Panel will meet to finalise assessment scoring which will determine the applicant's eligibility for funding, and form the Panel's recommendation to Council; and
- All final decisions on Event Sponsorship funding will be made by Council and are subject to the available budget available for that round.

CODE OF CONDUCT:

All Panel members must adhere to the Code of Conduct for Committees. Councillors and Council Officers must also adhere to their own relevant Code of Conduct.

CONFLICT OF INTEREST:

If a Panel member has a declared interest in an event they must declare prior to assessment of the application. A declared interest will result in the inability to assess that specific application. The Panel member must withdraw from the meeting during the discussions of the application, finalisation of scoring and subsequent recommendation to Council.

The declaration of interest will be noted in the report outlining the panel's recommendation to Council.

RESOURCES:

Grants and Sponsorship Officer will coordinate the assessment process, ensuring panel members have all the necessary support to undertake the assessment process.

HONORARIUMS:

Council will not pay any honorariums or expenses to any member on the panel.

RELATED POLICIES & PROCEDURES

05-PI-012 Events Sponsorship Policy

REVIEW:

The Terms of Reference including membership will be reviewed in conjunction with the review of the City of Launceston Event Sponsorship Policy.

Document Set ID: 3414369
Version: 11, Version Date: 21/09/2023

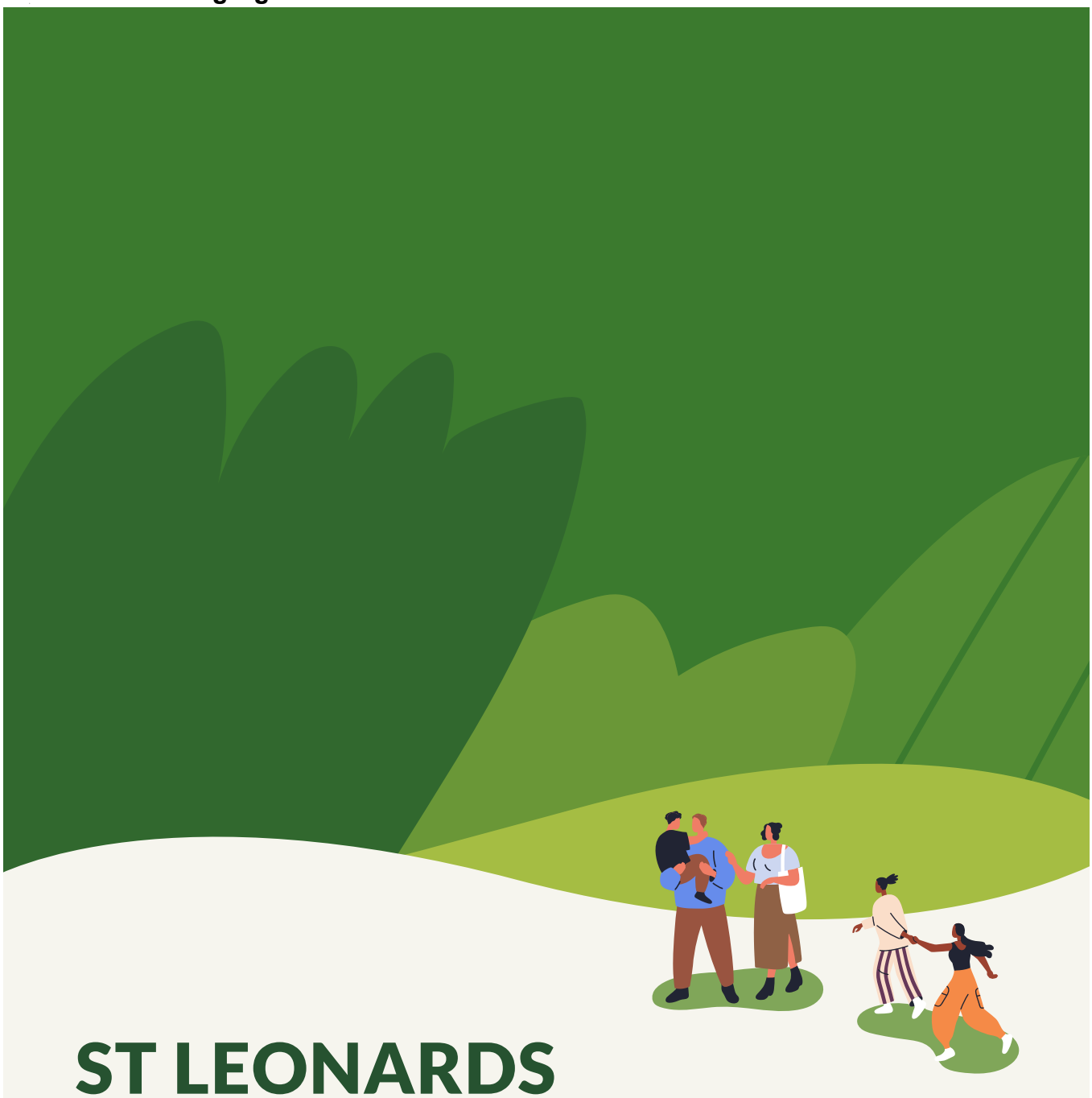
CITY OF LAUNCESTON - Event **Sponsorship Assessment Panel - Terms of** Reference

DOCUMENT INFORMATION

Reference number	05-Plx-018
Version	24/01/2019
Review	19/01/2021
Key function	Community Relations
System	
Document type	Policy
Responsible Directorate	Development Services
Approved by	Council
Action Officer	Cherie Holmes
Text search key words	event sponsorship assessment event

To be communicated to *(To be identified by Approver)* (Insert ✓ in relevant row)		Department/Area only
		Directorate via Director and Managers
		Specific Areas: •
	✓	Organisation-wide
	✓	Website
	✓	Intranet (via a link)

Hard copy distribution	N/A



ST LEONARDS AND WAVERLEY NEIGHBOURHOOD PLAN

STAGE TWO CONSULTATION SUMMARY | MAY 2025

City of LAUNCESTON

ABOUT THE PROJECT

The City of Launceston are preparing a Neighbourhood Plan for the St Leonards and Waverley area.

The Neighbourhood Plan will guide how the local area will develop and improve over time to create liveable communities.

This summary outlines the community feedback received on the Draft Neighbourhood Plan from the online survey, pop-up sessions and workshop.

Community feedback is centered around the three Strategic Directions which shape the Draft Neighbourhood Plan: Sustainable Growth, Connected Communities and Vibrant Places.

We also received feedback via written submissions which have helped inform updates to the Neighbourhood Plan.

This feedback related to the location of new open space, residential development sequencing, road networks, affordable housing and shared path connectivity.

The community feedback outlined in this summary will assist the project team in progressing to the final stage of the project, which is to complete the St Leonards and Waverley Neighbourhood Plan for endorsement by Council.

Visit the project website to learn more, and follow the project to stay updated:

www.tomorrowtogetherlaunceston.com.au/st-leonards-and-waverley-neighbourhood-plan

The engagement process

We created a project webpage on the City of Launceston's 'Tomorrow Together' site.

The webpage included an online survey for the broader community to complete.

The webpage also included details on community engagement opportunities including pop-up sessions and the community workshop, a copy of the Draft Neighbourhood Plan, and a set of frequently asked questions.

The engagement period ran from 29 March to 29 April 2025.

68 survey responses received

35,495 people reached via social media

50 people attended a pop-up session

20 people attended the community workshop

Council received **12** written submissions

Council met with various landowners in-person

WHO WE HEARD FROM

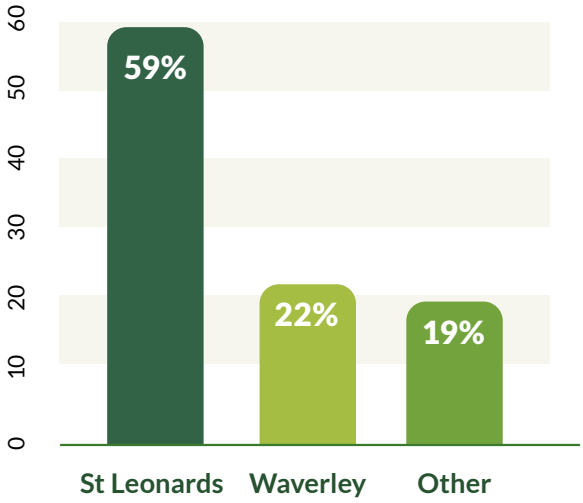
Do you live, work or visit St Leonards, Waverley or surrounding suburbs? (survey)

88% live in the area

15% work in the area

15% visit the area

Which suburb do you live in? (survey)



Who answered the survey?

65% of respondents were female

4% identify as Aboriginal/Torres Strait Islander

9% were one person households

46% were aged between 35 and 49

50% were couples with kids

STRATEGIC DIRECTION 1: SUSTAINABLE GROWTH

Under Strategic Direction 1: Sustainable Growth, the Neighbourhood Plan shows where new development may happen while considering land use limits.

Feedback received during Phase 1 of consultation showed us the local community wanted to see:

- Better housing choice and lot size diversity
- To keep the 'village feel' of the local area
- Quality housing that prioritises good design

As a response to this feedback, the Neighbourhood Plan highlights opportunities for various housing types and ensures the right infrastructure is in place.

Feedback from the community

The survey posed a range of actions form the Draft Neighbourhood Plan to understand how important sustainable growth in St Leonards and Waverley is to the community. These topics were also discussed at the pop-up sessions and community workshop.

Encourage diverse housing near shops and services

Housing types such as townhouses and low-rise apartments close to shops, parks and services.

Not important *Important*

85% of pop-up participants like this action

Identify housing that responds to the environment

Housing best suited to environmental risks, such as flooding, bushfire risk and steep slopes.

Not important *Important*

95% of pop-up participants like this action

Support new housing development in key areas

Designated areas in St Leonards and Waverley to guide where new housing will go.

Not important *Important*

94% of pop-up participants like this action

YOU TOLD US...

- Affordable housing for the new generations
- Keep our small village feel
- "Ensure housing has sufficient infrastructure"
- "Make places close and walkable"

STRATEGIC DIRECTION 2: CONNECTED COMMUNITIES

Under Strategic Direction 2: Connected Communities, the Neighbourhood Plan provides safe paths for people to move around. It encourages walking and cycling, and connects important places like parks, shops and services, both in the area and nearby.

Feedback received during Phase 1 of consultation showed us the local community wanted to see:

- Improved road safety and traffic management
- More walking paths, cycle ways and bushwalking connections
- Frequent and reliable bus services to Kings Meadows and Launceston CBD.

As a response to this feedback, the Neighbourhood Plan seeks to establish a road network linking people to services and promote walking and cycling with new paths and cycle lanes.

The Plan also seeks to advocate for an improved bus network and services.

Feedback from the community

The survey posed a range of actions form the Draft Neighbourhood Plan to understand how important connected communities in St Leonards and Waverley is to the community. These topics were also discussed at the pop-up sessions and community workshop.

Establish a road network linking people to services

Create streets that make it easy for people to get to open spaces, shops, and services.

Not important *Important*

96% of pop-up participants like this action

Promote walking and cycling with new paths & cycle lanes

Encourage walking and cycling through new and improved paths and cycle lanes such as a path along the North Esk River.

Not important *Important*

100% of pop-up participants like this action

Advocate for an improved bus network and services

Work with the Department of State Growth on improved bus network and better bus services.

Not important *Important*

100% of pop-up participants like this action

YOU TOLD US...

More safe cycling and walking options the better

Support upgrades to St Leonards Road

"More street trees to cool, shade and enhance"

"Connect the communities in a way that respects the country heritage of St Leonards"

STRATEGIC DIRECTION 3: VIBRANT PLACES

Under Strategic Direction 3: Vibrant Places, the Neighbourhood Plan aims to enhance the character of St Leonards and Waverley. It protects natural and cultural heritage while improving public spaces and also encourages a strong sense of community.

Feedback received during Phase 1 of consultation showed us the local community wanted to see:

- Vibrant town centres with shops, cafes and services
- New park amenities such as BBQs, public toilets and lighting
- Places for residents to get together and build community

As a response to this feedback, the Neighbourhood Plan supports new shops and businesses in town centres and community infrastructure for future needs.

The Plan also seeks to enhance parks and playground and identify new parks.

Feedback from the community

The survey posed a range of actions form the Draft Neighbourhood Plan to understand how important sustainable growth in St Leonards and Waverley is to the community. These topics were also discussed at the pop-up sessions and community workshop.

Support new shops and businesses in town centres

Provide opportunities for new shops and businesses in the St Leonards Village and Waverley.

Not important *Important*

85% of pop-up participants like this action

Provide community infrastructure for future needs

Facilities that meet the needs of people living and working in the area. This includes upgrading the Soldiers Memorial Hall and a new community centre in Waverley.

Not important *Important*

95% of pop-up participants like this action

Enhance parks and playgrounds

Improve current parks and playgrounds and identify new parks to develop.

Not important *Important*

94% of pop-up participants like this action

YOU TOLD US...

More things to do! Bring the community together

More cafes and walking tracks

"Create a user friendly community area"

"Accessible healthcare in the area"

NEXT STEPS

Feedback received from the community will inform updates to the Neighbourhood Plan.

The final Neighbourhood Plan will be provided to Council for endorsement later in 2025. Council will work with project partners to begin implementation of the Plan, with updates provided via the project webpage:

www.tomorrowtogetherlaunceston.com.au/st-leonards-and-waverley-neighbourhood-plan

City of LAUNCESTON

T 03 6323 3000
www.launceston.tas.gov.au

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
A	A submission from **Department of State Growth** made the following comments: • State road network: State Growth previously explored an eastern bypass of Launceston, including both a full bypass and a shorter northern link between Hoblers Bridge Road and Henry Street, in consultation with Council. While the shorter link showed benefits for local roads, overall traffic patterns on major routes remained unchanged, leading to the conclusion that the bypass was not feasible. • Integrated Transport Assessment: The submission requests the provision of the noted Integrated Transport Assessment for review. • Passenger transport: The preferred approach is to improve structure planning and subdivision design to better connect households to existing public transport routes. This includes adding road links and pedestrian paths, such as those leading to St Leonards Road. • Active transport: Proposed cycling routes need to be connected, which is not currently the case as Hoblers Bridge remains a pinch point within the cycling network. The proposed Launceston On-Road Arterial Bike Route Network should be extended as proposed through Waverley and St Leonards, as part of the Neighbourhood Plan. • Renewal and infill: State Growth recommends prioritising infill and renewal in Waverley before looking to future investigation areas. It also notes that Waverley has relatively few proposed projects compared to the more extensive redevelopment planned for St Leonards.	The comments made by DSG are noted. As part of the future targeted consultation on the Infrastructure Funding Framework, the Integrated Transport Assessment will be provided to DSG for consideration. There is no mechanism within the planning scheme to require a percentage of new subdivisions to be for social/affordable housing. The majority of larger land titles within the growth area are owned by developers. We are working with developers to encourage diverse future housing product in line with the recently adopted Launceston Housing Plan. Reports on hazards will be provided during the future planning and building processes as required by the planning scheme and Building Act 2016.	The following change to the draft Neighbourhood Plan is being considered: 1. The active transport network will be reviewed to ensure connectivity across the growth area.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
	• Social housing: Only one 'Potential Site suitable for Social and Affordable Housing' is identified in Plan. State Growth encourage further opportunities to plan for the provision of social and affordable housing across the area, and ensure it forms a greater focus in the Plan. • Natural hazards: Landslide risk assessments should be undertaken at the planning stage of subdivisions (or earlier) to ensure site-specific risks are identified and appropriately mitigated, for example by redesigning lots and road layouts.		
B	A submission from **Heritage Tasmania** is 'generally supportive of the recommendations of the CHMA report for identification and protection of historic cultural heritage of State and local levels of significance.' With regard to sites identified as potentially of State level of heritage significance, the submission requests a co-ordinated approach between the City of Launceston and Heritage Tasmania to ensure the Neighbourhood Plan aligns with progress on the relevant assessment and statutory listing processes. With regard to local heritage listings, the submission supports the recommendations in the CHMA report and provides the following additional recommendations to provide robust heritage protection: • Strategic direction 1 (Sustainable Growth): explicitly reference heritage protection, ensuring heritage assessments inform rezoning and infrastructure planning. • Strategic direction 2 (Connected Communities): consider including heritage-themed walking trails (e.g., "Pastoral	The comments made by Heritage Tasmania are noted.	The following changes to the draft Neighbourhood Plan are being considered: 1. Work with heritage and place officer, CHMA and Heritage Tasmania to ensure the necessary updates are made to the revised Neighbourhood Plan. 2. It is proposed to include a draft heritage precinct around the St Leonards 'village' in the revisions to the plan. The formal inclusion of a heritage precinct into the planning scheme requires a planning scheme amendment, which is a separate statutory process under the Land Use Planning and Approvals Act 1993.

No.	Submission Summary	Commentary	Recommendations
	History Trail") linking St Leonards Village to the North Esk River to create attractive walking corridors, as a placemaking strategy. • New Activity Centre: make heritage conservation a key input to ensure the St Leonards Village master plan retains historic streetscapes and view lines. • Action A32: consider Landscape Design Guidelines to include heritage-sensitive design, requiring Landscape Master Plans having regard for heritage vegetation protection. • Action A27: consider prioritising implementation of CHMA Report recommendations amongst the many short-term projects to ensure heritage protection is in place before major changes occur as a result of the other immediate Catalyst Projects.		The inclusion of a draft heritage precinct boundary in the Neighbourhood Plan will not have any statutory weight, however foreshadows the intention to proceed with introducing a heritage precinct around the St Leonards 'village'.
C	A submission from **Homes Tasmania** made the following comments: • Homes Tasmania welcomes collaboration with the City of Launceston Council, alongside community housing providers (CHPs), in the delivery of affordable and social housing in appropriate areas within St Leonards and Waverley. They wish to raise awareness of any future pipeline projects and ensure opportunities for collaboration coordinated delivery are harnessed. • the Draft Neighbourhood Plan supports the proposed removal of the LAU-S4.0 – Hillary Street and LAUS12.0 – Development Potential Specific Area Plans (SAPs) provided there is no reduction in the development capacity of sites	The comments made by Heritage Tasmania are noted. Where land is unconstrained, the ability to preserve the opportunity for future General Residential zoning will be recommended. Following adoption of the Neighbourhood Plan, the statutory process for rezoning and introduction of any new Specific Area Plans (SAPs) will be commenced.	No further action required.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
	within the current SAP overlays, and wish to be involved in the process for developing the proposed SAPs. The submission also provides recommendations to inform its finalisation: • State the significant role of Homes Tasmania as a key partner in the delivery of social, affordable and mixed-tenure housing developments. • Replace existing and proposed Low Density Residential Zoned land with General Residential Zoned land, where possible, to support the delivery of diverse and affordable housing supply that meets unmet and projected household demand. • Include SAPs within 200m walkable catchment areas to create pathways to support the delivery of diverse housing types, including townhouse and low-rise apartments (Strategy 1.8, A2 and A3) • Amend the wording of Action 1.3.2 to 'partner with Homes Tasmania to take advantage of areas with high government ownership to enable urban renewal of aging broad-acre housing estates' to support an increase in the supply and distribution of social and affordable housing • Amalgamate and amend the wording of actions A4 and A5 to the following 'work with Homes Tasmania, TasNetworks, TasWater, local community housing providers and developers to identify and deliver appropriately located future social and affordable housing sites within the growth corridor'.		

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
D	The **Tamar Bicycle Users Group** (TBUG) are a local cycling advocacy organisation based in Launceston. The submission provides general support for the Draft Neighbourhood Plan, noting the 'promising opportunities for active transport, particularly cycling'. The submission provides the following suggestions: • Build a separated bike path along St Leonards Road to improve safety and appeal. • Ensure seamless cycling connections from new residential areas to parks and existing trails. • Create a safe cycling link across the North Esk River, potentially using or extending the railway bridge. • Design roundabouts and local streets with cyclist safety in mind, including traffic calming that supports bike access.	The comments made by TBUG are noted.	The following changes to the draft Neighbourhood Plan are being considered: 1. Link adjacent shared paths in Waverley alongside Waverley Woolen Mills. Shared path required on southern side of Waverley Road from St Leonards Road to Jennings Court, and then continue along unformed section of Waverley Road to Tasman Hwy. 2. Extension of shared path along Hogarth St adjacent to Bibra Place Park. 3. Extension of shared path from Abels Hill Road to Benvenue Road (shown along edge of boundary). 4. Shared path along 'future potential bypass road'.
E	The submission from **TasWater** provides the following feedback of the Draft Neighbourhood Plan: <u>Figure 8 & corresponding strategy 1.15</u> Regarding the notes about area A being readily serviced and areas B & C requiring new sewer to service, this is not specifically correct and should be removed or amended in the strategy. Ultimately areas	The comments made by TasWater are noted. The sequencing strategy included in the draft Neighbourhood Plan was based on previous advice provided by TasWater.	The following changes to the draft Neighbourhood Plan are being considered: 1. Removal of references to order of sequencing which is tied to TasWater servicing capacity.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
	B & C are currently serviced by reticulated sewer infrastructure, but if these areas were developed to their ultimate potential EITHER upgrades to existing sewerage infrastructure OR a new sewer pipeline would need to be considered as part of the client's investigations and applications. TasWater themselves have no ability to restrict, pause or halt applications for development in these areas, but rather as applications arise, will lay out servicing challenges to the proponent who will then need to find acceptable solutions for servicing their land. Secondly the "Order of Servicing Provision" should be removed, as this was a suggested potential way for the land to be more simply serviced, rather than upgrades being performed on existing infrastructure through difficult locations and terrain. This cannot be enforced by TasWater and should not be considered as part of the strategy of the area, but rather it is for consideration of the specific developers looking at providing services to their proposed developments. This was to be taken as a suggestion, not an order of service. <u>Appendix A – Cross Sections</u> We note that the road cross sections do not appear to have much room for infrastructure, noting that we assume there will possibly be water, sewer, stormwater, power, telecom, & possibly fibre. WSAA standards set out our separation requirements as well as location of water and sewer mains, and these generally don't	This written submission challenged this and reconsideration of the sequencing is required on this basis. The cross sections included in the draft Neighbourhood Plan provide greater widths than stipulated in the LGAT Standards. This allows for some flexibility in design. Detailed Design of the roads will ensure appropriate provision for underground servicing, trees and paths.	2. Reconsider sequencing and precinct boundaries.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
	encourage the installation of main under footpaths, bike paths and roadways where nature strips allow. Standards also suggest at least 750mm clearance from trees, with root barriers for our services alone. LGAT standards also layout separation requirements. We want to ensure ease of access to all of our infrastructure, which includes not having to remove concrete, Bitumen, or trees where possible. Perhaps a better option would be no trees on 1 side of the roads, to allow for infrastructure to go in the 4m wide verges and still allow the footpaths to exist on both sides.		
F	**Submission 1** provides positive feedback in support of the Draft Neighbourhood Plan, including the overarching vision. The core feedback provided relates to the following items: • Suggestion to co-locate sporting fields and a new activity centre to enhance land use planning outcomes and improved integration of social, economic and connectivity benefits. This is stated in the context of delivering a multi-functional community hub that combines recreation and open space facilities with services and retail land uses associated with an activity centre. The submission posits that this approach improves connectivity, reduces car dependence, provides for efficient infrastructure provision and enables place activation and social interaction among the community. • Suggestion the location of the sporting fields (as proposed in the Draft Neighbourhood Plan) be guided by the relevant environmental constraints, primarily slope, landslip risk	Written submission noted. Co-location of the Active Open Space with the new activity centre was investigated. Identifying a 3ha site for the AOS which has the site characteristics required for an oval, multi purpose court and a small pavilion is challenging. Further conversations with the submitter resulted in agreement that the Inner Residential zone which allows for higher density development and some non-residential uses, would be appropriate in this context.	1. The location of the AOS is being reconsidered.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
	hazard and land subject to the Waterway and Coastal Protection Area Overlay. As an alternative, the submission proposes the co-location of the sporting fields with the new activity centre. • Recommendation that land release sequencing be considered and strategically staged to ensure strong co-ordination and sound delivery. The submission supports the release of land in a 'north-south' approach, as identified. This relates to sequencing within Precinct 1 and the broader growth corridor. • Suggestion to consider the application of the Uban Mixed Use zone in activity centre areas, as opposed to the Inner Residential zone and Local Business Zone, as identified.		
G	**Submission 2** is 'supportive of the proposed vision and strategic directions outlined in the Neighbourhood Plan. The focus on sustainable growth, connected communities, and vibrant places aligns with the principles of good urban development'. More specific feedback from the submission is summarised as follows: • Support for proactive rezoning to provide clearer development outcomes and enable strategic planning. Concern that rezoning alone may lead to cramped, market-driven developments; suggests that to achieve genuine housing diversity, the focus should shift toward encouraging super lot development and better urban design. • Concern that the proposed changes to strategic road priorities may not align with existing approved	Written submission noted. The drainage and transport solutions to manage stormwater and traffic are being proposed by Pitt & Sherry who was engaged as a technical sub-consultant on this project. The proposed solutions will be engineered to accommodate the necessary stormwater flows at full development of the growth area in 30+ years. The road hierarchy is informed by the ideal movement network for vehicles, bicycles and pedestrians.	No further action required.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
	developments, highlighting the need for a careful review of upgrade sequencing and associated justification. • While the proactive Infrastructure Funding Framework could improve coordinated infrastructure delivery, there is concern that delays may hinder development and frustrate developers. • There are significant stormwater drainage issues due to limited network capacity and overland flow risks, which detention alone is unlikely to fully resolve. To support long-term sustainability, the submission recommends Council prioritise downstream upgrades and natural detention opportunities, rather than relying solely on large-scale local detention solutions.		
H	**Submission 3** identifies that majority of the site (which is a single title) falls within 'Precinct 1' of the Neighbourhood Plan's proposed implementation precincts, while the north-east handle falls within the 'Future Investigation Area' and out of the study area boundary at its eastern edge. The submission suggests a potential realignment of Precinct 1 to accommodate the portion of the site within the Future Investigation Area and allow for General Residential zoning. The submission acknowledges the potential implication of this realignment on forward land supply, and that the land may contain natural values of note.	Written submission noted. The land within the growth area boundary will be sequenced to ensure that key infrastructure projects and connections are achieved. Land which delivers key infrastructure pieces will be sequenced first, followed by natural extensions within the growth area. There is a desire to avoid utilising the Low Density Residential or Rural Living Zone for land which can be serviced and is not constrained by other natural values or hazards to	1. The sequencing and precinct boundaries are being reconsidered.

No.	Submission Summary	Commentary	Recommendations
		preserve the opportunity for General Residential zoning in the future.	
I	**Submission 4** provides positive feedback in support of the Draft Neighbourhood Plan, including the overarching vision. The core feedback provided relates to the following items: • Strong support for the implementation of the Infrastructure funding Framework (IFF), noting the lack of previous coordination of infrastructure delivery has impacted development opportunities in the past. The submission supports the IFF being delivered via Part 5 agreements • Suggestion that future Specific Area Plans (SAPs) should be 'light touch' to allow the appropriate underlying zoning guide future development • Support to finalise the Draft Recreation and Open Space Strategy • Feedback specific to the site at Lot 3 St Leonards Road, St Leonards, includes concerns regarding the net developable area available on the land, noting it accounts for a portion of the land identified to accommodate the Sports and Recreation Area, pedestrian links, the North South Spine Road, the high amenity waterway corridor and four (4) detention basins. These concerns are expressed in the context of overall yield loss.	Written submission noted.	1. The location of the AOS is being reconsidered.
J	**Submission 5** outlines the development vision for the site, which relates to a 'high quality and high amenity residential estate' that is anticipated to accommodate 400 residential lots. It also provides comment on preferred approaches to development staging (to	Written submission noted. The sequencing strategy included in the draft Neighbourhood Plan was	1. The sequencing of development across the growth area is being reconsidered to ensure serviced developable land within a 400m

No.	Submission Summary	Commentary	Recommendations
	prioritise the site's development) and infrastructure serviceability. The submission is supportive of the Plan's vision to revitalise the St Leonards town centre, along with the provision of improved housing diversity. With regard to the boundary of Precinct 3, the submission suggests this be extended to the south of the transmission easement. The submission was accompanied by a Traffic Impact Assessment (TIA) which supports the master planning of the site and provides detailed traffic engineering inputs including access arrangements, potential street design and traffic generation.	based on previous advice provided by TasWater in relation to servicing capacity. The written submission provided by TasWater during the stage 2 consultation has challenged this original position, and reconsideration of the sequencing is being considered as a consequence.	walkable catchment of an activity centre is prioritized for development.
K	**Submission 6** provides positive feedback in support of the Draft Neighbourhood Plan. The core feedback provided relates to the 'strategic and controlled' release of land for residential development., stating 'a potential oversupply of housing would likely impact the viability and momentum of current and near future developments, if released in rapid, fragmented succussion'. This feedback directly relates to the site and those surrounding, with a preference for release of land in a 'north-south' approach, as identified.	Written submission noted. The preference for a north-south land release sequence and concerns in relation to viability are noted.	No further action required.
L	**Submission 7** is focused on a proposed skate park at St Leonards Village Green, of which the author in not supportive. The submission also notes concern with potential traffic impacts to Binalong Avenue and current congestion and road safety issues at the intersection with St Leonards Road.	Written submission noted. In section 3.9 on page 44 of the draft Neighbourhood Plan, the St Leonards Village Green is identified as an existing open space area and our Draft Recreation and Open Space Strategy together with the Neighbourhood Plan, recommends	No further action required.

Attachment 2 - Written Submissions Summary Table

No.	Submission Summary	Commentary	Recommendations
		that it should be enhanced and elevated as follows: *'Uplift to Neighbourhood Park - Deliver improved recreation options which could include facilities such as exercise equipment, skate park and climbing gym equipment.'* It is important to note that these three examples are some of the options which may be considered by the council and the community for the improved recreation facilities at the Village Green. What the enhancements to the Village Green will look like has not been decided at this early stage.	

Launceston Medical Centre
247 Wellington Street
Launceston, TAS 7250
T: (03) 6388 8111 F: (03) 6380 8388
info@launcestonmc.com.au

3/11/2023

Shane Eberhardt
City of Launceston
Town Hall
18/28 St John Street
Launceston TAS 7250

Dear Shane,

RE: Road Occupation Permit Fees – 234/247 Wellington Street

I am writing in respect of road occupation permit fees that have been applied to our development at 243-247 Wellington Street, Launceston. I ask that you please consider the following letter and allow the fees to be waived for this development which will allow the community to realise the full benefit of this project.

The aim of the Launceston Health Hub is to provide Quality, Comprehensive and Timely care to the broader Launceston community. This expansion provides additional space to enable this mission to be achieved by bringing in further quality healthcare offerings. Some of which, include Medicare Urgent Care Clinic and other services that will directly reduce the loading on the adjacent Launceston General Hospital.

This component of the Launceston Health Hub development commenced concept design and feasibility studies in the second quarter of 2020. A development application was received in February 2021. However, due to significant cost escalation, a value management exercise was required to ensure the development was feasible and able to be constructed. Unfortunately, this resulted in a significant redesign that required a revised Development Application that was ultimately received in January 2023 for the amended scope. An unexpected statutory fee of this magnitude, imposed so late in the project life cycle (from 1st July 2023) will further impact the development and reduce the benefit that is available to be realised by the Launceston community.

I understand the new fee, applied from 1st of July 2023, was implemented for the following purposes:

- to recognise the impact that occupation has on the community; and
- incentivise works on adjacent private land to reconsider the need to use the road reserve and minimise the length of time for occupation where it is required.

On this project, the building contractor has been liaising with council and other stakeholders on the road occupation and lane alteration since late 2022. A huge amount of work has been invested in the construction methodology and sequencing including, reviewing options to remove the occupation all together. But these were deemed unsafe for both workers and the public. Alterations to the construction methodology have led to inefficiencies and increased construction cost to ensure the occupation of the road reserve can be minimised in both impact and length of time by completing as many activities as safely possible prior to setting up the road alterations and ensuring no lanes are lost but just diverted slightly within the same portion of road.

Launceston Medical Centre
247 Wellington Street
Launceston, TAS 7250
T: (03) 6388 8111 F: (03) 6380 8388
info@launcestonmc.com.au

By undertaking the above consideration and traffic management alteration work, the aims of the fee have already been achieved. In addition, the time taken to undertake this work has meant that the formal approval of the closure has now been pushed out into the period where the fee has been enacted. If the work mentioned above had been rushed through or not taken into consideration, the impact of the closure would have been increased and the fee would not have been relevant. This sequencing has meant the project is now being severely impacted on 2 fronts. The construction cost has further increased to minimise the impact of road occupation and because the time was taken to consider this a new fee has now been imposed on the project.

I respectfully request you contemplate the timing of the fee being imposed, the significant investment committed to minimise the impact of road occupation and the negative impact this fee will have on the benefit available to the community when considering your decision on this matter.

Thank you for your consideration of the above I look forward to hearing from you.

Kind Regards

Jerome Muir Wilson
Managing Director
Launceston Health Hub

Proposed Statutory Estimates

Year Ending 30 June 2026

City of LAUNCESTON

Contents

Introduction 1

Statements and Schedules 2

- Operating Statement 2
- Funds (Cash) Statement 3
- Reconciliation of Net Cash from Operating Activities 3
- Income Analysis 4
- Expenditure Analysis 4
- Debt Levels 8
- Capital Works Program 8
- OPERATING and CAPITAL Expenditure Summary 8
- OPERATING and CAPITAL Expenditure Detail 10
- Trading & Major Facilities 13
- Valuation and Rating Details 15

Introduction

The City of Launceston is a large and dynamic organisation that provides a wide array of services to the municipality. The Council is dedicated to delivering high-quality services that meet the expectations of both residents and visitors, while also navigating the rising costs of service delivery.

The Proposed Statutory Estimates for 2025/2026 forecast an underlying deficit of $786,000 and an operating surplus of $2,098,000. Despite this, the city's strong financial position, built on years of responsible fiscal management, allows for short-term deficits to be effectively managed while continuing to invest in key initiatives that will drive growth and improve the liveability of Launceston.

These enhancements this year include the following range of projects;
- $500,000 for new events and activations within the city
- $200,000 for the implementation of the Urban Greening Strategy
- $500,000 for residential growth area planning
- $300,000 for planning for asset management of Council's significant building holdings
- $100,000 for Heritage Interpretation Strategy
- $150,000 for the development of a Flood Mitigation Plan
- $100,000 for Housing diversity and car park utilisation
- $90,000 for Public Art Strategy
- $80,000 for review of Council CCTV
- $50,000 for public art and graffiti prevention

A full listing of Major Operational Projects is included along side the Proposed Statutory Estimates.

Included to fund these and other projects, along with rising costs, is a budgeted general rates increase of 5.7% and an additional 1.5% for growth in the municipal rating base. This increase signals that council is prepared to invest in its future and the long term prospects for the municipality.

Part of this investment includes a large capital works program for 2025/2026 of $34.0 million dollars for a range of projects. Significant projects include;
- $6.4 million for the start of the Princess Theatre and Earl Arts Centre upgrade, a once in a generation project
- $5.5 million for the Launceston City Heart Design, a transformational project for the city
- $2 million for the upgrade of the NTCA precinct
- $2 million for residential growth area stormwater infrastructure development
- $8.3 million for road resealing, resheeting and reconstruction
- $1.1 million for footpath reconstruction
- $1.3 million for the renewal at Launceston Aquatic Centre
- $0.5 million for Town Hall Refurbishment
- $0.45 million for Hoblers Bridge Netball Court Remediation

A full list of proposed capital projects is included along side the Proposed Statutory Estimates.

Statements and Schedules

Operating Statement	*2026*	*2025*
	$'000	***$'000***
Revenues (Excluding Capital Revenue)		
Rates and Charges	83,957	78,973
Fire Service Levy	9,769	9,219
Statutory Fees and Fines	6,081	5,408
User Fees	30,193	28,704
Grants and Contributions - Subsidised Loans Interest	-	94
Grants and Contributions - Other	8,476	7,851
Interest Earnings	3,291	5,537
Investments	3,891	3,769
Bequests and Donations	115	120
Other Income	1,621	2,204
	147,394	141,879
Expenses		
Labour	58,538	55,974
Materials and Services	30,890	29,178
Depreciation	26,878	26,291
Administrative	7,416	6,463
Combined Drainage - TasWater	1,743	1,688
Electricity and Gas	2,526	2,853
Contributions and Events Support	2,605	2,706
Water, Rent and Land Tax	2,198	2,296
Remissions and Abatements	300	407
Fire Commission Levy	9,769	9,219
State Government Waste Levy (Offset)	4,713	4,532
Interest Expense - Subsidised Loans	-	94
Interest Expense - Leases	4	4
Amortised Rehabilitation	100	100
Asset Disposal Loss	500	695
	148,180	142,500
Underlying Operating Surplus (Deficit)	(786)	(621)
Capital Grants and Interest	2,884	2,556
TERHAP Contribution	-	(5,000)
Operating Surplus (Deficit)	2,098	(3,065)

Minor difference to Funds (Cash) Statement arise from rounding.
Comparative figures are taken from the previous statutory budget and are not updated to reflect budget changes made during the year.

Funds (Cash) Statement	2026	2025
	$'000	$'000
Source of Funds		
Net Cash from Operating Activities	29,576	24,023
Loan Proceeds	-	-
	29,576	24,023
Application of Funds		
Capital Expenditure		
Council Funds	31,123	24,355
Grant Funds	2,884	2,556
	34,007	26,911
Loan Repayments		
Standard Loans	-	-
ALGCP Loans	-	6,000
	34,007	32,911
Net Cash Generated (Expended)	(4,431)	(8,888)

Reconciliation of Net Cash from Operating Activities	2026	2025
	$'000	$'000
Underlying Operating Surplus (Deficit)	(786)	(621)
TERHAP Contribution	-	(5,000)
Asset Disposal Loss	500	695
Capital Grants and Contributions	2,884	2,556
Change in Net Assets from Operations	2,598	(2,370)
Depreciation and Amortisation		
Infrastructure	17,971	17,772
Buildings	4,640	4,248
Plant and Equipment	3,818	3,863
Data Systems	449	410
Amortised Rehabilitation	100	100
Net Cash from Operating Activities	29,576	24,023

Income Analysis

Rates and Charges
Council has budgeted for an overall rates budget increase of 5.7% along with 1.5% growth in the rating base. The effect on individual properties will vary depending on the Assessed Annual Value.

Fire Service Levy
The Fire Service Levy is collected by Council on behalf of the State Fire Commission. The total contribution to be collected is advised annually by the Tasmanian Fire Service.

Statutory Fees and Fines
Fees and Charges have generally increased by 6.7% and details are provided in the list of Fees and Charges for 2025/2026.

User Fees
User Fees have generally increased by 6.7% and details are provided in the list of Fees and Charges for 2025/2026.

Fees for the Tasmanian Government Landfill Levy are budgeted in this line item.

Grants and Contributions
Operational Grants and Contributions are received for a variety of programs across Council. Most grants and contributions received will have a corresponding budget for expenditure in the same financial year.

Interest Earnings
Interest revenue is based on the expected Official Cash Rate and resultant investment returns. Council continually monitors investment returns on offer and will also utilise Green Deposits for a percentage of Council's cash holdings within the parameters of Council's Investment Policy & Strategy.

Investments
A full TasWater dividend plus an additional amount under a schedule of payments to compensate for dividends not paid at the height of the pandemic has been budgeted.

Council also receives a dividend from its ownership stake in the Australia Pacific Airports (Launceston) and is budgeting a $350k dividend in 2025/2026.

Bequests and Donations
Bequests received by the Queen Victoria Museum and Art Gallery.

Other Income
Other income includes items such as Rent, Sponsorship and Recycling Revenue and other miscellaneous items.

Expenditure Analysis

Labour
Council has an ongoing commitment to workplace health and safety, employee training and professional development which are all included in the overall labour cost. Workers Compensation Insurance is included in labour costs, and has increased in line with industry trends.

An increase of 5.0% has been budgeted for staff salaries, while Enterprise Agreement negotiations are ongoing.

Materials and Services

These costs relate to the operation and maintenance of the Council's facilities; they include consumables such as fuel and utilities, support and contributions for community events and regional bodies, plant, contractors and materials.

Council has seen significant cost escalations with regards to many of these costs when preparing the 2025/2026 budget and has sought to minimise the impact on ratepayers where possible.

Depreciation

Depreciation is a significant non-cash expense and will continue to be affected by revaluation changes, revised estimates of the asset useful lives and the creation of new Council assets, or externally funded projects that create new assets. Given the Council's substantial asset portfolio, depreciation continues to be a significant cost in each operational budget.

As the price of Council assets increase in line with inflationary pressures and an annual revaluation cycle, depreciation is expected to increase in line with these factors.

Administrative	*2026 $'000*	*2025 $'000*
General Administration	1,417	953
Advertising and Promotion	198	222
Computer and Communications	777	597
Election Expense and Roll Maintenance	54	30
Expert Advice	873	743
Insurance (Excludes Workers Comp)	1,609	1,566
Maintenance	258	223
Payment Fees and Debt Recovery	497	454
Postage, Printing and Stationery	352	358
Councillors	663	652
Audit Fees	156	146
Vehicles	562	518
	7,416	**6,462**

General Administration includes a range of expenses including committee costs, bank fees, security services and safety services etc.

TasWater	*2026 $'000*	*2025 $'000*
Combined Drainage		
Operating Cost Contribution	983	928
Capital Contribution Provision	760	760
	1,743	**1,688**
Tamar Estuary River Health Action Plan Contribution	-	5,000
	1,743	**6,688**

Contributions have been budgeted based on agreement with TasWater.

Electricity and Gas	*2026 $'000*	*2025 $'000*
Utilities Gas	155	177
Utilities Electricity	2,371	2,676
	2,526	**2,853**

Electricity & Gas costs are budgeted based on historical levels of usage and pricing based on Council's energy supply contracts. A reduction from the prior year reflects reduced energy consumption as well as lower actual expenses from the prior year budget.

Contributions and Events Support	*2026 $'000*	*2025 $'000*
Regional Cooperation		
Northern Tasmania Development Corp	224	215
Environment & Sustainability	27	27
Tamar Region NRM	203	206
NRM North	90	88
Visit Northern Tasmania	170	170
	714	**706**
Internal Service Provision		
Launceston Flood Authority	-	188
	-	**188**
Provision of Services		
Business Events Tasmania	25	25
Theatre North	132	128
	157	**153**
Contributions		
L.G.A.T.	83	81
C.B.D. Promotional	613	564
Conference & Business Incentives	16	16
Community & Economic Assistance	223	223
Community Grants	80	80
	1,015	**964**
Events Support		
Small Signature Event Sponsorship	20	20
Major Event Sponsorship	185	185
Signature Event Sponsorship	200	200
Small Event Sponsorship	100	100
New Years Eve Sponsorship	46	46
Special Event Sponsorship	70	70
Partnership Agreements Sponsorship	100	75
	721	**696**
Total Contributions and Events Support	**2,607**	**2,707**

Contributions & Regional Cooperation funding is based on the individual various agreements Council has with its regional partners and bodies.

Water, Rent and Land Tax	2026 $'000	2025 $'000
Water Fixed Charges	868	896
Water Volumetric Charges	390	448
External Rent	84	110
Land Tax	856	842
	2,198	**2,296**

Water, Rent & Land Tax is budgeted based on historic data of usage as well as future planned acquisitions or disposals. A reduction in water charges from the prior year reflects reduced consumption as well as lower actual expenses from the prior year budget.

Water usage and other expenses are affected by the planned transfer of ownership of Utas Stadium.

Remissions and Abatements	2026 $'000	2025 $'000
Remission Rates	300	407
	300	**407**

Council policies determine the eligibility for remissions and abatements of rates, fees and other revenues. A number of properties are eligible for rates remissions on charitable grounds, with the revenue and remission both budgeted.

Fire Commission Levy
The Fire Service Levy is collected by Council on behalf of the State Fire Commission. The total contribution to be collected is advised annually by the Tasmanian Fire Service.

State Government Waste Levy
Under the State Government Waste and Resource Recovery Act 2022 (Tas) a levy of $45.84 per tonne (includes annual indexation) must be paid by Council for any waste disposed to Council operated landfill facilities.

Interest Expense
No loan interest is budgeted as no borrowings are forecast.

Asset Disposal Loss
Non-cash expense relating to existing Council assets. Budgets are based on historical costs and Council's Strategic Asset Management Plan.

Council Concessions	2026 $'000	2025 $'000
Pensioner Concessions		
Environmental Protection	5	5
Garbage Disposal	648	629
Parking, Off Street	134	131
	787	**765**

Garbage Disposal and Parking concessions have increased with the increase in charges at the Launceston Waste Centre and Parking fees. The Council provides a range of other concessions through its fee structures.

Debt Levels

$6.000 million was borrowed with a five year repayment term in the 2019/2020 financial year for a property purchase under the Accelerated Loan Program. This loan was repaid in 2024/2025 meaning Council is now debt free.

Loan Schedule Extract	Interest (Net) $000	Borrowing $000	Repayment $000	Balance $000
2019/2020 Actual	-	6,000	-	15,000
2020/2021 Actual	-	20,000	-	35,000
2021/2022 Actual	-	-	9,000	26,000
2022/2023 Actual	-	-	-	26,000
2023/2024 Actual	-	-	20,000	6,000
2024/2025 Actual	-	-	6,000	-
2025/2026 Proposed	-	-	-	-

While no new borrowings are budgeted for in 2025/2026, it is expected that any new borrowings that are not fully subsidised would be used to fund projects that produce an economic return and/or generate sufficient revenue to service any loan interest charges.

Capital Works Program

The following table provides an extract from the Capital Works Program. Council has budgeted $31.123 million for Council funded Capital projects in 2025/2026. Council seeks to prioritise the renewal and upgrade of existing assets based on asset data and in line with the Strategic Asset Management Plan. 93.9% of Capital funding has been allocated to the renewal and upgrade of existing assets.

	2026 $'000	*%*
Source of Funds		
Council Funds	31,123	91.52%
Grant Funds	2,884	8.48%
Total Funds	34,007	100.00%
Category		
Renewal and Upgrade	31,932	93.90%
Additions	2,075	6.10%
Total Program	34,007	100.00%

The Detailed Capital Works program for 2025/2026 can be found on Council's website.

OPERATING and CAPITAL Expenditure Summary *2026* *2025*

(Excluding Non-Cash Expenses - Depreciation and Asset Disposal Losses)		
	$'000	*$'000*
Governance	3,220	3,058
Organisational Support	15,221	15,463
Technical & Logistics Support	6,809	3,769
Cultural Facilities	15,230	10,365
Economic Development & Promotion	9,420	8,146
Other Community Amenities	6,278	4,145
Public Order & Safety	880	835
Health	1,672	1,578
Environmental Protection	796	939
Community Development	2,310	1,981
Planning Approvals	3,861	3,098
Building Control	1,385	1,352
Garbage Collection & Disposal	14,306	14,633
Fire Levy	9,773	9,225
Flood Mitigation	1,379	1,423
Cemetery & Crematoria	1,736	1,603
Recreational Facilities	27,155	31,376
Roads & Traffic	22,356	18,644
Street Lighting	1,229	1,238
Street Cleaning	3,303	3,251
Parking Facilities	3,666	3,529
Stormwater Drainage	2,723	7,580
Interest Expense	-	94
Loan Repayments	-	6,000
	154,708	**153,325**
Financed by:		
Operating Revenues (Excluding Capital Revenues)	147,394	141,879
Capital Grants and Contributions	2,884	2,556
Total Operating Revenues	150,278	144,435
Gross Loan Proceeds	-	-
	150,278	144,435
Net Cash Generated (Expended)	(4,430)	(8,890)

Minor differences to Funds (Cash) Statement are a result of rounding.
Comparative figures are taken from the previous statutory budget and not updated to reflect budget changes made during the year.

OPERATING and CAPITAL Expenditure Detail (Excluding Non-Cash Expenses - Depreciation and Asset Disposal Losses)	*2026*	*2025*
	$'000	*$'000*
Governance	**3,220**	**3,058**
Operations Expenditure Other	2,054	1,814
LGAT Contribution	83	81
Election Costs	-	-
Pensioner Concessions-Parking	134	131
Pensioner Concessions-Refuse	499	484
Pensioner Concessions-Waste Levy	154	150
General Rate Remissions	296	399
Capital Expenditure	-	-
Organisational Support	**15,221**	**15,463**
Operations Expenditure	14,892	15,133
Capital Expenditure	330	330
Technical & Logistics Support	**6,809**	**3,769**
Operations Expenditure	2,456	1,908
Capital Expenditure	4,353	1,861
Cultural Facilities	**15,230**	**10,365**
Operations Expenditure Total	8,820	8,564
Capital Expenditure Total	6,410	1,800
Princess Theatre		
Operations Expenditure	418	444
Capital Expenditure	6,400	915
QVMAG		
Operations Expenditure	8,378	8,101
Capital Expenditure	10	885
Auto Museum		
Operations Expenditure	24	19
Capital Expenditure	-	-
Economic Development & Promotion	**9,420**	**8,146**
Operations Expenditure	9,350	7,086
Capital Expenditure	70	1,060
Other Community Amenities	**6,278**	**4,145**
Operations Expenditure Other	2,851	2,395
Public Toilets (Excl Parks Facilities)	311	300
Capital Expenditure	3,116	1,450
Public Order & Safety	**880**	**835**
Operations Expenditure Other	647	602
Pound Funding	233	233
Capital Expenditure	-	-

Continued **OPERATING and CAPITAL Expenditure Detail** (Excluding Non-Cash Expenses - Depreciation and Asset Disposal Losses)	*2026*	*2025*
	$'000	***$'000***
Health	**1,672**	**1,578**
Operations Expenditure Other	1,599	1,508
Immunisations	73	70
Capital Expenditure	-	-
Environmental Protection	**796**	**939**
Operations Expenditure	796	939
Capital Expenditure	-	-
Community Development	**2,310**	**1,981**
Operations Expenditure	2,310	1,981
Capital Expenditure	-	-
Planning Approvals	**3,861**	**3,098**
Operations Expenditure	3,861	3,098
Capital Expenditure	-	-
Building Control	**1,385**	**1,352**
Operations Expenditure	1,385	1,352
Capital Expenditure	-	-
Garbage Collection & Disposal	**14,306**	**14,633**
Garbage Collection	8,213	7,927
Hard Goods Collection	64	63
Garbage Collection Rate Remissions	1	2
Garbage Disposal	5,977	5,732
Capital Expenditure	50	910
Fire Levy	**9,773**	**9,225**
Operations Expenditure	9,769	9,218
Fire Levy Rate Remissions	4	6
Capital Expenditure	-	-
Flood Mitigation	**1,379**	**1,423**
Operations Expenditure	1,379	1,423
Capital Expenditure	-	-
Cemetery & Crematoria	**1,736**	**1,603**
Operations Expenditure	1,621	1,468
Capital Expenditure	115	135

Continued **OPERATING and CAPITAL Expenditure Detail** (Excluding Non-Cash Expenses - Depreciation and Asset Disposal Losses)	*2026*	*2025*
	$'000	***$'000***
Recreational Facilities	**27,155**	**31,376**
Operations Expenditure Total	22,966	24,212
Capital Expenditure Total	4,190	7,165
Swimming Pools		
Operations Expenditure	6,187	5,725
Capital Expenditure	1,305	250
Community Halls		
Operations Expenditure	256	248
Capital Expenditure	-	525
Albert Hall		
Operations Expenditure	647	168
Capital Expenditure	-	-
Sporting Grounds		
Operations Expenditure	2,810	5,935
Capital Expenditure	2,450	1,930
Parks & Gardens		
Operations Expenditure	13,066	12,135
Capital Expenditure	435	4,460
Roads & Traffic	**22,356**	**18,644**
Operations Expenditure Other	3,531	3,227
Roads & Bridges Maintenance	3,872	3,567
Capital Expenditure	14,953	11,850
Street Lighting	**1,229**	**1,238**
Operations Expenditure	1,229	1,238
Capital Expenditure	-	-
Street Cleaning	**3,303**	**3,251**
Operations Expenditure	3,303	3,251
Capital Expenditure	-	-
Parking Facilities	**3,666**	**3,529**
Operations Expenditure Other	3,346	3,244
Park & Ride (Tiger Bus)	320	285
Capital Expenditure	-	-
Stormwater Drainage	**2,723**	**7,580**
Operations Expenditure	2,303	7,230
Capital Expenditure	420	350
Interest Expense	**-**	**94**
Loan Repayments	**-**	**6,000**
	154,708	**153,325**

Trading & Major Facilities

PARKING FACILITIES	*2026* $'000	*2025* $'000
Income		
Trading & Fee Income	9,915	8,827
Concessions Reinstated	134	131
Other	66	64
	10,115	**9,022**
Expenses		
Operations	3,703	3,565
Depreciation	752	742
Full Cost Attribution	636	617
	5,091	**4,924**
Net Income/(Expenses)	**5,024**	**4,098**
Capital Expenditure	**-**	**-**

LAUNCESTON WASTE CENTRE	*2026* $'000	*2025* $'000
Income		
Trading & Fee Income	10,741	9,534
Concessions Reinstated	493	479
	11,234	**10,013**
Expenses		
Operations	2,598	2,539
Rehabilitation Interest	100	100
Depreciation	1,769	2,285
Full Cost Attribution	263	256
	4,730	**5,180**
Net Income/(Expenses)	**6,504**	**4,833**
Capital Expenditure	**50**	**910**

QUEEN VICTORIA MUSEUM and ART GALLERY	*2026* $'000	*2025* $'000
Income		
Trading & Fee Income	793	722
Grants & Donations	2,075	2,031
	2,868	**2,753**
Expenses		
Operations	8,378	8,101
Depreciation	1,387	1,243
Full Cost Attribution	412	400
	10,177	**9,744**
Net Income/(Expenses)	**(7,309)**	**(6,991)**
Capital Expenditure	**10**	**885**

LAUNCESTON AQUATIC CENTRE	*2026* $'000	*2025* $'000
Income		
Trading & Fee Income	4,914	4,940
	4,914	**4,940**
Expenses		
Operations	6,069	5,610
Depreciation	1,215	1,154
Full Cost Attribution	189	184
	7,473	**6,948**
Net Income/(Expenses)	**(2,559)**	**(2,008)**
Capital Expenditure	**1,305**	**210**

CARR VILLA CEMETERY and CREMATORIA	*2026* $'000	*2025* $'000
Income		
Trading & Fee Income	1,626	1,520
	1,626	**1,520**
Expenses		
Operations	1,607	1,454
Depreciation	214	206
Full Cost Attribution	82	79
	1,903	**1,739**
Net Income/(Expenses)	**(277)**	**(219)**
Capital Expenditure	**115**	**135**

VISITOR INFORMATION CENTRE	*2026* $'000	*2025* $'000
Income		
Trading & Fee Income	125	117
Grants & Donations	90	120
	215	**237**
Expenses		
Operations	694	651
Depreciation	3	3
Full Cost Attribution	54	52
	751	**706**
Net Income/(Expenses)	**(536)**	**(469)**
Capital Expenditure	**70**	**-**

Valuation and Rating Details	2026	2025
The Assessed Annual Value (AAV) upon which the Estimates are calculation:	*$'000*	*$'000*
Based on values from 1st July, 2023	1,134,078	1,134,078
	Cents/ $AAV	*Cents/ $AAV*
General Rates applied to AAV		
General	5.4088	5.1441
Residential	5.4088	5.1441
Commercial	7.0067	6.6079
Commercial (CBD)	7.0067	6.9681
Industrial	6.3014	5.9474
Primary Production	5.1043	4.8112
Public Service	6.2111	5.8701
Quarry and Mining	3.7656	3.5544
Sport and Recreation	5.7664	5.4756
Vacant (non-use)	4.2388	4.0103
Service Rates on behalf of State Fire Commission		
Urban Fire Levy	1.01110	0.95479
Lilydale Country Fire District Levy	0.27418	0.24805
Rural Fire Levy	0.24551	0.22786
Other Rates Charges	*$*	*$*
Fixed General Rates	360.00	340.90
Fire Levy Minimum Charge	50.00	49.00
Service Charges	*$*	*$*
Waste Management - per 85 litre bin	177.50	170.00
Waste Management - per 140 litre bin	225.00	215.00
Waste Management - per 240 litre bin	380.50	368.00
As of the 2016/2017 year the 85 litre bin is no longer available		
Rates and Charges Summary	*$'000*	*$'000*
General Rate		
Residential	38,020	35,756
Commercial	12,977	12,414
Industrial	4,031	3,800
Public Service	4,042	3,799
Primary Production	1,261	1,180
Quarry and Mining	9	8
Sport and Recreation	314	304
Vacant (non-use)	653	626
General Charge	13,234	12,456
	74,541	70,343
Waste Management Charge	8,357	7,970
CBD Promotional Services	-	154
Budgeted Growth	1,057	506
	83,955	78,973
Fire Levy	9,769	9,219
Total Rates and Charges	**93,724**	**88,192**

Rate Remissions	*$'000*	*$'000*
General	296	402
Fire General	4	5
Total Rate Remissions	**300**	**407**

CBD Promotional Budget	*$'000*	*$'000*
Income		
City Rates (CBD Differential Component)	-	154
General Rates	613	410
Expenses		
Operations	613	564
Surplus/(Deficit)	-	-

Council has phased out the CBD Commercial Rate over a four year period, with the full value to Central Launceston Marketing Inc being funded from General Rates.

Variation in General Rate (cents per $AAV)	*Cents/ $AAV*	*Cents/ $AAV*
Commercial CBD From Residential	1.5979	1.8240
Commercial CBD From Commercial	0.0000	0.3602

State Fire Commission	*$'000*	*$'000*
Income		
Fire Levy	9,769	9,219
Interest	10	10
	9,779	9,229
Expenses		
Fire Levy	9,769	9,219
Remissions	4	5
	9,773	9,224
Surplus/(Deficit)	**6**	**5**

The Council is required under legislation to collect the fire levy on behalf of the State Fire Commission.

City of LAUNCESTON

Town Hall, 18-28 St John Street Launceston
T 03 6323 3000
E contactus@launceston.tas.gov.au
www.launceston.tas.gov.au

Capital Projects 2025/2026

	Council Funds	Grant Funds	Total Funds
UPGRADE	**$ 15,066,650**	**$ 953,950**	**$ 16,020,600**
Community Assets and Design	**$ 12,866,650**	**$ 953,950**	**$ 13,820,600**
Blackspot Program	**$ 80,000**	**$ 430,000**	**$ 510,000**
Black Spot Program 25/26	$ -	$ -	$ -
Black Spot - Ann Street	$ -	$ 30,000	$ 30,000
Black Spot - Five Ways	$ 80,000	$ 400,000	$ 480,000
Theatre Program	**$ 6,400,000**	**$ -**	**$ 6,400,000**
Princess Theatre and EAC Masterplan	$ 6,400,000	$ -	$ 6,400,000
Urban Road Work Program	**$ 5,500,000**	**$ -**	**$ 5,500,000**
Launceston City Heart	$ 5,500,000	$ -	$ 5,500,000
Vulnerable Road User Program	**$ 386,650**	**$ 523,950**	**$ 910,600**
Vulnerable Road User Program 25/26	$ -	$ -	$ -
VRUP - Innes St	$ 318,000	$ 318,000	$ 636,000
VRUP - Cimitiere St	$ 68,650	$ 205,950	$ 274,600
Town Hall/Annexe	**$ 500,000**	**$ -**	**$ 500,000**
Town Hall & Annexe Refurbishment 25/26	$ 500,000	$ -	$ 500,000
Connection and Liveability	**$ 2,200,000**	**$ -**	**$ 2,200,000**
Parks and Reserves Program	**$ 200,000**	**$ -**	**$ 200,000**
Urban Greening Strategy	$ 200,000	$ -	$ 200,000
Sports Program	**$ 2,000,000**	**$ -**	**$ 2,000,000**
NTCA Precinct Development 24/25	$ 2,000,000	$ -	$ 2,000,000
RENEWAL	**$ 13,981,656**	**$ 1,930,000**	**$ 15,911,656**
Community Assets and Design	**$ 11,441,656**	**$ 1,930,000**	**$ 13,371,656**
Fixed Plant Renewal Program	**$ 2,500,000**	**$ -**	**$ 2,500,000**
Buildings Renewal Program 25/26	$ 2,500,000	$ -	$ 2,500,000
Fleet Replacement Program	**$ 1,820,000**	**$ -**	**$ 1,820,000**
Major Plant Replacement 25/26 PURCHASE	$ 2,000,000	$ -	$ 2,000,000
Major Plant Replacement 25/26 SALE	-$ 340,000	$ -	-$ 340,000
Minor Plant Replacement 25/26 PURCHASE	$ 160,000	$ -	$ 160,000
Footpath Program	**$ 1,132,856**	**$ -**	**$ 1,132,856**
Footpath Renewal Program 25/26	$ 1,132,856	$ -	$ 1,132,856
Light Vehicle Fleet Replacement Program	**$ 482,800**	**$ -**	**$ 482,800**
Light Vehicle Purchases 25/26	$ 604,000	$ -	$ 604,000
Light Vehicle Sales 25/26	-$ 121,200	$ -	-$ 121,200
Road Reseal Program	**$ 4,270,000**	**$ -**	**$ 4,270,000**
Road Reseal Program 25/26	$ 4,270,000	$ -	$ 4,270,000
Urban Road Work Program	**$ -**	**$ 1,300,000**	**$ 1,300,000**
Roads Reconstruction Program 25/26	$ -	$ 1,300,000	$ 1,300,000
Urban Stormwater Program	**$ 420,000**	**$ -**	**$ 420,000**
Prospect Flood Alleviation	$ 420,000	$ -	$ 420,000
Rural Road Works	**$ 700,000**	**$ -**	**$ 700,000**
Resheeting Program 25/26	$ 700,000	$ -	$ 700,000
Community Facilities	**$ 116,000**	**$ -**	**$ 116,000**
Key and Lock replacement	$ 116,000	$ -	$ 116,000
R2R Program	**$ -**	**$ 630,000**	**$ 630,000**
Johnston Road Reconstruction	$ -	$ 630,000	$ 630,000
Delivery and Performance	**$ 330,000**	**$ -**	**$ 330,000**
Information Technology Program	**$ 330,000**	**$ -**	**$ 330,000**
IT Infrastructure Renewal Program 25/26	$ 300,000	$ -	$ 300,000
Multifunction Centre Renewal 25/26	$ 30,000	$ -	$ 30,000
Connection and Liveability	**$ 2,200,000**	**$ -**	**$ 2,200,000**

	Council Funds	Grant Funds	Total Funds
Parks and Reserves Program	**$ 185,000**	**$ -**	**$ 185,000**
City Wide Play Space Equipment 25/26	$ 45,000	$ -	$ 45,000
Lilydale Falls Water Supply & Waste Water	$ 40,000	$ -	$ 40,000
Parks Furniture Program 25/26	$ 100,000	$ -	$ 100,000
Parks Bridge Replacement Program	**$ 50,000**	**$ -**	**$ 50,000**
Parks Bridge Renewal Program 25/26	$ 50,000	$ -	$ 50,000
Sports Program	**$ 450,000**	**$ -**	**$ 450,000**
Hoblers Bridge Netball Court Remediation 25/2	$ 450,000	$ -	$ 450,000
Swimming Centre Program	**$ 1,305,000**	**$ -**	**$ 1,305,000**
LA Internal Finishes & Fittings 25/26	$ 600,000	$ -	$ 600,000
LA Plant & Equipment Renewal 25/26	$ 55,000	$ -	$ 55,000
LAFit Cardio Equipment 25/26	$ 70,000	$ -	$ 70,000
LA Indoor Interactive Play Equipment	$ 30,000	$ -	$ 30,000
LA Outdoor Slide and minor works	$ 550,000	$ -	$ 550,000
Tourism Program	**$ 70,000**	**$ -**	**$ 70,000**
Christmas Decorations 25/26	$ 70,000	$ -	$ 70,000
Waste Program	**$ 50,000**	**$ -**	**$ 50,000**
LWC Hook Bin Replacement Program 25/26	$ 50,000	$ -	$ 50,000
Cemetery Programs	**$ 90,000**	**$ -**	**$ 90,000**
Carr Villa Drainage Works Renewal 25/26	$ 50,000	$ -	$ 50,000
Carr Villa Road Surface Renewal 25/26	$ 40,000	$ -	$ 40,000
Queen Victoria Museum and Art Gallery	**$ 10,000**	**$ -**	**$ 10,000**
Museum Programs	**$ 10,000**	**$ -**	**$ 10,000**
QVMAG Planetarium Show Renewal 25/26	$ 10,000	$ -	$ 10,000
ADDITION	**$ 2,075,000**	**$ -**	**$ 2,075,000**
Community Assets and Design	**$ 2,050,000**	**$ -**	**$ 2,050,000**
Fixed Plant Renewal Program	**$ 50,000**	**$ -**	**$ 50,000**
Generators	$ 50,000	$ -	$ 50,000
Urban Stormwater Program	**$ 2,000,000**	**$ -**	**$ 2,000,000**
Growth Area Upgrade/New Stormwater	$ 2,000,000	$ -	$ 2,000,000
Connection and Liveability	**$ 25,000**	**$ -**	**$ 25,000**
Cemetery Programs	**$ 25,000**	**$ -**	**$ 25,000**
Carr Villa Shed	$ 25,000	$ -	$ 25,000
Grand Total	**$ 31,123,306**	**$ 2,883,950**	**$ 34,007,256**

Major Operational Projects 2025/2026

		Sum of Total Funds
Delivery and Performance	**$**	**915,000**
City of Launceston Enterprise Agreement Negotiations	$	200,000
Corporate Application Replacement Project	$	550,000
Flood Recovery Project Manager	$	75,000
Launceston Aquatic Centre Enterprise Agreement Negotiations	$	30,000
Recruitment Process (Research & Development)	$	10,000
Safety System - Incidents & Hazards	$	50,000
Community Assets and Design	**$**	**1,865,000**
Building Asset Managment Planning	$	300,000
Road Network Inspection	$	200,000
Housing Diversity and Car Park Utilisation (NoM)	$	100,000
CCTV Review (NoM)	$	80,000
St Leonards & Waverley Neighbourhood Plan	$	50,000
Housing Strategy Implementation	$	100,000
South Prospect Neighbourhood Plan	$	200,000
Alanvale Neighbourhood Plan	$	150,000
Building Heights & Massing	$	30,000
Regional Land Use Strategy	$	75,000
Albert Hall Management Agreement and Subsidy	$	430,000
Flood Mitigation Plan (NoM)	$	150,000
Connections and Liveability	**$**	**250,000**
Public Art & Graffiti Prevention	$	50,000
Urban Greening - Planning, Strategy, Software	$	200,000
Queen Victoria Museum and Art Gallery	**$**	**43,000**
QVMAG Collection Revaluation	$	43,000
Strategy and Innovation	**$**	**176,000**
Integrated Planning & Reporting Framework	$	40,000
Corporate Planning Software	$	80,000
Service Management Project	$	56,000
Grand Total	**$**	**3,249,000**

Related Party Disclosure Policy

1. PURPOSE

This policy outlines what is expected of elected members and employees of Council in relation to Australian Accounting Standard AASB 124 Related Party Disclosures (AASB 124).

2. SCOPE

Specifically, the policy outlines the disclosure requirements under AASB 124 of Key Management Personnel (KMP), which includes elected members. It also outlines the procedures Council will follow to collect, store, manage and report on related party relationships, transactions and commitments.

Under the *Local Government Act 1993* (Tas) and the *Audit Act 2008* (Tas) all local governments in Tasmania must produce annual financial statements that comply with Australian Accounting Standards.

3. SUMMARY OF THE STANDARD

From 1 July 2016, local governments (Councils) must disclose related party relationships, transactions and outstanding balances, including commitments, in their annual financial statements.

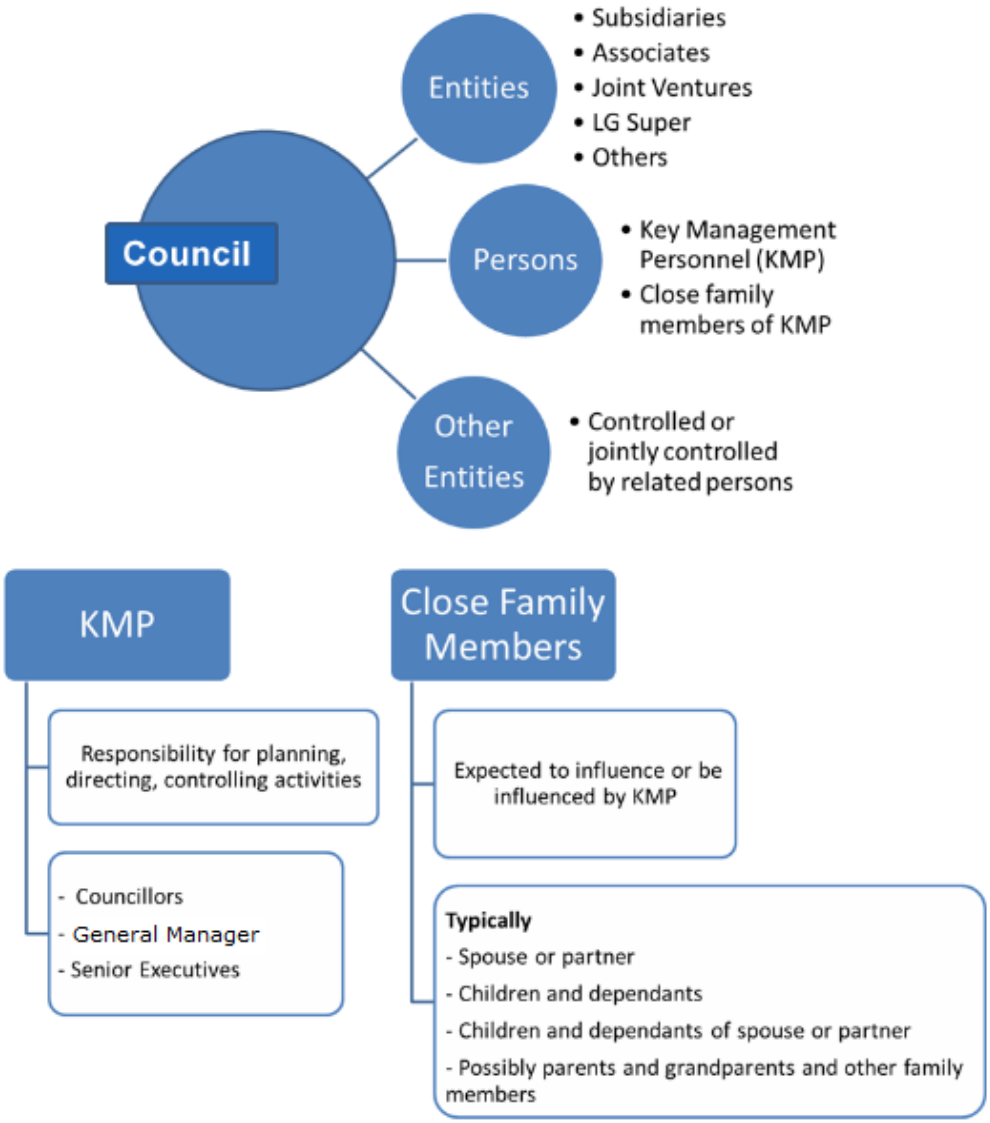
The objective of the Standard is to ensure that an entity's financial statements contain the disclosures necessary to draw attention to the possibility that its financial position and profit or loss may have been affected by the existence of related parties and by transactions and outstanding balances, including commitments, with such parties.

Council's related parties are likely to include the Mayor, Councillors, Chief Executive Officer, Executive Leaders and the Director Queen Victoria Museum and Art Gallery, their close family members and any entities that they control or jointly control. Any transactions between Council and these parties, whether monetary or not, may need to be identified and disclosed.

4. IDENTIFYING RELATED PARTIES

4.1 Common related parties

The following diagram gives an overview of common related parties that a council will have:



4.2. The Chief Executive Officer will establish, review and maintain a list of Key Management Personnel for Council.

Key Management Personnel (KMP) for City of Launceston are:

- All Councillors, including the Mayor and Deputy Mayor
- the Chief Executive Officer, including anyone acting in the role of Chief Executive Officer for more than three months
- all Executive Leaders and the Director Queen Victoria Museum and Art Gallery, including anyone acting in the role of an Executive Leader or the Director Queen Victoria Museum and Art Gallery for more than three months

4.3. Those persons identified as KMP will complete an annual declaration which outlines the entities, if any, that are controlled or jointly controlled by that KMP or their close family members and which will potentially have transactions with Council (Appendix 1).

4.4. For this Policy, Close Family Members includes:

- that person's children and spouse or domestic partner
- children of that person's spouse or domestic partner
- dependents of that person or of that person's spouse or domestic partner; and
- other family members as may be determined by the Chief Executive Officer from time to time, with reference to the circumstances of individual KMPs and/or declarations of pecuniary interests made in satisfaction of relevant sections of the *Local Government Act 1993* (Tas)

Example for Guidance (Son of CFO employed by Council)

Sunny Shire Council has recently employed Paul's son (George) in the Council's parks and garden's area. Paul is Council's Chief Financial Officer but was not involved in hiring George. This process was managed by the Director of Parks and Gardens and included an independent assessment process. Paul did not have any influence in George securing the job.

Paul has been identified as a KMP of Council, which makes him a related party.

George will also be a related party of Council because he is a close family member of Paul. The recruitment process that was undertaken for George's position is irrelevant when assessing whether George is a related party.

Example for Guidance (Cousin of Mayor)

The Mayor of Happy Shire Council (Shelley) has lived in the Shire her whole life. In fact, her family has been in the area for over five generations.

Shelley's cousin Mavis, owns and operates the local newsagent through a company Happy News Pty Ltd, in which she owns 100% of the shares. Shelley and Mavis have always been close and regularly socialise together.

Shelley has been identified as a KMP of Council. From these facts, Mavis is a close family member of Shelley because she would be expected to influence, or be influenced by, that person in her dealings with Council

Both Mavis and the company she controls, Happy News Pty Ltd would therefore be related parties of Council. Any transactions that the Council makes with the newsagent would need to be separately identified and may need to be disclosed.

4.5. It is the responsibility of the Chief Executive Officer to seek a declaration upon a change of KMP.

4.6 KMPs must provide an annual *Related Party Declaration* in the approved form, by 1 July each year.

4.7. It is the responsibility of KMPs to update their declaration should they become aware of a change, error or omission.

4.8. Register of Related Party transactions

4.8.1 Maintain a Register

The Chief Executive Officer is responsible for maintaining and keeping up to date a register of related party transactions that captures and records the information for each existing or potential related party transaction (including ordinary citizen transactions assessed as being material in nature) during a financial year.

4.8.2 Contents of Register

The contents of the register of related party transactions must detail for each related party transaction:

(a) the description of the related party transaction
(b) the name of the related party
(c) the nature of the related party's relationship with Council
(d) whether the notified related party transaction is existing or potential
(e) a description of the transactional documents that are the subject of the related party transaction.

4.8.3 Disclosure in financial statements

The Chief Executive Officer is responsible for ensuring that the information is disclosed in Council's Financial Statements to the extent, and in the manner stipulated by AASB 124.

4.9. Council will use the declarations of KMP to establish a list of related parties for the purposes of identifying transactions and reporting under AASB 124.

4.10. Updates will be provided to KMP and Council staff periodically on changes arising from amendments to Australian Accounting Standards, applicable legislation or policy and procedural requirements.

5. COUNCIL ENTITIES AND SUBSIDIARIES

For this policy, entities controlled by Council, jointly controlled by Council or over which Council has significant influence are related parties of Council. Council will need to identify transactions with these entities and may need to make extra disclosure about them in Council's financial statements.

When assessing whether Council has control or joint control over an entity, Council will need to consider AASB 10 Consolidated Financial Statements and AASB 11 Joint Arrangements. AASB 128 Investments in Associates and Joint Ventures details the criteria for determining whether Council has significant influence over an entity.

Example for Guidance (Company that is a related party of Council)

Sunny Regional Council (SRC) owns 90% of the shares in Sunny Regional Development Pty Ltd (the company).

SRC has assessed that it has control over the company. The company is therefore a related party of SRC because SRC controls it.

SRC produces consolidated financial statements which include both a parent entity column and consolidated entity column. In these statements all individually significant transactions between SRC and the company will need to be disclosed. For other transactions that are collectively, but not individually, significant SRC will need to disclose a qualitative and quantitative indication of their extent.

SRC must also disclose the nature of its relationship with the company.

6. ENTITIES CONTROLLED (OR JOINTLY CONTROLLED) BY KMP AND THEIR CLOSE FAMILY MEMBERS

6.1. KMP will exercise their best judgement in identifying related parties.

6.2. KMP, including elected members, will carefully assess the information and examples following before declaring, or not declaring, an entity over which they, or a close member of the family, have control or joint control.

Entities include companies, trusts, joint ventures, partnerships and non-profit associations such as sporting clubs.

When assessing whether a KMP or close member of their family controls, or jointly controls, an entity, Council will need to refer to AASB 10 Consolidated Financial Statements and AASB 11 Investments in Associates and Joint Ventures.

Example for Guidance

Mayor is the President of a local football club.

The Mayor of Sunny Shire Council is the President of League Heroes Inc, the local football club. This club is overseen by a committee which comprises the President and four other committee members. Each member has a single vote when making decisions at meetings. The committee members are not related and do not have agreements to vote with one another. The club has over 100 members that each have a vote in electing the committee members at the club's annual general meeting.

From these facts, the Mayor does not control or jointly control the football club so it will not be a related party of Council just because the Mayor is the president of the club.

Example for Guidance (Joint control)

Fred is the Mayor of Sunny Shire Council and owns 50 per cent of the ordinary shares in Sunny Development Company Pty Ltd (the company). Fred's brother Stan owns the other 50 per cent of ordinary shares. Fred and Stan are the only Directors of the company and have equal voting rights on the board.

Fred and Stan have joint control of the company because any decisions require the unanimous consent of them both. Fred will need to include the company on his related party declaration.

7. RELATED PARTY DISCLOSURE BY COUNCIL

7.1. Each year Council will declare the following related party transactions:

7.1.1 Transactions with Council subsidiaries, by transaction type.

7.1.2 KMP compensation, including:

- short-term employee benefits
- post-employment benefits
- long-term benefits; and
- termination benefits

7.1.3 Transactions with other related parties, including:

- purchases or sales of goods (finished or unfinished)
- purchases or sales of property and other assets
- rendering or receiving of services
- leases
- transfers of research and development
- transfers under licence agreements
- transfers under finance arrangements (including loans and equity contributions in cash or in kind)
- provision of guarantees or collateral
- commitments to do something if a particular event occurs or does not occur in the future, including executory contracts (recognised and unrecognised); and
- settlement of liabilities on behalf of the entity, or by the entity on behalf of that related party.

7.1.4 Transactions of a similar nature will be disclosed in aggregate except when separate disclosure is necessary for an understanding of the effects of a related party transaction on the financial statements of council, having regard to the following criteria:

- the nature of the related party transaction
- the significance of the transaction (individually or collectively) in terms of size or value, including where the materiality arises because no consideration for the transaction is given or received by Council
- whether the transaction is carried out on non-arm's length terms
- whether the nature of the transaction is outside normal day-to-day business operations.

7.1.5 Outstanding balances in relation to transactions with related parties, including:

- entities controlled by KMPs; and
- bad or doubtful debts in respect of amounts owed by related parties

7.1.6 Non-monetary transactions such as use of facilities, peppercorn rents.

7.2. If a KMP or close associate is named individually in disclosure reports, the KMP will be given a copy of the intended disclosure for review and information purposes. Feedback must be provided within 10 working days.

7.3. Council will not capture Ordinary Citizen Transactions (OCTs) with related parties. Nor will Council disclose non-material transactions.

7.4. For this Policy, examples of OCTs are:

Examples of transactions that are OCTs*
Using a council's public swimming pool after paying the normal fee
Parking fees at rates available to the public
Attending council functions that are open to the public
Fines on normal terms and conditions
Visiting a Council art gallery
Paying rates
Dog registration

Examples of transactions that are NOT OCTs
Purchases or sales of property
Leases
Transfers under finance arrangements (e.g. loans)
Settlement of liabilities
Infrastructure charges or contributions
Purchase of goods and services, regardless of conditions
Employee expenses of close family members of KMP

* If OCTs were to occur on terms and conditions that are different to those offered to the public, the volume of transactions or other qualitative factors may become material and give rise to an audit issue if not disclosed. Care must be taken in identifying these transactions.

7.5. The Chief Executive Officer will assess the materiality of the related party transactions that have been captured prior to disclosure.

Council does not have to disclose transactions that are not material. In determining materiality, the size and nature of the transaction individually and collectively will be considered, and assessment will be made in consultation with the Senior Leader Finance.

7.6. In making disclosures in the annual financial statements Council will include:

7.6.1 Relationships between a parent and its subsidiaries, irrespective of whether there have been transactions between them.

7.6.2 KMP compensation in total and for each of the following categories:

- short-term employee benefits
- post-employment benefits
- other long-term benefits; and
- termination benefits.

7.6.3 Where related party transactions have occurred:

- the nature of the related party relationship; and

- information about the transactions, outstanding balances and commitments, including terms and conditions.

7.6.4 Separate disclosure in aggregate for each category of related party transactions.

Note: Transactions that are individually significant, either because of their amount or nature, are included in the aggregate disclosure but also need to be disclosed separately.

7.6.5 The types of transactions disclosed such as:

- purchases or sales of goods
- purchases or sales of property and other assets
- rendering or receiving property and other assets or rendering or receiving goods
- rendering or receiving of services
- leases
- guarantees given or received
- commitments
- loans and settlements of liabilities
- expense recognised during the period in respect of bad debts; and
- provision for doubtful debts relating to outstanding balances.

8. PRIVACY AND RIGHT TO INFORMATION

Council must comply with the requirements of the *Archives Act 1983* (Tas)*, Privacy Act 1988* (Cth)*, Personal Information Protection Act 2004* (Tas) and *Right to Information Act 2009* (Tas) in the collection, storage, management, disclosure and reporting of information.

A declaration statement from KMP is incorporated into the *Declaration of Related Party Transactions Form* (Appendix 1) to enable the disclosure and reporting of information in accordance with AASB 124. A Related Party Information Collection Notice will be provided to KMP and included in their Declarations (Appendix 2).

9. DISPUTE RESOLUTION

Disputes will be managed in accordance with Council's relevant dispute resolution policy.

10. RELATED LEGISLATION AND AUSTRALIAN ACCOUNTING STANDARDS

There is overlap between the requirements of AASB 124 and the interest provisions in the *Local Government Act 1993* (Tas) (LGA). Beyond the provisions of AASB 124 the LGA requires certain disclosures. Council will make these disclosures separately where not adequately covered by AASB 124 disclosures.

Other legislation referred to in this policy includes the *Audit Act 2008* (Tas), *Archives Act 1983* (Tas), *Privacy Act 1988* (Cth), *Personal Information Protection Act 2004* (Tas) (PIP Act) and *Right to Information Act 2009* (Tas).

Other Australian Accounting Standards referred to in this policy include AASB 10 Consolidated Financial Statements; AASB 11 Joint Arrangements; AASB 128 Investments in Associates and Joint Ventures.

11. REFERENCES

This Policy uses, with permission, material developed by the Queensland Government (Department of Infrastructure, Local Government and Planning).

It has been developed through a working group comprising representatives from the Tasmanian Audit Office, the Local Government Division of the Department of Premier and Cabinet, Clarence City Council and the Local Government Association of Tasmania.

12. DEFINITIONS

Term	Meaning
Arm's length terms	Terms between the parties that are reasonable in the circumstances of the transaction that would result from: • neither party bearing the other any special duty or obligation, and • the parties being unrelated and uninfluenced by the other, and • each party having acted in its own interest.
Chief Executive Officer	General manager appointed pursuant to s61 of the *Local Government Act 1993* (Tas)
Close Family Member	Family members of Key Management Personnel (KMP) who may be expected to influence, or be influenced by, that person in their dealings with the entity. This includes, but is not limited to, that person's spouse or domestic partner, and the children and dependents of that person or that person's spouse or domestic partner.
Control of an entity	You control an entity if you have: • power over the entity • exposure, or rights, to variable returns from involvement with the entity; and • the ability to use your power over the entity to affect the amount of your returns.
Declaration by KMP	An annual declaration of close family members and entities that the KMP or their close family members control or jointly control, as per Appendix 1, updated during the year as necessary.
Elected members	Councillors
Entities controlled by KMPs	Entities include companies, trusts, joint ventures, partnerships and non-profit associations such as sporting clubs. You control an entity if you have: • power over the entity • exposure, or rights, to variable returns from involvement with the entity; and • the ability to use your power over the entity to affect the amount of your returns.

Entities related to Council	Entities controlled by Council, jointly controlled by Council or over which Council has significant influence are related parties of Council.
Joint control of an entity	To jointly control an entity there must be contractually agreed sharing of control of the entity, which exists only when decisions about the relevant activities require the unanimous consent of the parties sharing control.
Key Management Personnel (KMP)	People who have authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly. In the council context this includes the Mayor, Councillors, the Chief Executive Officer, Executive Leaders and the Director Queen Victoria Museum and Art Gallery as outlined in the policy.
KMP Compensation	All employee benefits. Employee benefits are all forms of consideration paid, payable or provided by the entity, or on behalf of the entity, in exchange for services rendered to the entity. It also includes such consideration paid on behalf of a parent of the entity in respect of the entity. Compensation includes: • short-term employee benefits, such as wages, salaries and social security contributions, paid annual leave and paid sick leave, profit-sharing and bonuses (if payable within twelve months of the end of the period) and non-monetary benefits (such as medical care, housing, cars and free or subsidised goods or services) for current employees • post-employment benefits such as pensions, other retirement benefits, post-employment life insurance and post-employment medical care • other long-term employee benefits, including long-service leave or sabbatical leave, jubilee or other long-service benefits, long-term disability benefits and, if they are not payable wholly within twelve months after the end of the period, profit-sharing, bonuses and deferred compensation • termination benefits; and • share-based payment.
Materiality	Information is material when, if omitted or misstated, it could influence decisions that users make based on financial information about a specific reporting entity. Omissions or misstatements of items are material if they could, individually or collectively, influence the economic decisions that users make based on the financial statements. Materiality depends on the size and nature of the omission or misstatement judged in the surrounding circumstances. The size or nature of the item, or a combination of both, could be the determining factor.
Ordinary Citizen Transactions (OCTs)	Transactions that an ordinary citizen would undertake with Council are usually not material to related party disclosure requirements. OCTs do not apply if the terms and conditions are different to those offered to the public.
Related Party of Council	People and entities, such as companies, trusts and associations, can be related parties of the Council. Most commonly these will be entities

	related to Council, KMP of Council (including elected members), close family members of KMP and entities that are controlled or jointly controlled by KMP or their close family members. This may include an employee of the Council who is a family member of a KMP.
Related Party Transaction	A transfer of resources, services or obligations between a reporting entity and a related party, regardless of whether a price is charged.

13. REVIEW

This policy will be reviewed no more than four years after the date of approval (version) or more frequently, if dictated by operational demands.

14. APPENDIX 1 - DECLARATION OF RELATED PARTY TRANSACTIONS AND CONSENT FORM

Private and Confidential

Related Party Declaration by Key Management Personnel (KMP)

Name of KMP: _____ Position of KMP: _____

Close Family Member Name	Relationship with KMP	Entities over which the close family member has sole or joint control	Nature of potential transactions with Council or Council entities

Name of Entity over which the KMP has sole or joint control	Relationship with KMP	Nature of potential transactions with Council or Council entities

I declare that the above list includes all my close family members, and the entities controlled, or jointly controlled, by myself or my close family members having had, or will potentially have, transactions with Council. I make this declaration after reading Council's policy which details the meaning of the words "close family members" and "entities controlled, or jointly controlled, by myself or my close family members".

I permit the Chief Executive Officer to access the register of interests of me and persons related to me and to use the information for the purposes specified in Council's Related Party Disclosures Policy.

Declared at *(insert place)* on the *(insert date)*

Signature of KMP: _____

14. APPENDIX 2 - RELATED PARTY INFORMATION COLLECTION NOTICE

Related party transactions disclosure by Key Management Personnel (KMP)

From 1 July 2016, Council must disclose related party relationships, transactions and outstanding balances, including commitments, in its annual financial statements, to comply with *Australian Accounting Standard AASB 124 Related Party Disclosures*.

Purpose of collection, use and disclosure of related party information

The reason for disclosure of related party transactions is to ensure that Council's financial statements contain the information necessary to draw attention to the possibility that its financial position and profit or loss may have been affected by the existence of related parties and by transactions and outstanding balances, including commitments, with such parties.

Council's related parties are likely to include the Mayor, Councillors, Chief Executive Officer, Executive Leaders, the Director Queen Victoria Museum and Art Gallery, their close family members and any entities that they control or jointly control. Any transactions between Council and these parties, whether monetary or not, may need to be identified and disclosed.

A related party transaction is a transfer of resources, services or obligations between Council and a related party, regardless of whether a price is charged.

A related party transaction must be disclosed in the Council's financial statements if the transaction is material. Information is material when, if omitted or misstated, it could influence decisions that users make based on financial information about a specific reporting entity.

Prior to disclosure, the Chief Executive Officer will assess the materiality of related party transactions that have been captured, and, if deemed material, will disclose in its financial statements the nature of the related party relationship and information about the transaction. Disclosure in the financial statements may be in aggregate form and/or may be made separately, depending on the nature and materiality of the transaction.

Related Party Transactions Declaration by KMP

KMP are the persons who have authority and responsibility for planning, directing and controlling the activities of Council, directly or indirectly and include the Mayor, Councillors, Chief Executive Officer, Executive Leaders and the Director Queen Victoria Museum and Art Gallery. To comply with AASB 124, Council has adopted a policy that requires all KMP to declare any existing or potential related party transactions between Council and any of their related parties during a financial year.

Each KMP must provide an annual *Related Party Declaration* in the approved form, by 1 July each year, and update the Declaration should they become aware of any change, error or omission. KMPs must exercise their best judgement in identifying related parties when declaring, or not declaring, entities over which they, or a close member of their family, have control or joint control.

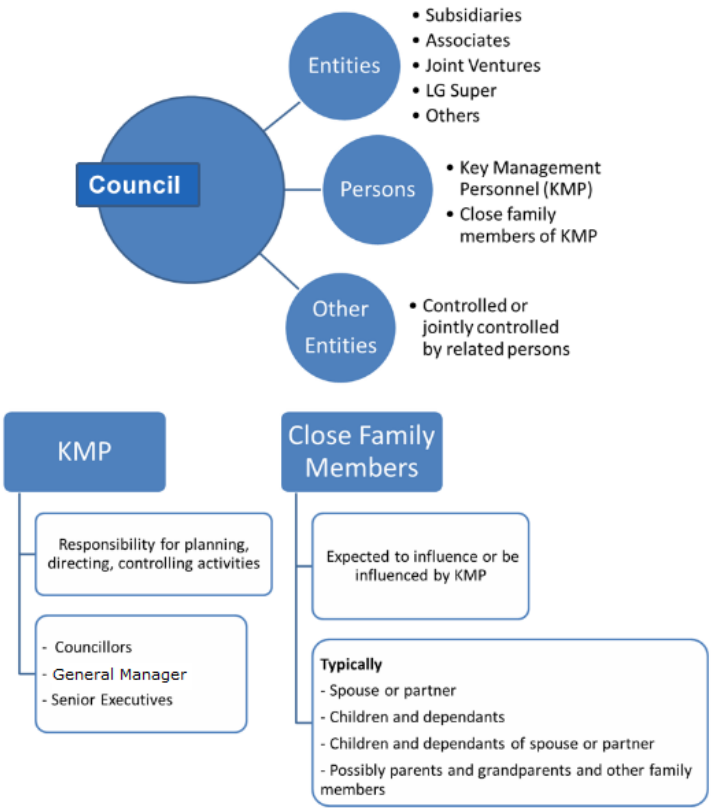
How will the information captured in the Declaration be used?

The Council will use the declarations of KMPs to establish a list of related parties of Council for the purposes of identifying transactions and reporting under AASB 124. If a KMP or close family member is named individually in disclosure reports, the KMP will be given a copy of the intended disclosure for review and information purposes.

Who are related parties?

People and entities, such as companies, trusts and associations, can be related parties of the Council.

The following diagram gives an overview of common related parties that a council will have.



For related party transaction disclosures under AASB 124, the related party relationship must be disclosed for both the KMP and their close family members, even if the same related party entity is held jointly or in common by them. This is separate and in addition to Council's register of interests which is required under the *Local Government Act 1993* (Tas).

Under AASB 124, those persons who are prescribed as definitely being close family members of a KMP include:

- that person's children and spouse or domestic partner

- children of that person's spouse or domestic partner
- dependents of that person or that person's spouse or domestic partner; and
- other family members as may be determined by the Chief Executive Officer from time to time, with reference to the circumstances of individual KMPs and/or declarations of pecuniary interests made in satisfaction of relevant sections of the *Local Government Act 1993* (Tas)

What is an entity that I, or my close family members, control or jointly control?

Entities include companies, trusts, joint ventures, partnerships and non-profit associations such as sporting clubs.

You control an entity if you have:

- power over the entity
- exposure, or rights, to variable returns from involvement with the entity; and
- the ability to use your power over the entity to affect the amount of your returns.

You jointly control an entity if there is a contractually agreed sharing of control of the entity. Joint control exists only when decisions about the relevant activities require the unanimous consent of the parties sharing control.

In some instances, it may not be easy to determine whether you, or your close family members, control or jointly control an entity. If you are unsure and require further clarification, you should contact the Chief Executive Officer for a confidential discussion.

For more information about Council's disclosure requirements under AASB 124 Related Party Transactions, please refer to the Council's Related Party Disclosure Policy 12-Plx-031.

All information collected by Council is in accordance with Council's Personal Information Protection Policy 17-Plx-005 and is protected by law, including the *Privacy Act 1988* (Cth) and the *Personal Information Act 2004* (Tas).

CITY OF LAUNCESTON - **Related Party Disclosure Policy**

DOCUMENT INFORMATION

Reference number	12-Plx-031
Version	DRAFT 27/05/2025
Review	TBC
Key function	12
Document type	Policy
Responsible Network	Delivery and Performance
Approved by	Council
Action Officer	Senior Leader Finance
Text search key words	Related party transactions

To be communicated to *(To be identified by Approver)* (Insert ✓ in relevant row)		Department/Area only
		Network via General Manager and Team Managers
	✓	Specific Areas: • Finance
		Organisation-wide
	✓	Website
		Intranet (via a link)
		External notification e.g. Department Premier and Cabinet, Director Public Health, Tasmania Police •

Hard copy distribution	n/a

NOTE: Always check to ensure you have the latest version of the document.
Printed: 13/06/2025

MEMORANDUM OF UNDERSTANDING
(MOU)

BETWEEN THE

TASMANIA
STATE EMERGENCY SERVICE

AND

CITY OF LAUNCESTON COUNCIL

DRAFT

~~May~~ June 2025

A Memorandum of Understanding

THIS MEMORANDUM is made this ……..day of ……2025

BETWEEN:

THE TASMANIA STATE EMERGENCY SERVICE, as maintained under Section 25 of the *Emergency Management Act 2006*, of Corner of Argyle and Melville Streets, Hobart in Tasmania

AND

THE CITY OF LAUNCESTON established pursuant to the *Local Government Act 1993*.

SIGNED for and on behalf of
TASMANIA STATE EMERGENCY SERVICE
By Mr Michael Lowe,
Executive Director
SES

_____

SIGNED on behalf of
CITY OF LAUNCESTON
By Mr Sam Johnson OAM
Chief Executive Officer
City of Launceston Council

_____

1. **Definitions**

"**Council**" means the City of Launceston ~~(CoL)~~ as established under the *Local Government Act 1993*.

"**SES**" means the Tasmanian State Emergency Service as maintained under Section 25 of the *Emergency Management Act 2006*.

"**Parties**" means the Tasmania State Emergency Service and the City Of Launceston.

"**Launceston SES Unit"** means the SES operational team which operates and responds to emergencies within the City of Launceston municipality.

"MEM Plan" means Municipal Emergency Management Plan.

2. **Purpose and Scope of Memorandum of Understanding**

The purpose of this Memorandum of Understanding (MoU) is to define the responsibilities of the SES and CoL solely in funding the Launceston SES Unit.

As such, the scope of this MoU does not extend into broader emergency management issues or otherwise remove the legislative or accepted responsibilities of each Council in relation to emergency management (e.g. planning, Municipal Emergency Management Coordinator responsibilities; emergency coordination centre management; provision of public information; road closures; provision of resources and maintenance of public infrastructure as detailed in either the *Emergency Management Act 2006*, or Councils Emergency Management Plans (EMP) or any other associated plans).

3. **Term of MOU**

This MoU is for a period of three (3) years, commencing oin 1 July 2025 and concluding oin ~~July~~ 30 June 2028.

This MoU supersedes any previous MoU's dated prior to July 2025.

4. **SES / TFS Reform**

In the event that SES becomes funded by the state government the MOU shall end.

5. **Review of MOU**

Management review process:

- Annual review of performance of responsibilities and identify any issues for discussion; and
- Six months prior to the completion of this MOU as stipulated in Section 3, a review will be conducted by the parties of the existing MOU and consideration of further arrangements either through extensions to this MOU or through the development of a new arrangement which may be negotiated by the parties.

- In the event that significant changes to current Local Government or State Government arrangements occur, or a state-wide funding arrangement between local government and the SES is implemented, amendments to this MOU can be requested by either party.

6. Administration of MoU

This MoU will be administered by the SES Regional Manager (North) and the Council.

7. Financial Contribution

The Council will seek to provide an annual budget allocation for recurrent costs associated with the day to day running of the Launceston SES Unit.

Allocation is as follows (GST exclusive~~included~~):

2025~~4~~ / 2026~~5~~ - $51,793.64~~6,973~~ plus CPI, based on Hobart CPI for the preceding 12 months for the ~~June~~ March quarter.

All amounts stated are ex~~in~~clusive of GST.

Funding allocations will be calculated from 1 July to 30 June ~~to July~~ each year and adjusted for annual CPI increases, based on Hobart CPI for the preceding 12 months for the ~~June~~ March quarter.~~.~~

The SES will be responsible for financial management services including the keeping of accounts, collection of financial contributions and the provision of financial reports.

The Unit Manager will be responsible for the preparation of an Annual Budget for approval by the SES Northern Regional Manager by mid - March of each year.

8. Recurrent Costs Summary

Recurrent costs would normally include, but not be limited to, costs associated with the following areas:

- Procurement of PPC and safety equipment for Volunteers within the Launceston SES unit to support response activities
- Training and development costs associated with training of SES Volunteers within the Launceston SES Unit to support operational readiness.
- Annual registration, insurance and maintenance costs associated with the Launceston SES vehicle
- costs associated with purchase, maintenance and or replacement of any equipment where alternative funding options are not available or able to be utilised e.g. equipment from the approved budget allocation

9. Unit Structure and Management

The Launceston Unit Manager will be appointed by the SES Regional Manager and approved by the SES Director.

The Unit will be overseen by a standard management structure comprised of a Unit Manager and generally two Deputy Unit Managers.

10. Service Arrangement

The Launceston Unit will respond to emergencies in accordance with its roles detailed within the Tasmanian Emergency Management Arrangements, the Council'sol MEM Plan and the *Emergency Management Act 2006*.

In addition, and at the request of other lead agencies the Unit may also, (as determined by SES), provide support in response activities to other emergency situations within other municipal areas (e.g. search and rescue, fires, RCR's etc.)

Commented [LP1]: To be defined

During emergency operations where SES Northern Regional Headquarters management provide a coordinating function, the Unit may be required to assist other council areas within the region or state or interstate. This mutual obligation clause means that when the Councilol area require additional resources or capability, it will be forthcoming from other SES units within the Region, State or Interstate.

The SES has the overall operational responsibility and control of the Launceston SES unit.

During flooding events, SES are the lead agency under the Tasmanian Emergency Managements Arrangements. However, Ceouncil may request SES volunteers to provide assistance with the implementation and ongoing patrols of the Levee Closure and Patrol Plans.

All services provided by the unit volunteers will be conducted by persons trained and assessed by the SES and assessed by the SES as competent to conduct the services required.

11. Volunteer Training and Management

All Unit volunteers will be recruited, trained, and managed under the supervision of SES Regional Headquarters.

SES and Council will consider opportunities for joint training of Council staff and Unit members (e.g. chainsaw, first aid, etc.).

Where possible, Council may support SES training activities by assisting in the provision of training venues and facilities by arrangement e.g., allowing use of Council land, buildings.

12. Insurances

All volunteers of the Launceston Unit will always be appropriately insured by the Department of Police, Fire and Emergency Management while conducting SES approved work.

A copy of relevant insurance policies will be provided upon a party's request.

SES will appropriately insure all operational vehicles and equipment.

All costs associated with the insurance of vehicles will be drawn from the annual budget allocation.

13. Legal Relationship

Nothing in this MoU will be taken as creating any binding legal relationship between the parties.

14. Reporting

The Parties will operate within a framework of open communication with the SES and between themselves.

The SES will provide annual reports to the Council~~oL~~. The report should include details on:

- Unit membership
- Funding expenditure
- Emergency response data
- Training detail
- Unit community involvement
- Emerging emergency service issues
- Any other issues identified for discussion

Reports may be tabled at the Council's~~oL~~ Executive Leadership Team meetings.

If called upon by the Council~~L~~, the Northern Regional Manager will attend Council to address ~~CoL~~ elected members by providing a Launceston Unit update.

15. Communication Protocols

Normal communication protocols as they apply to all emergency management incidents will continue to apply in accordance with relevant emergency management plans.

16. Termination

~~It is expected that either party terminating t~~This MoU may be terminated by either party by providing~~will provide~~ the other party with 90 days written notice ~~within 90 days~~ of termination.

13. Development and Regulatory Services

13.1. Minor Municipal Boundary Adjustment - 25 and 49 Meander Valley Road, Prospect Vale

File Reference S02-00-000

Report Author Thomas Wagenknecht
Senior Strategic Planner

Authorised By Krista Palfreyman
Director Development and Regulatory Services

Motion

That Council resolves to request that the Director of Local Government initiate a minor municipal boundary adjustment, in accordance with section 16(4A) of the *Local Government Act 1993*, for:

- 25 Meander Valley Road, Travellers Rest (CT 168106/1);
- 49 Meander Valley Road, Travellers Rest (CT 186276/1);
- portion of the Bass Highway (CT 24782/1); and
- portion of Meander Valley Road (CT 30258/1),

to be entirely in the Municipality of Meander Valley.

Moved Councillor Kevin House
Seconded Councillor Anne-Marie Loader
Votes For Mayor Wayne Johnston, Deputy Mayor Stephanie Cameron, Councillor Kevin House, Councillor Anne-Marie Loader, Councillor Rodney Synfield, Councillor John Temple and Councillor Daniel Smedley
Votes Against Nil

Motion carried by simple majority

Minute Reference: 003/2025

Document Set ID: 5207396
Version: 1, Version Date: 24/03/2025

From: "Michelle Schleiger" <michelle@woolcottsurveys.com.au>
Sent: Mon, 23 Oct 2023 13:53:02 +1100
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>;"Planning Admin" <planning.admin@launceston.tas.gov.au>;"Planning Queries" <Planning.Queries@launceston.tas.gov.au>
Cc: "Thomas Wagenknecht" <thomas.wagenknecht@mvc.tas.gov.au>;"Iain More" <Iain.More@launceston.tas.gov.au>;"Brett Woolcott" <brett@woolcottsurveys.com.au>
Subject: Letter regarding 49 and 25 Meander Valley Road
Attachments: L210827-municipal boundary adjustment - Letter.pdf

Dear Planning at Meander and at Launceston

Please find the letter attached with regard to municipal boundaries for the addresses included.

If you have any questions or wish to follow up please let me know,

With Regards

Michelle Schleiger
Land use and development planner

M 0477 332 008
P 03 6332 3760
E michelle@woolcottsurveys.com.au
W www.woolcottsurveys.com.au

WOOLCOTT SURVEYS

EAST COAST SURVEYING
CONSULTING SURVEYORS & LAND PLANNERS

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7248
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

This email and any attachments are confidential and may be privileged. They are solely for the use of the person or entity to whom they are addressed. If you have received this email in error, please notify the sender and delete.

Please consider the environment before printing.

Warning: **The number of frauds relating to the transfer of money is increasing rapidly. Accordingly, it is essential that you only act on emails and letters that come from '@woolcottsurveys.com.au' email accounts. If you are unsure, please check by contacting our office prior to transferring funds. We do not accept any responsibility for any loss or damage arising from any electronic transfers or deposits made by you that are not received into our bank account.**

WOOLCOTT SURVEYS

EAST COAST SURVEYING
CONSULTING SURVEYORS & LAND PLANNERS

Our ref: L210827

Planning Department
Attention: Thomas Wagenknecht
Meander Valley Council
26 Lyall Street
Westbury TASMANIA 7303
By email: thomas.wagenknecht@mvc.tas.gov.au planning@mvc.tas.gov.au

Copied: Planning department at Launceston Council
planning.admin@launceston.tas.gov.au Planning.Queries@launceston.tas.gov.au

18 October 2023

Dear Planning

As discussed with Thomas Wagenknecht at Meander Valley Council, and following the application made to change the zoning of the land at 49 Meander Valley Road, Prospect Vale, it is requested that Council initiate an adjustment to the municipal boundary, as it affects the land at:

49 MEANDER VALLEY RD PROSPECT VALE TAS 7250

PID 3442090

CT 168107/1

Owned by Grant and Trinity Pfeiffer, and

25 MEANDER VALLEY RD PROSPECT VALE TAS 7250

PID 3442082

CT 168106/1

Owned by Scott and Michelle Graham.

The land is shown in Figure 1.

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

Document Set ID: 4974766
Version: 1, Version Date: 23/10/2023

WOOLCOTT SURVEYS

EAST COAST SURVEYING
CONSULTING SURVEYORS & LAND PLANNERS

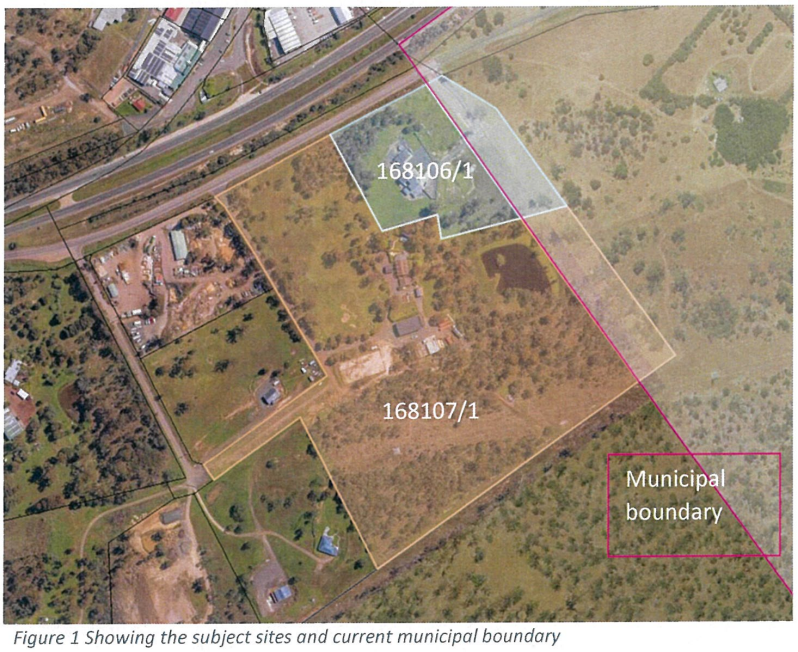


Figure 1 Showing the subject sites and current municipal boundary

The requested adjustment would result in the two lots being wholly included in the Meander Valley municipal boundary.

Figure 2 proposed boundary alignment

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

Document Set ID: 4974766
Version: 1, Version Date: 23/10/2023

WOOLCOTT SURVEYS

EAST COAST SURVEYING
CONSULTING SURVEYORS & LAND PLANNERS

Both land owners, as listed, request this and consent to this boundary adjustment. Their signatures are included on this letter.

In addition to this, it is understood that Meander Valley Council recognises that strategic planning, specifically with regard to the Rural Living Zone and how it is applied in the municipal area under the Local Provisions Schedule, is overdue and requires attention. This is welcomed news and is thought to directly affect the owners of these sites, therefore, your most urgent attention to this work is requested. Any engagement, assistance or information that may be helpful can be sought by contacting either land owner, or, Michelle Schleiger (planner), on their behalf.

If you require any further information for either of these matters, please contact Michelle Schleiger on 0477 332 008 or michelle@woolcottsurveys.com.au

With regards

Michelle Schleiger

Planner

Woolcott Surveys

On behalf of the undersigned

Owner name	Signed	Date
Grant Pfeiffer		
Trinity Pfeiffer		
Scott Graham		
Michelle Graham		

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

Document Set ID: 4974766
Version: 1, Version Date: 23/10/2023

13. Development and Regulatory Services

13.1. Minor Municipal Boundary Adjustment - 25 and 49 Meander Valley Road, Prospect Vale

File Reference	S02-00-000
Report Author	Thomas Wagenknecht Senior Strategic Planner
Authorised By	Krista Palfreyman Director Development and Regulatory Services
Decision Sought	To request the Director of Local Government to initiate a minor municipal boundary adjustment in accordance with section 16(4A) of the *Local Government Act 1993*.
Vote	Simple majority

Recommendation

That Council resolves to request that the Director of Local Government initiate a minor municipal boundary adjustment, in accordance with section 16(4A) of the *Local Government Act 1993*, for:

- 25 Meander Valley Road, Travellers Rest (CT 168106/1);
- 49 Meander Valley Road, Travellers Rest (CT 186276/1);
- portion of the Bass Highway (CT 24782/1); and
- portion of Meander Valley Road (CT 30258/1),

to be entirely in the Municipality of Meander Valley.

Report

As depicted in Figure 1, 49 Meander Valley Road, Travellers Rest, 25 Meander Valley Road, Travellers Rest and two titles associated within the Meander Valley Road and Bass Highway road reserves – CT 30258/1 and CT 247821/1 respectively – are divided by the municipal boundaries of Meander Valley and City of Launceston[1].

The owners of 49 Meander Valley Road, Travellers Rest (also referred to as 51 Meander Valley Road, Prospect within the City of Launceston municipality) and 25 Meander Valley Road, Travellers Rest have asked both Councils to:

[1] Despite being located within the gazetted Prospect Vale locality (CPR5325), both parcels are addressed as being within the Travellers Rest locality.

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

1. consider a minor municipal boundary adjustment which would place the two properties and two road reserve parcels entirely within the Meander Valley municipality; and
2. request the Director of Local Government to initiate the minor municipal boundary adjustment process as contemplated in section 16(4A) of the *Local Government Act 1993*.

Written consent from all landowners, including the Minister for Infrastructure in respect to CT 30258/1 and CT 247821/1, has been provided so that the request may proceed.

Figure 1 – Indicative Plan Showing Existing Municipal Boundary and Affected Titles (adapted from The LIST)

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

Figure 2 – Indicative Diagram Showing Location of Proposed Municipal Boundary Adjustment (adapted from The LIST)

Before approaching the Director of Local Government, the Councils initiating the proposed adjustment should consider:

Are there historical reasons for the boundary being the way it is?

The current municipal boundary aligns with historic land grants to T Bransgrove (Grant ID 22135) and J Fawns (Grant ID 22077).

In January 1984, a boundary adjustment between what is now (i) 49 Meander Valley Road and 25 Meander Valley Road; and (ii) 574 Meander Valley Road, Prospect altered the boundary to its current state.

On 6 September 1996, the current extent of the Meander Valley Council was gazetted (CPR2467) but did not reflect the updated title boundaries resulting from the abovementioned boundary adjustment.

Are there natural boundaries that would be superseded by the proposed adjustments?

The boundary does not align with any existing natural boundaries. No natural boundaries would be superseded.

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

Are there access issues from one or other municipal area?

The property at 49 Meander Valley Road, Travellers Rest is only accessible through the Meander Valley municipality via its frontage to both Meander Valley Road and Coates Road.

The existing driveway to 25 Meander Valley Road, Travellers Rest is situated within the City of Launceston municipality – despite its associated dwelling being fully within the Meander Valley municipality – at its northeastern corner. Whilst the proposed realignment of the minor municipal boundary would intersect the existing driveway – because of the angled end of CT 30258/1, the road itself will remain under the authority of the Department of State Growth and not further compromise existing maintenance obligations nor regulatory approval processes. No change to the existing access, based upon existing use, would thereby be necessary.

Alternatively, the site has approximately 140m of direct frontage onto Meander Valley Road and would likely be capable of realigning this access entirely within the Meander Valley municipality if desired by the landowner.

How is the property currently zoned and what would be the new zoning of the property?

Both CT 168106/1 and CT 186276/1 are located within the Rural Living Zone D under their respective Local Provisions Schedules.

Both portions of the Bass Highway (CT 24782/1) and Meander Valley Road (CT 30258/1) are within the Utilities Zone of their respective Local Provisions Schedules.

The existing zoning is therefore compatible and no change in zoning would be required to facilitate the minor municipal boundary adjustment.

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

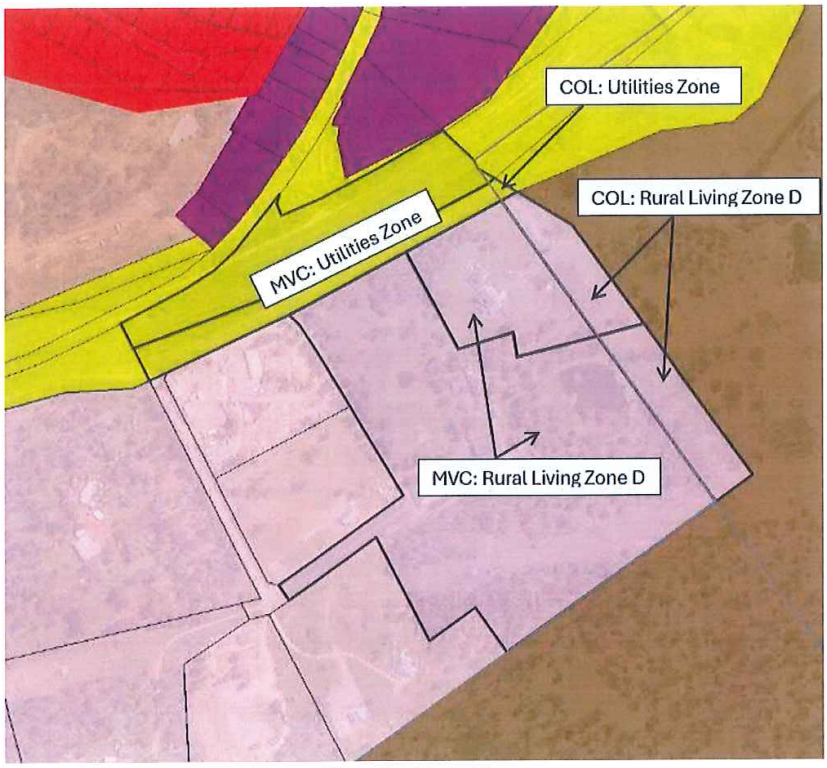


Figure 3 – Zone Map

Would the proposed amendment affect State and Federal boundaries?

The electoral boundary between Lyons and Bass aligns with the current municipal boundary.

Advice from the Office of Local Government indicates that the location of these electoral boundaries would not impact upon the Minister's consideration of the minor municipal boundary adjustment.

Notwithstanding, when ordering the adjustment of a boundary of a municipal area, the Governor may adjust the boundary of any electoral district at the same time, if deemed necessary.

What are the rate impacts of the adjustment for the relevant councils?

The City of Launceston has advised that it would experience a net loss of rates of $945.69.

The Meander Valley Council may receive an increase to its total rates if the OVG revalues the properties.

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

State Approval Process

If both councils resolve to request the minor municipal boundary amendment, then a draft proposal plan – to the standard capable of registration in the Central Plan Register held by the Department of Natural Resources and Environment – that clearly depicts the proposed change to the municipal boundaries will be prepared and submitted to the Director of Local Government.

After reviewing the information provided by the Councils, the Director of Local Government may make a recommendation to the Minister for Local Government.

The Minister for Local Government would then have discretion to consider whether to recommend the adjustment to the Governor. At this point in the process, new municipal area plans that depict the full extent of each amended municipality would also need to be prepared to a standard capable of registration in the Central Plan Register (CPR) and corresponding CPR plan number issued. Once the council provides the new CPR plan number to the Director of Local Government, an Order would be drafted for the Governor's approval.

Once signed it will be gazetted, new valuations and details would then be issued back to the relevant councils, who in turn would be able to issue rate adjustment notices to the landowners.

Attachments

1. Information Sheet - Minor Municipal Boundary Adjustments [**13.1.1** - 2 pages]
2. Landowner Request and Consent for Minor Municipal Boundary Adjustment Letter [**13.1.2** - 3 pages]
3. Minister for Infrastructure Landowner Consent - Minor Municipal Boundary Adjustment Letter [**13.1.3** - 1 page]

Strategy

Supports the objectives of Council's strategic future direction

1. a sustainable natural and built environment.

See Meander Valley Community Strategic Plan 2014-24. ***Click here*** or visit **https://www.meander.tas.gov.au/plans-reports to view.**

Policy

Not applicable

Legislation

Local Government Act 1993: section 16

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

Consultation

All affected landowners have been consulted and have provided written consent to the request (see Attachments 1.1.2 and 1.1.3).

Budget and Finance

Subject to revaluation by the OVG, the Meander Valley Council may receive an increase to its total rates.

Section 16(5A) of the *Local Government Act* 1993 states that *a council affected by an adjustment is to pay the costs associated with that adjustment.*

The Department of Natural Resources and Environment Tasmania has advised that the required plans can be prepared by Land Tasmania, who normally levy a flat fee charge of $697 per plan. This is a cost recovery figure based on the average time taken for a range of plans. There would be four plans involved in this proposed boundary adjustment – the proposal plan, the two full municipal Central Plan Register plans to be quoted by the *Local Government Act 1993*, and one enlargement plan to replace CPR2533. This would give a total fee, including plan registration, of $2,788 (inclusive of GST). Shared with the City of Launceston, this would result in a cost of Meander Valley of $1,394 (inclusive of GST).

This cost may be reduced if the City of Launceston agrees to prepare the plans in-house.

Risk Management

Not applicable

Alternate Motion

Council can elect to defer a decision on this Item and refer it to a Workshop for discussion.

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

13.1.1 Information Sheet - Minor Municipal Boundary Adjustments

Information sheet

MINOR MUNICIPAL BOUNDARY ADJUSTMENTS

April 2021

Section 16(4A) of the *Local Government Act 1993* provides that a minor municipal boundary adjustment may be recommended by the Director of Local Government (DoLG), if the owners of the land affected by the adjustment have been consulted by the relevant councils, and have given written consent to the adjustment.

Background

This Information Sheet outlines the steps involved in making minor boundary adjustments to municipalities in Tasmania. Significant boundary adjustments are made through the Local Government Board and are described separately.

The *Local Government Act 1993* provides guidance regarding the key decision points in the process. However, there are a number of administrative processes involved, along with multiple Government agencies.

What is minor?

Minor boundary adjustments typically involve one or two landowners and two councils. An example could be a property owned by one person, but separated by municipal boundaries.

Process

The minor municipal boundary adjustment process can be triggered by:

a. either land owner(s) approaching council to adjust the municipal boundary;

b. councils approaching the Local Government Division or the Minister for Local Government;

c. another agency (such as the Department of Primary Industries, Parks, Water and Environment's (DPIPWE) Surveyor General) approaching the Local Government Division.

Before approaching the DoLG, the council/s initiating the proposed adjustment should consider:

- *Are there historical reasons for the boundary being the way it is?*
- *Are there natural boundaries that would be superseded by the proposed adjustments?*
- *Are there access issues from one or other municipal area?*
- *How is the property currently zoned, and what would be the new zoning of the property?*
- *Would the proposed amendment affect State and Federal boundaries?*
- *What are the rate impacts of the adjustment for the relevant councils?*

Local Government Division
Department of Premier and Cabinet

Tasmanian Government

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

13.1.1 Information Sheet - Minor Municipal Boundary Adjustments

The relevant councils must also consult with all landowners affected by the proposed adjustment, seeking written consent to the adjustment.

Councils should prepare a draft proposal plan/s clearly and unambiguously depicting the proposed change/s to the municipal boundaries. Plans should be prepared to a standard capable of registration in the Central Plan Register held by DPIPWE. Plan preparation advice or services can be obtained from Land Tasmania, DPIPWE by email at listhelp@dpipwe.tas.gov.au or by phone on 6165 4444.

Councils should provide the DoLG with:

- Draft proposal plan/s;
- Outcomes of the consideration of the above questions; and
- Confirmation that all land owners affected by the proposed adjustment have been consulted and have provided written consent to the adjustment.

After reviewing the information provided by the councils, the DoLG may make a recommendation to the Minister for Local Government, in support of the adjustment.

The DoLG has discretion to consider whether or not to recommend the adjustment.

The Minister for Local Government may then recommend to the Governor that an order be made to make the boundary adjustment.

The councils should arrange for the preparation of new municipal area plans to depict the full extent of each amended municipality. The plans must also be prepared to a standard capable of registration in the Central Plan Register. Land Tasmania can prepare the new municipal area plans if the council require (fees apply)

Once drawn, councils should register the final change proposal plan, together with the new municipal area plans, in the Central Plan Register with Land Tasmania, DPIPWE, who in turn provides the councils with CPR plan numbers (plan registration fees apply).

Once the council provides the new CPR plan number to the DoLG, an Order will be drafted for the Governor's approval. Once signed it will be gazetted.

Upon gazettal, the DoLG will formally notify:

a. the landowners that the boundary adjustment has been approved;

b. relevant councils that the boundary adjustment has been approved;

c. the Manager, Spatial Data Section, Land Tasmania, DPIPWE so the LIST LGA layer can be adjusted accordingly; and

d. the Office of the Valuer-General requesting an amendment to the Valuation Roll, enclosing a copy of the Order and a plan of the amended municipal boundary, to enable any necessary valuations to be undertaken by supplementary action.

The new valuations and details will then be issued back to the relevant councils, who in turn can issue the rate adjustment notice to the landowners.

Costs

A council affected by a municipal boundary adjustment is responsible for covering any costs associated with the adjustment.

GPO Box 123 HOBART TAS 7001
Phone: 03 6232 7022 Fax: 03 6173 0257
Email: localgovernment@dpac.tas.gov.au Visit: http://www.dpac.tas.gov.au/divisions/local_government

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

13.1.2 Landowner Request And Consent For Minor Municipal Boundary Adjustment Letter

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Our ref: L210827

Planning Department
Attention: Thomas Wagenknecht
Meander Valley Council
26 Lyall Street
Westbury TASMANIA 7303
By email: thomas.wagenknecht@mvc.tas.gov.au planning@mvc.tas.gov.au

Copied: Planning department at Launceston Council
planning.admin@launceston.tas.gov.au Planning.Queries@launceston.tas.gov.au

18 October 2023

Dear Planning

As discussed with Thomas Wagenknecht at Meander Valley Council, and following the application made to change the zoning of the land at 49 Meander Valley Road, Prospect Vale, it is requested that Council initiate an adjustment to the municipal boundary, as it affects the land at:

49 MEANDER VALLEY RD PROSPECT VALE TAS 7250

PID 3442090

CT 168107/1

Owned by Grant and Trinity Pfeiffer, and

25 MEANDER VALLEY RD PROSPECT VALE TAS 7250

PID 3442082

CT 168106/1

Owned by Scott and Michelle Graham.

The land is shown in Figure 1.

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

13.1.2 Landowner Request And Consent For Minor Municipal Boundary Adjustment Letter

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Figure 1 Showing the subject sites and current municipal boundary

The requested adjustment would result in the two lots being wholly included in the Meander Valley municipal boundary.

Figure 2 proposed boundary alignment

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

2

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

13.1.2 Landowner Request And Consent For Minor Municipal Boundary Adjustment Letter

WOOLCOTT SURVEYS

EAST COAST SURVEYING

Both land owners, as listed, request this and consent to this boundary adjustment. Their signatures are included on this letter.

In addition to this, it is understood that Meander Valley Council recognises that strategic planning, specifically with regard to the Rural Living Zone and how it is applied in the municipal area under the Local Provisions Schedule, is overdue and requires attention. This is welcomed news and is thought to directly affect the owners of these sites, therefore, your most urgent attention to this work is requested. Any engagement, assistance or information that may be helpful can be sought by contacting either land owner, or, Michelle Schleiger (planner), on their behalf.

If you require any further information for either of these matters, please contact Michelle Schleiger on 0477 332 008 or michelle@woolcottsurveys.com.au

With regards

Michelle Schleiger

Planner

Woolcott Surveys

On behalf of the undersigned

Owner name	Signed	Date
Grant Pfeiffer		22 October 2023
Trinity Pfeiffer		22 October 2023
Scott Graham		22 October 2023
Michelle Graham		22 October 2023

LAUNCESTON
10 Goodman Court INVERMAY
PO Box 593 Mowbray TAS 7250
03 6332 3760

ST HELENS
48 Cecilia Street ST HELENS
PO Box 430 St. Helens TAS 7216
03 6376 1972

HOBART
Rear Studio 132 Davey Street
Hobart TAS 7000
6227 7968

13.1.3 Minister For Infrastructure Landowner Consent - Minor Municipal Boundary Adjustment Letter

Deputy Premier
Treasurer
Minister for Infrastructure

Level 10, Executive Building, 15 Murray Street, Hobart
Public Buildings, 53 St John Street, Launceston
GPO Box 123, Hobart TAS 7001
Phone: (03) 6165 7701; Email: Michael.Ferguson@dpac.tas.gov.au

Tasmanian Government

C/o Mr Thomas Wagenknecht
Senior Strategic Planner
Meander Valley Council
By email: thomas.wagenknecht@mvc.tas.gov.au

To Whom it May Concern

Minor Municipal Boundary Adjustment

25 and 49 Meander Valley Road Prospect Vale and adjoining Crown land

With reference to your email dated 24 April 2024 requesting the Minister's consent to the making of a minor municipal boundary adjustment, it is understood that the adjustment will bring the whole of these two private properties which are currently split between two Council areas within the Meander Valley Council area.

A small adjoining area of Crown land (part of Certificates of Titles 24782/1 and 30258/1) associated with the Meander Valley Road and the Bass Highway is also proposed to change over to the Meander Valley Council municipal area and it is in relation to this part of the subject land that I hereby provide my consent as the Portfolio Minister responsible for its administration.

This consent is provided in writing as required pursuant to Section 16(4A) of the *Local Government Act 1993.*

Yours sincerely

Michael Ferguson MP
Deputy Premier
Minister for Infrastructure

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

Document Set ID: 5207370
Version: 1, Version Date: 24/03/2025

Information sheet

MINOR MUNICIPAL BOUNDARY ADJUSTMENTS

April 2021

Section 16(4A) of the *Local Government Act 1993* provides that a minor municipal boundary adjustment may be recommended by the Director of Local Government (DoLG), if the owners of the land affected by the adjustment have been consulted by the relevant councils, and have given written consent to the adjustment.

Background

This Information Sheet outlines the steps involved in making minor boundary adjustments to municipalities in Tasmania. Significant boundary adjustments are made through the Local Government Board and are described separately.

The *Local Government Act 1993* provides guidance regarding the key decision points in the process. However, there are a number of administrative processes involved, along with multiple Government agencies.

What is minor?

Minor boundary adjustments typically involve one or two landowners and two councils. An example could be a property owned by one person, but separated by municipal boundaries.

Process

The minor municipal boundary adjustment process can be triggered by:

a. either land owner(s) approaching council to adjust the municipal boundary;

b. councils approaching the Local Government Division or the Minister for Local Government;

c. another agency (such as the Department of Primary Industries, Parks, Water and Environment's (DPIPWE) Surveyor General) approaching the Local Government Division.

Before approaching the DoLG, the council/s initiating the proposed adjustment should consider:

- *Are there historical reasons for the boundary being the way it is?*
- *Are there natural boundaries that would be superseded by the proposed adjustments?*
- *Are there access issues from one or other municipal area?*
- *How is the property currently zoned, and what would be the new zoning of the property?*
- *Would the proposed amendment affect State and Federal boundaries?*
- *What are the rate impacts of the adjustment for the relevant councils?*

Local Government Division
Department of Premier and Cabinet

Tasmanian Government

Document Set ID: 5182453
Version: 1, Version Date: 28/01/2025

The relevant councils must also consult with all landowners affected by the proposed adjustment, seeking written consent to the adjustment.

Councils should prepare a draft proposal plan/s clearly and unambiguously depicting the proposed change/s to the municipal boundaries. Plans should be prepared to a standard capable of registration in the Central Plan Register held by DPIPWE. Plan preparation advice or services can be obtained from Land Tasmania, DPIPWE by email at listhelp@dpipwe.tas.gov.au or by phone on 6165 4444.

Councils should provide the DoLG with:

- Draft proposal plan/s;
- Outcomes of the consideration of the above questions; and
- Confirmation that all land owners affected by the proposed adjustment have been consulted and have provided written consent to the adjustment.

After reviewing the information provided by the councils, the DoLG may make a recommendation to the Minister for Local Government, in support of the adjustment.

The DoLG has discretion to consider whether or not to recommend the adjustment.

The Minister for Local Government may then recommend to the Governor that an order be made to make the boundary adjustment.

The councils should arrange for the preparation of new municipal area plans to depict the full extent of each amended municipality. The plans must also be prepared to a standard capable of registration in the Central Plan Register. Land Tasmania can prepare the new municipal area plans if the council require (fees apply)

Once drawn, councils should register the final change proposal plan, together with the new municipal area plans, in the Central Plan Register with Land Tasmania, DPIPWE, who in turn provides the councils with CPR plan numbers (plan registration fees apply).

Once the council provides the new CPR plan number to the DoLG, an Order will be drafted for the Governor's approval. Once signed it will be gazetted.

Upon gazettal, the DoLG will formally notify:

a. the landowners that the boundary adjustment has been approved;

b. relevant councils that the boundary adjustment has been approved;

c. the Manager, Spatial Data Section, Land Tasmania, DPIPWE so the LIST LGA layer can be adjusted accordingly; and

d. the Office of the Valuer-General requesting an amendment to the Valuation Roll, enclosing a copy of the Order and a plan of the amended municipal boundary, to enable any necessary valuations to be undertaken by supplementary action.

The new valuations and details will then be issued back to the relevant councils, who in turn can issue the rate adjustment notice to the landowners.

Costs

A council affected by a municipal boundary adjustment is responsible for covering any costs associated with the adjustment.

GPO Box 123 HOBART TAS 7001
Phone: 03 6232 7022 Fax: 03 6173 0257
Email: localgovernment@dpac.tas.gov.au Visit: http://www.dpac.tas.gov.au/divisions/local_government

Document Set ID: 5182453
Version: 1, Version Date: 28/01/2025

20.3. Launceston Central Inc. - 3 Year Agreement Review

FILE NO: SF0016

AUTHOR: Karishma Kodavali (Economic Development Officer)

APPROVER: Louise Foster (General Manager Organisational Services Network)

DECISION STATEMENT:

To consider the review options to determine the future operation of Launceston Central Inc. at end of the three-year Agreement on 30 June 2025.

PREVIOUS COUNCIL CONSIDERATION:

Workshop - 10 September 2020 - Cityprom Review
Council - 1 October 2020 - Agenda Item 21.2 - Cityprom Review
Workshop - 3 December 2020 - Cityprom Presentation
Workshop - 8 March 2021 - Cityprom Review
Workshop - 1 April 2021 - Cityprom Review
Council - 17 June 2021 - Agenda Item 20.4 - Cityprom Review
Workshop - 9 December 2021 - Cityprom Futures Project
Workshop - 28 April 2022 - Cityprom Futures Project
Council – 16 June 2022 - Central Launceston Marketing Inc. Operational Agreement
Workshop – 4 September 2023 - Central Launceston Marketing Inc Annual Report 2023
Council -14 December 2023 -Launceston Central Marketing Inc Annual Report 2022-2023
Workshop – 29 February 2024 - Launceston Central Marketing inc Half yearly report
Workshop – 4 July 2024 - Launceston Central CPI request
Workshop – 29 August 2024 - Launceston Central Marketing Biannual Reporting
Workshop – 29 August 2024 - Launceston Central Marketing - 3 Year Agreement Review

RECOMMENDATION:

That Council requests officers to engage with Launceston Central Marketing Inc with view to negotiating the renewal of the operational agreement and memorandum of understanding, to be considered formally at a future meeting of Council, with inclusion of the following

- a 3-year term (2025-2028), with the option of an additional 3-year extension
- revision of KPIs, to include a combination of qualitative and quantitative measures, and
- Any adjustments necessary to ensure the operations of the entity continue to be aligned with the key purpose.

Karishma Kodavali (Economic Development Officer) was in attendance to answer questions in respect of this Item.

DECISION: 3 October 2024

MOTION

Moved Councillor L M McMahon, seconded Councillor A E Dawkins.

That Council requests officers to engage with Launceston Central Marketing Inc with a view to negotiating the renewal of the operational agreement and memorandum of understanding, to be considered formally at a future meeting of Council, with inclusion of the following:

- **a 3-year term (2025-2028), with the option of an additional 3-year extension**
- **revision of KPIs, to include a combination of qualitative and quantitative measures, and**
- **Any adjustments necessary to ensure the operations of the entity continue to be aligned with the key purpose**

CARRIED 10:0

FOR VOTE: Mayor Councillor M K Garwood, Councillor A E Dawkins, Councillor A G Harris, Councillor T G Walker, Councillor Prof G Razay, Councillor J J Pentridge, Councillor A J Palmer, Councillor L M McMahon, Councillor S Cai and Councillor A J Britton
AGAINST VOTE: Nil

Strategic Plan: 2025-2035 public consultation submissions and proposed responses

Public Consultation on the draft 10-Year Strategic Plan was open from 12 March to 8 April 2025
A subsequent consultation process for the Annual Plan (including the draft Strategic Plan) and Budget was open from 2 April to 30 April 2025
* 8 of the below comments on the draft Strategic Plan were received via the public consultation for the drafted Proposed Annual Plan 2025/26. As these comments have been collated here, they will not be presented to Councillors with the Annual Plan
Unless indicated otherwise, submissions were received via the Tomorrow Together platform using Konveio - a method whereby commenters could provide their feedback directly against the 10-Year Strategic Plan, Annual Plan and Budget draft documents.
^Commenters were given the following instructions to request a response to their submission:

Note - The 10-Year Strategic Pan and Annual Plan are being drafted concurrently. The draft Strategic Plan goals and objectives will be reviewed separately - any changes to the Strategic Plan will be reflected in the Annual Plan document when the 10-Year Strategic Plan is adopted by Council.

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Comments received on Tomorrow Together during the Strategic Plan consultation process											
Strategic Plan consultation	686	Suggestion	No	Add 'A changing climate' as key issue - lets acknowledge climate change ad name it up. A changing climate, environmental sustainability and disaster preparedness remain key issues…	Challenges	#015	8	Not requested	Yes	Text modified to: *"Climate change, environmental sustainability and disaster preparedness remain key priorities. Launceston faces flood risks, the urban heat island effect, and broader climate impacts including rising costs and infrastructure damage. While sustainability initiatives exist, more action is needed in climate resilience, emissions reduction, and waste management."*	Strategy and Innovation team
Strategic Plan consultation	687	Suggestion	No	add in 'climate' in front of resilience ... action is needed in climate resilience, emissions reduction, and waste management.	Challenges	#017	8	Not requested	Yes	Included in amended text above	Strategy and Innovation team
Strategic Plan consultation	643	Suggestion	No	With schools extending to year 12 to try to address the major issue here is the culture of leaving school at year 10 which needs to be fixed, two of the better private schools in Aus, also affordable down here, in Grammar and Scotch and the new UTas campus and TasTAFE offerings and facilities there are many opportunities for good education but the culture around a lifetime of learning needs to be instilled...this is a cultural fix that needs to happen not an asset or institutional fix.	Challenges	#014	8	Not requested	No	While this is an important issue it is not one specifically within the scope of Council to address	Strategy and Innovation team
Strategic Plan consultation	644	Concern	No	Food deserts (lack of access to fresh healthy foods or the knowledge how to prepare them) in the lower SE suburbs needs to be addressed too, and initiatives like the school lunch program (School Food Matters) needs to be rolled out to moredisadvantaged schools to help address retention and behavioural issues.	Challenges	#016	7	Not requested	Yes	Additional actions added to: Objective 3.2(a) - *"Promote community literacy of healthy lifestyle choices through the Launnie Connecting Community Program"* ; and Objective 3.2(b) - "*Promote and support initiatives that increase availbility of local seasonal produce"* .	Strategy and Innovation team
Strategic Plan consultation	704	Concern	No	Overall, reference to a changing climate and the necessary planning and management of climate risks is lacking throughout the SP. We mention climate mitigation (greenhouse gas reduction) but climate adaptation or resilience is largely missing. The addition of references such as 'strengthening climate resilience' or 'planning for a changing climate' or 'managing climate risks' will transform the Plan to demonstrate we are a progressive Council who is strategically planning for a changing climate - it's all in the framing (naming it up) and acknowledging the challenge (and opportunities it can offer Launceston). If not appropriately planned for and managed, diverse and compounding climate risks can be reasonably expected to undermine the medium- to long-term resilience of our community and organisation. In this context, it would be remiss of any modern municipal Council to not demonstrate clearly how it is strategically planning for a changing climate, especially given this is a 10yr plan. The Future of Local Government Review recognises this and recommends amendment to the Local Government Act to require all Tasmanian municipal councils to 'promote the social, economic, and environmental sustainability of local communities, including by planning for and mitigating climate change impacts.' The Tasmanian Government has publicly stated that this provision 'will be included in the Act through legislative amendment in 2025' and as a high priority. See page 10 - https://www.dpac.tas.gov.au/__data/assets/pdf_file/0013/405220/OLG-FLG-Response.pdf . In short, it can be interpreted that every Tasmanian municipal Strategic Plan going forward can be expected to demonstrate a clear commitment to 'plan for and mitigate climate change impacts' in line with the (pending) requirements of a revised Local Government Act.If you refer to any recent literature on local government and climate adaptation, one of the key recommendations is that significant efforts must be made to strengthen formal systems of municipal climate governance, to ensure that every significant decision and investment made by a council is viewed through a climate risk lense.	Intro/setting the scene/what we heard	#005	4	Not requested	Yes	See changes as Comment ID 686 + "*climate resilience* " has been added to the introductory narrative in the 3.0 People section and Objective 3.1(a) Many of the specific initiatives will be addressed through operational plans including the Sustainability Action Plan which includes a number of actions that address climate resilience.	Strategy and Innovation team
Strategic Plan consultation	674	General comment	No	Well done to all involved. It's reassuring to know there are so many stakeholders involved in planning for the future of Launceston and setting goals to maximise the potential of a great city and its people.	Intro/setting the scene/what we heard	#002	1	Not requested	No	Positive feedback	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	724	General comment	No	This extensive community consultation is great to see and definitely instills overall confidence in the plan right from the start of the document.	Intro/setting the scene/what we heard	#013	6	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	723	General comment	No	Everyone understands the cost of living and the stress the housing crisis causes which leads to homelessness or people sleeping rough. Launceston has no plan to combat the issue and has allowed our Parks and public spaces to be used for camping. This means families and communities are driven out of parks and public space in fear of being abused fear of being assaulted. May just maybe conduct surveys asking people directly why the do no go into our parks and public spaces. Also the number of people who are homeless or sleeping rough are people who have moved here from other interstate cities because Launceston's open door policy of allowing homeless or people sleeping rough anywhere is widely known which is why we have had such a massive jump in numbers	Intro/setting the scene/what we heard	#011	5	Not requested	No	The 10 Year Strategic Plan includes an ambitious approach to provision of housing in Section 2.0 Place. CoL has operational activities to help address homelessness in partnership with a range of service providers.	Strategy and Innovation team
Strategic Plan consultation	817	Suggestion	No	These measure are OK in terms of telling us where we're at, but what about where we are aspiring to be in 10 years? Also making these measurable goals aspirational in nature - they are just corporate info-graphics vs real goals community can relate to and work toward.	Intro/setting the scene/what we heard	#010	5	Not requested	No	This section represents the current state; where possible the goals, objectives, or actions include aspirational targets; the 4-Year Delivery Plan will include more specific, measurable goals	Strategy and Innovation team
Strategic Plan consultation	775	General comment	No	Never knew any of thos and it's nice to have knowledge of it as well. Still learning to understand this stuff but it is very helpful	Intro/setting the scene/what we heard	#009	5	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	736	General comment	No	Lovely area to go visit.	Intro/setting the scene/what we heard	#012	5	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	713	General comment	No	Why are such a high percentage driving cars? Our public transport is poor. Taxis are not showing up to collect people and their customer service is almost non existent	Intro/setting the scene/what we heard	#008	5	Not requested	No	A number of objectives and actions address public and active transportation	Strategy and Innovation team
Strategic Plan consultation	666	General comment	No	I love the idea of having a place within 400m of someone's house. This will really boost community connection and build a strong community for our children to grow up in. We do already have a lot of places, but they do need some focus and growth. We have already so much improvement for children over the last year and it can only continue to get better for the next generation.	Intro/setting the scene/what we heard	#003	1	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	712	General comment	No	Looking forward to lots of football games	Intro/setting the scene/what we heard	#001	1	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	678	General comment	No	Absolutely love the vision and drive for the community	Intro/setting the scene/what we heard	#007	5	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	685	Suggestion	No	add in 'climate resilience' to the growing focus. A location that is building climate resilience is more appealing for newcomers than not acknowledging the challenge that will affect their business continuity plans. sustainability, climate resilience, community vibrancy, and economic	Opportunities	#019	7	Not requested	Yes	"climate resilience" added into the opportunities	Strategy and Innovation team
Strategic Plan consultation	725	Suggestion	No	As someone who has worked in the tech industry for 10+ years, I don't think this *[Launceston is Australia's first Gigabit City, providing ultra-fast internet infrastructure that supports digital industries and research initiatives]* is widely known or leveraged enough. I believe this is a huge selling point, paired with the lower cost of living compared to other cities, that could attract forward-thinking tech businesses, start-ups and entrepreneurs.	Opportunities	#018	7	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	742	General comment	No	I'm excited to see what will become of Launceston in the next few years and grow the culture and community. It would be great to see more detail of what communities are or will be involved in this process. I hope all proposals are created with insight from the Tasmanian Aboriginal community and disabled communities. I feel these two groups would allow for the future of Launceston to be welcoming and inclusive.	Other	#122	17	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	676	Concern	No	I believe the council need to also look into the amount of homelessness and access to mental health services.	Other	#021	8	Not requested	No	CoL has operational activities to help address homelessness in partnership with a range of service providers.	Strategy and Innovation team
Strategic Plan consultation	710	Concern	No	None of the objectives have smart goals that are specific and measurable, hence any movement towards them, even slightly, can be seen as success. This lacks inspiration and is a wish list rather than true objectives	Other	#020	8	Not requested	No	Measures have been used where possible; SMART goals with specific measures will be developed during the preparation of the 4-year delivery plan and annual plans	Strategy and Innovation team
Strategic Plan consultation	706	General comment	No	This is a brilliant plan! I am all for it!	Other	#124	17	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	670	Suggestion	No	Inclusions of business as usual, e.g. ensuring our services and facilities continue to meet the needs of our community, with ongoing investment into existing facilities.	Other	#022	8	Not requested	No	General comment	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	671	General comment	No	I honestly didn't read all that stuff. Here is my views on Launceston. Town is dead. Shops are empty. 1) parking prices are through the roof when there are hardly any shops open 2) No food shops in the actual mall. 3) Current shops never refresh their window displays. 4) no night markets The cataract gorge is our big ticket to tourists, try turning the mall into an extension of the gorge, rock gardens and trees. Nice signs. Get the cops in there to get out the trouble makers. Riverbend was the best thing the council have done in years. Eat street near the swimming pool was great. I loved driving past seeing families out and about, spending time with their families. Then what do you know the council wanted their cut and killed it off. Now the food vans are near hungry jacks. Take away shanty town. Yuck. Princess theatre is another great place. Too bad hire prices are through the roof for local groups to hire. I know my daughters dance school struggle to raise the funds to hire for our end of year concert. Won't be able to do concerts for much longer. Footpaths are becoming overgrown with weeds. Side of the roads are moved dead grass. Can't we plant ground covers or low growing plants so 1) it's not an eye sore and 2) give the bees more flowers. Can you guys bring back free tip day. The 1 free tip pass per year isn't great. Tip prices are crazy when you are charged by weight. So many things are being dumped. Can something be done between the airport and Launceston as far as making the drive beautiful, or statue, or welcome to launceston sign? When ever I get home	Other	#125	18	Not requested	No	Many of the points relate to operational matters and not specifically to the draft Strategic Plan	Strategy and Innovation team
Strategic Plan consultation	707	General comment	No	I live the idea of ways we can reduce our impact on the planet. Great ideas	Challenges	#123	17	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	679	Suggestion	No	Keep afl football in Launceston	People	#098	14	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	813	Suggestion	No	*[Objective 3.2b - Actions]* Could this have an action like developing or collaborating to provide arts/cultural spaces like a community arts centre or hub	People	#112	15	Not requested	Yes	'community arts' added to objective 3.2(a)	Strategy and Innovation team
Strategic Plan consultation	660	Suggestion	No	Dramatically reducing the capacity for key roads in the cbd to handle car traffic reduces car dependency and increases the likelihood of people using alternative transport	People	#114	15	Not requested	No	Transportation issues and pedestrian friendly CBD are addressed in Goals 2.2 and Goal 3.3	Strategy and Innovation team
Strategic Plan consultation	659	Concern	No	I feel we should be attracting people into the city - not cars. There is no reasonable argument to make that making roads handle more types of car travel will result in better access for people. Cars making more turns across more intersections will only increase the complexity and congestion inside an area that should be designed for people. No one wants to sit next to polluting, noisey cars whilst trying to enjoy a meal or go shopping with kids whilst they speed past.	People	#114	15	Not requested	No	Transportation issues and pedestrian friendly CBD are addressed in Goals 2.2 and Goal 3.3	Strategy and Innovation team
Strategic Plan consultation	751	Concern	No	*[Objective 3.3c - Actions]* With the price of living getting higher , people will require easier access and flowing commute to public transport. Maybe consider a car park (within 2–5 minutes) walking comfortably from hospital with a discount to workers in the Launceston area to then open up parking in L'ton cbd - which should then hopefully bring shoppers to the city centre. Lastly like Hobart - maybe a police booth and information centre in the mall	People	#119	15	Not requested	No	Addressed in Goals 2.2 and 3.3	Strategy and Innovation team
Strategic Plan consultation	683	Suggestion	No	More police in Mall and cheaper parking to make the City Centre for families again	People	#111	15	Not requested	No	Operational matters	Strategy and Innovation team
Strategic Plan consultation	836	Suggestion	No	edit suggestion: Improve accessibility in and around the Princess Theatre and collaborate with partners, businesses and events to expand the hospitality offering	People	#113	15	Not requested	Yes	Objective 3.3b - Actions have been emended to accommodate these changes	Strategy and Innovation team
Strategic Plan consultation	702	Suggestion	No	add 'climate resilient' Enhance community members' access to leafy, well maintained, climate resilient, inclusive public open spaces, prioritising areas with low wellbeing measures.	People	#095	14	Not requested	Yes	Objective 3.1(a) amended to include this language	Strategy and Innovation team
Strategic Plan consultation	681	Suggestion	No	I would like to see the Carr Villa Memorial Park included in the plan under people. The plan is to support our community when losing a loved one, providing upgraded facilities to support visitation	People	#096	14	Not requested	No	This is a key service and will be included in the service catalogue	Strategy and Innovation team
Strategic Plan consultation	722	Suggestion	No	I would like to see Carr Villa included into 3.1 (c) -with the added point 'Implement the Carr Villa Master Plan to enhance facilities that support social connection and reflection, addressing gaps in inclusive public spaces by improving seating, pathways, and gathering areas that reflect Launceston's diverse community needs.'	People	#100	14	Not requested	No	This is a key service and will be included in the service catalogue	Strategy and Innovation team
Strategic Plan consultation	834	Suggestion	No	*[Objective 3.2b - Actions]* Thought. Integrate food related events into this calendar to celebrate diversity in community and champion food literacy - connected to UNESCO Creative City of Gastronomy designation	People	#116	15	Not requested	Yes	Added to Objective 3.2(c)	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	835	Suggestion	No	Evolve and grow support for community garden initiatives that increase availability of local seasonal produce. Work with education providers and community groups to address food literacy levels through programs directed toward youth and young families.	People	#116	15	Not requested	Yes	Added to Objective 3.2(c)	Strategy and Innovation team
Strategic Plan consultation	739	General comment	No	*[Objective 3.3b] S* afety of users must me considered, lighting, lines-of-sight etc, consultation with TasPol on preventative measures.	People	#109	15	Not requested	Yes	Safety added to Objective 3.3(b)	Strategy and Innovation team
Strategic Plan consultation	737	Suggestion	No	*[Objective 3.3b]* Assist more smaller venues with advice on how to provide nighttime activities, coaching workshops with venue owners/managers to share ideas. Encourage proper payments for artists/performer in line with industry standards to fully engage with the performance community.	People	#108	15	Not requested	Yes	Added to Objective 3.3(b)	Strategy and Innovation team
Strategic Plan consultation	721	General comment	No	I love the heavy emohasis on community and atmosphere	People	#099	14	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	648	Concern	No	Such a beautiful addition...the word 'belong' thank you! *[We will capitalise on the competitive advantage afforded by our cultural and architectural assets to make a vibrant centre which attracts people to live, work, play, visit and belong.]*	People	#102	14	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	672	General comment	No	Great plans with great incentives *[Implement bold initiatives that increase nighttime activity, optimise dwell time, maximise appeal to both locals and visitors, and add to the City's vibrancy.]*	People	#107	15	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	668	Suggestion	No	With a large portion of launcestonians in the baby boomer category, aging 70+ we need to ensure that our city is also accessible to the old population. Digital literacy for them, is key, as well as support in isolation, as many do not want to go to homes, they want to stay in their own home	People	#104	14	Not requested	Yes	Digital literacy added to Objective 1.2(c)	Strategy and Innovation team
Strategic Plan consultation	669	Suggestion	No	Again support for older population *[Broaden and increase participation in arts, cultural, and community events by facilitating access to more diverse and relevant cultural programs.]*	People	#118	15	Not requested	Yes	Edits to Objective 3.2(a)	Strategy and Innovation team
Strategic Plan consultation	691	General comment	No	We need to provide support and opportunities for school children to continue with sports and reach their potential. Too many younger kids drop out of sports, which is probably more due the lack of opportunity than the lack of changerooms.	People	#105	15	Not requested	Yes	Included in Objective 3.2(a)	Strategy and Innovation team
Strategic Plan consultation	673	Concern	No	There is currently a long wait list for child care centres, impacting the ability for parents to return to work.	People	#120	16	Not requested	No	Operational matter to be addressed through zoning	Strategy and Innovation team
Strategic Plan consultation	730	General comment	No	This is a great initiative *[Develop and implement a plan for all households in Launceston to be within a 400-metre walking distance of a park or recreational open space.]*	People	#097	14	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	833	Suggestion	No	align *3.1 a* with Northern Tasmania Regional Land Use Strategy	People	#103	14	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	661	Suggestion	No	Great to see some commitment to sporting facilities. An indoor centre and addressing the decline of the NTCA is a priority over passive green spaces (nice to want everyone living within 400m of a park but that would probably carry much higher 'per square metre' costs over the strategic significance of some major sporting centres including rectifying the collapse or deterioration of the existing ones	People	#110	15	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	656	General comment	No	Consider using buses to bring people into the city from regional areas especially when theatre productions are on. Drop off and pick up near theatres.	People	#106	15	Not requested	No	Included in Objective 2.2(a)	Strategy and Innovation team
Strategic Plan consultation	829	Suggestion	No	*[Objective 3.3c - Actions]* OPTION: explore regional transport blueprint that integrates peri-urban communities with city amenities. Consider North West Coast initiative as a case study	People	#092	13	Not requested	No	For consideration during 4-year delivery plan development	Strategy and Innovation team
Strategic Plan consultation	693	Suggestion	No	Urban Greening Strategy is 40% by 2040...I don't think we will be able to achieve an extra 10% in 5 years.	People	#101	14	Not requested	No	Its 10% in 10 years, not 5 years	Strategy and Innovation team
Strategic Plan consultation	747	General comment	No	Launceston is vibrant & an integral city which provides Tasmania with a unique experience of leisure, great food & a superb venue to watch the Mighty Hawthorn Hawks. I am from Bellerive & enjoy watching sport particularly at Ninja Stadium, although what is offered at your facility in UTAS Stadium is unlike anywhere in Tas. The experience of walking to from a game is brilliant. It's easy to navigate & a trip up the highway becomes an adventure. Stalked with cool architecture & the quirkiness of the inland city creates Launy. The continual upgrade of works within your city assets is a credit to the city and what I see a place moving forward when compared to Hobart City. Shouldn't be comparing.....Launy is great, inviting & should embrace its people, culture & upgrades. P.S - Go Hawks	Place	#073	12	Not requested	No	Positive feedback	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	697	Suggestion	No	Add 'climate resilient' somewhere to this list The next decade presents an opportunity to create a more liveable, climate resilient, connected,...	Place	#069	12	Not requested	Yes	Added to narrative for 3.0 People	Strategy and Innovation team
Strategic Plan consultation	698	Suggestion	No	replace sustainable with 'climate resilient' ... around activity centres and transport corridors, and more diverse, climate resilient and energy efficient housing.	Place	#061	12	Not requested	Yes	Edited narrative for 2.0 Place	Strategy and Innovation team
Strategic Plan consultation	699	Suggestion	No	add climate resilience Facilitate improvements to climate resilience and energy efficiency of existing housing stock.	Place	#070	12	Not requested	Yes	Edited Objective 2.1(b)	Strategy and Innovation team
Strategic Plan consultation	700	General comment	No	swap out energy efficiency for climate resilience and sustainability Medium-density housing will be encouraged near activity centres and transport corridors, with a focus on climate resilience and sustainability.	Place	#071	12	Not requested	Yes	Included in edits for Comment ID#697	Strategy and Innovation team
Strategic Plan consultation	701	Suggestion	No	Add 'climate resilient' Develop a safe, climate resilient, pleasant and connected walking and active...	Place	#078	13	Not requested	No	The general theme of climate resilience is included throughout the document	Strategy and Innovation team
Strategic Plan consultation	831	Suggestion	No	*Objectives 2.3 b&c* align with Northern Tasmania Regional Land Use Strategy	Place	#094	13	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	830	Concern	No	*[Objective 2.3a - Actions]* Thought: Evolve current place branding in light of aboriginal community sense of place/connection to country - as it is embarrassingly silent on stories of our original custodians and culture	Place	#093	13	Not requested	No	To be considered during the development of the 4-year Delivery Plan or in the implementation of operational plans	Strategy and Innovation team
Strategic Plan consultation	677	General comment	No	Housing is so important. So many people I've known unable to have a home and resort to living with family and feeling a burden, a caravan, tent or the street itself.	Place	#065	12	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	717	General comment	No	Affordable housing would be fabulous.	Place	#064	12	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	647	Suggestion	No	Excellent, to revitalise our city we need people living in the floors above ground level in these historic properties in the CBD in particular...this will create vibrancy and bring people to the CBD...good for young professionals, also good for those downsizing and selling family homes and wanting inner city living.	Place	#086	13	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	828	Suggestion	No	*[Objective 2.1]* All three objectives would be fantastic aligned with the Northern Tasmania Regional Land Use Strategy as a legislated part of the overall State Planning scheme.	Place	#075	12	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	682	Suggestion	No	I feel as though we need to significantly improve housing the homeless. If we were to do this, I predict the crime rate would go down enormously.	Place	#067	12	Not requested	No	CoL has operational activities to help address homelessness in partnership with a range of service providers.	Strategy and Innovation team
Strategic Plan consultation	684	General comment	No	I think housing is very important, hopefully this can be done in all towns and cities	Place	#068	12	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	779	General comment	No	I agree with medium density, or even low density. I don't see Launceston's supporting a high density housing project, as it would take away from the spirit and feel of the place.	Place	#063	12	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	718	Suggestion	No	Housing specific to those battling mental health concerns would be a great service to us in Launceston. Group homes, facilities with extra support. Sil's would be beneficial.	place	#066	12	Not requested	No	Operational matter; dealt with through planning	Strategy and Innovation team
Strategic Plan consultation	651	General comment	No	Reject any more Air BnB's to give more people a chance to secure a safe and secure place to live, then maybe some of the homeless in the city could find housing	place	#062	12	Not requested	No	Operational matter	Strategy and Innovation team
Strategic Plan consultation	662	Suggestion	No	I think that this should be expanded *[Develop a comprehensive plan to encourage infill residential development within a 1.5km radius of the CBD],* I dont believe we should only create housing density in the immediate vicinity of Launceston but for all construction to be viewed through the lens future generations. My concern is that by building housing to resolve a problem today we will be creating an even bigger issue tomorrow.	Place	#072	12	Not requested	No	This is one action only - infill will be encouraged elsewhere also.	Strategy and Innovation team
Strategic Plan consultation	657	General comment	Yes	What does a "neighbourhood plan" contain, especially in relation to Lilydale? Where can I see an example of one?	Place	#074	12	Example of a Neighbourhood Plan	No	N/A	Strategy and Innovation team
Strategic Plan consultation	719	Suggestion	No	Excellent idea. Better public transport is definitely needed. More accessible.	Place	#079	13	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	654	General comment	No	Yes please! *[a seamless active transportation network]*	Place	#084	13	Not requested	No	Positive feedback	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	655	General comment	No	*[strengthen public transport connections between Launceston and rural and regional communities.]* Then people will be able to continue to live and be supported in rural areas as they age	Place	#090	13	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	665	Suggestion	No	Looking at traffic and areas that have frequent accidents - traffic lights that don't have a green turn right are often a contributor. For instance, most city streets that cross Wellington street, particularly Paterson st. A green turn right arrow would make so much sense.	Place	#077	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	652	Suggestion	No	Please address bus service stops from the West Tamar- currently Manions service stops at Target but it would help if the bus did a circuit and included the hospital as a stop for people with appointments	Place	#080	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	653	Suggestion	No	Somewhere to wait for rural and regional customers has also been raised with me in my job capacity. Perhaps a pickup needs to be near the Libary?	Place	#081	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	781	Concern	No	The bus shelter has to be a priority. It's embarrassing driving past and seeing tourists and locals sitting in the weather waiting for the bus.	Place	#083	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	780	Suggestion	No	Some city's have car rental apps (such as Evo). They are exactly the same as scooter rentals, where you can hop in a parked rental car on the side of the road and drive it somewhere else. This might be a good option for Launceston as it is so hilly, so bikes and scooters can struggle. It's an option for those who may not feel comfortable taking transit, but still do not have a vehicle.	Place	#085	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	738	General comment	No	*[Objective 2.2a - Actions]* This activity will require a dedicated transit centre for both local and intrastate travellers.	Place	#091	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	642	Suggestion	No	Reducing speed limits to 30km/hr in the CBD and reducing speed limits on key active transport routes where separate bike lanes cannot be provided will increase uptake due to increased safety for riders.	Place	#089	13	Not requested	No	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	703	General comment	No	Does the council really intend to have a safe, pleasant and connected pedestrian and active transport networks by 2035? There is a lot of work to do and we have never been serious about building the network. Have we ever budgeted any more than 2% of our transport infrastructure spending on active transport. Can we set a transport infrastructure budgeting goal (maybe 5% in x years, 15% in x, 30% in x, 60% in x...)? If we're really going to be investing in this, can we also make the active transport network more convenient than other modes such that, people will be encouraged to use the network instead of their car for short trips (i.e up to 10km). We can do this by prioritising the active transport network where it interacts with roads. eg Reduce the need for active transport stops and where stopping is required at intersections, prioritise signalling to active transport. Where non signalised crossings are required, priority should default to active transport also, by roads needing to cross raised crossings tables (So road users are entering active transport network, rather than active transport network users entering the road network at crossings).	Place	#076	13	Not requested	No	These comments are broadly in accordance with the approach of transport strategy and city heart plan.	Strategy and Innovation team
Strategic Plan consultation	658	Suggestion	No	This should include infrastructure that excludes, or at least slows, car traffic especially around pedestrian areas. Car dependency and motornormativity in part manifests as a culture of hostility towards all other road users (other cars included) (Walker, 2025). Alternative transport users and pedestrians are treated as second class citizens with no rights to use road infrastructure. Council can show leadership on this issue by reducing car speeds through the cbd, installing traffic calming infrastructure that deprioritises people (the parklets for example), restricting car access and creating more pedestrian hubs. A sustainable goal to reducing the largely negative impacts cars, and car culture has on Launceston should at least consider the idea that main arterial roads that access shopping and service areas and residential areas (stroads) should, at some point in the future, cease to go through the centre of Launceston cbd - but around it.	Place	#087	13	Not requested	No	These comments are broadly in accordance with the approach of transport strategy and city heart plan. Further speed reductions are a future consideration.	Strategy and Innovation team
Strategic Plan consultation	646	Suggestion	No	Need to have the low entry more accessible busses as the usual transport around town if you want to get our older population to use public transport particularly around city circle free ride tiger bus type options. Maybe bus/scooter racks on the busses for multimodal transport?	Place	#088	13	Not requested	No	Detail level suggestion - promoting kneeling buses	Strategy and Innovation team
Strategic Plan consultation	829	Suggestion	No	Additional Objective? *[for Goal 2.2]* Explore regional transport blueprint that integrates peri-urban communities with city amenities. Consider North West Coast initiative as a case study	Place	#115	15	Not requested	No	In 2.2b	Strategy and Innovation team
Strategic Plan consultation	748	General comment	No	I think it's a great plan an would benefit the wider community	Other	#004	1	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	743	General comment	No	Looks amazing!	Other	#006	5	Not requested	No	Positive feedback	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	675	Suggestion	No	The city doesn't draw people in. Parking, I believe is the key issue, it should be free. Time limited, but free. If people come to the CBD, then all the closed businesses will reopen and nightlife reignites the city	Prosperity	#029	10	Not requested	No	Suggested approach to parking runs counter to expert advice	Strategy and Innovation team
Strategic Plan consultation	776	Suggestion	No	*[Visitation actions]* More parking in the downtown corridor would need to be implemented along side this. Also keeping parking prices affordable is important, as local people still need to use this area, and cannot compete with tourist prices.	Prosperity	#036	10	Not requested	No	Suggested approach to parking runs counter to expert advice	Strategy and Innovation team
Strategic Plan consultation	688	Suggestion	No	add in 'climate resilience' ... natural beauty, climate resilience, creative and historic city centre,...	Prosperity	#032	10	Not requested	No	Does not contribute to the goal, climate resilience addressed elsewhere	Strategy and Innovation team
Strategic Plan consultation	689	Suggestion	No	add 'building climate resilience' ... achievements in circular economy innovation, reducing greenhouse gas emissions and building climate resilience.	Prosperity	#042	11	Not requested	No	Does not contribute to the goal, climate resilience addressed elsewhere	Strategy and Innovation team
Strategic Plan consultation	692	Suggestion	No	Add in 'climate resilient' Launceston's attractive employment opportunities, climate resilient enviable lifestyle and our reputation as a forward-thinking city	Prosperity	#049	11	Not requested	No	Does not contribute to the goal, climate resilience addressed elsewhere	Strategy and Innovation team
Strategic Plan consultation	695	Suggestion	No	add 'climate resilience' ... infrastructure investment, sustainability and climate resilience, and workforce attraction, retention and development.	Prosperity	#030	10	Not requested	No	Does not contribute to the goal, climate resilience addressed elsewhere	Strategy and Innovation team
Strategic Plan consultation	696	General comment	No	All introductions to each pillar should acknowledge climate change	Prosperity	#027	10	Not requested	No	Acknowledged in Challenges. Climate	Strategy and Innovation team
Strategic Plan consultation	705	Suggestion	No	sorry I pressed post comment too early! To demonstrate we are planning for and managing climate risks, we should insert 'strengthening climate resilience', or 'planning for a changing climate', or 'managing climate risks' into the introductory text for each pillar, and then supported through the goals, objectives, and actions.	Prosperity	#027	10	Not requested	No	Acknowledged in Challenges. Climate resilience is noted in Opportunities, Challenges and Place	Strategy and Innovation team
Strategic Plan consultation	824	Suggestion	No	*[Objective 1.2c - actions]* Expand literacy to include food, health and lifestyle literacy metrics	Prosperity	#055	11	Not requested	Yes	Healthy lifestyle in 3.2a, healthy food choices and	Strategy and Innovation team
Strategic Plan consultation	777	Concern	No	*[Objective 1.2b]* I think it's important to encourage Tasmanian's to become business owners or grow their business, not outsiders. This can start with encouraging entrepreneurs in schools. Or offering incentives for our own people to succeed (I.e. employee wage subsidies for hiring TASSIE uni/highschool students in your business for summer jobs. They get valuable skills, you get affordable help/wages subsidised) We want the local people who have been in Tasmania for generations to thrive first and foremost. Of course all are welcome, but having outside investors and business owners will take away from Tasmania's livelihood and culture.	Prosperity	#041	11	Not requested	No	Council's economic development strategy recognises the importance of attracting capital, experience and knowledge to the state in addition to nurturing local talent.	Strategy and Innovation team
Strategic Plan consultation	822	Suggestion	No	*[Objective 1.2a - actions]* A great initiative re precincts of specialisation, but realising two things: 1. they already exist, and 2. most of them are outside Council's boundaries. Suggestion: Acknowledge specialist industrial hubs evolving in other LGAs; Bell Bay, Airport, Westbury, Legana – aligned with NTDC's priorities and investment prospectus of OCG/future editions Noting the Intermodal Hub in Northern Midlands is already being planned for by NTDC.	Prosperity	#056	11	Not requested	Yes	Added reference at end of first para in prosperity	Strategy and Innovation team
Strategic Plan consultation	823	Suggestion	No	*[Objective 1.2b- actions]* Add to this great initiative: Collaborate with the State Government on a Northern Tasmania Investment Prospectus.	Prosperity	#060	11	Not requested	No	The suggested text already exists	Strategy and Innovation team
Strategic Plan consultation	773	Suggestion	No	*[Objective 1.1a - actions Develop a city of gastronomy ecosystem...]* In a very practical manner there should be council support for small food businesses. Off the top of my head I can think of three very culturally diverse restaurant/cafe/catering businesses that went out of business over the last Christmas / New Years period. Without diversity of food offerings reflecting the community we are not living up to the UNESCO honour.	Prosperity	#037	11	Not requested	No	General support for small business addressed under Prosperity. Through encouraging pedestrian friendly and activated spaces Council can help to increase the foot traffic.	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	832	Suggestion	No	*[Objective 1.1a - actions)* Gastronomy Northern Tasmania is excited to see our regions UNESCO designation clearly identified within this plan. We welcome these initiatives and suggest actions in this area could also include - a certification / support program that assists food related business and organization's align with the UNESCO designation ideals - Launceston City Council to partner with and champion events that are amplified through the Creative Cities of Gastronomy network - Evolve Launceston's place brand to integrate Gastronomy as a unique selling proposition. Once again, we support this element of the City of Launceston's plan - we look forward to partnering with Launceston City Council to continue to leverage this designation and welcome any opportunity to engage to achieve our mutual goals in this space.	Prosperity	#035	10	Not requested	No	Key services	Strategy and Innovation team
Strategic Plan consultation	820	Suggestion	No	*[Objective 1.1a - actions]* the UNESCO Creative City of Gastronomy is becoming one of the things that the City and Region are becoming famous for. Yet the City brand is very inconsistent with the designations ideals. A suggestion could be to evolve Launceston's place brand through integrating gastronomy as the primary unique selling proposition.	Prosperity	#039	10	Not requested	No	Key services	Strategy and Innovation team
Strategic Plan consultation	821	Suggestion	No	*[Objective 1.1a - actions]* Develop a certification program for food related businesses and organisations to align with the ideals of gastronomy designation. Champion events that are amplified through the international UNESCO Creative City of Gastronomy network.	Prosperity	#040	10	Not requested	No	Key services	Strategy and Innovation team
Strategic Plan consultation	680	General comment	No	Agree with this [*Attract and retain young professionals (25 - 34 year-olds) to Launceston]* . - we need to make Launceston more affordable to study here and open up employment opportunities	Prosperity	#052	11	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	728	General comment	No	I love this *[Position Launceston as a business-friendly city that attracts and nurtures entrepreneurs, startups, and microbusinesses.]* and this should be coupled with the high-speed tech infrastructure messaging.	Prosperity	#044	11	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	729	General comment	No	Again, I believe the tech infrastucture could play a large part here.*[Attract and retain young professionals (25 - 34 year-olds) to Launceston.]*	Prosperity	#045	11	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	715	Concern	No	Drastic inner city rental prices are really difficult to maintain a shall business in the area	Prosperity	#046	11	Not requested	No	General support for small business addressed under Prosperity	Strategy and Innovation team
Strategic Plan consultation	716	General comment	No	This is a great idea *[Attract and retain young professionals (25 - 34 year-olds) to Launceston.]* but overall our wages are less than anywhere else is Australia. Makes it less appealing.	Prosperity	#043	11	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	825	Suggestion	No	*[Objective 1.3b- actions]* Great initiatives listed. With NTDC Draft Population program currently in consultation with LGAs, alignment with it would be substantive in terms of amplifying what council can do with its neighbours and State govt in a collective partnership.	Prosperity	#058	11	Not requested	No	General comment	Strategy and Innovation team
Strategic Plan consultation	650	Suggestion	No	If we want to ensure our young people don't want to leave at the first opportunity, we should be doing more to connect them with their community and environment. Making it easier for young people to access after school activities (e.g. arts, sport, volunteering etc), without the need for parents to alter work hours to get them there, will have so many long-term benefits for individuals and the community.	Prosperity	#047	11	Not requested	No	Access and participation addressed under People	Strategy and Innovation team
Strategic Plan consultation	732	Suggestion	No	The strategy to attract and support more new residents (esp younger ones, presumably tired of city life) is a good one BUT the actions to "support" and involve them is critical as anecdotally around 50% of new residents leave Launceston within a few years due to lack of community engagement, difficulties with spousal employment and challenges re schooling. The community as a whole is ideally situated to be involved in such acions	Prosperity	#054	11	Not requested	No	This is included in the actions	Strategy and Innovation team
Strategic Plan consultation	778	Concern	No	*[Objective 1.3b - actions]* Also a program to help/keep local young people here, who are from here. For example, helping young Tasmanian's save for down payments on their first home.	Prosperity	#053	11	Not requested	No	Approach to retention includes measures to improve employment opportunities and provide amenities valued by young adults. Housing is addressed under Place.	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Strategic Plan consultation	826	Suggestion	No	*[Objective 1.3b- actions]* Add here: Collaborate with major industrial partners via innovation hubs (Bell Bay Legana, etc) to attract and retain workforce	Prosperity	#057	11	Not requested	Yes	Incorporated to 1.3(b)	Strategy and Innovation team
Strategic Plan consultation	714	Suggestion	No	Fantastic idea. *[Enhance Launceston's reputation nationally and internationally as a leading host city for events and festivals, while leveraging our history and natural beauty to encourage extended and expanded stays.]* Broadly advertised across multiple platforms to ensure a broad range of people are aware. Not everyone has access or uses social media	Prosperity	#028	10	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	727	Suggestion	No	Is it possible to involve satellite regional hubs in this like Longford and George Town etc.? This would be to further enhance the region and expand the appeal of a trip to Launceston for interstate visitors.	Prosperity	#033	10	Not requested	No	GLP's remit. Visitation strategy positions Launceston as the destination not the gateway.	Strategy and Innovation team
Strategic Plan consultation	649	General comment	No	Launceston leads the state with the total number of offences and serious crimes committed in the last 12 months. If nothing is done about making our community safer, we are going to find it difficult to achieve the prosperity we want.	Prosperity	#031	10	Not requested	No	Generally key services. Strategic Approach is to focus on improving vibrancy of city centre, provide more opportunities for young people, better access to housing and recreational facilities.	Strategy and Innovation team
Strategic Plan consultation	774	Suggestion	No	*[Objective 1.2a - actions]* It is mentioned that Launceston is an ageing population- in saying that, the health services in Launceston predominantly service the North and North-West. However the variation of services that are provided are limited. There are very limited Rheumatology (and similar) services in the North which means that the majority of individuals travel to the South or Interstate. More appealing health sites would attract more speciality services such as Rheumatology.	Prosperity	#050	11	Not requested	Yes	Health precinct added to Actions	Strategy and Innovation team
Strategic Plan consultation	645	Suggestion	No	Can we have initiatives like a plastic free city by 2035? Can we look at a green renewable energy city and help electrify our businesses? Can we look to help the Launceston Chamber get all their businesses to sign on to ESG or triple bottom line accounting (we have global sustainability accounting experts in Rayne van den Berg and the TSBE team at UTas in Mansi Mansi, Rakesh in Launceston and Craig Deegan who wrote the text in sustainable accounting in Hobart.	Prosperity	#051	11	Not requested	No	Potential future actions	Strategy and Innovation team
Strategic Plan consultation	694	Suggestion	No	replace eco-design with 'environmentally sustainable design' environmentally sustainable design is more comprehensive	Prosperity	#034	10	Not requested	Yes	Amend	Strategy and Innovation team
Strategic Plan consultation	782	Suggestion	No	*[Objective 1.3c]* Partner with Utas, a leader in sustainability	Prosperity	#048	11	Not requested	Yes	Add to 1.3c	Strategy and Innovation team
Strategic Plan consultation	827	Suggestion	No	Two additional thoughts: a. Align with Circular North program via NRM North b. evolve NTARC focus on LGAs to include industry and community initiatives.	Prosperity	#059	11	Not requested	Yes	Amend - engage through Circular North to promote and implement.....	Strategy and Innovation team
Strategic Plan consultation	819	Suggestion	No	*[Objective 1.1b - actions]* would like to see more here on how Council will work collaboratively with other councils and regional agencies to achieve these aims.	Prosperity	#038	10	Not requested	Yes	Detail level suggestion	Strategy and Innovation team
Strategic Plan consultation	772	Suggestion	No	Do what ever you need to do, to keep Hawthorn in Tasmania. It brings travellers to our state and thousands of people to Launceston where they spend thousands of $$ it's Launceston only big thing!! Go hawks.	Vision	#025	9	Not requested	No	Not identified in key stakeholder consultation as a strategic direction	Strategy and Innovation team
Strategic Plan consultation	667	General comment	No	I'm loving what has happened at York park and further works on going	Vision	#023	9	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	726	General comment	No	Love this tag line	Vision	#024	9	Not requested	No	Positive feedback	Strategy and Innovation team
Strategic Plan consultation	818	Concern	No	This vision needs to be future focused. it currently reads like a brand statement of a corporate strategy. This needs to be a story of what we aspire to be as a place and community in team years time. How will following this strategic plan get us closer to the ideal future state?	Vision	#026	9	Not requested	No	No other feedback was received supporting this vew.	Strategy and Innovation team
Emails received during the Strategic Plan consultation process											
Email	N/A	Suggestion	N/A	Put Health (3.2) before transport (goal 2.2)	Other	N/A	N/A	N/A	Maybe	Potential amendment	Strategy and Innovation team
Email	N/A	Suggestion	N/A	General comments 3.2 (c) I'd prefer to see an action for this that is more community outcome focussed and less CBD focussed. 3.3 (b) Introduce art-based play programming into the Brisbane Street Mall. Launceston Central are resourced for this type of activity. Remove this action.	People	N/A	N/A	Not requested	Yes	Placemaking currently not included in LC's remit. Add actions to 3.2c: *'Through the Launnie Connecting Community program promote community literacy of healthy food choices and food preparation techniques.'* *'Promote and support initiatives that increase availability of local seasonal produce.'*	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Email	N/A	Comment	Yes	please know that I have research interest in these strategic processes and on the evidence available to me I'm arriving at an understanding that 'the process' is unlikely to be 'fit-forpurpose'. Moreover, it appears to be opaque and blighted by 'operational confidentiality' with a FIREwall around it. I may be mistaken but that is my current perception	Other	N/A	N/A	Verbal communication undertaken	No	No change required.	Strategy and Innovation team
Email	N/A	Suggestion	No	additional points to why climate adaptation must be expanded on in our SP: 1. Our Sustainability Action Plan lists the following action under the Adaptation and Resilience Key Priority Area - 3.12 Integrate updated climate risks and adaptation actions in the City of Launceston's future strategic documents 2. If we are striving to be leaders in sustainability as per Objective 1.3(c) of the SP, we are already failing by excluding climate adaptation and resilience in our SP 3. Nina Rogers, a climate policy expert from the Climate Futures arm of UTAS: If not appropriately planned for and managed, diverse and compounding climate risks can be reasonably expected to undermine the medium- to long-term resilience of your community and organisation. In this context, I suggest it would be remiss of any modern municipal council to not demonstrate clearly how it is strategically planning for a changing climate.	Other	N/A	N/A	Not requested	No	Key services - needs to be incorporated into what we do	Strategy and Innovation team
Email	N/A	Approving	No	Sustainable Growth: This will help accommodate population growth and avoid overcrowding. Innovation and Technology: Great for staying ahead in technology to meet the future needs of our community. City Revitilisation: This will make Launceston more attractive and livable. Community-Centered: I like that the Council is prioritising local needs. Long-term Vision: It's reassuring to have a roadmap for the future.	Other	N/A	N/A	Not requested	No	Positive feedback	Strategy and Innovation team
Email	N/A	Suggestion	No	excited to see the proposed new pillars and their goals, especially the inclusion of aboriginal culture, creating diverse and inclusive spaces with a focus on our vulnerable and young population groups, exploring inner city living, prioritising improved connectivity and public open spaces, and positioning Launceston as a city for the future (families and businesses). There are a couple of gaps that would be great to include in the Strategy: - Emergency preparedness and community resilience- sit well in both the Place and People pillars. - Preventative healthcare- Linking preventative healthcare initiatives to Place and People will help achieve the objectives, reduce long-term illnesses, and encourage connected, active and resilient communities. Additionally, this will link with our role as an educator, enable and enforcer of public health. - Increased recreational and open spaces... Launceston's provision of open spaces and recreational facilities is significantly below national averages let alone meeting best practice. This was explored and documented in the Regional Sports Facility Strategy and the draft ROSS. Making a commitment to enhance and increase recreational and open space assets will help Launceston create desirable, sustainable, resilient communities where we prioritise people's health and wellbeing as we develop Launceston as a place to live, work, play, visit and belong.	Other	N/A	N/A	Not requested	No	Key services. Health has been added to people section - Healthy lifestyle in 3.2a, healthy food choices and food prep techniques in 3.2c.	Strategy and Innovation team
Email	N/A	Suggestion	No	*[* ***3.1 (c) Ensure neighbourhoods are well-served through community activity hubs that are accessible and inclusive and provide a range of amenities.*** *Identify and address gaps in provision of facilities such as multi-purpose hubs, that are suitable for socialising and informal gatherings, and reflect Launceston's diverse cultural, economic, and age demographics]* Suggest a more wholistic approach might be: 'Develop a Community Infrastructure plan that identifies and priorities the long-term needs for infrastructure that supports the delivery of community services and programs.'	People	N/A	N/A	Not requested	Yes	Incorporated into 3.1(c)	Strategy and Innovation team
Email	N/A	Suggestion	No	***[3.2 (b) Broaden and increase participation in arts, cultural and recreation community building activity.*** ~~***events activity by facilitating access to more diverse ad relevant cultural programs.]***~~ 'to foster community identity, resilience, pride and a sense of belonging' 'Engage community in shaping positive change through collective action initiatives such Launnie Connecting Community (formally ABCDE learning sites) to support ideas which foster community leadership and capacity building.' New Objective: 'Work towards becoming Australia's first UNESCO designated Child Friendly City.' Action: Design and implement initiatives in collaboration with children that remove barriers to inclusion and promote physical and social activity, such as the Street Play Scheme.	People	N/A	N/A	Not requested	Yes	Amend Objective 3.2b as suggested and incorporate purpose. Add Action for Launnie Connecting Community. Add UNESCO designation as an action which delivers on 3.2a.	Strategy and Innovation team
Email	N/A	Suggestion	No	Action that would fit under Goal 3.2, Objective (a): Community athletics track at Royal Park rugby field	People	N/A	N/A	Not requested	No	Detail level suggestion	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Email	N/A	Suggestion	No	*[* ***2.3(a) Encourage and facilitate a recognition of Aboriginal cultural heritage*** ***~~as a means of retaining a sense of place and connection to Country.~~*** *]* Not sure if this is the intent or if it is to 'acknowledging and showcasing the long and enduring ownership of the lands and waters of the Letteremairrener people. ' *[Undertake authentic, genuine consultation with Aboriginal people in a place-based and fine-grained way, and support and collaborate with Aboriginal people to deliver community-led projects.]* This might suggest that we don't do authentic, genuine consultation, suggest change to: 'Invest in supporting the delivery of Aboriginal-led projects that acknowledge and celebrate the long history and culture of Traditional Owners.'	Place	N/A	N/A	Not requested	No	Wording and intent relate specifically to Tasmanian context and Council's discussions with local Aboriginal people	Strategy and Innovation team
Email	N/A	Suggestion	No	Objective 2.2(a) & 2.2(b), Public Transport: We do need to initiate a campaign needs to include active transport as well as public transport. also involves giving priority to buses... can include bus lanes and giving priority to buses at signalised intersections. Objective 2.2(c) Active Transport The only way in which we are going to provide a comprehensive, city wide active transport (particularly bike) network is through changes to our roads ....the strategic plan needs to acknowledge this challenge and not suggest that this network can be mostly on separate infrastructure. The subject missing from the strategic plan is Road Safety....should be in the People section	Place	N/A	N/A	Not requested	No	Detail level suggestion/key services	Strategy and Innovation team
Email	N/A	Suggestion	No	*[* ***1.1 (c) Expand Launceston's position as a arts and cultural hub by providing and environment for creative industries to thrive.*** *Establish a year-round calendar of accessible cultural events and community-based initiatives.]* This action will not deliver on the objective. Suggest replace with: 'Undertake an Arts and Cultural Audit to understand the ecology, diversity and sustainability of the sector to guide the planning of future capacity building initiatives.' (This is the first step in developing a strong creative industry and it will require resourcing)	Prosperity	N/A	N/A	Not requested	Yes	Amended	Strategy and Innovation team
Email	N/A	Suggestion	No	***[1.3 (c) Establish Launceston as a national leader in sustainability through achievements in circular economy innovation and reducing greenhouse emissions.*** *Promote and implement bold and innovative initiatives to reduce waste and boost recycling]* Suggest that Council's role might be to: 'Encourage/Incentivise commercial enterprises to start-up bold and innovative initiatives to reduce waste and boost recycling.' (rather than only implementing ourselves?)	Prosperity	N/A	N/A	Not requested	Yes	Add incentives for commercial enterprise to Action	Strategy and Innovation team
Comments received during the Annual Plan and Budget consultation process											
Annual Plan consultation	895	General comment	No	A safe way of using public transport these days is to walk the amount of harassment and thugs on metro services is increasing not declining what does the council intend to do about it hire security guards not a good look.	Strategic Pillars section under 2.0 Place - Objective 2.2 (c)	#004	8	No response required.^	No	Council is working with the state government to improve public transport and increase patronage as a key strategic objective.	Strategy and Innovation team
Annual Plan consultation	894	General comment	No	expand access to public transport. The council has been trying for years to push metro bus users further out of the CBD not bringing them closer and safer. Certain newly established businesses have the audacity to label metro bus users as loiterers charming we feel more than welcome in the CBD NOT.	Strategic Pillars section under 2.0 Place - Objective 2.2 (a)	#006	8	No response required.^	No	Council is working with the state government to improve public transport and increase patronage as a key strategic objective.	Strategy and Innovation team
Annual Plan consultation	864	General comment	No	Yes!	Strategic Pillars section under 3.0 People - Objective 3.2 (a)	#009	9	No response required.^	No	Nil	Strategy and Innovation team
Annual Plan consultation	863	Suggestion	No	Please don't expand the city to South Prospect. Please leave the forest here intact	Strategic Pillars section under 2.0 Place - Goal 2.1	#005	8	No response required.^	No	South Prospect has been included in the potential areas for future development and is consistent with the Greater Launceston Plan.L11	Strategy and Innovation team

Submission Details								Proposed response and additional comments			
Source	**Tomorrow Together Comment ID**	**Comment type** (selected from a pre-set list)	**Response requested by commenter^**	**Comment provided by commenter**	**Section of Strategic Plan that the comment refers to**	**Comment bubble number**	**Page**	**Proposed response to be sent to the commenter**	**Will the submission effect change in the Strategic Plan?**	**Any additional notes for Councillors reference.**	**Response provided by**
Annual Plan consultation	879	Amend	No	The Pillars should read Place, People, Prosperity. You could start with People, Place Prosperity, but at least put Prosperity third. Place is justified going first because it is about the city.	Strategic vision section - figure depicting the struction of the the Strategic Plan.	#003	6	No response required.^	No	If required by Councillors this could be done - the order of the pillars does not reflect importance, but this could be considered by Councillors when they review the draft Strategic Plan at workshop on 22 May.	Strategy and Innovation team
Annual Plan consultation	880	Suggestion	No	This is about environment and should be in Place probably.	Strategic Pillars section under 3.0 People - Goal 3.1	#010	9	No response required.^	No	Goal 3.1 directly speaks to the health and wellbeing of people in our region. While this goal could be moved to the "Place" pillar it may lose its focus on improving the experience for people.	Strategy and Innovation team
Annual Plan consultation	852	Question	Yes	Why is objective 2.2(c) included as an annual plan goal, when it isn't appropriately funded. Over 3.5 million dollars is being budget just for re-sealing roads. The total transport budget is much higher than this even. Given the road network already exists, and 3.5 million is the budget allocation for just a portion of the maintenance, and the active transport network does not exist, how much should we be budgeting to develop a safe, pleasant and connected active transportation network?	Strategic Pillars section under 2.0 Place - Objective 2.2 (c)	#007	8	Thank you for your feedback. Objective 2.2(c) is included in the 10-Year Strategic Plan. Actions to implement it will be considered and projects prepared in the 4-year delivery plan. Once the actions have been identified and prioritised they will be included in future annual action plans and budgets.	No	Objective 2.2(c) is included in the 10-Year Strategic Plan. Actions to implement it will be considered and projects prepared in the 4-year delivery plan. Once the actions have been identified and prioritised they will be included in future annual action plans and budgets.	Strategy and Innovation team
Annual Plan consultation	849	General comment	No	Walking needs to be encouraged by not having to constantly press traffic lights to cross roads. The pedestrian walk sign should come on automatically when lights change.	Strategic Pillars section under 2.0 Place - Objective 2.2 (c)	#008	8	No response required.^	No	Many of Launceston's traffic lights include an automatic walk. This is an operational matter (not strategic) that can be addressed through business as usual activities.	Strategy and Innovation team
Feedback from Councillors at Workshop 27/5/2025											
Verbal feedback	N/A	Suggestion	N/A	Objective 2.2b: Invest in key road infrastructure to improve personal transport options.	Place	N/A	N/A	N/A	Yes	Amended	Strategy and Innovation team
Verbal feedback	N/A	Suggestion	N/A	Objective 2.2b: Include facilities as well as communities, e.g. airport and Bell Bay.	Place	N/A	N/A	N/A	Yes	Amended	Strategy and Innovation team
Verbal feedback	N/A	Suggestion	N/A	Objective 2.2a: Refer to public transport more broadly rather than Bus Rapid Transport	Place	N/A	N/A	N/A	Yes	Amended	Strategy and Innovation team
Verbal feedback	N/A	Suggestion	N/A	Objective 2.3a: Add 'build enduring relationships'	Place	N/A	N/A	N/A	Yes	Amended	Strategy and Innovation team
Verbal feedback	N/A	Suggestion	N/A	Objective 3.1b: Include specific reference to the Kanamaluka/Tamar Estuary and surrounding precinct, and supporting implementation of the TEMT vision and implementation plan.	People	N/A	N/A	N/A	Yes	Amended	Strategy and Innovation team

SHAPING FUTURES

CITY OF LAUNCESTON STRATEGIC PLAN 2025-2035

June 2025

City of LAUNCESTON

TABLE OF CONTENTS

ACKNOWLEDGEMENT OF COUNTRY 2
INTRODUCTION 4
SETTING THE SCENE 6
About us 6
What we heard 8
Opportunities 9
Challenges 9
HOW TO READ THIS PLAN 10
VISION 11
1.0 PROSPERITY 12
2.0 PLACE 14
3.0 PEOPLE 16
NEXT STEPS 18
APPENDIX: COMMUNITY ENGAGEMENT 19

Image Credit: Nick Hanson

City of LAUNCESTON

INTRODUCTION

Launceston's future prosperity hinges on enhancing traditional industries—tourism, healthcare, agriculture, knowledge sector, and manufacturing—while embracing economic diversification, infrastructure investment, sustainability, and workforce attraction, retention and development.

Opportunities to grow our tourism offerings include capitalising on our UNESCO Creative City of Gastronomy status, supporting investment in major event and conference infrastructure, and curating year-round events to invigorate both daytime and evening economies.

Launceston can expand these and other sectors by supporting innovation and attracting investments in areas such as advanced manufacturing with a focus on the digital, healthcare, maritime and agricultural industries.

Attracting and retaining skilled professionals, especially 25–34 year-olds, is crucial. Beyond high-value jobs and business growth, younger professionals seek vibrant social spaces, co-working hubs, and cultural venues. They value diverse housing, eco-design, safe walkable areas, public transport, and high-speed digital infrastructure, along with access to nature and rich cultural experiences.

SETTING THE SCENE ABOUT US

71,878
LAUNCESTON'S ESTIMATED CURRENT POPULATION 2024

73,837
LAUNCESTON'S MEDIUM PROJECTED POPULATION 2034

150,000 APPROXIMATE POPULATION LIVING WITHIN 60 MINUTES OF LAUNCESTON'S CENTRE

97,000 APPROXIMATE POPULATION LIVING WITHIN 20 MINUTES OF LAUNCESTON'S CENTRE

HIGHER PROPORTION OF **18-24** YEAR OLDS COMPARED TO TASMANIA AS A WHOLE

LOWER PROPORTION OF **25-34** YEAR OLDS COMPARED TO CAPITAL CITIES LIKE HOBART AND MELBOURNE

HIGH PROPORTION OF **LONE PERSON HOUSEHOLDS** COMPARED TO TASMANIA AS A WHOLE

HIGHER UNEMPLOYMENT COMPARED TO TASMANIA AND AUSTRALIA AS A WHOLE

RESIDENTS OF LAUNCESTON (AND TASMANIA AS A WHOLE) ARE PROPORTIONALLY LESS HEALTHY COMPARED WITH AUSTRALIA AS A WHOLE

56 LANGUAGES SPOKEN IN HOMES ACROSS LAUNCESTON

88% TRAVEL BY CAR

LARGEST NON-ENGLISH- BORN OVERSEAS POPULATIONS ARE NEPALESE AND INDIAN

THE THREE LARGEST INDUSTRIES ARE

HEATH CARE & SOCIAL ASSISTANCE

RETAIL & TRADE

EDUCATION & TRAINING

THEY ACCOUNTED FOR **42.7%** OF ALL LOCAL JOBS (2022/23)

1,200 BUSINESSES WITHIN A 10 MINUTE WALK OF THE CITY CENTRE

87% INCREASE IN HOMELESSNESS BETWEEN 2016 & 2021

375% INCREASE IN SLEEPING ROUGH BETWEEN 2016 & 2021

RESIDENTS OF OTHER MUNICIPALITIES SPEND **$580m** IN LAUNCESTON IN A TYPICAL YEAR

SOUTHERN SUBURBS HAVE HIGHER INDICATORS OF ADVANTAGE. OTHER SUBURBS FALL BELOW REGIONAL, STATE AND NATIONAL BENCHMARKS

LAUNCESTON HAS A HIGHER PROPORTION OF PEOPLE WITHOUT QUALIFICATIONS COMPARED TO AUSTRALIA AS A WHOLE AND LARGE REGIONAL CITIES IN VICTORIA

258 COUNCIL PARKS, RESERVES & CONSERVATION AREAS

15,580 HECTARES OF PARKLANDS

QVMAG 158, 263 VISITORS: THE LARGEST CULTURAL INSTITUTION IN REGIONAL AUSTRALIA (2022-23 FY).

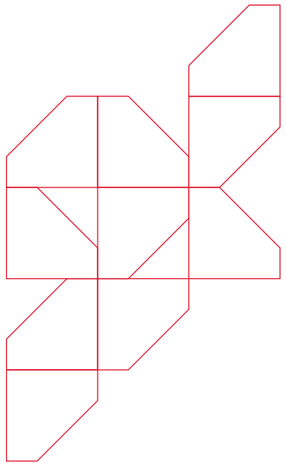
City of LAUNCESTON

WHAT WE HEARD

The Strategic Plan is based on results of extensive engagement carried out over recent years, including community submissions on a range of themes through City of Launceston's award-winning Tomorrow Together program, as well as feedback on specific plans and strategies, which taken together include viewpoints from a broad cross-section of the community. In addition, the Councillors, Council staff and key stakeholders (including a range of non-profit, community organisations and state government bodies) also participated in a series of facilitated workshops to distil the community's vision for Launceston and formulate goals, objectives and actions based on the City's strengths and opportunities.

The visioning statements below represent the common strategic themes expressed by community members asked to imagine what Launceston will look and feel like in 10 years.*

**Source: Tomorrow Together Engagement Report ('A Well-Designed City', pp. 19-33) based on responses gathered through the Tomorrow Together program and analysed and produced by Capire Consulting. For further details of community engagement which was used to inform this strategy see Appendix A.*



Transportation

Launceston has increased public transport services, more active transport in the city centre, reduced reliance on private vehicles, and increased use of electric vehicles.

Environmental sustainability

Launceston continues to protect the natural environment and uses more renewable energy.

Social development

Launceston is more equitable and has inclusive living spaces for all, including people of all ages and from diverse economic and cultural backgrounds. High-quality infrastructure and affordable housing are accessible to the community.

Economic development

Launceston is a vibrant place that attracts young people, visitors and businesses. Local businesses and produce are celebrated and form the unique identity of Launceston.

Character

Elements reflecting Launceston's unique local character and heritage are respected and celebrated.

Layout of the city

The city's compact layout provides easy access to services while supporting a diverse mix of homes, including higher density development in selected areas. character and heritage are respected and celebrated.

OPPORTUNITIES

Launceston possesses numerous strengths that position it as a highly liveable, economically significant, and culturally vibrant city in Tasmania. A defining attribute is its stunning natural beauty, with the city nestled around the Kanamaluka/ Tamar estuary and surrounded by scenic landscapes, including the Cataract Gorge. Launceston offers an extensive network of parks, reserves, and conservation areas, making outdoor recreation accessible. It sits at the heart of Northern Tasmania's tourism, gastronomic, and recreation sectors, and connects to attractions such as Cradle Mountain, the Tamar Valley wine trail, and internationally recognised mountain biking trails. Its rich Aboriginal and European history adds depth to its identity, with a legacy as Australia's third-oldest city visible in its well-preserved heritage architecture and charming urban character.

Beyond its natural and historical appeal, Launceston is an emerging leader in key economic and technological sectors. The city and region have achieved UNESCO recognition as a Creative City of Gastronomy, highlighting its vibrant food and beverage culture, with over 150 food producers and a renowned wine region. It is also home to leading tertiary institutions including the University of Tasmania and the Australian Maritime College, fostering innovation in fields like maritime engineering and agricultural research. As Australia's first Gigabit City it provides ultra-fast internet infrastructure that supports digital industries and research. A compact, walkable city centre and strong transport links to mainland Australia further enhance Launceston's appeal as a progressive regional hub. With a growing focus on sustainability, climate resilience, community vibrancy, and economic diversification, Launceston is well-positioned to strengthen its role as a thriving and forward-thinking city.

CHALLENGES

Despite its many strengths, Launceston faces challenges that may impact its long-term sustainability and growth. One of the most pressing is slow population growth, projected at just 4% over three decades. This stagnation, combined with the loss of young families and professionals, threatens economic vitality and workforce sustainability. Unemployment rates are higher than regional Tasmania and the state, with limited high-value job opportunities. Stronger education, training, and employment pathways are needed to retain talent and attract new residents.

Housing supply, affordability, and diversity are concerns, with demand outpacing supply, driving up rental and property prices. The city's heavy reliance on cars, with 89% of trips by private vehicles, risks worsening congestion, as key arterial roads near capacity by 2050. Limited public and active transport options make it difficult to reduce car dependency.

Climate change, environmental sustainability and disaster preparedness are key priorities. Launceston faces flood risks, the urban heat island effect, and broader climate impacts including rising costs and infrastructure damage. While sustainability initiatives exist, more action is needed in climate resilience, emissions reduction, and waste management.

The city's night-time economy is underdeveloped, ranking 80th in Australia despite being Tasmania's second-largest city. Limited after-hours activity affects tourism and urban vibrancy. Socioeconomic inequality is another challenge, particularly in the northern suburbs, where many face homelessness, economic hardship, and limited access to services. The city has higher-than-average rates of long-term and mental health conditions. While inclusivity and cultural diversity are valued, more must be done to attract a broader demographic and strengthen engagement with Aboriginal communities.

Addressing these challenges requires a clear vision, strategic planning, and coordinated investment in three key areas: **Prosperity, Place and People.**

City of LAUNCESTON

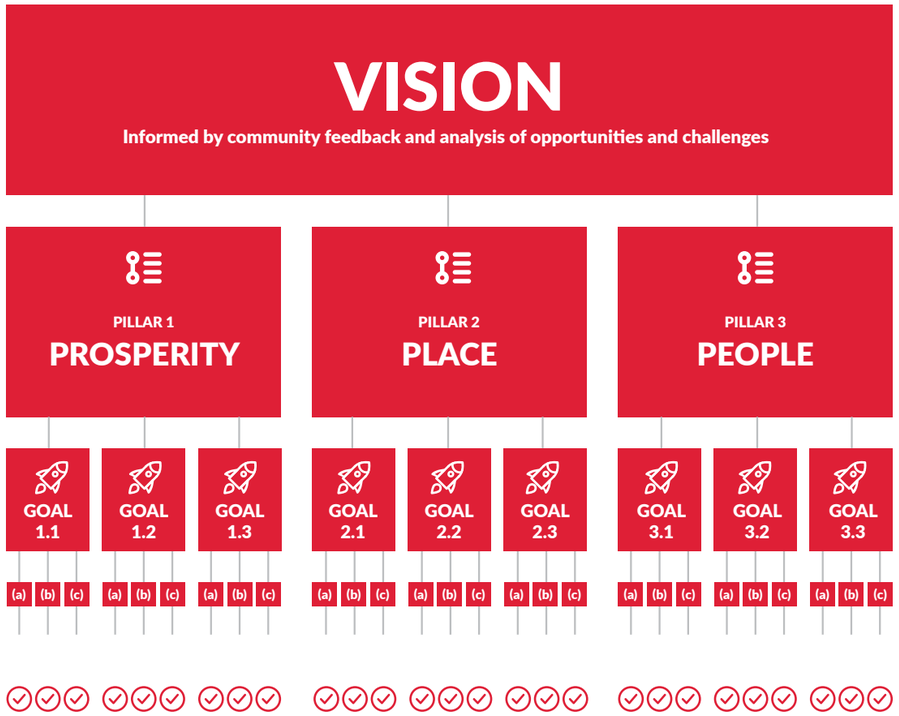
HOW TO READ THE PLAN

PILLARS
The three main categories of the strategy. They describe the key themes and make the strategy easier to navigate.

GOALS
There are three goals under each pillar. They represent the long-term, big picture aspirations of the city.

(a,b,c) OBJECTIVES
Each goal has three linked objectives. Together they describe the approach we will take to achieve the goal.

ACTIONS
To be refined in our Four Year Delivery Plan. While not a complete list, they provide an idea how we will turn objectives into action.



VISION

Launceston: A city of history, innovation and opportunity.

Launceston is deeply connected to our history and natural beauty, and will thrive as Northern Tasmania's economic, cultural, and culinary heart. With a commitment to diverse housing, sustainability, economic growth and innovation, we're building a city where people feel connected, businesses succeed, and the environment flourishes. Launceston is a place to live, work, play, visit and belong.

City of LAUNCESTON

1.0 PROSPERITY

Launceston's future prosperity depends on strengthening its traditional industries—tourism, healthcare, agriculture, the knowledge sector, and manufacturing—while advancing economic diversification, infrastructure investment, sustainability, and workforce attraction, retention and development. The broader region already hosts specialist industrial hubs at Bell Bay, Launceston Airport, Westbury, and Legana. Within the city, there's significant potential to grow agricultural/gastronomic, technology, education, and cultural hubs, building on assets like UTAS, QVMAG, and AMC.

Tourism growth can be fuelled by leveraging our UNESCO Creative City of Gastronomy status, investment in major event and conference infrastructure, and curating year-round events to energise both daytime and nighttime economies. Launceston can also strengthen sectors like advanced manufacturing by supporting innovation and attracting investment across the digital, healthcare, maritime and agricultural industries.

Attracting and retaining skilled professionals, especially 25–34 year-olds, is crucial. Beyond high-value jobs and business growth, younger professionals seek vibrant social spaces, co-working hubs, and cultural venues. They value diverse housing, environmentally sustainable design, safe walkable areas, public transport, and high-speed digital infrastructure, along with access to nature and rich cultural experiences.

Goal 1.1. Launceston is a premier visitor destination, celebrated for its natural beauty, creative and historic city centre, welcoming community, and rich food culture.

OUR VISITATION OBJECTIVES ARE:	OUR VISITATION ACTIONS WILL INCLUDE:
Objective 1.1(a) Grow and celebrate our identity as a UNESCO Creative City of Gastronomy.	• Partner with tourism bodies and private sectors to enhance and promote visitor experiences and expand UNESCO City of Gastronomy offerings. • Develop a City of Gastronomy 'ecosystem' through innovation hubs, micro-business incubators, and public digital resources ('every resident an ambassador').
Objective 1.1(b) Enhance Launceston's reputation nationally and internationally as a leading host city for events and festivals, while leveraging our history and natural beauty to encourage extended and expanded stays.	• Advocate for and support world-class facilities and key infrastructure projects, including a 6,000 seat indoor stadium and a 500+ seat (approx.) conference centre. • Collaborate with partners on the creation of a Kanamaluka/ Tamar Estuary cultural and recreational precinct.
Objective 1.1(c) Expand Launceston's position as an arts and cultural hub by providing an environment for creative industries to thrive.	• Create the first Collection Discovery Centre in Australia, providing public access to the QVMAG collection. • Undertake an Arts and Cultural Audit to understand the ecology, diversity and sustainability of the sector to guide the planning of future capacity building initiatives.

Goal 1.2 Launceston's economy is resilient and sustainable, with significant growth in its gross regional product (GRP) through a diverse economic base supported by a skilled workforce, enabling business environment, and facilitation of investment opportunities.

OUR ECONOMIC DEVELOPMENT OBJECTIVES ARE:	OUR ECONOMIC DEVELOPMENT ACTIONS WILL INCLUDE:
Objective 1.2(a) Capitalise on our competitive advantages by focusing on key sectors including food and agricultural innovation, research & development, advanced manufacturing, healthcare and circular economy initiatives.	• Develop innovation districts and tech hubs focused on maritime, digital technology, medical/health, and green energy sectors. • Advocate for a regional intermodal hub to improve supply chain efficiencies.
Objective 1.2(b) Position Launceston as a business-friendly city that attracts & nurtures entrepreneurs, startups, and microbusinesses.	• Continue and promote the 'Business-Friendly Council' initiative. • Collaborate with the State Government on a Northern Tasmania Investment Prospectus.
Objective 1.2(c) Advocate and collaborate with the State Government, education institutions, industry partners and non-profits to support improvements in adult literacy (including digital literacy) and to support skills development in key sectors.	• Partner with government and educational institutions to provide targeted literacy & skills programs, particularly in underserved areas. • Strengthen collaboration with universities and training institutions to align education with industry needs.

Goal 1.3. Launceston's attractive employment opportunities, enviable lifestyle and our reputation as a forward-thinking city make it the destination of choice for professionals, entrepreneurs and innovators.

OUR POPULATION OBJECTIVES ARE:	OUR POPULATION ACTIONS WILL INCLUDE:
Objective 1.3(a) Position Launceston as a national testbed for urban innovation (e.g., pilot smart city projects, future mobility solutions, and climate-adaptive urbanism).	• Support businesses in accessing grants and funding for innovation, sustainability, and high-value job creation. • Develop and showcase urban innovation initiatives in Council's projects and practices.
Objective 1.3(b) Attract and retain young professionals (25 - 34 year-olds) to Launceston.	• Establish a pilot program to attract and support new residents. • Enhance and promote Launceston's lifestyle advantages, with a focus on the needs and interests of 25 - 34 year-olds. • Collaborate with the Australian Maritime College and the University of Tasmania and industry to attract and retain students and workers.
Objective 1.3(c) Establish Launceston as a national leader in sustainability through our achievements in circular economy innovation and reducing greenhouse gas emissions.	• Partner with UTas, businesses and the community to reduce Launceston's greenhouse gas emissions in line with national standards. • Engage with Circular North to promote and implement bold and innovative initiatives to reduce waste and boost recycling, including incentives for commercial enterprises.

City of LAUNCESTON

2.0 PLACE

As Launceston grows toward a population of 100,000, we must take a strategic approach to housing and infrastructure that addresses immediate needs with an eye on longer term growth projections. The next decade presents an opportunity to create a more liveable, connected, and inclusive city while protecting our unique character and sense of place.

A carefully thought-out housing plan will support a diverse mix of homes, ensuring 4,300 new dwellings are delivered by 2035 in priority development areas and through infill development. Medium-density housing will be encouraged near activity centres and transport corridors, with a focus on climate resilience and energy efficiency. We will also support the adaptive reuse of heritage buildings and planning policies that reinforce Launceston's built heritage and identity.

Housing affordability and security remain key challenges. By partnering with the state government, developers, and Community Housing Providers, we will advocate for social and affordable housing in well-connected locations, ensuring all residents have access to jobs, services, and transport.

A reliable, accessible and diverse transport system is essential to supporting growth and reducing car dependency. While public transport is managed by the state government, we will work proactively with state and regional partners to improve services, including advocating for high frequency transport and better connections between Launceston and surrounding communities, and delivering active (e.g. walking, cycling) or share economy transport links (rental scooters or bikes) that connect to the network.

Goal 2.1 Plan for current and medium-term housing and infrastructure needs while maintaining a focus on a longer-term growth projection of 100,000 residents.

OUR HOUSING OBJECTIVES ARE:	OUR HOUSING ACTIONS WILL INCLUDE:
Objective 2.1(a) Facilitate an increase in housing supply to meet current demand and align with planned growth, aiming and planning for 4,300 new homes in priority development and infill areas by 2035.	• Implement Neighbourhood Plans and Infrastructure Funding Frameworks for priority growth areas such as South Prospect, Newnham and St Leonards. • Implement Neighbourhood Plans in Kings Meadows, Mowbray, Lilydale and the northern suburbs.
Objective 2.1(b) Enable and encourage delivery of medium density houses in and around activity centres and transport corridors, and more diverse, sustainable and energy efficient housing.	• Develop a comprehensive plan to encourage infill residential development within a 1.5km radius of the CBD. • Facilitate improvements to climate resilience and energy efficiency of existing housing stock.
Objective 2.1(c) Proactively address affordability, homelessness and housing insecurity.	• Encourage developers to create energy efficient housing products that encourage downsizing. • Partner with the State government and Community Housing Providers to provide an adequate supply of well-located, diverse, affordable, social, and emergency housing.

Goal 2.2 Launceston's transport system connects communities, reduces car dependency in activity centres and corridors, and promotes active transportation options.

OUR TRANSPORT OBJECTIVES ARE:	OUR TRANSPORT ACTIONS WILL INCLUDE:
Objective 2.2(a) Partner with the state government and local councils to expand access to reliable and frequent public transport services in and around Launceston.	• Advocate for a high-frequency public transport system connecting key areas, supported by a local network. • Launch a publicity campaign with the state government to improve public transport awareness and ridership.
Objective 2.2(b) Work with partners to enable convenient daily travel by supporting public transport and investing in key road infrastructure between Launceston and rural and regional communities and surrounding facilities (e.g. Launceston Airport, Bell Bay).	• Work with the state government and northern councils to strengthen public transport connections between Launceston and rural and regional communities.
Objective 2.2(c) Develop a safe, pleasant and connected walking and active transportation network that is integrated with the transport system, across Launceston's urban footprint.	• Invest in a seamless active transportation network, including associated infrastructure such as bike parking and shade trees, that links open spaces and waterways, other transport systems, key attractions and activity centres.

Goal 2.3. Launceston's community is connected to our Aboriginal and built heritage, while growing a city of the future.

OUR HERITAGE OBJECTIVES ARE:	OUR HERITAGE ACTIONS WILL INCLUDE:
Objective 2.3(a) Encourage and facilitate recognition of Aboriginal cultural heritage as a means of retaining a sense of place and connection to Country.	• Undertake authentic, genuine consultation and build enduring relationships with Aboriginal people in a place-based and fine-grained way, and support and collaborate with Aboriginal people to deliver community-led projects. • Establish the Centre for Aboriginal Science and Education in the redevelopment of QVMAG Royal Park.
Objective 2.3(b) Ensure that significant heritage elements are respected while addressing the future housing, commerce and recreational needs of the community.	• Identify and promote the key elements that express our city's unique sense of place including histories, stories and architecture. • Promote adaptive re-use of heritage buildings, especially for community-based uses.
Objective 2.3(c) Implement planning guidelines (particularly within the CBD) to encourage adaptive reuse of heritage buildings, and infill development that promotes our city's built-heritage character.	• Complete the Precincts Heritage Register and incorporate Heritage best practice into Special Area Plans.

City of LAUNCESTON

3.0 PEOPLE

Launceston is a city that thrives on connection - both with nature and with one another. As our community grows and diversifies, every resident should have access to open spaces and facilities that encourage active lifestyles, provide natural retreats, and serve as vibrant meeting points.

Our strategy centres on developing accessible community hubs that support community resilience and diversity, particularly in areas where wellbeing measures are low. These hubs will be key venues for socializing and informal gatherings, nurturing the bonds that keep communities strong. We are committed to future-proofing and enhancing public open spaces, ensuring they are climate-change resilient and inviting for recreation and relaxation.

Recognizing the value of our waterways, we will rehabilitate and integrate riparian corridors into the public space network, reinforcing our connection to nature.

To improve health and wellbeing in the community, we will broaden cultural and recreational participation, addressing barriers to access and championing diverse, locally resonant programs.

Launceston's City Heart is the cultural and commercial heart of northern Tasmania. To remain relevant our CBD must evolve into a destination that offers unique retail, cultural, and community-based experiences. We will capitalise on our cultural and architectural assets to make a vibrant centre which attracts people to live, work, play, visit and belong.

Goal 3.1 Community members have access to green, diverse, and inclusive open spaces and facilities enabling them to lead active lives, enjoy nature, and connect with others.

OUR OPEN SPACE AND COMMUNITY HUBS OBJECTIVES ARE:	OUR OPEN SPACE AND COMMUNITY HUBS ACTIONS WILL INCLUDE:
Objective 3.1(a) Enhance community members' access to climate-change resilient leafy, well-maintained, inclusive public open spaces, prioritising areas with low wellbeing measures.	• Address the urban heat island effect by investing in greening of our urban areas and engaging the community in tree planting programs, aiming for 30% tree canopy coverage across Launceston by 2035. • Develop and implement a plan for all households in Launceston to be within a 400-metre walking distance of a park, recreational open space playground, green space, or similar.
Objective 3.1(b) Leverage Launceston's network of waterways by rehabilitating and connecting riparian corridors, connecting them with the public open space network and supporting improvements to the Kanamaluka/Tamar Estuary and surrounding precinct.	• Incorporate rehabilitation and end user interaction with waterways into open space and active transport initiatives at all stages of development.
Objective 3.1(c) Ensure neighbourhoods are well-served through community activity hubs that are accessible and inclusive, provide a range of amenities, create opportunities for a diverse range of community activities and support Launceston's diverse cultural, economic, and age groups.	• Develop a community facilities plan that identifies and prioritises the long term needs for delivery of community services & programs.

Goal 3.2 Participation in cultural and recreational activities is widespread across the community and promotes health and wellbeing at all ages while bridging social, cultural and geographical gaps.

OUR PARTICIPATION OBJECTIVES ARE:	OUR PARTICIPATION ACTIONS WILL INCLUDE:
Objective 3.2(a) Achieve an improvement in health and wellbeing through addressing barriers to inclusion and promotion of physical and social activity such as community arts, sports and recreation.	• Redevelop the NTCA Sports Complex to support the needs of Northern Tasmania. • Work towards becoming Australia's first UNESCO designated Child Friendly City. • Promote community literacy of healthy lifestyle choices through the Launnie Connecting Community program.
Objective 3.2(b) Broaden and increase participation in arts, cultural, and community events to foster community identity, leadership and capacity building, resilience, pride & a sense of belonging.	• Develop initiatives specifically aimed at engaging children and youth, people with disabilities, and culturally diverse groups. • Collaborate with partners to establish a calendar of community cultural events. • Engage community in shaping positive change through collective action initiatives such as Launnie Connecting Community.
Objective 3.2(c) Leverage the City of Gastronomy designation to foster a sense of shared identity, enhance understanding of cultural diversity, promote grassroots food culture, and enhance food security.	• Collaborate with non-profits to launch a regional zero-food-waste program linking surplus food to creative initiatives, microbusinesses and relief projects. • Invest in street food culture. • Through the Launnie Connecting Community program promote community literacy of healthy food choices and food preparation techniques. • Promote and support initiatives that increase availability of local seasonal produce.

Goal 3.3 As northern Tasmania's cultural and commercial centre, Launceston's historic city heart is buzzing with activity throughout the day and into the night.

OUR CITY HEART OBJECTIVES ARE:	OUR CITY HEART ACTIONS WILL INCLUDE:
Objective 3.3(a) Intensify baseline activity in the city centre by facilitating an increase in inner-city living and working.	• Investigate all Council-owned sites, such as public carparks, for opportunities to enhance inner-city living & mixed-use development. • Establish partnerships or mechanisms to facilitate development of Council-owned land for uses including residential & office space.
Objective 3.3(b) Implement bold initiatives that increase nighttime activity, optimise dwell time, maximise appeal to locals and visitors, and add to the City's vibrancy and safety.	• Support or coach smaller venues on how to provide nighttime activities. • In and around the Princess Theatre, improve accessibility, establish the 'Princess to Princes' nighttime route and collaborate with partners, businesses and experts to expand the hospitality offering. • Introduce art-based play programming into the Brisbane Street Mall
Objective 3.3(c) Create a walkable centre and optimise the use of public space by reducing car dominance and expanding opportunities for greening and alternative forms of transport.	• Introduce two-way traffic, street trees and wider footpaths in suitable locations. • Facilitate alternative forms of transport, especially active and public transport.

City of LAUNCESTON

NEXT STEPS

Following final amendments and Councillor endorsement of the Strategic Plan the document will be submitted to the Department of Premier and Cabinet and made available to the public on Council's website. A printed copy will also be available at Customer Service.

Council staff will use the Strategic Plan to prepare the Four-year Delivery Plan. This is Council's key document for medium-term planning. Actions from the Four-year Delivery Plan will then be further developed and delivered in Annual Plans. The Strategic Plan will also be used to assist with prioritisation in other Council activities.

A formal mid-term review of the Strategic Plan will be prepared in 2029.

APPENDIX

COMMUNITY ENGAGEMENT

The key engagement data used to inform the Strategic Plan have been selected based on relevance, high response rates and broad representation of the community.

The 2023 Tomorrow Together - A Well-designed City theme included three questions to directly inform the review and development of the Strategic Plan (what people value about Launceston, aspirations for Launceston in 10 years and key focus areas for Council).

ENGAGEMENT REPORT SUMMARIES	RESPONSE RATE	LINK TO WEBPAGE
1. 2018 - 2021 Tomorrow Together - Round one (includes all themes)	1,603 (Round 1 combined)	Tomorrow_Together_Summary_Report.pdf
2. 2022 Tomorrow Together - A Social, Inclusive and Fair City - Round 2	888	Theme 5 - A Social, Inclusive and Fair City | Tomorrow Together Launceston
3. 2023 Tomorrow Together - A Well-Designed City - Round 2	603	A well-designed City (2022/23) | Tomorrow Together Launceston
4. 2024 Tomorrow Together - A Resilient City - Round 2	878	A Resilient City 2024 | Tomorrow Together Launceston
5. 2024 Recreation and Open Space Strategy (ROSS)	704	Launceston's Recreation and Open Space Strategy | Tomorrow Together Launceston
6. 2024 Low Carbon Launceston - Community Emissions	269 + 878	Low Carbon Launceston: Engage for Change | Tomorrow Together Launceston

City of LAUNCESTON

City of LAUNCESTON

City of Launceston Annual Plan 2024/2025 Quarterly Progress Report

Quarter 3: 1 January 2025 - 31 March 2025

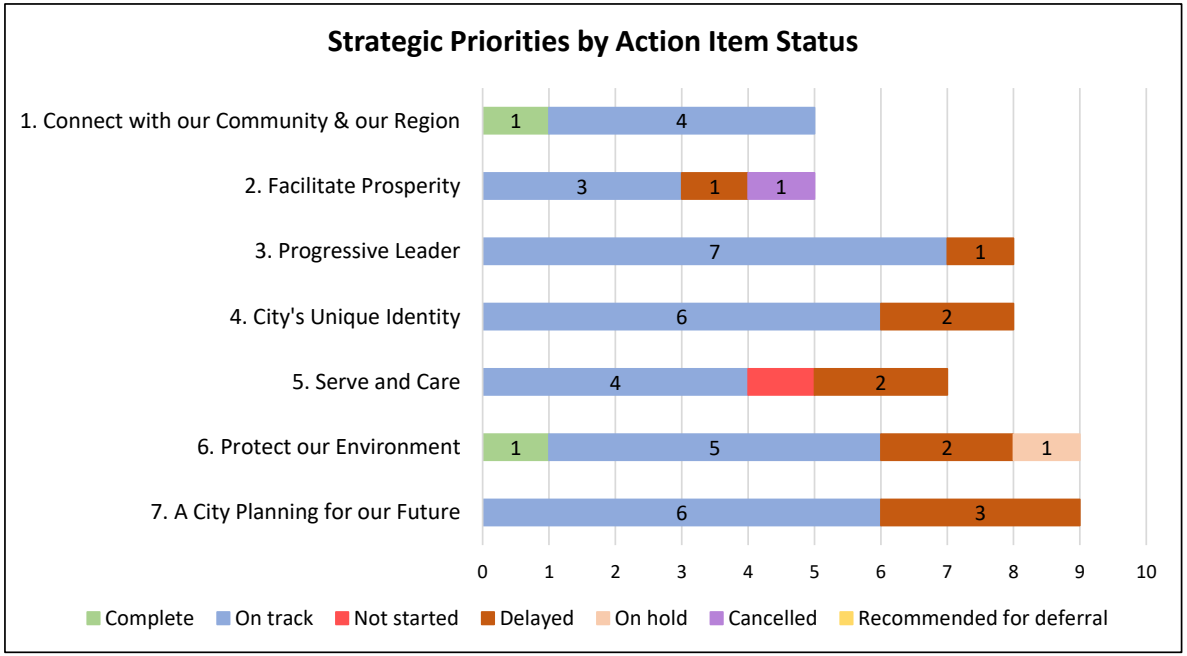
Welcome to the City of Launceston's Quarterly Progress Report for the Quarter 3 - January to March 2025 period.
This Quarterly Progress Report provides an update on Council's progress towards delivering the *Annual Plan 2024/25*.

Annual Plan Action - Status Summary

There are 51 Action Items included in the Annual Plan for 2024/25. This section provides a summary of the status of these Action Items.

Summary of Action status' as at the 31 March 2025:

Action Status	Actions in this status (count)	Percentage of Actions in this status
Complete	2	4%
On track	35	68%
Not started	1	2%
Delayed	11	22%
On hold	1	2%
Cancelled	1	2%
Recommended for deferral	0	0%
Total Actions	**51**	**100%**



This diagram shows how many Action Items are allocated to each of our Strategic Priorities, grouped by Action Status.

Annual Plan Action Progress Reporting

This section provides detailed statements to report the progress against the Action Items from the Annual Plan 2024/25 as at the end of the third quarter (31 March 2025).

How to read this report

Term	Definition
Progress Percentage	This percentage is representative of tasks to be completed within this plan period (financial year) only. For Actions that are multi-year projects, the progress percentage stated in this report refers to the projects progress within this plan period only, not the lifespan of the project. This percentage is cumulative throughout the years' quarterly progress reports.
Percentage Rationale	This statement supports and provides explanation around the progress percentage given for the Action.
Plan Period (FY) Status:	Indicates a clear status of the Action for the plan period deliverables, for example: On Track or Delayed.
Progress Comment	These comments provide an update on the progress of Actions for tasks to be completed during the applicable reporting quarter within the plan period (financial year). If an Action has been delayed, cancelled or deferred, this comment will provide reasoning for this.
Action Item ID	Corresponding reference number allocated to an Action within the Annual Plan.
Responsible Network/s	This refers to the internal City of Launceston team responsible for the delivery of the Action Item. Note: as at the 13 January 2025, the City of Launceston Teams have been renamed. These name changes are reflected in this report. Due to this change, the names of Teams will differ between the Quarters 1 and 2 reports and this report for Quarter 3, and the future report for Quarter 4. Following the name change, they will also differ to those Team names recorded in the published Annual Plan.

Accessing a copy of the Annual Plan:

The Annual Plan for 2024-25 is available publicly on the City of Launceston website (https://www.launceston.tas.gov.au/Council-Region/Reports-Plans-and-Strategies/Annual-Plan-and-Budget)

Strategic Priority 1 - We Connect with our Community and Region

Our interactions with our community are authentic, timely, accurate and open. We want to build strong and productive relationships with our community and regional partners.

10-Year Goal:
To seek out and champion positive engagement and collaboration to capitalise on the major opportunities, and address the future challenges facing our community and region.

Focus Areas:
1. To develop and consistently utilise contemporary and effective community engagement processes.
2. To lead the implementation of the Greater Launceston Plan via collaborative and constructive relationships with our regional partners.
3. To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
1.1	Develop and implement an effective advocacy strategy for the State and Federal funding that identifies the key projects for which we would seek support.	3	Chief Executive Office Strategy and Innovation	Leader	• Develop an Advocacy Strategy. • Maintain a list of priorities for the Council that aligns with our Strategic Plan and Four Year Delivery Plan.	100%	**Percentage Rationale:** The Advocacy Strategy was completed in quarter one. **Plan Period (FY) Status:** Complete. **Progress Comment:** Council selected and endorsed 5 key projects to seek support and funding ahead of the Federal election. A prospectus highlighting the projects has been provided within the recent Chief Executive Officer's quarterly report. Plans to develop an Advocacy Framework to inform the future Advocacy Strategy are on hold. This is awaiting completion of the new Strategic Plan, to ensure appropriate alignment of key strategic documents. The Advocacy Framework will progress as

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							business as usual in the fourth quarter and next financial year 2025/2026 as part of the Corporate Planning Process. A new Advocacy and Grant Officer will commence in the fourth quarter.
1.2	Deliver identified actions in the Northern Tasmanian Sports Facility Plan.	3	Connections and Liveability	Leader	• Progress the masterplan for the Northern Tasmanian Cricket Precinct. • Develop an investment business case for the Northern Tasmanian Cricket Precinct. • Develop a prioritised program for the renewal of aging infrastructure. • Commence year one of a 3 year program to renew nine courts at Hobblers Bridge netball Facility - four netball courts are to be resurfaced in 2024/2025.	55%	**Percentage Rationale:** This item contains 4 discrete tasks, with the master planning complete (100%), the business case in progress (20%), the program of renewals in progress (60%) and the netball court renewals (40%). **Plan Period (FY) Status**: On track. **Progress Comment:** • Master planning for the Northern Tasmania Cricket Association (NTCA) Precinct is complete with the Master Planning Massing concept materials endorsed by Council at the 6 March 2025 Council meeting. An architectural services tender was considered at the 27 March 2025 Council meeting and subsequently awarded to architecture firm Terroir. Terroir will assume the lead designer role and progress conceptual materials with the intent of submitting a development application in September 2025. Work has begun on the required business case with engagement of supporting professional services and

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							background information sharing occurring in quarter 3 2025. • Priority program for renewal of aging assets is underway as assessment phase. Building facility audits have been undertaken by the City of Launceston Building and Asset Management Team on priority sites, with the main focus being St Leonard Sports Complex. This will assist the Recreation and Parks (R&P) Team to understand and develop a list of priority future works for the site. The R&P Team have also engaged an external contractor to complete a lighting audit of all sports grounds with lighting to audit lux levels against the Australian Standards to assist with the prioritisation of future lighting upgrades for identified grounds. R&P Officers are undertaking engagement with sports associations and clubs who lease our facilities to understand their needs and priorities on facility upgrades and how these align with City of Launceston Strategy and the Northern Tasmania Sports Facility Plan as well as grant opportunities. • The Hoblers Bridge netball court renewal project is progressing well, with a previous project focus stage on understanding an appropriate works methodology and engineering to ensure asset longevity. Currently undertaking renewal of courts 2 and 3 with a project

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							forecast to completion of all 4 courts by December 2025.
1.3	Continue to implement the Aboriginal Partnership Plan.	1	Connections and Liveability	Leader	• Implement cultural awareness programs for employees. • Promote employment opportunities for Aboriginal people in local government.	75%	**Percentage Rationale:** The Senior Leader training is a significant component and brings us closer to completion of this aspect of the annual plan action. **Plan Period (FY) Status**: On track. **Progress Comment:** Training for the Senior Leadership Team has been organised by the Organisational Development (OD) Team within People and Culture and is scheduled for Wednesday 18 June 2025. Cultural Awareness training for employees is planned and budgeted for in the 2025/2026 financial year budget and OD Team Plan. Acknowledgement of Country has been developed based on stakeholder input and is now incorporated consistently by the People and Culture Team for new starters as part of their Induction Tour and in Safety Circle Essentials sessions for all employees. A new Learning Management System (LMS) is currently being implemented (launch in July 2025). Within this new LMS we are improving our employee induction and will include information relating to our Strategic and Annual Plan, including developing awareness and understanding of the

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Aboriginal Partnership Plan for new employees. A metric has been developed to understand the cultural diversity of our workforce, and this is included in our People and Culture Quarterly Report. Work has commenced by the People and Culture Team to develop a Diversity, Inclusion and Equity Policy and a recruitment marketing strategy has been developed and is being implemented currently which will support us to target recruitment more specifically as required. The Community Development Team is working with the Building Assets Management Team to install Rod Gardner artwork, used in the Homelessness Statement of Commitment, in the renovated Reception room.
1.4	Continue to engage with our community on: • Our strategic community engagement program, Tomorrow Together with theme A Mobile and Accessible city. • Key projects and initiatives of community impact such as the Corporate Strategic Plan, the development of a	1	Strategy and Innovation	Leader	Feedback from community received on: • New Corporate Strategic Plan. • Launceston's Public Transport to help understand the barriers to the use of public transport. • Air quality, flood mitigation health and wellbeing to provide baseline data to enable the development of	75%	**Percentage Rationale:** Engagement for projects on track. **Plan Period (FY) Status**: On track. **Progress Comment:** Engagement undertaken on the following projects during quarter 3: • **George Street Dining Deck Trial:** A range of data has been collected as part of the 3-month trial (December 2024 to March 2025), including stakeholder/community feedback,

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
	flood strategy for Launceston and key infrastructure projects.				strategies, plans and projects etc. • Specific feedback relating to individual projects. Engagement activities follow City of Launceston's five community engagement principles: 1. Inclusive participation. 2. Open and transparent disclosure. 3. Engage early and on an ongoing basis with clarity and purpose. 4. Design and implementation of good quality engagement processes, tools and methods. 5. Consideration of engagement outcomes and provision of feedback.		traffic and speed counts, parking activity, and spend data. This information will be used to inform a comprehensive evaluation of the trial, which will be presented to Councillors to assist in determining the future steps. • **10 Year Strategic Plan:** Community and stakeholder engagement on the draft Strategic Plan was carried out throughout March and is due to conclude on 8 April 2025. Engagement methods included an online engagement page and a dedicated tool allowing community to comment directly on the draft Strategic Plan. • **Launceston Housing Plan:** Engagement with the community and stakeholders on the draft Housing Plan was conducted throughout March and is due to conclude on 9 April 2025. Engagement methods included an online engagement page, presentation/drop-in sessions, as well as a dedicated tool that allowed stakeholders to comment directly on the draft Housing Plan.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
1.5	Connect with our community via storytelling to share the broader work of the Council with community.	1	Connections and Liveability Strategy and Innovation	Leader	Rolling proactive narrative with community about what Council does beyond the traditional media releases.	75%	**Percentage Rationale:** Storytelling is embedded within planning and execution for customer and community communications. **Plan Period (FY) Status**: On track. Duration: this is an ongoing, key service activity. **Progress Comment:** Storytelling continues, and in-house capability is increasing, as the year rolls on. With a current focus on social media as the key storytelling channel for Council, highlights from quarter 3 include: • Video content has experienced a 475.4% increase in views compared to this time last year, reflecting a strong appetite for dynamic and engaging storytelling. • LinkedIn and Instagram engagement and impressions have both seen significant growth, demonstrating an expanding and highly engaged audience across these platforms. • Our audience continues to grow across all 3 channels, with Facebook approaching 40,000 followers and

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							LinkedIn more than doubling its audience size since quarter 3 last year. Looking ahead to quarter 4, we'll leverage our growth to further enhance our storytelling, with a focus on digital innovation and proactive communication to deliver on engagement goals. Importantly, the Financial Year 2026 Communications Annual Plan (under development) will explore further opportunities for storytelling, with an emphasis on extending the learnings from social media to our other communications channels.

Strategic Priority 2 - We Facilitate Prosperity

We use our influence and resources to deliver the foundations for ongoing economic development. We want Launceston to be the heart of a thriving regional economy.

10-Year Goal:
To have realised opportunities that grow and sustain our economy, and foster creative and innovative people and industries.

Focus Areas:
1. To actively market the City and Region and pursue investment.
2. To facilitate direct investment in the local economy to support its growth.
3. To provide an environment that is supportive to business and development within the municipality.
4. To promote tourism, and the development of a quality tourism offering for Launceston.
5. To understand and support the establishment and growth of new and creative industries and businesses in Launceston.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
2.1	Progress implementation of the City of Innovation Strategy.	1	Strategy and Innovation	Leader	• Establish and communicate a clear city innovation governance structure within Council. • Review open data, assess needs and establish future direction. • Participate in tourism advertising campaigns to promote city innovation infrastructure and services (e.g. highlighting to tourists the EV Charger Network, Wayfinding Signage, or e-Scooters in Launceston).	90%	**Percentage Rationale:** 90% of the 2024/2025 project deliverables are completed. **Plan Period (FY) Status:** On track. **Progress Comment:** • The Decision Making Guidelines have been applied over recent months to assess the desirability, viability, and feasibility of several potential projects. This has provided additional opportunities to promote and test through real world examples. The process is now embedded as business as usual. • Further work is still required to determine the future direction for Open Data and embed into business-as-usual processes. • Participation in tourism advertising campaigns by our City Innovation Project Officer is on a need's basis.
2.2	Support activation by increasing opportunities for events for the CBD and placemaking initiatives that support activated spaces.	2	Connections and Liveability	Leader	• Capture actions that support the activations in the Tourism Strategy and Events Strategy. • Collaborate with Launceston Central. • Placemaking Team to consider activations that	75%	**Percentage Rationale:** Project tasks are on track for this financial year. **Plan Period (FY) Status:** On track. **Progress Comment:**

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
					support night-time utilisation.		Banner co-design and installation for Festivale and Ten Days on the Island completed, with Australian Musical Theatre festival due in May 2025.
2.3	Implement the Economic Development Strategy.	2	Strategy and Innovation	Leader	• Deliver business support services in partnership with industry stakeholders, including facilitating business networking, clustering, and fostering collaboration, skill-building, and shared learning opportunities. • Develop a streamlined investor procedure for the City of Launceston, incorporating the creation of quarterly economic snapshots for the Local Government Area (LGA) to enhance investment facilitation in Launceston. • Continue to work in collaboration with key stakeholders in the region regarding coordination of economic development effort. • Continue to deliver the annual State of the City Report and to share findings	75%	**Percentage Rationale:** Activity report. **Plan Period (FY) Status:** On track. **Progress Comment:** • Following Council's advice to renew the Launceston Central Operational Agreement and Memorandum of Understanding, a refreshed Key Performance Indicator (KPI) framework has been developed, aligned with Council's strategic vision. A draft is currently undergoing legal review. The framework is designed to strengthen monitoring of destination marketing, advocacy, and precinct activation outcomes. Under the Business-Friendly Council initiative, a new edition of the Business Connect newsletter was distributed, providing businesses with updates on upcoming grants, programs, and workshops, and reinforcing Council's commitment to proactive business engagement. • The team continues to respond to investor requests and provides tailored support and responses on a case-by-case basis. Learnings will inform a formalised

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
					with our business community.		investment procedure Work has commenced on the supporting economic snapshot to enhance investment facilitation in Launceston. • Preliminary work is underway on Launceston's participation in the 2025 Measuring the Australian Night-Time Economy project. An Expression of Interest has been submitted, and internal consultation is underway to define the data scope. This work contributes to Council's commitment to strengthening the city's economic evidence base and is connected to the City Heart Project. • An internal report was prepared evaluating Launceston's trade relationship with China and assessing the potential value of City of Launceston membership in the Australia China Business Council (ACBC). Membership opportunities will be further evaluated in the next quarter, with the report also informing Council's involvement in the ACBC Northern Tasmania launch. • Ongoing strategic collaboration continued through monthly engagement with Business Tasmania and participation in the Launceston Employment Partnership Group, contributing to regional workforce planning and employment pathways.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							• Work on the next State of the City Report is currently on hold, pending the adoption of the Strategic Plan and implementation process. The Strategic Plan will guide the key components and indicators included in the upcoming report, ensuring strategic alignment and relevance for the business community. • In addition: Ongoing collaboration continued through monthly engagement with Business Tasmania and involvement in the Launceston Employment Partnership Group, contributing to coordinated workforce planning across the region. The Economic Development Team supported the Ikeda Sister City delegation visit, facilitating targeted industry networking and fostering international collaboration opportunities. The team contributed economic research and insights to support the development of the City of Launceston's 10-Year Strategic Plan, ensuring alignment between local economic development priorities and the broader strategic pillars of Prosperity, Place, and People.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
2.4	Partner with the State Government's International Engagement Program where there are clear benefits to the City of Launceston which are aligned with our Sister City relationships.	4	Strategy and Innovation Chief Executive Office	Advocate	• Review our Sister City relationships to consider the benefits for the City of Launceston and our community. • Continue to partner with State Government where relevant opportunities arise.	70%	**Percentage Rationale:** The team received an invite to be a member of the Australia China Business Council (ACBC) relaunch. Time has been invested during quarter 3 to establish relationships and assess the value of the membership in supporting the outcomes of this action moving forward. **Plan Period (FY) Status:** Delayed. **Progress Comment:** The Australia China Business Council (ACBC) is relaunching the Tasmanian Branch in quarter 4. Officers responded to their request and helped facilitate organising local arrangements for the launch. Officers made contact and liaised with Trade Tasmania in the process. As detailed in Item 2.3, Officers assisted with the Ikeda Sister City delegation. Officers are assessing the value of a Council membership to the ACBC. Membership opportunities to the ACBC will be further evaluated in the next quarter.
2.5	Seek to understand community perspectives regarding opportunities to increase utilisation of public transport in the Launceston municipality and advocate to	1	Community Assets and Design	Leader	• Undertake community engagement to understand barriers to use of public transport. • Develop a vision for public transport which Council can	10%	**Percentage Rationale:** There has been no progress on this item during quarter 3. **Plan Period (FY) Status:** Cancelled.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
	the State Government for change in the service model.				use for advocacy and partnership with the State Government.		**Progress Comment:** Reason for cancellation of this Action Item: This Action will no longer be completed as a standalone project. Engagement relating to public transport will be considered alongside relevant engagement required in future years. A key objective has been included within the draft Strategic Plan relating to reliable and frequent public transport. City of Launceston Officers will revisit the need for any additional engagement following the adoption of the strategic plan.

Strategic Priority 3 - We are a Progressive Leader

Our decision-making and actions are evidence-based, strategic, transparent and considered. We are ethical, fair and impartial in complying with and enforcing the law.

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

Focus Areas:
1. To provide for the health, safety and welfare of the community.
2. To fairly and equitably discharge our statutory and governance obligations.
3. To ensure decisions are made on the basis of accurate and relevant information.
4. To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains, and adopting technological and other process innovations.
5. To maintain a financially sustainable organisation.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
3.1	Implement recommendations of the QVMAG Futures Plan.	5	Chief Executive Office QVMAG	Leader	Key Directions and numbering taken direct from the QVMAG Futures Plan: • Key Direction 1 - progress the future governance model. • Key direction 2 - lobby for increased State contribution to the funding of the QVMAG. • Key Direction 5 - continue work on scope and delivery of the Priority Projects identified in the Futures Directions Plan.	70%	**Percentage Rationale:** Significant progress has been made on the 3 Key Directions. Progress on Transition of Governance has been slightly delayed while future State funding is confirmed. **Plan Period (FY) Status**: On track. **Progress Comment:** • **Key Direction 1:** The staff support role to assist Transition of Governance has commenced. The stages and timeframe in Transition were reviewed. A legal firm was contracted to assist in legal aspects of the Transition (including a company Constitution). The firm identified questions around possible impacts of the Transition on current State funding to the Council for QVMAG under the Local Government Act (Tas). State funding post-Transition of Governance will be confirmed in quarter 4. • **Key Direction 2:** At Council meeting on the 17 March, the Council approved and endorsed the Chief Executive Officer to negotiate this matter with the State Government. • **Key Direction 5:** Work has commenced on a Stream One Regional Precincts and Partnerships Program submission. The grant-support firm that assisted with the Princess Theatre/Earl Arts Centre Federal Growing Regions grant submission has been contracted to assist.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Assessment of possible Collection Discovery Centre sites has commenced, with architectural input.
3.2	Continue to work on the transfer of UTAS Stadium to Stadiums Tasmania.	5	Chief Executive Office	Partner	• UTAS Stadium transferred to Stadiums Tasmania.	*90%*	**Percentage Rationale:** Council is finalising the subdivision process, with a view to achieve 30 June 2025. Council is working through issues with Tas Water to achieve this. **Plan Period (FY) Status**: On track. **Progress Comment:** Sub-division nearing completion. Once completed, this will allow the title to transfer to Stadiums Tasmania in accordance with the Council resolutions. This is planned to occur this financial year.
3.3	Continue to explore opportunities for shared services and/ or resource sharing in the local government sector.	2	Chief Executive Office	Leader	• In line with the Local Government Review recommendations, seek to encourage and support shared services and resource sharing with adjoining Councils.	*15%*	**Percentage Rationale:** Awaiting a confirmed session with regional General Managers to enable further discussions. **Plan Period (FY) Status**: On track. Duration: this is an ongoing, key service activity. **Progress Comment:** This is slowly progressing, with a draft Memorandum of Understanding prepared and provided to respective regional General Managers for input. All regional General Managers have now responded, and a further

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							meeting specifically around shared services is to be scheduled.
3.4	Implement the Organisational Cultural Development Roadmap.	4	Delivery and Performance	Leader	• Continue to implement initiatives that support a values aligned culture. • Continue to invest in training and development opportunities for employees.	85%	**Percentage Rationale:** Progressing well. **Plan Period (FY) Status**: On track. **Progress Comment:** Leadership Development, Corporate and Compliance Training budgets have been centralised for the upcoming financial year. Implementation of the Employee Development Program is progressing with training planned for the first half of the 2025/2026 financial year. Our new Value in Action, being launched shortly, is "We Go Home Safe and Well". Our new Learning Management System continues to be implemented with launch 1 July 2025. Our new Emerging Leaders Program is being launched in May 2025. All Senior Leaders are progressing their Diploma in Local Government with 5 units now completed. Support is being provided to leaders to undertake performance management of employees as appropriate and in line with our new policy and procedure. This is improving accountability across the organisation.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
3.5	Continue delivery of the Corporate Application Replacement Program (CARP).	4	Delivery and Performance	Leader	• Commence second phase of CARP (Customer Experience) which includes health activities, animal registration, plumbing and building etc., property and rates and optimising data analytics.	25%	**Percentage Rationale:** The Corporate Application Replacement Project (CARP) has been placed on hold so there has been no further progress since the end of quarter 2. **Plan Period (FY) Status**: Delayed. *Duration: Year 2 of 5-year implementation* **Progress Comment:** Due to challenges with the User Acceptance Testing (UAT) Milestone the project was placed on hold to allow for a thorough project review. The review highlighted several concerns relating to the vendors capacity and capability to complete the project. A decision, based on legal advice, was taken to mutually terminate the contract with the current vendor. In consultation with Executive Leadership and the Council, preparation of a revised business case to consider alternate options for this project has been prepared for presentation and endorsement in early quarter 4 (April to June 2025). The revised project is expected to commence early in the 2025/2026 financial year.
3.6	Deliver a new Corporate Strategic Plan for the next ten-year period covering 2025-2034.	2	Strategy and Innovation	Leader	• New Strategic Plan 2025-2034 for the City of Launceston adopted.	85%	**Percentage Rationale:** The draft strategy will be submitted to Councillors for adoption by the end of June. **Plan Period (FY) Status**:

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							On track. **Progress Comment:** Staff worked with consultants to prepare an updated draft of the Strategic Plan. The drafting process included direction from the Executive Leadership Team and collaboration with subject matter experts from across the Council. The draft was discussed at a Council Workshop in late February. Following amendments made in response to Councillor feedback, the draft 10-year Strategic Plan was made available for public review on Council's engagement platform in March.
3.7	Commence negotiations for the City of Launceston Enterprise Agreement.	2	Chief Executive Office Delivery and Performance	Leader	• New Enterprise Agreement for the City of Launceston progressed.	75%	**Percentage Rationale:** Progressing well. **Plan Period (FY) Status**: On track. **Progress Comment:** Bargaining will commence on or before 30 August 2025. *Next pay increase:* pay rates will increase by 5% the next full pay period on or after 1 July 2025 irrespective of when we start bargaining. The Chief Executive Officer has signed a Memorandum of Understanding to this effect and all staff have been advised.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							We are considering and consulting on a lot of the detail, including: • Viability of combining City of Launceston and Launceston Aquatic Centre Agreements. • Additional superannuation. • Future pay increases. • Any changes to leave arrangements. • Flexibility. Extensive consultation has taken place across the organisation via online surveys and face to face consultation sessions with employees, the Chief Executive Officer, Senior Leader People and Culture and Enterprise Agreement Advisor. The Reclassification Project is progressing well with an update being provided to the Executive Leadership Team on 29 April 2025, the Senior Leadership Team on 7 May and the Australian Services Union (ASU) on 8 May 2025.
3.8	Explore and consider the need for responsible use of AI (Artificial Intelligence) and new technologies in line with City Innovation Strategy principles.	4	Strategy and Innovation	Leader	• Clear guidelines developed to support use of AI technologies for the City of Launceston.	95%	**Percentage Rationale:** 95% of 2024/2025 deliverables are complete to enable the policy to be endorsed by the end of quarter 4. **Plan Period (FY) Status**: On track. **Progress Comment:** The draft policy to support the use of AI technologies was presented to the Senior

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Leadership Team in March 2025 and approved in principle. Preparation is underway to present the policy and supporting documents to the Executive Leadership Team in quarter 4 for endorsement. The policy will then be shared with Councillors and circulated to City of Launceston staff.

Strategic Priority 4 - We value our City's Unique Identity

We facilitate our community's sense of place by enhancing local identity. We want people to be proud to say that Launceston is "my city".

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

Focus Areas:
1. To promote and enhance Launceston's rich heritage, culture and natural environment.
2. To continue to offer an attractive network of parks, open spaces and facilities throughout Launceston.
3. To promote and attract national and international events and support the sector to ensure a diverse annual events calendar.
4. To support the central business district (CBD) and commercial areas as activity places during day and night.
5. To support sustainable growth in the Northern Region.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
4.1	Progress the Launceston City Heart Project.	4	Strategy and Innovation Connections and Liveability Community Assets and Design	Leader	• Engage and commence development of implementation plan for traffic calming, including the introduction of two-way traffic. • Completion of place plans for City Heart. • Commence implementation of place plans.	75%	**Percentage Rationale:** The progress percentage reflects that the key task to be undertaken for the year (completion of the City Heart Place Plan) is complete. Further work will be undertaken in quarter 4 to complete the trial of dining decks on George Street and initiation of the two-way traffic strategy. **Plan Period (FY) Status**: On track. Duration: The City Heart Project is a multi-year project. Future quarterly reporting will be against sub-projects of the Place Plan. **Progress Comment:** The 5-year Implementation Plan broadly outlines a staged approach to traffic calming and the introduction of two-way traffic. Mapping of the proposed changes against infrastructure upgrade schedules has commenced. The City Heart Place Plan was completed and an Implementation Plan developed. Year 1 actions from the 5-year Implementation Plan have been incorporated into the draft Annual Plan and Budget for financial year 2025/2026. The trial of dining decks on George Street was completed in March, with engagement and data gathering to occur in quarter 4 to determine the next steps.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Further planning, engagement, and design will be undertaken as sub-projects of the City Heart Place Plan.
4.2	Implement the Northern Gateway Project.	5	Connections and Liveability	Leader	• In partnership with Department of State Growth, deliver an entry statement at the southern outlet.	60%	**Percentage Rationale:** The project will be rolled out in 5 stages from 1 January 2025 – 31 August 2026, with an additional pre-stage being the tender advertisement and selection. The first project stage, the expression of interest (EOI) for artist briefs being advertised, is close to completion. **Plan Period (FY) Status**: On track. **Progress Comment:** Urban Art Projects (UAP), a public art consultant and manufacturing company based in Brisbane, was selected as the preferred supplier for project management and delivery. A draft artist expression of interest (EOI) and public consultation plan has been developed. The EOI is projected to be advertised in mid-May 2025.
4.3	Launceston Heritage List Review and Precincts - continuing the review of the City of Launceston's local heritage list: • Creation of any outstanding precinct datasheets.	1	Connections and Liveability	Leader	• Deliver up to 4 precincts over the financial year 2024-2025.	50%	**Percentage Rationale:** The target of 4 delivered precincts has been delayed by the heritage team taking on ANZAC day commemorations, and the need to update datasheets which needed research and corrections following feedback from the Tasmanian Planning Commission. **Plan Period (FY) Status**: Delayed.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
	• Review nominations and removals from within each precinct. • Initiate community consultation and activities to support community awareness and engagement.						**Progress Comment:** Project delayed by approximately 8 weeks due to officers being required to update the heritage data sheets to reflect feedback from the Tasmanian Planning Commission and to better align with the requirements of planning legislation and to deliver ANZAC day commemorations. Internal review of heritage datasheets prepared over the previous decade found a range of inaccuracies that have required amendments. A second Place and Heritage Officer began in late January 2025 to assist and expedite the project.
4.4	Continue to implement actions within the Cultural and Public Art Strategies.	1	Connections and Liveability	Leader	• Identify suitable locations for activation of public art in line with the Public Art Strategy. • Investigate potential locations to support creative practices to be celebrated and activated by the community. • Develop an Arts & Culture Grant Policy with cultural outcomes established as a criteria for assessment.	75%	**Percentage Rationale:** All projects, except for the street arts festival are on track for completion in financial year 2024/2025 (weather pending). **Plan Period (FY) Status**: On track. **Progress Comment:** Project is on track as per revised and approved programming. Delays may occur pending weather in June/July. A second Arts and Culture Officer, started at City of Launceston in early March 2025. A significant volume of work was undertaken to deliver a street art festival in May 2025. During

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							preparation of the festival, several planning approval issues regarding painting heritage buildings, and owner permissions for mural ownership were encountered. For this reason, and due to cold weather which inhibits paint curing, it was deemed the festival should be postponed until warmer months. An inaugural Arts and Culture grants program is underway, with good progress made on the program's timeline for delivery, assessment criteria and consultation. Expressions of interest (EOIs) for the Seaport and Howick Street murals have been developed and are awaiting advertising.
4.5	Finalise and commence delivery of the Recreation and Open Space Strategy.	2	Connections and Liveability	Leader	• Recreation and Open Space Strategy presented to Council and endorsed.	75%	**Percentage Rationale:** Project is on track for forecasted completion date August - September 2025. Project is currently forming internal/stakeholder engagement as timeline planned. Small project risk to meeting next project phase due to ensuring internal staff availability at short notice. **Plan Period (FY) Status**: On track. **Progress Comment:** Recreation and Open Space Strategy is at final draft.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Implementation plan and organisational gap and cost analysis currently being developed. Implementation plan long list is complete (December 2024 - March 2025) and inform/engagement phase is underway, with Executive Leadership Team and Senior Leadership Team inform/engagement complete (April - May 2025).
4.6	Continue the Albert Hall Renewal program including the establishment and delivery of an operational model that will increase usage of the facility.	2	Community Assets and Design	Leader	• Complete construction works. • Conduct a public opening. • Ensure Operator in place for the café. • Coordinate arrangements for management of the facility.	80%	**Percentage Rationale:** As presented to Council on 6 March 2025, additional works are required to enable the reopening of the Albert Hall. **Plan Period (FY) Status**: Delayed. **Progress Comment:** Main construction works continue. Additional works are underway. A public opening is being planned for Spring 2025. Discussions with Theatre North and Cafe Operators are ongoing.
4.7	Develop and commence staged implementation of an improvement plan for the for the Princess Theatre and Earl Arts Centre upgrade. This a multi-year project with main renewal works planned for 2026.	2	Community Assets and Design	Leader	• Advocate for State and Federal Government investment in redevelopment. • Deliver conceptual design and progress development application. • Work with Theatre North to minimise construction	60%	**Percentage Rationale:** As presented at the 27 March Council meeting, the Princess Theatre project is aiming to have detail design completed by June 2025. There are complexities associated with the geotechnical conditions requiring further investigation and design review. **Plan Period (FY) Status**:

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
					impacts through good planning.		On track. Duration: this is a multi-year project. **Progress Comment:** A funding commitment was announced in January 2025 by the Federal Government to commit $12.7m under the Growing Regions Program for the Princess Theatre Redevelopment Project. The development application process is complete. Work to progress detailed design has begun with award of the Early Contractor Involvement contract, site inspections and further detailed design work occurring throughout quarter 3 2025. Work continues with Theatre North to minimise construction impacts.
4.8	Development of 118-124 Brisbane Street.	4	Strategy and Innovation	Leader	• Continue planning for the future utilisation of the site.	70%	**Percentage Rationale:** Proposals have been received and are currently being reviewed by Council. **Plan Period (FY) Status**: On track. Duration: this is a multi-year project. **Progress Comment:** Project is currently on track for tasks to be substantially completed in 2024/2025 pending further direction from Councillors on next steps. Council engaged a third party to conduct a request for proposal process inviting suitable

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							parties to submit development proposals in accordance with the Council's requirements. Council is currently reviewing proposals.

Strategic Priority 5 - We Serve and Care for our Community

We are invested in our community's long-term health, well-being, safety and resilience. We want to be trusted and respected by our community.

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

Focus Areas:
1. Plan for and provide services and facilities that recognise the changing demographics and needs of our community.
2. To define and communicate our role in promoting social inclusion and equity.
3. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community.
4. To support the delivery of programs and events for people to connect with each other through participation in community activities and civic life.
5. To promote and support active and healthy lifestyles of our community.
6. To enhance community awareness of the impacts of uncertain weather patterns, natural and other disasters, and build community resilience.
7. To develop and manage infrastructure and resources to protect our community from natural and other hazards.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
5.1	Implement Council commitments from the My Place My Future Plan.	1	Connections and Liveability	Leader	• Continue small business workshops within the Northern Suburbs. • Facilitate community led events within the Northern Suburbs to promote engagement and connection. • Support digital inclusion, community safety and food security projects and initiatives.	75%	**Percentage Rationale:** As much of the work is community driven, the percentage complete represents the appropriate completion for the financial year. **Plan Period (FY) Status**: On track. **Progress Comment:** Council endorsed a grant deed for the Community Champions project, jointly awarded to City Mission and Council by the Tasmanian Community Fund (TCF). Council will contribute $30,000 over 3 years, alongside TCF's $267,000 investment. A steering committee has been established and held its first meeting in March. Capacity building workshops are scheduled for August 2025. In February, Council officers supported the Waverley Ravenswood Action Group in delivering a community event at Waverley Lake, which included community consultation activities. Officers also collaborated with Connected Women to support International Women's Day at QVMAG. They participated in meetings of the 63 Area Service Providers Network and the Food and Resilience Movement (FaRM) Project Steering Committee and supported the Skills to Thrive Employment Program—delivered by Starting Point Neighbourhood House—which

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							included a guided tour of the Launceston Aquatic Centre. Additional activities included support for the new Street Art Workshops Project for emerging artists and preparations for National Road Safety Week. In March, the Bus Stop Working Group convened, and the Digital Inclusion Working Group met to explore rehoming end-of-life computer equipment through an expression of interest process. The Business Connect March 2025 newsletter was also distributed.
5.2	Review the Access Framework.	3	Connections and Liveability	Leader	Complete review of the Access Framework.	15%	**Percentage Rationale:** Additional work has been done, and the additional 5% this quarter represents the desktop work undertaken. The bulk of the work for this project relates to data collection and community consultation which will occur in 2025/2026. **Plan Period (FY) Status**: Delayed. **Progress Comment:** Project is delayed due to resourcing constraints. Officers have commenced a desktop review of equity and inclusion frameworks in Tasmania and across Australia, with a focus on local, state and federal government frameworks. Evidence gathered points to the importance of considering intersectionality in any framework and providing a framework that can lead to

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							meaningful actions for those most marginalised in Launceston. A literature review is being drafted to elucidate findings from the desktop review. Preliminary work has also commenced into formulating a consultation plan for the framework for the first quarter of 2025/2026, as well as methods for data collection that will allow council to measure longitudinal changes in how safe, welcome and included people feel in Launceston.
5.3	Implementation of outcomes from the strategic review of the ABCDE Learning Sites community development program.	3	Connections and Liveability	Leader	To be determined post completion of strategic review.	75%	**Percentage Rationale:** The outcomes of the review continue to be implemented, with this year's program nearing completion, hence 75% completion. **Plan Period (FY) Status**: On track. **Progress Comment:** The Council's Community Connector is on site on Mondays and Tuesdays at Waverley Primary School. A topic of discussion is the future use of Waverley Lake. The first Connection Time has occurred and the Waverley Wonders (a group of school children from Waverley Primary School) have completed their term one work related to the project, including film making with Action Crew and developing their own community projects. Other initial project ideas under development include the community/school hall development, and urban microforest.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Further, the ABCDE Learning Sites social impact report was released this quarter and has laid the foundations for the Waverley Connecting Community learning site. Rebranding of the ABCDE Learning site to *Launnie Connecting Community in Waverley* is underway with new collateral being distributed across the site. The Community Connector and Community Development Team Leader have been invited to submit a presentation for the international ABCD conference in India, 2026.
5.4	Continued implementation of the Homelessness Statement of Commitment (HSoC).	3	Connections and Liveability	Leader	• Change the narrative. • Engage the community. • Facilitate cohesive services. • Strive towards prevention. • Engage in data informed decision making. • Advocate. • Ensure transparency and accountability.	75%	**Percentage Rationale:** As much of the work is service related and responsive to customer service requests, the percentage complete represents the appropriate completion for the financial year. **Plan Period (FY) Status**: On track. **Progress Comment:** Community officers responded to 134 customer service requests regarding sleeping rough this quarter. One Homeless Advisory Committee meeting took place, and recruitment is under way for new members to this committee. Trespass orders were served on a camp at City Park following multiple reports of escalating anti-social behaviour including violence and drug use. A homelessness week steering committee has been meeting regularly across service providers and Council to develop a consistent and

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							cohesive campaign during homelessness week. Officers have also attended multiple Northern Community Action Group meetings and 63 network meetings about homelessness.
5.5	Develop the Community Health and Wellbeing Strategy.	5	Connections and Liveability	Leader	• Assess and document the City of Launceston's current investments in supporting community health and wellbeing.	0%	**Percentage Rationale:** No work has commenced. **Plan Period (FY) Status**: Not started. **Progress Comment:** This project has yet to commence due to resource constraints.
5.6	Embed the Child and Youth Safe Organisations Framework as required by the Child and Youth Safe Organisations Act 2023.	2	Connections and Liveability	Leader	• Review organisational policies and identify those that require updating. • Deliver training for employees.	60%	**Percentage Rationale:** There has been an incremental increase in work completed and an additional 10% this quarter accurately reflects work completed this quarter. **Plan Period (FY) Status**: On track. **Progress Comment:** A report was tabled to Council in March 2025 with an update on the progress on Child and Youth Safe Organisations Framework (CYSOF). Council officers have met with LEAPY (Youth Council) from Laurel House on child safety information. Officers are also distributing posters on child safety to organisations and are

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							supporting the Tell Someone campaign, including the provision of tear drop banners for AFL matches. On 4 March 2025 Community Development Officers, and the Senior Leader Liveable Communities attended Local Government Association Tasmania (LGAT) training on identification and awareness of child abuse for council officers and have further training scheduled in April - June 2025 to support their work in this area. Community Development engaged the counselling services of Laural House to attend Council meetings when matters relating to child and youth safety are agenda items or questions on notice. Team Leaders attended Child Safety training in March, delivered by Laurel House and the People and Culture Team in consultation with members of the Community Development Team.
5.7	Implement Flood Intelligence System Improvements.	7	Community Assets and Design	Leader	• Install river level and rainfall sensors. • Update flood warning plan associated with data inputs.	20%	**Percentage Rationale:** Minimal progress has been made on this project during the quarter. **Plan Period (FY) Status**: Delayed.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Progress Comment: Minimal progress has been made on this project during the quarter. There have been some minor improvements to the internal dashboards, and a scoping exercise for future needs has commenced. A business case has been prepared and is being considered for a role to finalise this project.

Strategic Priority 6 - We Protect our Environment

We strive to minimise the impact of our actions on the environment, while planning for, adapting to and managing the impact of climate change. We want to protect the special character and values of our city for future generations.

10-Year Goal:
To enhance the unique natural character, values, and amenity of our city by minimising the impacts of our organisations and our community's activities in the environment.

Focus Areas:
1. To reduce our and the community's impact on the natural environment.
2. To contribute to air and river quality improvements in Launceston.
3. To manage the risks of climate related events, particularly in the area of stormwater management and riverine flooding.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
6.1	Support the Tamar Estuary Management Taskforce including supporting the implementation of the 10-year vision for the Kanamaluka/Tamar Estuary.	2	Strategy and Innovation	Service Provider Part	• Participate in working groups for the wetlands and revegetation project and the master planning project.	70%	**Percentage Rationale:** A little behind schedule with some delays in initiating the Master Plan development process. **Plan Period (FY) Status**: On track. Duration: this is an ongoing, key service activity across multiple years. **Progress Comment:** Some delays by State Government in initiating the development of the Infrastructure and Amenities Master Plan. The draft was originally due by the end of this financial year; current estimates indicate a final plan is due in quarter one of financial year 2025/2026. The Wetlands and revegetation projects are on track with their project schedules. Works are generally on schedule and staff regularly attend Tamar Estuary Management Taskforce (TEMT) meetings. **Master Plan**: TEMT has contracted a landscape architect and engineering firm to complete a master plan for the upper estuary to revitalise the waterfront and activate the space through the provision of infrastructure and amenities. The consultant has completed a draft of the Master Plan and is currently completing key stakeholder and community engagement. The consultant will be presenting the draft to Councillors at a workshop on 15 May 2025 for

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							input. The Master Plan was due for completion by the end of the financial year; however, it may not be completed until quarter one of financial year 2025/2026. **Wetlands / revegetation project** Key project activities included: • initiation of the comprehensive surveys for the Ecosystem Baseline Inventory and the water quality and biological monitoring plan, • delivery and processing of the high-quality LiDAR data to map informal levees and other changes to the flood plain (towards Vision Action 3). • conducting a scoping study to understand where investment may be required and when to meet anticipated plant propagation supply.
6.2	Flood focused emergency management planning.	3	Delivery and Performance	Leader	• Develop a Recovery Framework and supporting Action Plan in conjunction with recovery partners.	15%	**Percentage Rationale:** Project currently on hold. **Plan Period (FY) Status:** On hold. **Progress Comment:** Unfortunately, the project has been on hold for several months due to the resignation of the project officer. Council and the Department of Premier and Cabinet are currently working through next steps. It is expected that the project will re-commence in the new financial year using a different

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							approach. Project will be rolled forward one further year as an Action Item in the next Annual Plan for 2025/2026.
6.3	Support TasWater and NRM North with the implementation of the $129.2M River Health Action Plan to improve catchment management and reduce overflows from the combined system.	2	Community Assets and Design	Service Provider Part	• City of Launceston outputs are limited to facilitation of the project as it relates to City of Launceston's land and assets.	75%	**Percentage Rationale:** Time Based Action. **Plan Period (FY) Status**: On track. **Progress Comment:** Council Officers continue to support TasWater in the implementation of the River Health Action Plan project. Most recently this has included: • Formal handover back to Council of the West Tamar Silt Ponds following TasWater's demobilisation from site, ongoing resolution of minor issues. • Finalisation of reinstatement plans and commencement of works to enable handover back to Council for the Kings Park site.
6.4	Review the future of waste management infrastructure for the Launceston municipality.	1	Connections and Liveability	Leader	• Review future requirement of Russells Plains for landfill operations. • Conduct feasibility study on construction and diversion facility.	80%	**Percentage Rationale:** Close to finalising both reports. **Plan Period (FY) Status**: On track. **Progress Comment:** Russells Plains landfill suitability draft report from GHD consultants to council staff is due 17 May 2025 for review and comments.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Construction and Demolition feasibility draft report has been delivered and reviewed buy the team with comments to be addressed by consultant.
6.5	Scope development of Clean Air Strategy.	2	Delivery and Performance	Leader	• Scope developed for documentation of Council's position on clear air.	100%	**Percentage Rationale:** Action was completed in quarter 2. **Plan Period (FY) Status**: Complete. **Progress Comment:** Annual plan action is completed for this financial year. Substantive development of the Strategy and Action Plan will commence next financial year for 2025/2026.
6.6	Implement the City of Launceston Urban Greening Implementation Plan.	1	Connections and Liveability	Leader	Develop and commence implementation of year one of a 4-year delivery plan, including: • Street Tree Masterplan. • Precinct Plans for high priority areas. • Car park greening.	25%	**Percentage Rationale:** Street Tree Master Plan and precinct plans progressing well, car park greening is suggested to be removed. **Plan Period (FY) Status**: On track. **Progress Comment:** The Street Tree Master Plan (STMP) is a 12-month project, to be completed April 2026. Precinct plan work is continued. • **Street Tree Master Plan (STMP):** o Consultant team appointed - Good Canopy Company and Realm. o Stage 1 of the STMP underway (Project inception and background).

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							Community engagement plan developed. • **Precinct Plans:** ○ 1 of 6 precinct plans complete (Mayfield) with implementation of the plan currently underway through community engagement, street tree planting and landscape plan produced for Torrens Street Park. ○ Newnham precinct plan underway. • **Car park greening:** ○ Car park greening has not progressed due to planning priorities and resourcing. Recommended to remove from annual plan until further planning for the Urban Greening Strategy are finalised.
6.7	Continue to implement the City of Launceston Sustainability Action Plan.	1	Connections and Liveability	Leader	Outputs and numbering taken direct from the Sustainability Action Plan: • 1.4 Conduct sustainability education and awareness program across Council. • 2.4/6.6 Continue upgrading of facilities to increase energy efficiencies. • 5.1 Undertake bio-condition assessment of key reserves.	30%	**Percentage Rationale:** Ongoing projects within the broad sustainability action plan. **Plan Period (FY) Status**: Delayed. Duration: Implementation of the Sustainability Action Plan is a multi-year project. **Progress Comment:** Not all points will be finalised by end of financial year. Update by output as follows: • 1.4 - tracking as planned. • 2.4 - ongoing as budgets allow.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
					• 5.21 Hold a native plant giveaway to support urban forest. • 6.1 Conduct a lighting audit and replace inefficient lighting. • 6.9 As required, upgrade corporate and commercial equipment to modern energy efficient models.		• 5.1 - Not yet commenced. Limited by resources. • 5.21 - Planning a plant order for next financial year 2025/2026. • 6.1 - Ongoing. Inefficient light replacement at end of life in our buildings – no official audit. • 6.9 - Not progressed.
6.8	Ongoing implementation of the Stormwater System Management Plan.	1	Community Assets and Design	Leader	• Adopt a Stormwater Policy for developments. • Implement Urban Waterway Health Plan. • Deliver Prospect Flood Alleviation Project.	35%	**Percentage Rationale:** Progress has been made on 2 of the 3 specifically listed objectives. **Plan Period (FY) Status**: Delayed. **Progress Comment:** Minimal progress has been made this quarter on the Stormwater Policy for Development. Implementation of an Urban Waterway Health Plan is ongoing, and works have commenced for the key financial year 2025 site at Hargrave Crescent, Mayfield. Prospect Flood Alleviation Project is progressing to detailed design, currently projected for tender in 2025. There have been some delays due to reworking to minimise stakeholder impacts.
6.9	Develop the Launceston Flood Strategy.	3	Community Assets and Design	Leader	• Endorse project scope and plan.	90%	**Percentage Rationale:** Listed outputs have been achieved, however the Launceston Flood Strategy (now the

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
					• Consider budget implications of findings.		Launceston Flood Plan) is currently not progressing due to resourcing. **Plan Period (FY) Status**: On track. **Progress Comment:** The project scope and plan were endorsed at Council Meeting on 31 October 2024, and the budget has been considered and included in financial year 2025/2026. A submission was made to the Disaster Ready Fund Round 3 in an endeavour to obtain federal funding for the project.

Strategic Priority 7 - We are a City Planning for our Future

We play a leading role in balancing the enviable amenity of our municipality with the needs of future development and growth. We want to influence the delivery of the right investment for our city and region.

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

Focus Areas:
1. To ensure that our application of the land-use planning system at a local and regional level is effective and efficient.
2. To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment.
3. To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.
4. To ensure our suite of strategic planning initiatives are coordinated, and representative of our community's needs and aspirations.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
7.1	Continue to work with the Commonwealth and State Governments to successfully implement commitments and projects under the City Deal program that deliver a range of economic and social benefits to the city.	4	Chief Executive Office	Service Provider Part	• Reporting on City Deal commitments delivered as required. • Consider mechanisms to support City of Launceston liaison with Commonwealth and State Governments following conclusion of the City Deal.	75%	**Percentage Rationale:** City Deal commitments continue to progress through collaboration with the Commonwealth and State Governments and delivery partners. **Plan Period (FY) Status**: On track. Duration: this is an ongoing, key service activity. **Progress Comment:** Progress on commitments is advancing through collaborative efforts with the Commonwealth, State Government, and delivery partners. **Health of the Tamar:** Major construction for the 10 megalitre covered storage at Ti Tree Bend Sewage Treatment Plant is underway with project completion expected mid-2026 Tamar Estuary and Esk Rivers (TEER) Program reported at Item 6.1. **Northern Suburbs Community Recreation Hub**: Works commenced in June 2024 with opening expected in the next quarter (quarter 4 2025). Further information can be found online at https://www.infrastructure.tas.gov.au/major_projects/the_hub **Albert Hall Redevelopment:** Progress on the Albert Hall Redevelopment is reported at Item 4.6. **Cadet Training Facility:**

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							The sale of land to the Department of Defence was completed in March 2025. The facility will be built at University of Tasmania's Newnham campus as part of the broader redevelopment of the site.
7.2	Continue work on St Leonards Residential Growth Strategy and Masterplan.	2	Community Assets and Design Connections and Liveability	Leader	• Work towards establishing a master plan and zoning amendment to support residential growth.	75%	**Percentage Rationale:** Progress made in accordance with original project program. **Plan Period (FY) Status**: On track. **Progress Comment:** The technical sub-consultant reports were finalised in January - February 2025. The technical inputs, together with the community feedback from the initial engagement period in November 2024, produced the draft Neighbourhood Plan and Infrastructure Funding Framework written documents in February 2025. At its meeting on 27 March 2025, Council unanimously endorsed the consultation draft Neighbourhood Plan for community engagement. The engagement period commenced on 29 March 2025.
7.3	Participate in the Northern Regional Land Use Strategy Review.	1	Community Assets and Design	Service Provider Part	• Ongoing participation in the Northern Regional Land Use Strategy Review.	75%	**Percentage Rationale:** The City of Launceston's role is to participate, we have participated for the first 3 quarters of the financial year, therefore 75% is the presented progress. **Plan Period (FY) Status**: On track. **Progress Comment:** Stage 2 of the Northern Regional Land Use Strategy has begun with development of a request for quote (RFQ) document

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
							issued 11 March 2025. Council officers are participating in this RFQ process.
7.4	Complete municipality specific strategic planning projects.	4	Community Assets and Design	Leader	• Deliver Levee Protected Areas Code. • Building Heights and Massing.	75%	**Percentage Rationale:** The revised Levee Protected Areas Code has been finalised and endorsed by Council for public consultation. Due to the number of residents impacted this requires considerable resources. It is anticipated this will commence in June 2025 and run for 6 weeks. Consultation outcomes will be reported back to Council in August 2025, and it is anticipated the revised code will be sent to the Tasmanian Planning Commission by September 2025 for hearings and finalisation. The Building Heights and Massing Special Area Plan (SAP) is undergoing final reviews prior to presentation to Council for adoption. This is likely to be in September 2025. Progress of both has been delayed as available resources have been directed to other projects notably the St Leonards Waverly Neighbourhood Plan and the Housing Plan. **Plan Period (FY) Status**: Delayed. **Progress Comment:** • **Levee Protected Areas Project:** Liaising with Tasmanian Planning Commission in relation to statutory public exhibition requirements. • **Building Heights and Massing Project:** Further revisions were required to the draft Specific Area Plan following the feedback from the expert panel.
7.5	Finalise the Structure Plan for Alanvale and	2	Community Assets and Design	Leader	• Structure Plan for Alanvale endorsed by Council.	15%	**Percentage Rationale:** Minimal progress has been made on this project during the quarter.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
	progress appropriate rezonings.				• Commence rezoning process.		**Plan Period (FY) Status**: Delayed. **Progress Comment:** Due to resourcing limitations and delivery of the Housing Plan taking priority before the finalisation of any neighbourhood planning projects, progress on the proposed project plan for Alanvale has been delayed. Notwithstanding, engagement of consultants to prepare supporting inputs for the neighbourhood plan will commence following the conclusion of the Housing Plan consultation period in quarter 4 of the 2024/2025 financial year.
7.6	Scope approach to deliver a Housing Strategy for our municipality.	2	Community Assets and Design	Leader	• Council commitment to adopting a Housing Strategy achieved.	80%	**Percentage Rationale:** Delivery of this project has taken priority to assist alignment with key actions including St Leonards and Waverley, Alanvale and other strategic planning projects. **Plan Period (FY) Status**: On track. **Progress Comment:** A draft Housing Plan 2025-2040 was presented to Councillors at the 6 March 2025 ordinary meeting and was unanimously endorsed for community consultation. Community consultation commenced on 12 March 2025 for 28 days and is due to conclude on the 9 April 2025. Following the conclusion of the consultation period, Council officers will review the feedback received and determine whether amendments are needed prior to finalisation and adoption by Council.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
7.7	Develop a future operations and land development Masterplan for Carr Villa Memorial Park and related cemeteries.	1	Connections and Liveability	Leader	• Develop a Masterplan for the future of Carr Villa and related cemeteries.	80%	**Percentage Rationale:** 80% completed. **Plan Period (FY) Status**: On track. **Progress Comment:** The Carr Villa Memorial Park draft Masterplan was finalised in early March 2025, completing Phase 3 of the project. The project has now entered Phase 4, the draft plan engagement phase. Councillors received the draft plan at the Council meeting on 27 March 2025, and endorsed a 4-week community engagement period to obtain feedback on the draft plan. The community engagement period opened on the 28 March 2025, and will close on the 28 April 2025. Following the engagement period, the project team will enter the final stage of the project, Phase 5. A summary of the community consultation including any proposed changes to the Draft Carr Villa Memorial Park Masterplan will be provided to Council in a further report for consideration, working towards June 2025 timeframe.
7.8	Action the 2022-2025 Launceston Transport Strategy Implementation Plan.	3	Community Assets and Design	Leader	• Deliver Transport Safety Improvement Program. • Complete gap-analysis and prioritised improvement program for intra-city cycle routes.	65%	**Percentage Rationale:** Listed outputs are progressing, with some works being delivered during the quarter and some still to come. **Plan Period (FY) Status**: Delayed. **Progress Comment:** Although there have been minor delays, progress regarding the transport safety improvement program includes:

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
					• Deliver bus stop improvement program.		• Lilydale Golconda Road Safety Improvement Program - Guide post and barrier works are on track, with 80% of works complete. An extension has been provided by the Safer Rural Roads Program to enable delivery of line marking works early in financial year 2025/2026 due to contractor availability. • The Black Spot funded Gorge Road reseal, was completed in January 2025. • Vulnerable Road User Program - Project 1 (Raised Intersection at Basin Road / Denison Road) is partially delivered and on track to be completed in May 2025. • Vulnerable Road User Program - Project 2 (Prossers Forest Road Pedestrian Crossing) is still at detailed design stage due to the requirements for additional lighting, an extension has been provided for the grant funding to enable the delivery of works early in financial year 2025/2026. The gap-analysis and prioritised improvement program for intra-city cycle routes is continuing. • The Bus Stop Improvement Program is continuing. A total of 40 bus stops will be upgraded as part of the current round. There will be minor upgrades at 27 sites, installation of 5 new bus shelters and some associated civil works. The majority of the minor works have been completed, the new bus shelters are currently being fabricated and are on track for installation by the end of financial year.
7.9	Determine a project approach to clarify the vision for the future use of the Russells	2	Chief Executive Office	Leader	• Develop an approach to progress the establishment of a	*40%*	**Percentage Rationale:** The project has further advanced moving to the Planning Team from the Sustainability Team to review future planning uses.

Action Item ID	Annual Plan Actions 2024/25	Focus Area	Responsible Network/s	Our Role	Output	Progress % *as at 31 March 2025*	Progress Update *as at 31 March 2025*
	Plains land owned by City of Launceston and the opportunity that provides for the Northern Suburbs.				vision for the future of Russells Plains. • Prepare Project Plan to progress approach to establishing vision.		**Plan Period (FY) Status**: On track. Duration: this is an ongoing, key service activity. **Progress Comment:** The allotment has been assessed by our Sustainability Team to determine future requirements regarding the existing (adjoining) waste centre. In addition, Council has received an updated independent valuation of the land to assist in understanding its value, and potential. The Planning Team are now working through options to understand both current, and potential fire land uses. Once this is known, Council will be briefed at a future workshop.

ANNUAL PLAN

2025/2026

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACKNOWLEDGEMENT OF COUNTRY

We acknowledge Tasmanian Aboriginal People as traditional custodians of this land. We pay respect to Elders past and present.

We acknowledge and honour the profound histories, knowledge, and lived experiences of the Tasmanian Aboriginal People, who are the First People of this land and uphold the world's oldest continuing land use planning and management system.

We deeply respect their lasting connection to Country and the profound importance they place on shelter, community, and belonging.

WE ♥ LAUNNIE
launceston.tas.gov.au

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

TABLE OF CONTENTS

ABOUT THE ANNUAL PLAN 5

HOW WE PLAN FOR THE FUTURE 8

OUR STRATEGIC DIRECTION 11

Our guiding vision 12

1.0 Prosperity 14

2.0 Place 16

3.0 People 18

ACTIONS 20

Strategic Annual Plan Actions for 2025/2026 22

Key Service Annual Plan Actions for 2025/2026 30

PUBLIC HEALTH STATEMENT 35

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ABOUT THE ANNUAL PLAN

The Annual Plan is required pursuant to Section 71 of the *Local Government Act 1993* (Tas).

The City of Launceston, in consultation with the community, must prepare a 10-year Strategic Plan that will be reviewed at least every four years, and then prepare an Annual Plan that is consistent with the Strategic Plan.

Additionally, our Annual Plan must state the manner in which we will meet the goals and objectives of our overarching Strategic Plan, include estimates of the City of Launceston's revenue and expenditure for the financial year, along with a summary of the major strategies to be used in relation to the City of Launceston's public health goals and objectives.

The 2025/2026 Annual Plan sets out the high-level actions for the City of Launceston for the financial year ahead. It is aligned to achieve the goals from our newly formed Strategic Plan: 2025-2035 and other informing operational plans.

These 34 high level actions are considered to be of greatest significance and interest to the community and our stakeholders. The actions will be delivered in addition to the operational key service activities and annual capital works program undertaken by the City of Launceston.

Our Summary of Estimates 2025/2026 is presented at the conclusion of this document, along with an explanation of our public health goals and objectives.

Delivery of the actions in this Annual Plan will be monitored through quarterly progress reports to the Council and a summarised progress report for the full financial year will be published in the City of Launceston's 2025/2026 Annual Report.

It should be noted that as the first Annual Plan to sit under our new Strategic Plan: 2025-2035, this plan will be a transitional one. Following the adoption of our new Strategic Plan, the Actions in this Annual Plan may need to be adjusted throughout the year to ensure we are on the path to progressing towards our new, overarching strategic direction. Any adjustments to Action Items stated in this Annual Plan will be endorsed by Councillors and reported to the community through Council meetings.

How to read the Annual Plan

The foundational pillars of Prosperity, Place and People that form our 10-year Strategic Plan: 2025-2035 are reflected within this Annual Plan. Under these pillars sit our strategic goals and objectives. The Annual Plan Actions for the 2025/2026 financial year are then grouped under the associated goals that they contribute to achieving ensuring alignment with our strategic direction.

The Actions detailed in this Annual Plan focus on our strategic and key service project-based works. These Actions link to 14 of the 27 objectives outlined in the Strategic Plan: 2025-2035. However, all objectives will be addressed over the life of the Strategic Plan.

In addition to our project-based works, the City of Launceston also undertakes various ongoing key services which support the community, including such things as roads and parks maintenance, regulating Launceston's food businesses to make sure they are handling food safely, processing and issuing permits, waste collection, emergency event response and much more.

Where to get a copy

The City of Launceston's Annual Plan can be downloaded via the City of Launceston website (www.launceston.tas.gov.au/Council/Reports-Plans-and-Strategies)

In line with the City of Launceston's ongoing commitment to sustainability, a limited number of hard copies of this Annual Plan are produced. These can be viewed at Town Hall, 18-28 St John Street Launceston, or a copy can be requested by contacting the Customer Service Centre on (03) 6323 3000 or contactus@launceston.tas.gov.au

City of LAUNCESTON

MAYOR'S EXECUTIVE SUMMARY

It is with great pride that I present the City of Launceston's 2025/26 Annual Plan, a roadmap that builds on our rich history while embracing a bold vision for the future.

As Mayor, I am privileged to lead a Council committed to fostering a vibrant, inclusive, and sustainable Launceston — a city where our community thrives, businesses flourish, and visitors are captivated by our unique charm.

The past year has seen significant strides in shaping Launceston's identity as a place of progress, opportunity and connection.

In 2025/26, we embark on a transitional journey with the adoption of our new Strategic Plan 2025-2035, setting the stage for a decade of innovation and growth.

This Annual Plan reflects that ambition, outlining 34 high-level actions that prioritise prosperity, place, and people.

From enhancing our night-time economy and redeveloping key cultural assets like the Princess Theatre, to planning for sustainable housing growth in areas like South Prospect and St Leonards, we are laying the foundations for a city ready to welcome 100,000 residents in the years ahead.

Our commitment to community remains at the heart of every decision.

This year, we'll activate the Brisbane Street Mall with new events, progress the Urban Greening Implementation Plan to enrich our public spaces, and strengthen partnerships to build workforce capacity in emerging industries.

The road ahead is exciting, and not without its challenges.

As we navigate this transitional year, our Councillors will rely on this Annual Plan as an evidence-based guide to balance growth with heritage, innovation with sustainability, and ambition with the needs of our diverse community.

Together, we are building a Launceston that honours its past while confidently stepping into its future.

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

CEO EXECUTIVE SUMMARY

I'm delighted to introduce the City of Launceston's 2025/26 Annual Plan, a pivotal document that aligns our operational focus with the bold aspirations of our draft Strategic Plan 2025-2035.

This plan serves as our key framework for delivering on the priorities set by our elected members.

It ensures we meet the evolving needs of our community while shaping Launceston's future as Northern Tasmania's economic, cultural, and environmental leader. The 2025/26 financial year marks a significant transition as we shift from the Corporate Strategic Plan 2014- 2024 to a new decade-long vision.

This Annual Plan outlines 34 strategic and key service actions designed to drive prosperity, enhance our sense of place, and empower our people.

Among our priorities, we will progress housing solutions through neighbourhood plans for Alanvale, St Leonards, and South Prospect, bolster our city's vibrancy with the Brisbane Street Mall activation, and elevate our cultural offerings through upgrades to the Princess Theatre and Earl Arts Centre.

We are also committed to sustainability, with initiatives like the Waste and Resource Recovery Plan and partnerships to expand electric vehicle infrastructure. Accountability and collaboration remains central to our success.

By working with regional stakeholders, we'll deliver the Northern Tasmania Sports Facility Plan, while our engagement with the community will ensure projects like the City Heart Place Plan reflect local aspirations.

Combined with other strategic documents, such as our proposed 2025/26 Annual Budget, we're seeking to invest more than $32m in capital works projects across our municipality. We're proposing investments in the next financial year of $12.7m in roads, $6.4m in cultural facilities and $3.8m in recreational facilities — among others.

This Annual Plan is more than a list of actions — it's a commitment to a thriving, connected Launceston. Progress will be tracked through quarterly reports to the Council, with a full summary in our 2025/26 Annual Report, ensuring transparency and accountability as we shape a city of history, innovation, and opportunity.

City of LAUNCESTON

How we plan for the future

The City of Launceston has a framework which allows for a holistic planning approach that is informed by our community and stakeholders.

The framework aims to help us develop our people and resources to identify and meet community needs.

The Framework guides Council and aligns short-and-medium term goals with our long-term goals (Strategic Plan) and overarching long-term regional vision (Greater Launceston Plan). Additionally, it ensures that the Strategic Asset Management Plan and Long Term Financial Plan are put into action through the City's Annual Plan and Annual Budget.

This framework is currently undergoing a review and will be finalised for publication in the next Annual Plan for 2026/2027.

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

OUR STRATEGIC DIRECTION

As outlined in our 10-year Strategic Plan: 2025-2035

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Our guiding vision

Launceston: A city of history, innovation and opportunity

Launceston is deeply connected to our history and natural beauty, and will thrive as Northern Tasmania's economic, cultural, and culinary heart. With a commitment to diverse housing, sustainability, economic growth and innovation, we're building a city where people feel connected, businesses succeed, and the environment flourishes. Launceston is a place to live, work, play, visit and belong.

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

How to read the plan

PILLARS
The three main categories of the strategy. They describe the key themes and make the strategy easier to navigate.

GOALS
There are three goals under each pillar. They represent the long-term, big picture aspirations of the city.

(a,b,c) **OBJECTIVES**
Each goal has three linked objectives. Together they describe the approach we will take to achieve the goal.

ACTIONS
To be refined in our Four Year Delivery Plan. While not a complete list, they provide an idea how we will turn objectives into action.

Figure 1: *This diagram will assist with understanding how our Annual Plan items relate to our Strategic Plan.*

City of LAUNCESTON

1.0 PROSPERITY

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Goal 1.1: Launceston is a premier visitor destination, celebrated for its natural beauty, creative and historic city centre, welcoming community, and rich food culture.

OUR VISITATION OBJECTIVES ARE:	
Objective 1.1(a)	Grow and celebrate our identity as a UNESCO Creative City of Gastronomy.
Objective 1.1(b)	Enhance Launceston's reputation nationally and internationally as a leading host city for events and festivals, while leveraging our history and natural beauty to encourage extended and expanded stays.
Objective 1.1(c)	Expand Launceston's position as an arts and cultural hub by providing an environment for creative industries to thrive.

Goal 1.2: Launceston's economy is resilient and sustainable, with significant growth in its gross regional product (GRP) through a diverse economic base supported by a skilled workforce, enabling business environment, and facilitation of investment opportunities.

OUR ECONOMIC DEVELOPMENT OBJECTIVES ARE:	
Objective 1.2(a)	Capitalise on our competitive advantages by focusing on key sectors including food and agricultural innovation, research & development, advanced manufacturing, healthcare and circular economy initiatives.
Objective 1.2(b)	Position Launceston as a business-friendly city that attracts and nurtures entrepreneurs, startups, and microbusinesses.
Objective 1.2(c)	Advocate and collaborate with the State Government, education institutions, industry partners and non-profits to support improvements in adult literacy (including digital literacy) and to support skills development in key sectors.

Goal 1.3: Launceston's attractive employment opportunities, enviable lifestyle and our reputation as a forward-thinking city make it the destination of choice for professionals, entrepreneurs and innovators.

OUR POPULATION OBJECTIVES ARE:	
Objective 1.3(a)	Position Launceston as a national testbed for urban innovation (e.g., pilot smart city projects, future mobility solutions, and climate-adaptive urbanism).
Objective 1.3(b)	Attract and retain young professionals (25 - 34 year-olds) to Launceston.
Objective 1.3(c)	Establish Launceston as a national leader in sustainability through our achievements in circular economy innovation and reducing greenhouse gas emissions.

City of LAUNCESTON

2.0 PLACE

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Goal 2.1: Plan for current and medium-term housing and infrastructure needs while maintaining a focus on a longer-term growth projection of 100,000 residents.

OUR HOUSING OBJECTIVES ARE:	
Objective 2.1(a)	Facilitate an increase in housing supply to meet current demand and align with planned growth, aiming and planning for 4,300 new homes in priority development and infill areas by 2035.
Objective 2.1(b)	Enable and encourage delivery of medium density houses in and around activity centres and transport corridors, and more diverse, sustainable and energy efficient housing.
Objective 2.1(c)	Proactively address affordability, homelessness and housing insecurity.

Goal 2.2: Launceston's transport system connects communities, reduces car dependency in activity centres and corridors, and promotes active transportation options.

OUR TRANSPORT OBJECTIVES ARE:	
Objective 2.2(a)	Partner with the state government and local councils to expand access to reliable and frequent public transport services in and around Launceston.
Objective 2.2(b)	Work with partners to enable convenient daily travel by supporting public transport and investing in key road infrastructure between Launceston and rural and regional communities and surrounding facilities (e.g. Launceston Airport, Bell Bay).
Objective 2.2(c)	Develop a safe, pleasant and connected walking and active transportation network that is integrated with the transport system, across Launceston's urban footprint.

Goal 2.3: Launceston's community is connected to our Aboriginal and built heritage, while growing a city of the future.

OUR HERITAGE OBJECTIVES ARE:	
Objective 2.3(a)	Encourage and facilitate a recognition of Aboriginal cultural heritage as a means of retaining a sense of place and connection to Country.
Objective 2.3(b)	Ensure that significant heritage elements are respected while addressing the future housing, commerce and recreational needs of the community.
Objective 2.3(c)	Implement planning guidelines (particularly within the CBD) to encourage adaptive reuse of heritage buildings, and infill development that promotes our city's built-heritage character.

City of LAUNCESTON

3.0 PEOPLE

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Goal 3.1: Community members have access to green, diverse, and inclusive open spaces and facilities enabling them to lead active lives, enjoy nature, and connect with others.

OUR OPEN SPACE AND COMMUNITY HUBS OBJECTIVES ARE:	
Objective 3.1(a)	Enhance community members' access to climate resilient, leafy, well-maintained, inclusive public open spaces, prioritising areas with low wellbeing measures.
Objective 3.1(b)	Leverage Launceston's network of waterways by rehabilitating and connecting riparian corridors, connecting them with the public open space network and supporting improvements to the Kanamaluka/Tamar Estuary and surrounding precinct.
Objective 3.1(c)	Ensure neighbourhoods are well-served through community activity hubs that are accessible and inclusive, provide a range of amenities, create opportunities for a diverse range of community activities and support Launceston's diverse cultural, economic, and age groups.

Goal 3.2: Participation in cultural and recreational activities is widespread across the community and promotes health and wellbeing at all ages while bridging social, cultural and geographical gaps.

OUR PARTICIPATION OBJECTIVES ARE:	
Objective 3.2(a)	Achieve an improvement in health and wellbeing through addressing barriers to inclusion and promotion of physical and social activity such as community arts, sports and recreation.
Objective 3.2(b)	Broaden and increase participation in arts, cultural, and community events to foster community identity, leadership and capacity building, resilience, pride and a sense of belonging.
Objective 3.2(c)	Leverage the City of Gastronomy designation to foster a sense of shared identity, enhance understanding of cultural diversity, promote grassroots food culture, and enhance food security.

Goal 3.3: As northern Tasmania's cultural and commercial centre, Launceston's historic city heart is buzzing with activity throughout the day and into the night.

OUR CITY HEART OBJECTIVES ARE:	
Objective 3.3(a)	Intensify baseline activity in the city centre by facilitating an increase in inner-city living and working.
Objective 3.3(b)	Implement bold initiatives that increase nighttime activity, optimise dwell time, maximise appeal to locals and visitors, and add to the City's vibrancy and safety.
Objective 3.3(c)	Create a walkable centre and optimise the use of public space by reducing car dominance and expanding opportunities for greening and alternative forms of transport.

City of LAUNCESTON

ANNUAL PLAN ACTIONS

2025/2026

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Strategic and Key Service Actions

The Actions for the 2025/2026 plan are presented in two categories of works:

1. **Strategic Projects** - These are projects that deliver on our long-term strategic goals as set out in our 10-Year Strategic Plan: 2025-2035. These projects are transformational in nature with a focus on growth, innovation and emerging challenges. **In the following table strategic action ID numbers are noted as 'S#'.**
2. **Key Service Projects** - These are projects that deliver key services to our community that focus on operational activities such as maintenance, community events and services, and the internal processes required to carry out these activities. **In the following table key service action ID numbers are noted as 'K#'.**

Key for Roles

For each Action Item listed in our Annual Plan, a role will be assigned to show the City of Launceston's level of involvement in delivery. The following key show the roles City of Launceston may hold.

- **Leader**
  Council will take a leadership role in an issue, service or project through decision making, providing vision, and pursuing goals that benefit the Community.
- **Advocate**
  Council will advocate on behalf of the Community by making representations and seeking support from others who are able to influence an issue, or funding/ investment/ resources for a service or project.
- **Initiator / Facilitator**
  Council will connect stakeholders and assist in commencing and pursuing shared matters of interest, including services.
- **Service Provider Regulatory**
  Council provides the service as required by legislation.
- **Service Provider Direct**
  Council provides and is responsible for most of the resources for a service.
- **Information Provider / Promoter**
  Council provides information and promotes opportunities relating to services, events, people, and places.
- **Service Provider Part**
  Council contributes part of the resourcing to the service, for which others also contribute and/or have responsibility for.

City of LAUNCESTON

Strategic* Annual Plan Actions for 2025/2026

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S1	**Implement recommendations of the Queen Victoria Museum and Art Gallery Futures Plan.** Outputs: • Major initiatives to advance planning towards the Priority Projects of the Queen Victoria Museum and Art Gallery (QVMAG) Futures Plan, including: 1. Expanded Art Gallery at Royal Park 2. Centre for Aboriginal Science and Education • Complete QVMAG's transition in governance to a Company Limited by Guarantee by December 2025 through completion of the following stages: 1. Drafting of a company constitution. 2. Endorsement of the constitution by Council. 3. Establishment of interim Board of Directors. 4. Submission of constitution and Board to Australian Securities and Investments Commission. 5. Application for charity status to Australian Charities and Not-for profits Commission. 6. Application for tax concession status to ATO. 7. Establish a long-term skills-based Board and negotiate a Service Level Agreement with the City of Launceston.	1.1(c)	Queen Victoria Museum and Art Gallery	Leader

* Refer to the definition of a Strategic Project on page 21.

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S2	**Queen Victoria Museum Inveresk Precinct and Collection Discovery Centre Development.** Outputs: • Submissions by mid to late 2025 of a major grant application to the Federal Regional Precincts and Partnerships Program (rPPP) for funds to support scoping and master planning of the Inveresk Precinct and Collection Discovery Centre. • Project plan to have 3 interlinked elements: 1. Master planning for the heritage listed Inveresk Precinct adjacent to the QV Museum and University Tasmania (UTAS) 2. Master planning for a new Collection Discovery Centre (CDC) that will house Queen Victoria Museum and Art Gallery (QVMAG) collection in museum-standard conditions in a non-flood prone location. 3. Planning for audit and relocation of the extensive QVMAG collection to the CDC. • If grant is successful, begin scoping and master planning in late 2025 to early 2026.	1.1 (c)	Queen Victoria Museum and Art Gallery	Leader
S3	**Deliver identified actions in the Northern Tasmania Sports Facility Plan.** Outputs: • Identify recommendations from the Northern Tasmania Sports Facility Plan that require short and medium term (5-10 years) action and work with Councillors to prioritise. • Develop an implementation plan and allocate resources. • Implement the plan.	3.2(a)	Connections and Liveability	Leader
S4	**St Leonards and Waverley Neighbourhood Plan - Planning Scheme Amendment.** Outputs: • Prepare required planning scheme amendment application to implement the St Leonards and Waverley Neighbourhood Plan and Infrastructure Funding Framework.	2.1(a)	Community Assets and Design	Leader

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S5	**Deliver identified actions from the City of Launceston Urban Greening Implementation Plan.** Outputs: • Deliver the Street Tree Masterplan. • Resource and begin implementation of the Street Tree Masterplan. • Continue implementation of specialised asset management software for tree assets.	3.1(a)	Connections and Liveability	Leader
S6	**Finalise Alanvale Neighbourhood Plan and Planning Scheme Amendment.** Outputs: • Finalise Alanvale Neighbourhood Plan and seek endorsement from Councillors. • Prepare Planning Scheme Amendment to implement Neighbourhood Plan into Launceston Local Provisions Schedule.	2.1(a)	Community Assets and Design	Leader
S7	**Housing Plan Implementation Projects.** Outputs: • Finalise and implement Alanvale Neighbourhood Plan and commence planning scheme amendment. • Prepare a Launceston Retail Strategy for Launceston's CBD and activity centres. • Finalise and implement St Leonards and Waverley Neighbourhood Plan and associated Infrastructure Funding Framework. • Commence preparation of South Prospect Neighbourhood Plan and associated Infrastructure Funding Framework. • Prepare 'key sites' review of the Launceston CBD and activity centres. • Establish half-yearly Housing Forums with developers, key landowners and community housing providers. • Establish quarterly internal Council housing Delivery Committee to discuss and address delivery of new dwellings in Launceston.	2.1(a)	Community Assets and Design	Leader

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S8	**Implement Council commitments from the My Place My Future Plan.** Outputs: • Work with community action groups to facilitate at least 4-5 community-led events with a total participation of 1000 people. • Facilitate: 1. at least 3 small business workshops or events in the Northern Suburbs. 2. the Digital Inclusion Working Group and aim to have 3 collaborative projects. 3. activities supporting National Road Safety Week 2025, with schools in the Northern Suburbs. • Secure grant funding to facilitate "Community Champions" capacity-building program in partnership with City Mission. Aim for 30 participants year one. • Implement and monitor food security projects in collaboration with the FaRM community group.	1.2(b) 3.2(b) 3.2(c)	Connections and Liveability	Leader

City of LAUNCESTON

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S9	**Implement actions from the Launceston City Heart Place Plan in accordance with the 5-year Implementation Plan.** Outputs: • Key Activities from the City Heart Place Plan for this year include: 1. Two-way streets: Re-route A3; Initiate Two-way Streets Strategy; Planning for trial lane narrowing on Paterson (St John to George) and George (Paterson to Brisbane), Planning for Brisbane Street bus stop temporary improvements. 2. Charles Street South of York: Planning for streetscape improvements towards Launceston General Hospital. 3. Princess Theatre public realm: Commence construction of external improvements; planning stage for streetscape improvements west to the Avenue. 4. Retail Mix Study: Commence planning for study. 5. Business Improvement Districts: Planning phase. 6. Intuitive wayfinding (includes amenity lighting): Planning, concept and detailed design phases. 7. On-street events space (Cameron Street): Feasibility study, infrastructure needs analysis 8. Greening (street trees): Wellington Street tree pits engagement, design and construction phases; Cameron Street Stage 2 planning phase. 9. City of Gastronomy: Explore opportunities to partner, advocate or lead initiatives which support Launceston's identity as a City of Gastronomy. 10. Elizabeth Street food trucks trial: Engagement and investigation phase. 11. Parking: Engage with key stakeholders to finalise an approach to parking management within the City Heart to align with the strategic objectives.	3.1(a) 3.1(b) 3.1(c) 3.2(a) 3.2(b) 3.2(c) 3.3(a) 3.3(b) 3.3(c)	Connections and Liveability Chief Executive Office Strategy and Innovation Community Assets and Design	Leader
S10	**Progress the Princess Theatre and Earl Arts Centre upgrade.** Outputs: • Building construction timeframe confirmed for both sites. • Construction commenced across the sites.	3.3(a)	Community Assets and Design	Leader

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S11	**South Prospect Neighbourhood Plan Development and Infrastructure Funding Framework.** Outputs: • Procure and engage lead consultant and sub-consultant team. • Prepare South Prospect Neighbourhood Plan and Infrastructure Funding Framework.	2.1(a)	Community Assets and Design	Leader
S12	**Redevelopment of 118-124 Brisbane Street.** Outputs: • Finalise stage 3 - pre-design. • Complete stage 4 - design development and approvals. • Initiate stage 5 - project construction and contract management.	3.3(a)	Chief Executive Office	Leader
S13	**Explore opportunities for Russells Plains relative to Council's future needs for the site.** Outputs: • Ascertain if land is required for future City of Launceston landfilling operations. • Assess what the land is suitable for under current planning scheme criteria. • Establish current market value of the land. • Create buffer areas for current landfill. • Protect natural values and wildlife habitats.	2.3(a)	Connections and Liveability	Leader
S14	**Brisbane Street Mall Activation.** Outputs: • Calendar of events established. • Equipment roster and storage space assigned for Activation events. • Expressions of interest process for winter festival or similar. • Art box or display case installed.	3.3(b)	Connections and Liveability	Leader
S15	**Building Heights and Massing Project - Planning Scheme Amendment.** Outputs: • Prepare draft Planning Scheme Amendment to introduce new Central Area Specific Area Plan into the Launceston Local Provisions Schedule.	2.3(a)	Community Assets and Design	Leader

City of LAUNCESTON

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	STRATEGIC OBJECTIVE/S	LEAD TEAM	OUR ROLE
S16	**Participate in the 2025 Night-Time Economy Research.** Outputs: • Completion of the 2025 Night-Time Economy Research. • Presentation of findings to council and stakeholders. • Integration of insights into Launceston's operational plans to enhance the city's night-time vibrancy and economic growth.	3.3(a)	Strategy and Innovation	Leader
S17	**Partner with key stakeholders to deliver programs that build workforce capacity in Launceston's emerging industries.** Outputs: • Develop training program resources and schedule. • Delivery of 2 industry-specific training programs with several participants. • Hosting of a careers forum engaging participants and industry representatives. • Published report on workforce needs and skills gaps in emerging industries by Quarter 4 2025.	1.2(c)	Strategy and Innovation	Leader

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Key Service* Annual Plan Actions for 2025/2026

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	LEAD TEAM	OUR ROLE
K1	**Develop a new Integrated Planning and Reporting Framework.** Outputs: • Undertake a review and analysis of existing Integrated Corporate Planning Framework to align with new Strategic Plan. • Establish organisational needs and available solutions. • New Integrated Planning and Reporting Framework endorsed by leadership teams. • Initial setup and integration of software, processes and training.	Strategy and Innovation	Leader
K2	**Deliver the Service Management Project.** Outputs: • Establish Project Reference Group. • Develop a new Service Management Framework. • Establish the service catalogue structure for data collection. • Define services using a consistent format. • Complete at least 60% of service profiles for the defined services, including service levels. • Understand the costs associated with each of the defined services.	Strategy and Innovation	Leader
K3	**Improve asset management governance, practices and processes.** Outputs: • Create Asset Management Framework (AMF) and establish governance structures in line with ISO 55000. • Define roles and responsibilities for all aspects of the asset lifecycle (renewal, upgrade, operations, maintenance, and disposal) and information management. • Consider resourcing and update position descriptions accordingly. • Create revised Asset Management Plan template. • Develop Asset Data and Information Standards and create an Asset Information Improvement Plan. • Implement training for relevant personnel.	Community Assets and Design	Leader

* Refer to the definition of a Key Service Project on page 21.

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	LEAD TEAM	OUR ROLE
K4	**Core Applications Transformation Program (Project Ignite phase).** Outputs: • Undertake procurement process. • Receive and assess demonstrations from vendors. • Begin implementation with successful vendor.	Delivery and Performance	Leader
K5	**Finalise new City of Launceston Enterprise Agreement.** Outputs: • Finalise preparation ready to commence negotiations by 30 July 2025 including: 1. Employee engagement and consultation through meetings with teams and online survey. 2. Engagement with Executive Leadership Team, Senior Leadership Team and the JCC (Joint Consultative Committee) regarding new Classification Structure. 3. Draft combined Agreement prepared. 4. Draft "What's New, What's Changed" document prepared. 5. Agenda and meeting minutes templates prepared. 6. Meetings Scheduled. • Bargaining commencement by 30 August 2025. • Development of Agreement by 28 February 2026. • Employees to vote on the Agreement by 28 April 2026. • Fair Work approval of the Agreement by 20 May 2026. • Implement the Agreement including new processes, policies, procedures, classification structure.	Chief Executive Office Delivery and Performance	Leader
K6	**Enhance flood intelligence capabilities and communications.** Outputs: • Commission a new intelligence system for flood emergency management use. • Scope the design and features of an external dashboard, considering community needs and the City of Launceston's role in emergencies. • Launch the external dashboard, ensuring it provides accessible and accurate flood-related information.	Community Assets and Design	Leader
K7	**Participate in the Northern Tasmanian Regional Land Use Strategy Review.** Outputs: • Active participation on the regional planning group to position Launceston to be a successful regional city.	Community Assets and Design	Leader

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	LEAD TEAM	OUR ROLE
K8	**Embed the Child and Youth Safe Organisations Framework as required by the *Child and Youth Safe Organisations Act* 2023.** Outputs: • Adoption of Child Safe Policy for the City of Launceston Council. • Undertake advocacy and information program to support sporting and cultural organisations to become child and youth safe. • Establish reference group and design process for a Victim Survivor Memorial.	Connections and Liveability	Leader Service Provider Regulatory
K9	**Review the Economic Development Strategy 2022-2026.** Outputs: • Complete review of existing Economic Development Strategy 2022-2026. • Conduct stakeholder workshops and a community survey, with findings documented. • Develop an Economic Development Plan aligned with Launceston's Strategic Plan. • Identify and engage with regional and state-level partners to support economic development initiatives, formalising collaborative efforts. • Establish measurable key performance indicators to track the success of the plan and report on initial performance.	Strategy and Innovation	Leader
K10	**Commence development of the Flood Mitigation Plan.** Outputs: • Develop a detailed project plan. • Design and finalise a community engagement scope and program. • Commence baseline studies including confirmation of climate impacts, and determine risk tolerance, providing a solid foundation for informed decision-making and future planning.	Community Assets and Design	Leader
K11	**Develop the Waste and Resource Recovery Plan.** Outputs: • Develop draft Waste and Resource Recovery Plan. • Community engagement carried out on draft plan. • Finalise plan for endorsement.	Connections and Liveability	Leader

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	LEAD TEAM	OUR ROLE
K12	**Northern Tasmania Cricket Association (NTCA) Sports Complex redevelopment.** Outputs: • Stage 2A: Production of a project management plan including stakeholder identification, governance framework, communications plan and risk management plan by 15 February 2025. • Stage 2B: Architectural design, professional services assessments and construction staging, programme and forecast costings; DA lodgement by 30 September 2025. • Stage 2C: Funding advocacy and attraction by 30 September 2025. • Stage 3: Detailed design development between March 2025 - December 2026. • Stage 4: Project construction and contract management between April 2025 - June 2028.	Community Assets and Design	Leader
K13	**Implement the Northern Regional Gateway Project.** Outputs: • Commissioning process completed. • Council and Department of State Growth approval of design. • Delivery of approved design. • Practical completion and Department of State Growth Instalment 5 payment.	Connections and Liveability	Leader
K14	**Develop an Equity and Inclusion Plan.** Outputs: • Complete a desktop review, audit of current national best practice, stakeholder interviews and data analysis. • Development of Equity and Inclusion Plan.	Connections and Liveability	Leader
K15	**Identify a partner with a sustainable business model for electric vehicle chargers.** Outputs: • Review submissions and select operator by end of quarter 1 (September 2025). • Agreements signed with the selected private operator by end of quarter 2 (December 2025). • Complete the transfer of ownership and management of the existing electric vehicles chargers to a private operator by end of quarter 3 (March 2026).	Strategy and Innovation	Leader

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ACTION ITEM ID	ANNUAL PLAN ACTION 2025/26	LEAD TEAM	OUR ROLE
K16	**Review the Youth Engagement Framework 2025 - 2028 and the 2025 - 2026 Youth Plan.** Outputs: • Engagement with the youth community.. • Finalise the Youth Engagement Framework and the Youth Plan. • Implement Annual Plan.	Connections and Liveability	Leader
K17	**Flood recovery focused emergency management planning.** Outputs: • Development of the Launceston Flood Recovery Planning project including the engagement plan. • Ongoing liaison with the Launceston Flood Recovery Steering Committee. • Establishment of the Launceston Flood Recovery Community Advisory Gorup. • Development of the Draft Launceston Flood Recovery Framework.	Delivery and Performance	Service Provider Part

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

Public Health Statement

The City of Launceston is committed to creating and maintaining a healthy and sustainable environment for our community through the promotion and protection of public and environmental health.

Guided by our statutory responsibilities under the *Public Health Act 1997* (Tas), *Environmental Management and Pollution Control Act 1994* (Tas), *Food Act 2003* (Tas), *Food Regulations Act 2022*, *Dog Control Act 2000* (Tas) and *Local Government Act 1993* (Tas), we will deliver key services that aim to:

- Protect public health by regulating Launceston's food businesses to make sure they are handling food safely. As part of this we will inspect and educate food businesses and our community on best practice food handling and food safety.
- Reduce the incidence of preventable illnesses by:
  - Providing immunisations to our community in accordance with Council's Public Health Immunisations program,
  - Investigating cases of notifiable diseases, and
  - Licencing, inspecting, and educating our public health risk businesses such as tattooists and body piercers.
- Advise the community on the water quality of our recreational waterways, including the Cataract Gorge, and undertake regular monitoring of water quality of both private water suppliers and public pools and spas.
- Provide planning and building conditions on developments within the city that ensure they meet compliance requirements, maintain and improve the local amenity for residents and enhance our environment and public health.
- Guide our community in responsible management of smoke and the related health impacts, including helping our residents reduce their wood smoke impacts by providing information on correct wood heater operation, and education on our smoke-free areas.
- Assist our community and businesses build resilience to emergency events and provide services to protect and improve public and environmental health outcomes in our recovery journey.
- Ensure event organisers provide safe events for our community by implementing public health and environmental management requirements.
- Support and educate our community and businesses and regulate their activities to ensure compliance with their environmental duties.
- Continue to improve public awareness of responsible dog ownership and our Dog Management policy.

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

ANNUAL PLAN

STATUTORY ESTIMATES

2025/2026

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

[TO BE SUPPLIED]

STATUTORY ESTIMATES

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

[TO BE SUPPLIED]

STATUTORY ESTIMATES

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

[TO BE SUPPLIED]

STATUTORY ESTIMATES

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

[TO BE SUPPLIED]

STATUTORY ESTIMATES

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

[TO BE SUPPLIED]

STATUTORY ESTIMATES

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

List of Photography

- **Page 2**
  Cataract Gorge
  Credit: Nick Hanson
- **Page 4**
  Aerial view of Launceston
  Credit: Rob Burnett
- **Page 9**
  Du Cane
  Credit: Nick Hanson
- **Page 10**
  Junction Arts Festival
  Credit: Nick Hanson
- **Page 12**
  Rock climbing
  Credit: Nick Hanson
- **Page 14**
  George St Dining Deck
  Credit: Nick Hanson
- **Page 16**
  South Prospect
  Credit: Nick Hanson
- **Page 18**
  Harvest Market
  Credit: Nick Hanson
- **Page 25**
  Invermay Bowls &
  Community Club
  Credit: Nick Hanson
- **Page 29**
  Music in the Park
  Credit: Nick Hanson
- **Page 34**
  Lilydale cafe
  Credit: Melanie Kate
- **Page 36**
  Road Safety Centre
  Credit: Nick Hanson

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025

City of LAUNCESTON

Document Set ID: 5235667
Version: 1, Version Date: 05/06/2025