



LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 24 NOVEMBER 2014**

LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 24 November 2014

Notice is hereby given that the Ordinary Meeting of the Launceston City Council will be held at the Council Chambers -

Date: 24 November 2014

Time: 1.00 pm

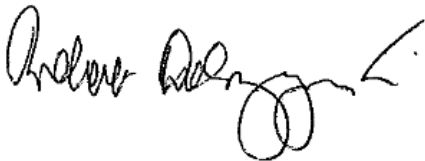
Section 65 Certificate of Qualified Advice

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 Council in the agenda items for this meeting.



Robert Dobrzynski
General Manager

LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

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1 OPENING OF MEETING - IN ATTENDANCE AND APOLOGIES

2 DECLARATION OF PECUNIARY INTERESTS

3 CONFIRMATION OF MINUTES

RECOMMENDATION:

1. That the Minutes of the Ordinary Meeting of the Launceston City Council held on 10 November 2014 be confirmed as a true and correct record.
2. That the Minutes of the Special Meeting of the Launceston City Council held on 10 November 2014 in be confirmed as a true and correct record.

4 DEPUTATION

Nil

5 ANSWERS FROM PREVIOUS PUBLIC AND ALDERMEN'S QUESTION TIME

Nil

6 PUBLIC QUESTION TIME

Under the provisions of the *Land Use Planning and Approvals Act 1993*, Council acts as a Planning Authority in regard to items 7.1 - 7.2.

7 PLANNING AUTHORITY

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works

FILE NO: DA0393/2014

AUTHOR: Ashley Brook (Consultant Planner)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider and determine a development application in accordance with the Section 57 of the *Land Use Planning and Approvals Act 1993*.

PLANNING APPLICATION INFORMATION:

Applicant:	University of Tasmania
Property:	Inveresk Site, 2 Invermay Road, Invermay
Zoning:	Particular Purpose Zone 4 – Inveresk Site
Validity Date:	08/09/2014
Further Information Request:	09/09/2014
Further Information Received:	16/10/2014
Deemed Approval:	24/11/2014
Representations:	Nil (0)

PREVIOUS COUNCIL CONSIDERATION:

DA0468/2013

A subdivision permit issued under delegation in January 2014 which allows the creation of an additional lot for the proposed student housing, the granting of 'public road' status to the roadway to the south of the circular car park (currently a right of way) and alterations to title boundaries reflecting the location of the new flood levee.

The subdivision is yet to be finalised however works, including connection of infrastructure and services, are currently progressing. The student housing is proposed to rely on legal access which will be provided by the new public road.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

DA0252/2014

A permit issued under delegation by in August 2014 which allowed the development of an elevated walkway and pedestrian and cycleway bridges within the subject site in conjunction with the new flood levee. The elevated walkway and ramped museum linkage is located in the south of the site. The Site Plan submitted with DA0393/2014 identifies an opportunity to provide a future footpath connection to the student housing.

RECOMMENDATION:

That Council approve DA0393/2014 at 2 Invermay Road, Invermay, for Residential – communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works in accordance with the endorsed plans and subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

- a. Site Plan 1:500, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A101 E, Dated 2/10/2014.
 - b. Site Plan 1:1000, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A100 E, Dated 2/10/2014.
 - c. Ground 200 Plan, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A102 F, Dated 15/10/2014.
 - d. First Floor Plan 1:200, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A103 D, Dated 27/08/2014.
 - e. Second Floor Plan, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A104 D, Dated 27/08/2014.
 - f. Third Floor Plan, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A105 D, Dated 27/08/2014.
 - g. Elevations, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A200 F, Dated 15/10/2014.
 - h. Sections, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A300 D, Dated 27/08/2014.
 - i. Typical Apartment Plans, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A400 A, Dated 2/10/2014.
-

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

- j. BAL Plan and Sun Shadows, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A900 D, Dated 27/08/2014.
- k. Perspective Views, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A002 D, Dated 27/08/2014.
- l. Perspective Views, Prepared by Morrison & Breytenbach Architects, Drawing No. 1404 A003 D, Dated 27/08/2014.
- m. Contaminant Management and Remediation Action Plan, Prepared by GeoTon, Report GL13283Dh, Dated 14/10/2014.
- n. Traffic Impact Assessment: Proposed University of Tasmania Residential Studio Apartment Development, Prepared by Milan Prodanovic, Dated September 2014.
- o. Flood Response Plan UTAS NRAS Inveresk, Prepared by Pitt & Sherry, Report LN14279L001 rep 31P Rev00/IA/as, Dated 1/08/2014.

2. LEGAL TITLE

The approved building development shall be wholly contained within the boundaries of Lot 1 approved by subdivision permit DA0468/2014.

3. SEQUENCE OF DEVELOPMENT AND USE

Despite Condition 1, the use may not commence prior to the full completion of the subdivision approved by permit DA0468/2013 including issuing of new titles.

4. AMENDED PLANS REQUIRED

Prior to the commencement of the development, amended plans shall be submitted to the satisfaction of the Planning Authority to show the following requirements. Once approved, the amended plans will be endorsed by Council and will form part of the Permit.

- a. Identification of rails or hoops for the locking of bicycles within the area marked 'Secure Visitor Bicycle Parking 6 Spaces' on the Ground 200 Plan (Drawing No. 1404 A102) in accordance with Australian Standard AS 2890.3 – 1993.
 - b. Provision of lighting within the area marked 'Secure Visitor Bicycle Parking 6 Spaces' on the Ground 200 Plan (Drawing No. 1404 A102) in accordance with Australian Standard AS/NZS 1158 – 2005 Lighting Category C2.
 - c. Modification to the parking layout within the area marked 'Secure Bicycle Parking 49 Spaces' on the Ground 200 Plan (Drawing No. 1404 A102) to comply with the relevant requirements of Australian Standard AS 2890.3 – 1993.
 - d. Removal of fixed screen or replacement with hinged panels in the area marked 'Bins' on the Ground 200 Plan (Drawing No. 1404 A102) to allow bin storage area to be accessed from pathway on northern side of western courtyard.
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7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

- e. Relocation of taxi bays shown in road reserve on the Ground 200 Plan (Drawing No. 1404 A102) to be clear of areas required for vehicle turning.

5. MANAGEMENT OF SITE CONTAMINATION

- a. The detailed remediation works procedure recommended in the Contaminant Management and Remediation Action Plan (GeoTon, Report GL13283Dh, Dated 14/10/2014), to be developed by the contractor, shall be submitted with or prior to the building permit application for approval by the Planning Authority.
- b. The defined area of encapsulation of the contaminated soil must be fully delineated on the site plan to accompany the remediation works procedure.
- c. The developer shall supply Remediation Action Plans for any unexpected finds to Council, where further site remediation is required.
- d. The developer shall supply to Council an ongoing 'contaminant management plan' for the site within 90 days of completion of the site remediation.
- e. The decontamination process shall be completed prior to the commencement of the approved use.

6. MANAGEMENT OF THE RISK OF FLOODING

The developer shall develop a flood evacuation plan based upon the principles established in the Flood Response Plan UTAS NRAS Inveresk (Pitt & Sherry, Report LN14279L001 rep 31P Rev00/IA/as, Dated 1/08/2014) for approval by the Planning Authority prior to the commencement of the use.

7. AMENITY DURING CONSTRUCTION

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

8. TASWATER

The development shall be undertaken in accordance with the Submission to Planning Authority Notice TWDA 2014/00869-LCC.

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)**
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9. CAR PARKING CONSTRUCTION

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

- a. Be designed to comply with the following suite of Australian Standards AS 2890.1 Off-street car parking, AS 2890.2, AS 2890.3 Bicycle parking facilities and AS 2890.6 Off-street parking for people with disabilities.
- b. Be properly constructed to such levels that they can be used in accordance with the plans,
- c. Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers,
- d. Be drained to Councils requirements,
- e. Be line-marked or otherwise delineated to indicate each car space and access lanes,
- f. Be provided with a concrete kerb of a minimum height of 150mm or such other form of barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
- g. Have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas. Such lighting must be controlled by a time clock or sensor unit and shielded to prevent direct light being emitted outside the site,

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

10. REFUSE & RECYCLING COLLECTION ARRANGEMENT

Prior to the commencement of works, the applicant must provide written evidence of an agreement between the owner and a relevant contractor for the collection of refuse and recycling from the site. The relevant contractor may be the Council appointed contractor for refuse and recycling collection or other contractor engaged in the collection of refuse and/or recycling.

Collection will not be permitted to occur directly from the street frontage and bins must be located within the property boundary in the areas set aside for collection.

11. DAMAGE TO COUNCIL INFRASTRUCTURE

The developer is liable for all costs associated with damage to Council infrastructure resulting from non-compliance with the conditions of the Planning Permit and any bylaw or legislation relevant to the development activity on the site. The developer will also be liable for all reasonable costs associated with the enforcement of compliance with the conditions, bylaws and legislation relevant to the development activity on the site.

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)**
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12. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS

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

13. VEHICULAR CROSSINGS

Before the commencement of the use, a new vehicular crossover must be provided to service this development. An application for such work must be lodged on the approved form. All unused crossovers and driveways must be removed prior to the occupation of the development.

No work must be undertaken to construct the new vehicular crossing or to remove the existing driveway outside the development site boundary without the prior approval of the works by the Council's Roads and Hydraulics Department.

The new crossing must be constructed to Council standards by a contractor to perform such work. The work must include all necessary alterations to other services including lowering/raising pit levels and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (eg TasWater, Telstra, and Aurora etc). The construction of the new crossover and driveway and removal of the unused crossover and driveway will be at the applicant's expense.

14. SOIL AND WATER MANAGEMENT PLAN

Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required on complex sites.

No material or debris is to be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve as a result of the development activity is to be removed by the applicant.

The silt fencing, cut off drains, and other works to minimise erosion are to be maintained on the site until such time as the site has revegetated sufficiently to mitigate erosion and sediment transport.

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)**
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15. PROTECTION OF PIPELINES

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

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

Notes

A. Other Approvals

This permit does not imply that any other approval required under any other by-law or legislation has been granted. The following additional approvals will be required:

- a) Building Permit*
- b) Plumbing Permit*
- c) Occupancy Permit*

B. Appeal Provisions

Attention is directed to Sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:

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

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

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

C. Permit Commencement

This permit takes effect 14 days after the date of Council's notice of determination or at such time as any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined. If an applicant is the only person with a right of appeal pursuant to section 53(1b) of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing.

D. Lapsing of permit

This permit lapses after a period of two years from the date of granting the permit if the use or development has not substantially commenced within that period.

REPORT:

In accordance with the Council's Policy the assessment of this development application was outsourced to an independent consultant Town Planner as it relates to development on Council owned land.

1. THE PROPOSAL

The University of Tasmania seeks approval to use and develop a communal residence, comprising 120 studio apartments and shared areas including laundry facilities and recreation space, for students at the Inveresk campus.

Development layout

The proposed development comprises 2 conjoined four-storey buildings (North Wing and South Wing). The ground floor of the North Wing will include a covered entry, reception, shared laundry, kitchen and recreation facilities, secure bicycle parking and a waste and recycling bin storage area. The driveway for the proposed development will pass through the western end of the North Wing and underneath the South Wing at ground floor level. Parking provision to the rear of the North Wing will include 30 car spaces including 2 disabled car spaces and 6 motorbike spaces.

The central core linking the buildings will include a lobby, stair and lift wells and 2 plant rooms at ground floor level. The outdoor space to either side within the development will be landscaped with hard and soft elements (including plantings) to form an East Courtyard and West Courtyard

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

The upper 3 levels will contain the apartments. Each floor of the buildings is identical and will include 19 apartments in the North Wing, 21 apartments in the South Wing and 2 common rooms, lobby, stair and lift wells and cleaners store in the central core. Additional stairwells are located at either end on the southern side of each building.

Each apartment will include a single living / bedroom / study space, a kitchenette and a bathroom. Most will have an approximate floor area of 23 m². Six (6) of the apartments have been designed in accordance with AS 1428 'Design for access and mobility' - Parts 1 and 2 and will have an approximate floor area of 35.5 m². Two (2) accessible apartments will be located on each level to the east of the common rooms.

Elevations

The proposed building form seeks to reflect the common elements of the historic Launceston Railyard Workshop buildings within the Inveresk site whilst responding to the major site constraints imposed by the muddy subsurface conditions and flood levels. It will comprise 2 parallel rectangular buildings of timber modular construction on concrete foundation structures comprising driven piles and tie beams. The buildings will be linked by the central core.

The high skillion roofs of the rectangular buildings are intended to complement the existing saw tooth and gabled roof-scape within the site. The roofs will have a 22° pitch and the buildings will be orientated so that the roof slope is visible from the north. The maximum height of the proposed four-storey buildings will be 16.1 m. This corresponds with the top of the skillion roof above each of the southern façades.

The external walls and roofs will predominantly be clad with galvanised metal sheeting. The northern façades incorporate window openings and will be clad with opal white colour polycarbonate sheeting. The development will incorporate timber elements including the cladding of the North Wing northern façade around the covered entry and in vertical batten screens on the southern façades adjacent to the external walkways and around the ground floor encloses (including access and parking areas).

Associated works

The application involves the removal of a tree to the north east of the development to allow the construction of a vehicle crossover from the existing roadway. It is also proposed to provide 3 taxi drop-off spaces to the east adjacent to the turning head over an existing paved area to be provided by subdivision permit DA0468/2013.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Green Star accreditation

The application indicates that the university is seeking Green Building Council of Australia – Five Star Green Star accreditation for the proposed development. Environmental and sustainability initiatives in the proposal relevant to the planning assessment include provision of water tanks for stormwater storage and re-use for toilet flushing at ground floor level underneath the South Wing, provision of dedicated car parking spaces for 5 fuel efficient vehicles, 2 electric vehicles and 1 car pool vehicle, and containment/encapsulation of contaminated soils.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

Legal description

The proposed student housing use and development will be located within Lot 1 (3,750 m²) approved for by subdivision permit DA0468/2013.

However as the subdivision is yet to be finalised, and a title has therefore not been created for the lot, the application relates to the parent property for the Inveresk site at 2 Invermay Road. The approved lot is to be subdivided from CT 156282/2. It will also include a 686 m² portion from CT 139412/1. The approved lot adjoins a roadway which is currently located within a right of way over the entirety of CT 139412/2. The right of way is approved to be converted to a public road lot (Lot 100) under the terms of the subdivision permit. The roadway will provide vehicular access to the proposed student housing.

The associated works identified earlier, including the removal of a tree to construct a new vehicle crossover and the provision of 3 taxi drop-off spaces, will be located within the roadway lot. The latter is subject to an amendment of the approved subdivision plan given that the taxi spaces are currently shown on land which is identified to remain within CT 156282/2.

All 3 current titles affected by the application are owned by Council. The General Manager has given permission to the making of the application as required by Section 52 (1B) of the *Land Use Planning and Approvals Act 1993*.

The right of way over CT 139412/2 is a befitting easement for CT 139412/1 only. Therefore, the provision of legal access to the student housing lot is dependent upon the finalisation of the subdivision when the right of way will be converted to a public road. It would therefore be prudent to require, as a permit condition, the finalisation of the subdivision and issuing of titles prior to the commencement of the student housing use.

- 7.1 **2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)**

Inveresk site characteristics

The Inveresk site contains the former Launceston Railyard Workshops and railway station which have been redeveloped to accommodate two (2) campuses of the University of Tasmania, an annexe of the Launceston Queen Victoria Museum and the Tramsheds function centre. Aurora Stadium, other sports fields and the show grounds are located further to the north within the site.

Locality

The North Esk River forms the southern and eastern boundaries of the Inveresk site. The Launceston CBD is located to the south west. The commercial strip along Invermay Road is located to the west.

3. PLANNING SCHEME REQUIREMENTS

3.1 Particular Purpose Zone 4 – Inveresk Site

The approved student housing lot is located within the Commercial and Residential Precinct of the Inveresk site. The roadway lot and location of the proposed taxi spaces within CT 156282/2 are within the Cultural and Public Purposes Precinct.

35.1	Zone Purpose
35.1.1.1	<i>To provide for a range of cultural, educational, recreational and public purpose uses and reflecting its significance and value to the inner City of Launceston.</i>
35.1.1.2	<i>To encourage environmentally sound re-use of buildings and land.</i>
35.1.1.3	<i>To encourage the preservation of buildings of heritage value relevant to the sites' previous use for railway purposes.</i>
35.1.1.4	<i>To encourage greater public use and access to the site by providing for uses which celebrate the City's cultural and historic values, reinforce Launceston's reputation as a centre for learning excellence and provide for the entertainment of Tasmanians and visitors to the site.</i>
35.1.1.5	<i>To encourage better utilisation of existing infrastructure; and</i>
35.1.1.6	<i>To maintain high standards of amenity and presentation of the site as an integral part of the City's recreational, cultural and tourist experience.</i>
<p>Consistent Consideration of the Zone Purpose is only required for discretionary uses. The proposed residential will be associated with an educational use operated by the University and will be located within the Commercial and Residential Precinct of the Inveresk site. It is therefore a permitted use in the Zone.</p>	

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

35.1.2	Local Area Objectives
	<p><i>Cultural and Public Purposes Precinct:</i> <i>To ensure re-use of existing buildings for a range of cultural, educational and recreational activities. Principal users may be the University of Tasmania, the Queen Victoria Museum and Art Gallery. Buildings are to be retained and redeveloped in accordance with their heritage values and status as outlined in the Launceston Railways Workshop Conservation Plan</i></p>
	<p>Consistent The application does not involve or affect any buildings within the precinct.</p>
	<p><i>Commercial and Residential Precinct:</i> <i>To provide opportunities for commercial developments on the southern and central portion of the site to complement the life and fabric of the redevelopment within the other precincts. To provide for the development of residential uses associated with and supporting the educational activities within the Inveresk site.</i></p>
	<p>Consistent The Local Area Objective (LAO) statement identifies that student housing associated with educational uses at the site is intended to develop within the precinct, as established in the Use Table at Clause 35.2 (see below).</p> <p>The LAO is relevant to the assessment of building height in Clause 34.4.1 P1. Unlike the LAO for the Cultural and Public Purposes Precinct, it does not include a reference to the Launceston Railways Workshop Conservation Plan. Policy 17 of the Conservation Plan contains a requirement to protect specific views from the south to the workshops and traverser alley within the Cultural and Public Purposes Precinct. A second <i>desired</i> view field extends to the west of the first toward the forecourt of the Railway Workshops. A requirement to protect this view field is not contained in the Scheme. It encompasses the site of the proposed student housing in entirety so the effect of its implementation would be to severely limit the extent of development within the precinct. This is clearly not intended by the LAO or the use categorisation. The view field is already obscured by the large mature trees planted around the forecourt.</p>

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

3.2 Use

3.2.1 Use Table

The proposed student housing meets the definition for a 'communal residence' as identified in Clause 4.1.3 of the Scheme. It will provide accommodation in 120 studio apartments for persons who are unrelated to one another and include shared areas including laundry facilities and recreation space. It is therefore classified within the 'Residential' use class. The use class is categorised in the Use Table at Clause 35.2 being as permitted in the Zone if it is "*for student houses or in association with educational uses within the Commercial and Residential or Cultural and Public Purposes precincts*". The proposed student housing will be provided by the University for students at the Inveresk campus and therefore satisfies the use class qualification.

3.2.2 Use Standards

35.3.1	<i>Amenity</i> <i>Objective: To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.</i>
	Consistent The application is for a residential use which is unlikely to have a detrimental impact on the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.
A1	<i>Operating hours for commercial vehicles for non-residential uses must be between 6.00am and 10.00pm.</i>
	Not Applicable A non-residential use is not proposed.
A2	<i>Signage must not be illuminated or floodlit outside the hours of 6.00am to 10.00pm.</i>
	Not Applicable Signage is not proposed.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A3	<p><i>Noise levels at the boundary of the site with any adjoining land must not exceed:</i></p> <ul style="list-style-type: none"> <i>a) 50dB(A) day time; and</i> <i>b) 40dB(A) night time; and</i> <i>c) 5dB(A) above background for intrusive noise.</i>
	<p>Noise levels have not been quantified.</p>
P3	<p><i>It must be demonstrated that the amenity of sensitive uses within the surrounding area will not be unduly impacted upon by noise from operations or deliveries to and from the site.</i></p> <p>Complies As the proposed use is a sensitive use it is unlikely to generate noise levels which would unduly impact the amenity of the surrounding area.</p>

3.3 Development Standards

35.4.1	<p><i>Siting, Design and Built Form</i> <i>Objective: To ensure that development on the site is visually compatible with surrounding development.</i></p>
	<p>Consistent The development site is currently an undeveloped, inactive area within the larger Inveresk site. It is within a precinct which is identified to accommodate commercial and residential developments. The proposed development seeks to reflect the common elements of the historic Launceston Railyard Workshop buildings retained to the north east within the larger site. The overall height will be consistent with the existing significant buildings and will largely maintain the important views into the site.</p>
A1	<p><i>No acceptable solution.</i></p> <p>Not Applicable</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1	<p><i>The height of buildings must:</i></p> <ul style="list-style-type: none"> a) <i>be consistent with the local area objectives; or</i> b) <i>be complementary to the streetscape having regard to:</i> <ul style="list-style-type: none"> i. <i>the visibility of the development;</i> ii. <i>the uniformity of the streetscape;</i> iii. <i>the desirability of a greater setback for upper floors from the frontage; and</i> iv. <i>avoid unreasonable levels of overshadowing to public places or adjoining properties.</i>
	<p>Consistent</p> <p>The requirements of the performance criteria are addressed separately below.</p> <ul style="list-style-type: none"> a) The application has been assessed as consistent with the relevant Local Area Objectives in Section 3.1. b) <ul style="list-style-type: none"> i. The proposed development will be visible however it will not restrict the important views into the site. The view field to the south of the workshops identified in Policy 17 of the Launceston Railways Workshop Conservation Plan will be retained. The <i>Inveresk Master Plan 2005 – Guidelines for Site A</i> included recommendations to retain views into and out of the site from the Gasworks site, Esplanade and City Park which are unachievable due to the height of large mature trees within the site. Views to and from Victoria Bridge, Black Bridge and the upper parts of Windmill Hill will not be interrupted.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

	<ul style="list-style-type: none"> ii. The workshop buildings comprise a mixture of buildings forms of varying scale which have developed over time. The proposed development has sought to identify and reflect the common elements of the existing buildings. The proposed height is consistent with the existing significant buildings. The proposed buildings will also be separate from the existing buildings. Therefore they are considered to be appropriate in the context of the larger site. iii. Not relevant because the existing workshop buildings and proposed student housing are setback from major road frontages. The slope of the skillion roofs will be orientated to be visible from within the Inveresk site. iv. The development site is located at the southern edge of the Inveresk site so it will overshadow the adjoining land within the Inveresk site and the elevated levee walkway during parts of the day only. This is not considered to be unreasonable. Other similar areas within the site would be overshadowed by the existing workshop buildings.
A2.1	<p><i>Car parking associated with new use or development must be located within the building structure or located behind the building line; and</i></p> <p>Complies The proposed car parking will be located to the rear of the North Wing and therefore behind the building line.</p>
A2.2	<p><i>No ground level parking must be sited visible to public roads or driveways internal to the site.</i></p> <p>Complies The proposed ground level car parking will be screened from the roadway to the north of the development site by multiple layers of timber batten screens below first floor level of the North Wing, proposed landscaping within the East and West Courtyards and existing landscaping along the roadway. It will be screened from Invermay Road by the proposed timber batten screen along the western boundary of the development site and existing landscaping within the Inveresk site.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

35.4.2	<p><i>Active Ground Floors</i> <i>Objective: To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity.</i></p>
	<p>Not applicable The standards below do not apply because a non-residential use is not proposed.</p> <p>Notwithstanding, the northern façade of the North Wing will be activated at ground level by the pedestrian entry paths leading to the central covered entry, reception and lobby, and the adjacent common room, outdoor space and secured bike parking.</p>
A1	<p><i>New buildings with non-residential uses on ground floors must:</i></p> <ul style="list-style-type: none"> <i>a) have clear glazing, display windows or glass doorways for a minimum of 80% of all ground floor facades to malls, laneways or arcades; and</i> <i>b) not have security grills or screens that obscure the ground floor facades to frontages, malls, laneways or arcades; and</i> <i>c) not have mechanical plant or equipment such as air conditioning units or heat pumps visible from ground level public viewpoints; and</i> <i>d) not have blank walls, signage panels or blocked out windows on the ground floor facades to frontages, malls, laneways or arcades that are wider than 2.0m.</i> <p>Not applicable A non-residential use is not proposed.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A2.1	<p><i>Alterations to ground level facades of non-residential buildings must not:</i></p> <ul style="list-style-type: none"> <i>a) reduce the level of glazing on a façade to a frontage, mall, laneway or arcade that is present prior to alterations; and</i> <i>b) have security grills or screens that obscure the ground floor façade; and</i> <i>c) introduce new or additional mechanical plant or equipment such as air conditioning units or heat pumps visible from ground level public viewpoints; and</i> <i>d) contain blank walls or signage that is wider than 2.0m on a façade to a frontage, mall, laneway or arcade.</i>
	<p>Not applicable The application does not include alteration to a ground level façade or a non-residential use.</p>

3.4 Overlays and Codes

3.4.1 Potentially Contaminated Land Code

The Code applies because the Inveresk site has previously been used for railway yards, which are potential contaminating activity listed in Table E2.1.

<i>E2.1</i>	<i>Purpose of Code</i>
<i>E2.1.1</i>	<i>a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.</i>
	<p>Consistent The 'Contaminant Management and Remediation Action Plan' prepared by GeoTon indicates that the site is capable of being remediated to render it suitable for 'Residential B' land use (i.e. residential use with minimal opportunities for soil access). The relevant performance criteria in the Code have therefore been satisfied. Permit conditions reflecting the recommendations in the remediation plan are recommended.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Use Standards

E2.5.1	<p><i>Use of Potentially Contaminated Land</i> <i>Objective: To ensure that the use of contaminated land does not adversely impact on human health.</i></p>
A1.1	<p><i>Use must not be located on potentially contaminated land; or</i></p> <p>Does not comply The 'Contamination Site Assessment (Tier 1 – Screening Level)' (GeoTon, Report GL13283Be, 11/08/2014) and 'Contamination Site Assessment (Tier 2)' (GeoTon, Report GL13283Bg, 30/09/2014) included with the application have established that there is a localised area of lead contamination within the development site which is likely to have been deposited fill material.</p>
A1.2	<p><i>Use of potentially contaminated land must be accompanied by advice of the Environment Protection Authority that the land:</i></p> <p style="padding-left: 40px;"><i>a) is not contaminated; or</i> <i>b) has been remediated appropriate to the use.</i></p> <p>Does not comply The application instead relies on performance criteria P1 below.</p>
P1	<p><i>Use of potentially contaminated land must demonstrate that human health and safety and the environment are not at risk as a result of the use through:</i></p> <p style="padding-left: 40px;"><i>a) a site investigation report by a person who meets the competencies established under Schedule B (10) of the National Environment Protection (Assessment of Site Contamination) Measure 1999; and</i></p> <p style="padding-left: 40px;"><i>b) where the site investigation report indicates the presence of contaminants that require management a;</i></p> <p style="padding-left: 80px;"><i>i. contaminant management plan; and</i> <i>ii. remediation action plan;</i></p> <p><i>by a person who meets the competencies established under Schedule B (10) of the National Environment Protection (Assessment of Site Contamination) Measure 1999</i></p> <p style="padding-left: 40px;"><i>c) completion of the decontamination process prior to the commencement of the use.</i></p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

	<p>Complies</p> <p>The requirements of the performance criteria are addressed separately below.</p> <ul style="list-style-type: none"> a) The relevant Schedule of the NEMP requires consultants to have the appropriate qualifications and competencies in site contamination assessments. The Tier 1 and Tier 2 site assessments have been prepared by GeoTon which is recognised as having experience in investigating for a broad range of soil contaminants. b) The application includes a 'Contaminant Management and Remediation Action Plan' (GeoTon, Report GL13283Dh, 14/10/2014). <p>The report recommends removal and stockpiling of approximately 175 m³ of contaminated surficial fill materials and encapsulation on-site within a designed barrier as the most cost effective and sustainable method. Previous development within the Inveresk site has utilised this method. The report also recommends validation sampling of the walls and floor of the excavation material to ensure that contamination levels do not exceed acceptance criteria.</p> <p>Council's Environmental Health Officers have recommended permit conditions based on the Contaminant Management and Remediation Action Plan.</p> <ul style="list-style-type: none"> c) It is recommended that the permit be condition to require completion of the decontamination process prior to the commencement of the use.
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Development Standards

E2.6.1	<i>Development of Potentially Contaminated Land</i> <i>Objective: To ensure that the development of contaminated land does not adversely impact on human health, safety or the environment.</i>
A1.1	<i>Development must not be located on potentially contaminated land; or</i> Does not comply Refer to assessment of Clause E2.5.1 A1.1.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1.2	<p><i>Development of potentially contaminated land must be accompanied by advice of the Environment Protection Authority that the land:</i></p> <ul style="list-style-type: none"> <i>a) is not contaminated; or</i> <i>b) has been remediated appropriate to the use.</i>
	<p>Does not comply Refer to assessment of Clause E2.5.1 A1.2.</p>
P1	<p><i>Development of potentially contaminated land must demonstrate that human health and safety and the environment are not at risk as a result of the use through:</i></p> <ul style="list-style-type: none"> <i>a) a site investigation report by a person who meets the competencies established under Schedule B (10) of the National Environment Protection (Assessment of Site Contamination) Measure 1999; and</i> <i>b) where the site investigation report indicates the presence of contaminants that require management a;</i> <ul style="list-style-type: none"> <i>i. contaminant management plan; and</i> <i>ii. remediation action plan;</i> <p><i>by a person who meets the competencies established under Schedule B (10) of the National Environment Protection (Assessment of Site Contamination) Measure 1999</i></p> <ul style="list-style-type: none"> <i>c) completion of the decontamination process prior to the commencement of the development.</i>
	<p>Complies Refer to assessment of Clause E2.5.1 P1.</p>

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

3.4.2 Road and Railway Assets Code

E4.1	<i>Purpose of Code</i>
E4.1.1	<p>a) <i>ensure that use or development on or adjacent to a road or railway will not compromise the safety and efficiency of the road or rail network; and.</i></p> <p>b) <i>maintain opportunities for future development of road and rail infrastructure; and.</i></p> <p>c) <i>reduce amenity conflicts between roads and railways and other use or development.</i></p>
	<p>Consistent</p> <p>The Traffic Impact Assessment demonstrates compliance with the relevant performance criteria. The proposed use and development will not compromise the safety and efficiency of the road network, opportunities for future development of road infrastructure will be preserved and any amenity conflicts will not be increase.</p>

Use Standards

E4.6.1	<p><i>Use of road or rail infrastructure</i></p> <p><i>Objective: To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>
	<p>Consistent</p> <p>The Traffic Impact Assessment included with the application indicates that the proposed use is unlikely to significantly increase traffic generation associated with the site. The safety and efficiency of road infrastructure is therefore unlikely to be reduced.</p>
A1	<p><i>Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</i></p>
	<p>Not applicable</p> <p>The site is not within 50 m of a Category 1 or 2 road.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A2	<i>For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.</i>
	<p>Does not comply The Traffic Impact Assessment (Milan Prodanovic, Revised September 2014) anticipates that the proposed use will generate approximately 60 vehicle movements per day. This is based on an extrapolation from 2012 surveys undertaken at the University colleges in Hobart. The identified traffic generation is relatively low for a residential use however is considered appropriate noting that the student housing will be located adjacent to the University campus and with access to alternate modes of transport.</p>
P2	<p><i>For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p> <p>Complies The TIA does not identify any significant traffic issues in terms of network and junction capacity given the relatively low traffic generation which has been identified. There are also unlikely to be any significant impacts for pedestrians and cyclists noting that new footpath linkages will be provided.</p>
A3	<p>For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</p> <p>Not applicable The speed limit in the area is not greater than 60 km/h.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Development Standards

E4.7.1	<p><i>Development on and adjacent to Existing and Future Arterial Roads and Railways</i> <i>Objective: To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</i></p> <ul style="list-style-type: none"> <i>a) ensure the safe and efficient operation of roads and railways; and</i> <i>b) allow for future road and rail widening, realignment and upgrading; and</i> <i>c) avoid undesirable interaction between roads and railways and other use or development.</i>
	<p>Not applicable. The proposed development will not be located within 50 m from a railway, a future road or railway, or a Category 1 or 2 road.</p>
E4.7.2	<p><i>Management of Road Accesses and Junctions</i> <i>Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>
	<p>Consistent The relevant acceptable solution is satisfied.</p>
A1	<p><i>For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</i></p>
	<p>Complies The site will utilise a single access that provides both entry and exit.</p>
A2	<p><i>For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</i></p>
	<p>Not applicable The speed limit in the area is not greater than 60 km/h.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

E4.7.3	<p><i>Management of Rail Level Crossings</i> <i>Objective: To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</i></p>
	<p>Not applicable The proposed development does not involve or affect a rail level crossing.</p>
E4.7.4	<p><i>Sight Distance at Accesses, Junctions and Level Crossings</i> <i>Objective: To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</i></p>
	<p>Consistent The relevant acceptable solution is satisfied.</p>
A1	<p><i>Sight distances at:</i></p> <ul style="list-style-type: none"> <i>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i> <i>b) rail level crossings must comply with AS 1742.7 Manual of uniform traffic control devices – Railway crossings, Standards Association of Australia; or</i> <i>c) if the access is a temporary access, the written consent of the relevant authority has been obtained.</i>
	<p>Complies The TIA indicates that there will be no sight distance issues or deficiencies associated with the site.</p>

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

3.4.3 Car Parking and Sustainable Transport Code

E6.1	<i>Purpose of Code</i>
E6.1.1	<p><i>The purpose of this provision is to:</i></p> <ul style="list-style-type: none"> <i>a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and</i> <i>i. ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and</i> <i>ii. ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and</i> <i>iii. ensure that parking does not adversely impact on the amenity of a locality and achieves a high level of urban design; and</i> <i>iv. ensure that the design of car and bicycle parking spaces and access meet appropriate design standards; and</i> <i>v. provide for the implementation of parking precinct plans.</i>
	<p>Consistent</p> <p>The assessment below indicates that the proposed development will comply with the relevant performance criteria. It is considered that the proposed development will provide an appropriate level of parking and/or safe access for cars, persons with disabilities, bicycles, taxis, motorbikes and pedestrians.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Use Standards

E6.6.1	<p><i>Car Parking Numbers</i> <i>Objective: To ensure that an appropriate level of car parking is provided to service use.</i></p>
	<p>Consistent The TIA indicates that the on-site provision of car parking will be capable of satisfying the anticipated demand. The spaces will be made available through the issuing of permits periodically, which will enable demand to be managed.</p>
A1	<p><i>The number of car parking spaces:</i></p> <ul style="list-style-type: none"> <i>a) will not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or</i> <i>b) will not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater (except for dwellings in the General Residential Zone); or</i> <i>c) will be in accordance with an acceptable solution contained within a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings within the General Residential Zone); or</i> <i>d) if for dwellings within the General Residential Zone, not less than 100% of the requirements of Table E6.1.</i> <p>Does not comply Table E6.1 requires “1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 dwellings”. The proposed use provides for 120 apartments each having a 1 bedroom. The apartments are not considered to be dwellings according to the definition in Clause 4.1.3 of the Scheme because the laundry facilities associated with the use (located at ground floor level within the North Wing) will be shared. The requirement is therefore either for 120 or 81 spaces. Adopting the lower figure and applying the 90% provision in A1(a), the minimum car parking requirement is 73 spaces. 30 car spaces are proposed.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1	<p><i>The number of car parking spaces provided must have regard to:</i></p> <ul style="list-style-type: none"> <i>a) the provisions of any relevant location specific car parking plan; and</i> <i>b) the availability of public car parking spaces within reasonable walking distance; and</i> <i>c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and</i> <i>d) the availability and frequency of public transport within reasonable walking distance of the site; and</i> <i>e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and</i> <i>f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and</i> <i>g) an empirical assessment of the car parking demand; and</i> <i>h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and</i> <i>i) the recommendations of a traffic impact assessment prepared for the proposal; and</i> <i>j) any heritage values of the site; and</i> <i>k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> <i>i. the size of the dwelling and the number of bedrooms; and</i> <i>ii. the pattern of parking in the locality; and</i> <i>iii. any existing structure on the land; and</i> </i> <i>l) the performance criteria contained within a relevant parking precinct plan.</i>
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7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

	<p>Complies</p> <p>It is noted that the application seeks to provide an under-supply of 43 car spaces and an over-supply of 18* bicycle spaces and 3 motorbike spaces, relative to the minimum requirements in Table E6.1 and the relevant acceptable solutions. The proposed increased shift towards alternate transport modes is intended to assist in achieving a Green Star accreditation. The application indicates that the University has normally provided 1 car space per 3 units in projects approved under the National Rental Affordability Scheme.</p> <p>The ability to provide additional car parking is also constrained by the size of the approved student housing lot and the standards in Clause 35.4.1 'Siting, Design and Built Form'. The latter require car parking associated with new use and development to be sited so as not to be visible from public roads. Metro Tasmania operates regular bus services along Invermay Road.</p> <p>The expected low parking demand is supported by the relatively low traffic generation identified in the TIA (60 movements per day). The TIA identifies that the predominant mode of transport associated with the use and development is expected to be pedestrians (including those walking to the University campus) and public transport, followed by cars and bicycles. The car parking spaces will be made available to residents through the issuing of permits periodically, which will enable demand to be managed.</p> <p>(* Takes account of the estimated revised bicycle parking supply as a result of the assessment against Clause E6.6.2 A1.1 and E6.8.2).</p>
<p>E6.6.2</p>	<p><i>Bicycle Parking Numbers</i></p> <p><i>Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.</i></p>
	<p>Consistent</p> <p>The relevant acceptable solution is satisfied.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1.1	<i>Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1.</i>
	<p>Complies The relevant requirement in Table E6.1 is for “...1 spaces per 5 bedrooms in other forms of accommodation”. This equates to a requirement for 25 bicycle spaces. 55 spaces are proposed, however the space per bicycle does not satisfy the requirements in Clause E6.8.2 or AS 2890.3 – 1993. It is estimated that 43 spaces can be provided within the area designated for secure bicycle parking in accordance with the dimension requirements in the Australian Standard.</p>
A1.2	<i>The number of spaces must be in accordance with a parking precinct plan that has been incorporated into the planning scheme for a particular area.</i>
	<p>Not applicable There is no relevant parking precinct plan.</p>
E6.6.3	<p><i>Taxi Drop-off and Pickup</i> <i>Objective: To ensure that taxis can adequately access developments.</i></p>
	<p>Consistent The relevant acceptable solution is satisfied.</p>
A1	<i>One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).</i>
	<p>Complies 3 dedicated taxi drop-off and pickup spaces are proposed, which satisfies the maximum requirement generated by Table E6.1.</p>
E6.6.4	<p><i>Motorbike Parking Provisions</i> <i>Objective: To ensure that motorbikes are adequately provided for in parking considerations.</i></p>
	<p>Consistent The relevant acceptable solution is satisfied.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1	<p><i>One motorbike parking space must be provided for every 50 car spaces required by Table E6.1 or part thereof.</i></p> <p>Complies The maximum requirement generated by Table E6.1 is for 3 motorbike spaces. 6 are proposed.</p>
P1	<p><i>No performance criteria.</i></p>

Development Standards

E6.7.1	<p><i>Construction of Car Parking Spaces and Access Strips</i> <i>Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i></p>
	<p>Consistent The acceptable solution can be satisfied by way of a permit condition.</p>
A1	<p><i>All car parking, access strips, manoeuvring and circulation spaces must be:</i></p> <ul style="list-style-type: none"> <i>a) formed to an adequate level and drained; and</i> <i>b) except for a single dwelling, provided with an impervious all weather seal; and</i> <i>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</i> <p>Complies The standard permit condition for car parking has been recommended to ensure that the car park will be constructed to a standard that meets the acceptable solution.</p>
E6.7.2	<p><i>Design and Layout of Car Parking</i> <i>Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</i></p>
	<p>Consistent The layout of proposed car spaces and access ways satisfies the relevant requirements of AS 2890.1 – 2004. Therefore, they have been design to an appropriate standard.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

	<p>Does not comply The proposed parking area will be level and provides the ability for vehicles to enter and exit in a forward direction. However, the initial section of the vehicular access within the site (prior to the change in direction) has a width of 6.4 m. This exceeds the maximum 6.05 m required by A2.1 c). The section along the rear, after the change in direction, has a width of 6.05 m which is less than the manoeuvring aisle requirement of 6.4 m (minimum) in A2.1 d). The layout of car spaces and access ways satisfies the relevant requirements of AS 2890.1 – 2004.</p>
P2	<p><i>Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> a) <i>be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</i> b) <i>provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.</i> <p>Complies The vehicular access into the site comprises 2 x 3 m wide lanes providing separate entry and exit divided by a raised kerb in the section within the North Wing footprint. The raised kerb increases the access width which is maintained along the entire length of the initial section. It is considered to provide for the safe and efficient use of the site. The reduced manoeuvring aisle width along the rear section of the driveway satisfies the relevant requirement in AS2890.1 – 2004; which is 5.8 m for User Class 1A (includes residential parking). The development therefore provides adequate space for vehicle to turn and exit in a forward direction.</p>
E6.7.3	<p><i>Car Parking Access, Safety and Security</i> <i>Objective: To ensure adequate access, safety and security for car parking and for deliveries.</i></p>
	<p>Consistent The safety and security of the car parking area will be facilitated by opportunities for passive surveillance provided by the recreation space at ground floor level.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1	<p><i>Car parking areas with greater than 20 parking spaces must be:</i></p> <ul style="list-style-type: none"> <i>a) secured and lit so that unauthorised persons cannot enter; or</i> <i>b) lit and visible from buildings on or adjacent to the site during the times when parking occurs.</i>
	<p>Does not comply The proposed car parking will be screened by timber batten screens however it will not be secured by an entry gate or similar mechanism in the vehicular access.</p>
P1	<p><i>Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:</i></p> <ul style="list-style-type: none"> <i>a) levels of activity within the vicinity; and</i> <i>b) opportunities for passive surveillance for users of adjacent buildings and public spaces adjoining the site.</i>
	<p>Complies The recreation space at ground floor level within the site will provide opportunities for passive surveillance by residents.</p>
E6.7.4	<p><i>Parking for Persons with a Disability</i> <i>Objective: To ensure adequate parking for persons with a disability.</i></p>
	<p>Consistent The relevant acceptable solutions are satisfied.</p>
A1	<p><i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i></p>
	<p>Complies The spaces designated for use by persons with disabilities are located directly adjacent to the main entry point to the building (central lobby) from the car park.</p>
A2	<p><i>One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standard AS/NZ 2890.6 – 2009.</i></p>
	<p>Complies As 30 car spaces are proposed, 2 spaces are required to be designated for use by persons with disabilities. 2 disability spaces are proposed.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

E6.7.6	<p><i>Loading and Unloading of Vehicles, Drop-off and Pickup</i> <i>Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</i></p>
	<p>Not applicable The application does not include a retail, commercial, industrial, service industry, warehouse or storage use.</p>
E6.8.1	<p><i>Bicycle End of Trip Facilities</i> <i>Objective: To ensure that cyclists are provided with adequate end of trip facilities.</i></p>
	<p>Consistent The relevant acceptable solution is satisfied.</p>
A1	<p><i>For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycles thereafter.</i></p> <p>Complies Shower and change room facilities will be provided within each apartment. Employee bicycle parking is not required by Table E6.1.</p>
E6.8.2	<p><i>Bicycle End of Trip Facilities</i> <i>Objective: To ensure that cyclists are provided with adequate end of trip facilities.</i></p>
	<p>Consistent Compliance with the relevant Australian Standard requirements will be required which is considered to ensure that adequate end of trip facilities will be provided.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1.1	<p><i>Bicycle parking spaces for customers and visitors must:</i></p> <ul style="list-style-type: none"> a) <i>be accessible from a road, footpath or cycle track; and</i> b) <i>include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 – 1993; and</i> c) <i>be located within 50m and visible or signposted from the entrance to the activity they serve; and</i> d) <i>be available and adequately lit in accordance with Australian Standard AS/NZS 1158 – 2005 Lighting Category C2 during the times they will be used; and</i> <p>Complies by condition</p> <p>There are 6 secure visitor bicycle parking spaces proposed. They will be accessible from a road and footpath, located under cover within 50 m of the main entry of the development. The method of securing bicycles parking and illuminating the area is not nominated in the application. It is therefore recommended that the requirements of A1.1 b) and d) be included as permit conditions.</p>
A1.2	<p><i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</i></p> <p>Complies</p> <p>The proposed resident bicycle parking spaces will be located under cover within a secure timber batten enclosure.</p>
A2	<p><i>Bicycle parking spaces must have:</i></p> <ul style="list-style-type: none"> a) <i>minimum dimensions of:</i> <ul style="list-style-type: none"> i. <i>1.7m in length; and</i> ii. <i>1.2m in height; and</i> iii. <i>0.7m in width at the handlebars; and</i> b) <i>Unobstructed access with a width of at least 2m and a gradient of no more than 5% from a public area where cycling is allowed.</i> <p>Does not comply</p> <p>The drawings submitted with the application indicate that the bicycle spaces will be 1.2 m length, 1.2 m in height and 450 m in width.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P2	<p><i>Bicycle parking spaces and access, must be of dimensions that provide for their convenient, safe and efficient use.</i></p> <p>Complies There is sufficient space to increase length to the required dimension whilst maintaining the required aisle widths. The width of the proposed resident spaces is 450 mm whereas 700 mm is required to satisfy A2 and AS2890.3 – 1993. Alternatively, the Australian Standard allows for two-sided parking rails to be spaced 1200 mm apart (effectively allows 1 bike per 600 mm). The dimensions in the Australian Standard would therefore enable a greater number of spaces (than the acceptable solution) to be provided within the area designated for secure bicycle parking. It is estimated that 43 spaces can be provided (in place of the 55 shown in the drawings submitted). It is recommended that the permit be conditioned to require the provision of an alternate bicycle parking layout which satisfies AS2890.3 – 1993. It is noted that a parking space length of 1.7 m is required under the Acceptable Solution. Therefore such a condition would also allow the requirement in A2 a) i) to be satisfied.</p>
E6.8.2	<p><i>Pedestrian Walkways</i> <i>Objective: To ensure pedestrian safety is considered in development.</i></p>
	<p>Consistent It is anticipated that the majority of movements to and from the site will be in the form of pedestrian movements. Walkways will be provided to facilitate these movements.</p>
A1	<p><i>Pedestrian access must be provided for in accordance with Table E6.5.</i></p> <p>Does not comply Pedestrian walkways are proposed throughout the development site from the footpaths along the roadway and the (future) path connection to the elevated levee walkway. However, a separate pedestrian walkway is not proposed within the car park.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1	<p><i>Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</i></p> <p>Complies The pedestrian access within the car parking is considered safe without the need for a separate walkway. This is due to the anticipated low turnover of vehicles and the central location of the lobby entry within the car park (reduces the length of travel for pedestrians).</p>
E6.6.4	<p><i>Local Area Provisions</i> <i>Objective: To remove the need for new use or development to provide onsite car parking within the exemption area.</i></p> <p><i>To establish parking maximums within the exemption area.</i></p>
	<p>Not applicable The site is not located with the parking exemption area.</p>

3.4.4 Local Historic Heritage Code

E13.1	<p><i>Purpose of the Code</i></p>
E13.1.1	<p><i>The purpose of this provision is to:</i></p> <ul style="list-style-type: none"> <i>a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and</i> <i>b) encourage and facilitate the continued use of these items for beneficial purposes; and</i> <i>c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and</i> <i>d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and</i> <i>e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place</i>
	<p>Consistent The assessment below indicates that the proposed development will comply with the relevant performance criteria. It is considered that the proposed use and development will be undertaken in a manner that is sympathetic to, and will not detract from, the cultural significance of the site including the historic Railyard Workshop buildings in particular.</p>

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Use standards

E13.5.1	<i>Alternative Use of heritage buildings</i>
	Not applicable The proposal does not involve an alternate use of a heritage building.

Development standards

E13.6.1	<i>Demolition</i> <i>Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>
	Not applicable The proposed development does not involve demolition.
E13.6.2	<i>Subdivision and development density</i>
	Not applicable The current application does not include a subdivision.
E13.6.3	<i>Site Cover</i> <i>Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.</i>
	Complies. The application satisfies the relevant performance criteria.
A1	<i>Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
	Does not comply The site is not within a precinct identified in Table 13.1 Heritage Precincts.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1	<p><i>The site coverage must:</i></p> <p>a) <i>be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and</i></p> <p>b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Complies</p> <p>a) The proposed development will be located within an area of the larger Inveresk site which is separated from the Railway Workshop buildings. The increased site coverage as a result of the development therefore will be appropriate to maintaining the character and appearance of the existing historic buildings.</p> <p>b) Not applicable because the site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>
E13.6.4	<p><i>Height and Bulk of Buildings</i></p> <p><i>Objective</i></p> <p><i>To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>
	<p>Complies.</p> <p>The application satisfies the relevant performance criteria.</p>
A1	<p><i>New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Does not comply</p> <p>The site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1.1	<p><i>The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and</i></p> <p>Complies As identified in the assessment against Clause 35.4.1 'Siting, Design and Built Form', the height of the proposed buildings will be consistent with the historic Railway Workshop buildings and will largely retain the important views into the site. The development will therefore not adversely affect the importance, character or appearance of the site including its significant buildings.</p>
P1.2	<p><i>Extensions proposed to the front or sides of an existing building must not detract from the heritage significance of the building; and</i></p> <p>Not applicable The application does not involve an extension to the front or side of an existing heritage building.</p>
P1.3	<p><i>The height and bulk of any proposed buildings must not detract from meeting the management objectives of an precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Not applicable The site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>
E13.6.5	<p><i>Fences</i></p>
	<p>Not applicable A fence is not proposed.</p>
E13.6.6	<p><i>Roof Form and Materials</i> <i>Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>
	<p>Complies. The application satisfies the relevant performance criteria.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1	<p><i>Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Does not comply The site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>
P1	<p><i>Roof form and materials for new buildings and structures must:</i></p> <p>a) <i>be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and</i></p> <p>b) <i>not detract from meeting the management objectives of an precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Complies</p> <p>a) The high skillion roofs of the rectangular buildings are intended to complement the existing saw tooth and gabled roof-scape within the site. Therefore, they will be sympathetic to the historic heritage significance, design and period of construction of the historic Railway Workshop buildings.</p> <p>b) Not applicable because the site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>
E13.6.7	<p><i>Wall Materials</i></p> <p><i>Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>
	<p>Complies. The application satisfies the relevant performance criteria.</p>
A1	<p><i>Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Does not comply The site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1	<p><i>Wall material for new buildings and structures must:</i></p> <p>a) <i>be complementary to wall materials of the dominant buildings on the site or in the precinct; and</i></p> <p>b) <i>not detract from meeting the management objectives of an precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Complies</p> <p>a) The external walls and roofs will predominantly be clad with galvanised metal sheeting which reflect the recurring material used in the older historic buildings. The polycarbonate sheeting on the northern façade relates to the recently constructed School of Architecture and Design and Australian Technical College buildings and is considered acceptable.</p> <p>b) Not applicable because the site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>
E13.6.8	<p><i>Siting of Buildings and Structures</i></p> <p><i>Objective</i></p> <p><i>To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>
	<p>Complies.</p> <p>The application satisfies the relevant performance criteria.</p>
A1	<p><i>New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p> <p>Does not comply</p> <p>The site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

P1	<p><i>The front setback for new buildings or structure must:</i></p> <p>a) <i>be consistent with the setback of surrounding buildings; and</i></p> <p>b) <i>be set at a distance that does not detract from the historic heritage significance of the place; and</i></p> <p>c) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>
	<p>Complies</p> <p>a) The proposed buildings will be setback from major road frontages in a similar manner to the historic Railway Workshop buildings.</p> <p>b) The proposed development site is separate from the historic Railway Workshop buildings. This will assist in minimising the impact of the new buildings on the historic heritage significance of the site.</p> <p>c) Not applicable because the site is not within a precinct identified in Table 13.1 Heritage Precincts.</p>
E13.6.9	<p><i>Outbuildings and Structures</i></p>
	<p>Not applicable</p> <p>An outbuilding is not proposed.</p>
E13.6.10	<p><i>Access Strips and Parking</i></p>
	<p>Not applicable</p> <p>The application does not involve a non-residential use.</p>
E13.6.11	<p><i>Places of Archaeological Significance Objective</i></p> <p><i>To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.</i></p>
	<p>Not applicable</p> <p>No archaeologically significant sites are identified in Table E13.3.</p>
E13.6.12	<p><i>Tree and Vegetation Removal</i></p>
	<p>Complies.</p> <p>The application satisfies the relevant performance criteria.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1	<i>No acceptable solution.</i> Not applicable
P1	<i>The removal of vegetation must not:</i> <i>a) unreasonably impact on the historic cultural significance of the place; and</i> <i>b) detract from meeting the management objectives of an precinct identified in Table E13.1: Heritage Precincts, if any.</i>
	Complies a) The application involves the removal of a single mature tree forming a row of plantings along the southern side of the roadway adjacent to the development site. Its removal is unlikely to significantly impact on the historic cultural significance of the place, noting that the current plantings are approximately 20 years in age. b) Not applicable because the site is not within a precinct identified in Table 13.1 Heritage Precincts.
E13.6.13	<i>Signage</i>
	Not applicable. Signage is not proposed.

3.4.5 Invermay/Inveresk Flood Inundation Area Code

E16.1	<i>Purpose of Code</i>
E16.1.1	<i>The purpose of this provision is to reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area and in particular:</i> <i>a) to limit development that increases the potential flood damage to residential property subject to inundation;</i> <i>b) to limit land uses that create unacceptable levels of risk for residents in the event of inundation; and</i> <i>c) to ensure that consideration is given to community, infrastructure and environmental impacts of development on land subject to flood inundation.</i>
	Consistent The Flood Response Plan submitted with the application demonstrates compliance with the relevant performance criteria. The recently constructed levees have significantly reduced the risk of flooding to the proposed student housing use and development.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Use standards

E16.6.1	<i>To prevent inappropriate use Objective: To prevent inappropriate uses from establishing in areas subject to, or seriously affected by, flood inundation.</i>
	Consistent The relevant acceptable solutions are satisfied.
A1	<i>Must not be:</i> a) <i>Educational and occasional care; or</i> b) <i>Emergency services; or</i> c) <i>Hospital services.</i>
	Complies The proposed use is not within the any of the above use classes.
A2	<i>Must not be Residential unless:</i> a) <i>Single dwelling in the Invermay Residential or Inveresk Residential Precincts; or</i> b) <i>Multiple dwelling in the Invermay Residential Precinct; or</i> c) <i>Residential associated with and supporting the educational activities within the Inveresk Cultural Precincts.</i>
	Complies with A2 c) The proposed use is within the 'Residential' use class however will be associated with and supporting the educational activities operated by the University within the Inveresk Cultural Precincts.
A3	<i>Must not be community meeting and entertainment in the Riverside Industrial or Inveresk Residential Precincts.</i>
	Complies The proposed use is not within the 'community meeting and entertainment' use class and is outside the two precincts identified.

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

Development standards

E16.7.1	<p><i>Intensification of Residential Development</i> <i>Objective: To limit the intensification of residential development in areas subject to, or seriously affected by, flood inundation.</i></p>
	<p>Consistent The relevant acceptable solutions are satisfied.</p>
A1	<p><i>New residential development or extensions of existing buildings:</i></p> <ul style="list-style-type: none"> <i>a) Must not increase the floor area of individual dwellings or total floor area on the title to more than 110% of that existing or approved on the 1st January 2008; or</i> <i>b) Must not result in more than 200m² of residential floor area on a single title; or</i> <i>c) Must be for residential uses associated with and supporting the educational activities within the Inveresk Cultural Precinct.</i> <p>Complies with A1 c) The proposed new residential use and development will be associated with and supporting the educational activities operated by the University within the Inveresk Cultural Precincts.</p>
A2	<p><i>Subdivision or division of land by strata plan must not create any additional lots capable for any future residential development.</i></p> <p>Not applicable The current application does not include a subdivision.</p>
E16.7.2	<p><i>Flood Impact</i> <i>Objective: To ensure that new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.</i></p>
	<p>Consistent The Flood Response Plan submitted with the application demonstrates that the proposed development has been sited and designed to avoid the risk and to minimise the impact of flooding.</p>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

A1	<p>a) <i>Floor levels of all habitable rooms within the residential use class must be at least 3.7m AHD.</i></p> <p>Complies All habitable rooms will be located at or above first floor level (which is above 3.7 m AHD).</p>
A2	<p><i>No acceptable solution</i></p> <p>Not applicable</p>
P2	<p><i>Buildings for residential purposes within the Inveresk Cultural Precinct must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer.</i></p> <p><i>The report and plan must detail the risks and likely impacts of a 1:20 year, 1:50 year and 1:100 year annual exceedance probability flood event on the site, the building and its occupant and how the development will be designed and how the use will be managed to avoid, mitigate or remedy the impacts to take account of:</i></p> <ul style="list-style-type: none"> <i>b) the risk of levee failure in the vicinity of the site;</i> <i>c) the likely velocity of flood waters and depth of inundation;</i> <i>d) the need to locate electrical equipment and other fittings above 1:100 year annual exceedance probability flood level; the likely affect of the use or development on flood characteristics;</i> <i>e) the safety of the occupants of the development, potential evacuation routes and whether there is a flood free access to the land; and</i> <i>f) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing or protection measures in the development.</i>

7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

	<p>Complies</p> <p>The 'Flood Response Plan UTAS NRAS Inveresk' (Pitt & Sherry, Report LN14279L001 rep 31P Rev00/IA/as, 1/08/2014) constitutes the report required by the performance criteria. It also provides an assessment against the Code standards.</p> <p>The completion of the new levees has reduced the risk rating associated with a 1:20 year, 1:50 year and 1: 100 year flood to very low. This is because the likelihood of levee failure in all scenarios has been reduced from high to low.</p> <p>The consequences have not changed (significant/major). Inundation of Invermay would result in loss of services, power, water and sewerage for several months so alternate arrangements would be required for early resumption of the proposed student housing.</p> <p>Given the location of the site the velocity of any flood water is likely to be low. As a result, there is little need to introduce specific structural requirements. The structural requirements relative to addressing ground conditions should address any flooding issues.</p> <p>The report recommends that all electrical equipment should be located above the 1:100 year flood level.</p> <p>The report also recommends that the University should develop a flood evacuation plan based around the principles in the report included with the application. The recently constructed elevated levee walkway provides an evacuation route in the event of a flood.</p> <p>The recommendations of the report are reflected in the recommended permit conditions.</p>
A3	<p><i>Floor levels for all buildings not in the residential use class must be at least 3.4m AHD.</i></p>
	<p>Not applicable</p> <p>The proposed use is within the 'Residential' use class.</p>

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)

4.0 REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Environmental Health	Conditional consent provided. Conditions recommended in relation to: <ul style="list-style-type: none"> • Management of site contamination • Amenity during construction
Infrastructure Assets	Conditional consent provided. Conditions recommended in relation to: <ul style="list-style-type: none"> • Location of taxi parking • Car parking construction • Refuse and recycling collection arrangement • Damage to Council infrastructure • Trench reinstatement for new/altered connections • Vehicular crossings • Soil and water management plan • Protection of pipelines
Heritage/Urban Design	Comments and advice provided in relation to the 'Launceston Railway Workshops - Conservation Plan 1994' and 'Inveresk Master Plan 2005 – Guidelines for Site A'.
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued Submission to Planning Authority Notice TWDA 2014/00869-LCC.
Heritage Tasmania	Advice not provided at the time this report was prepared (decision expected prior to 24/11/2014).

5.0 REPRESENTATIONS

Pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 25 October 2014 and 10 November 2014. No representations were received.

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)**
-

6.0 CONCLUSION

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

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such economic impacts have been considered.

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2012

BUDGET & FINANCIAL ASPECTS:

N/A

- 7.1 2 Invermay Road, Invermay - Residential - communal residence; construction of a building for student housing and associated vehicular access, parking, landscaping and associated works...(Cont'd)
-

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

ATTACHMENTS:

1. Locality Plans
 2. Development Drawings (distributed separately)
 3. Contaminant Management and Remediation Action Plan (distributed separately)
 4. Traffic Impact Assessment (distributed separately)
 5. Flood Response Plan UTAS NRAS Inveresk (distributed separately)
-

Attachment 1 - 2 Invermay Road, Invermay



Launceston City Council
A Leader in Community & Government



LOCALITY MAP - DA0393/2014 2 Invermay Road, Invermay



Locality Map

Scale: This Map Is Not to Scale

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone

and

Development Application for Bulky Goods Sales - motor vehicle sales, change of use, demolition of the dwelling at 76 Hobart Road, construction of a building for use as offices and vehicle display; Signage - internally illuminated pole sign at 78-82 Hobart Road concerning the properties known as 78-82 Hobart Road and 76 Hobart Road, Kings Meadows.

FILE NO: SF6243, DA0496/2014

AUTHOR: Claire Fawdry (Town Planner)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

1. To decide whether to reject or exhibit the application for Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone the five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone under Section 30S(1) of the *Land Use Planning and Approvals Act 1993*.
 2. To make a decision on Development Application DA0496/2014 for Bulky Goods Sales - motor vehicle sales, change of use, demolition of the dwelling at 76 Hobart Road, construction of a building for use as offices and vehicle display; Signage - internally illuminated pole sign at 78-82 Hobart Road concerning the properties known as 76 and 78-82 Hobart Road, Kings Meadows.
-

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

PLANNING APPLICATION INFORMATION:

Applicant:	Rebecca Green & Associates
Area of the Subject Site:	12,327 m ² (1.2 ha)
Number of Titles involved:	6 titles (5 property addresses)
Zoning:	Commercial and Inner Residential
Codes:	Road and Rail Assets Code Car Parking and Sustainable Transport Code Signs Code
Existing Uses	<i>78-82 Hobart Road</i> - Bulky Goods Sales (motor vehicle sales) <i>76-74 Hobart Road and 1 Machen Street</i> - Residential (single dwelling) <i>3-5 Machen Street</i> - Vehicle Fuel Sales & Service (mechanical repair garage and vehicle detailing)
Date Application Received:	17/10/2014
Validity Date:	20/10/2014
Further Information Requested:	Yes - 29/10/2014 (clarification sought from Council's Traffic Engineer regarding the TIA provided; request applicant to update application report to reflect potential contamination for 3-5 Machen Street as stated elsewhere in the report) Satisfied - 31 October 2014

PREVIOUS COUNCIL CONSIDERATION:

The property at 3-5 Machen Street was rezoned on 6 December 1994 under the 1983 Planning Scheme from Closed Residential to General Commercial.

The Launceston Planning Scheme 1996 afforded a buffer between commercial and residential development throughout the municipality. The translation from the 1983 Scheme to the 1996 Scheme saw the site zoned Inner Residential.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A planning permit (D416/95) was granted for the development and use of a mechanical repair garage and vehicle detailing, which is the current use of the site at 3-5 Machen Street.

RECOMMENDATION:

1. That the Council, pursuant to section 30S(1) of the *Land Use Planning and Approvals Act 1993*, initiates Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone the following properties from the Inner Residential Zone to the Commercial Zone:
 - a) 76 Hobart Road (CT 37970/1)
 - b) 74 Hobart Road (CT 37971/2)
 - c) 1 Machen Street (CT 25311/1)
 - d) 3-5 Machen Street (CT 25311/2 & CT 36344/5)
2. That the Council, pursuant to Section 30T(3) of the *Land Use Planning and Approvals Act 1993*, approve DA496/2014 for Bulky Goods Sales - motor vehicle sales, change of use, demolition of the dwelling at 76 Hobart Road, construction of a building for use as offices and vehicle display; Signage - internally illuminated pole sign at 78-82 Hobart Road concerning the properties known as 76 and 78-82 Hobart Road, Kings Meadows subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

- a. Section 30Q and 30R Application - 74 Hobart Road (30Q), 76 Hobart Rd (30Q and 30R), 78-82 Hobart Rd (30R), 1 Machen St (30Q), 3-5 Machen St (30Q) - Launceston Toyota, Supporting Submission, prepared by Rebecca Green & Associates, Dated 30 October 2014.

2. VEHICLES AWAITING REPAIR

All vehicles awaiting repair or installation work, being repaired or serviced or awaiting pick up must be stored within the boundaries of the subject land.

3. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal titles of the subject land except removal of the vehicular crossover and steps within the road reserve at 76 Hobart Road, Kings Meadows.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
-

4. LAPSING OF PERMIT

This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.

5. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of 7am to 6pm Monday to Friday and 8am to 5pm Saturday and no works on Sunday or Public Holidays.

6. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA 2014 01125-LCC) (attached).

7. SIGNAGE CONTENT

Content of the sign may be updated or changed without separate approval of Council, subject to:

- a. The structure, location and size of the signage not changing.
- b. The content of the signage relating to the site.
- c. Compliance with the requirements of the planning scheme.

8. SIGN MAINTENANCE

The signs must be constructed and maintained in good condition to the satisfaction of the Council.

9. CONCRETE STEPS IN ROAD RESERVE TO BE REMOVED

Before the commencement of the use the concrete steps within the road reserve outside 76 Hobart Road must be removed and the retaining wall and nature strip must be reinstated. No work shall be undertaken outside the property boundary without the prior approval of the works by the Council's Roads and Hydraulics Department.

The new work must be constructed to Council Standards by a contractor authorised to perform such work. The work must include all necessary alterations to other services including lowering/raising pit levels and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (e.g. TasWater, Telstra, and Aurora etc). All work will be at the applicant's expense.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

10. CAR PARKING CONSTRUCTION

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

- a. Be designed to comply with the following suite of Australian Standards AS 2890.1 Off-street car parking, AS 2890.2 Off-street commercial vehicle facilities (*where applicable*), AS 2890.3 Bicycle parking facilities and AS 2890.6 Off-street parking for people with disabilities.
- b. Be properly constructed to such levels that they can be used in accordance with the plans,
- c. Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers,
- d. Be drained to Councils requirements,
- e. Be line-marked or otherwise delineated to indicate each car space and access lanes,
- f. Be provided with a concrete kerb of a minimum height of 150mm or such other form of barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
- g. Have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas. Such lighting must be controlled by a time clock or sensor unit and shielded to prevent direct light being emitted outside the site,
- h. Have a discreetly directional sign of not more than 0.3m² must be provided at the entrance to the site indicating the availability of off-street visitor parking.
Parking areas and access lanes must be kept available for these purposes at all times.

11. DAMAGE TO COUNCIL INFRASTRUCTURE

The developer is liable for all costs associated with damage to Council infrastructure resulting from non-compliance with the conditions of the Planning Permit and any bylaw or legislation relevant to the development activity on the site. The developer will also be liable for all reasonable costs associated with the enforcement of compliance with the conditions, bylaws and legislation relevant to the development activity on the site.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
-

12. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

All works in (or requiring the occupation of) the road reserve must be carried out in accordance with a detailed Traffic Management Plan prepared by a qualified person in accordance with the requirements of Australian Standard AS1742.

The explicit permission of Council's Roads & Hydraulics Department is required prior to undertaking works where the works:

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

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

All works that involve the opening or breaking of trafficable surfaces within the road reserve must be undertaken by, or under the supervision of, a tradesman/contractor who is registered with Council as a "Registered Contractor".

13. ACCESS TO 76 HOBART ROAD

No separate access to 76 Hobart Road is approved as part of this application. Access to 76 Hobart Road title relies upon the existing accesses to 78-82 Hobart Road.

Before the commencement of the use, all redundant vehicular crossovers from 76 Hobart Road onto Hobart Road and Machen Street must be removed. An application for such work must be lodged on the approved form.

No work shall be undertaken to remove the existing driveway outside the property boundary without the prior approval of the works by the Council's Roads and Hydraulics Department.

The replacement kerb and channel and footpath must be constructed to Council standards by a contractor authorised to perform such work. The work must include all necessary alterations to other services including lowering/raising pit levels and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (eg TasWater, Telstra, and Aurora etc). All work will be at the applicant's expense.

14. ON-SITE DETENTION BASIN NOT REQUIRED

Notwithstanding the endorsed plans, the on-site detention basin shown in Appendix D: Stormwater Drainage Concept Plan is not required to be constructed given the location of the site within the catchment.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
-

15. HOURS OF DEMOLITION AND CONSTRUCTION

Demolition and construction works may be carried out between the hours of 7am to 6pm Monday to Friday and 8am to 5pm Saturday and no works on Sunday or Public Holidays.

16. STORMWATER

No liquids other than unpolluted rain water are to be allowed to discharge or drain to the Council's stormwater system.

17. EXTERIOR AND SECURITY LIGHTING PLANNING

Exterior and security lighting must be designed, baffled and located so that no direct light is emitted outside the property boundaries.

18. NOISE NUISANCE

No sound is to be emitted from any device or from any source or activity on the land so as to become a proven environmental nuisance to the occupiers of properties nearby.

19. DEMOLITION

The Developer must:

- a. protect property and services which are to either remain on or adjacent to the site from interference or damage and erect dust screens as necessary;
- b. not undertake any burning of waste materials on site;
- c. remove all rubbish from the site for disposal at a licensed refuse disposal site; and
- d. dispose of any asbestos found during demolition in accordance with the Workplace Tasmania's 'Code of Practice for the Safe Removal of Asbestos'.

Notes

Building Permit Required

Prior to the commencement of any construction the applicant is required to attain a Building Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

Occupancy Permit Required

Prior to the occupation of the premises the applicant is required to attain an Occupancy Permit pursuant to the Building Act 2000. Section 93. A copy of this planning permit should be given to your Building Surveyor.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Plumbing Permit Required

Prior to the commencement of any construction the applicant is required to attain a Plumbing Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

General

This permit was issued based on the proposal documents submitted for DA0496/2014. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on (03 6323 3000).

This permit takes effect after:

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

This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. A once only extension may be granted if a request is received at least 6 weeks prior to the expiration date.

Restrictive Covenants

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

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

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Appeal Provisions

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

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

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

Permit Commencement

This permit is not valid until Dispensation 8 is approved by the Tasmanian Planning Commission.

REPORT

PART A - APPLICATION FOR DISPENSATION

1. INTRODUCTION

Council has received an application for dispensation under Section 30Q and 30R of the *Land Use Planning and Approvals Act 1993*. The application requests an amendment to the Launceston Interim Planning Scheme 2012 to rezone the following properties from the Inner Residential Zone to the Commercial Zone (Attachment 1 - Figure 1 - Aerial imagery showing titles to be rezoned):

- 76 Hobart Road (CT 37970/1)
- 74 Hobart Road (CT 37971/2)
- 1 Machen Street (CT 25311/1)
- 3-5 Machen Street (CT 25311/2 & CT 36344/5)

The relevant Codes which apply to land zoned Commercial will be applied to the abovementioned titles if Dispensation 8 is approved.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

The application for Dispensation also includes a Development Application (DA0496/2014) for Bulky Goods Sales - motor vehicle sales, change of use, demolition of the dwelling at 76 Hobart Road, construction of a building for use as offices and vehicle display; Signage - internally illuminated pole sign concerning the properties known as 76 and 78-82 Hobart Road, Kings Meadows.

Development of 1 Machen Street and 74 Hobart Road is not proposed in this application.

The use and development of 3-5 Machen Street is in accordance with planning permit (D416/95) which was granted for the development and use of a mechanical repair garage and vehicle detailing. This use is associated with the Launceston Toyota business.

1.1 The Legislation

The legislation allows for an application for dispensation in accordance with Section 30Q(1) of the *Land Use Planning and Approvals Act 1993*. The application includes a request under Section 30Q(3) in relation to an application under Section 30R(1).

30Q. Applications for dispensations

(1) *A person may, in a form approved by the Commission apply to a planning authority for a dispensation from a local provision of an interim planning scheme administered by the planning authority.*

(2) *If the person who makes an application under subsection (1) is not the owner of the land to which the application relates, the application must be -*

(a) *signed by the owner or owners of the land; and*

(b) *accompanied by the written permission of the owner or owners for the application to be made.*

(3) *A person who makes an application under subsection (1) for a dispensation from a local provision of an interim planning scheme may request the planning authority to consider at the same time an application under section 30R(1) by the person for a permit that could not be granted under the scheme if the dispensation were not granted.*

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

(4) - (7)

30R. Application for permit that relates to application for dispensation

(1) *A person may apply to a planning authority for a permit which could not be granted under an interim planning scheme unless a dispensation from a local provision of the interim planning scheme were granted.*

The application before the Council is to be decided under Section 30S(1) which reads:

30S. Planning authority to decide whether to reject or exhibit application for dispensation

(1) *Within 42 days of receiving an application under Section 30Q(1) a planning authority must decide to -*

(a) *reject the application; or*

(b) *exhibit the application.*

The matters which Council must consider when making a decision whether to reject or exhibit the application are listed in Section 30S(2) of the Act and are set out in detail in section 6.1 of this report.

Section 30U(3) of the Act sets out that an application made under Section 30R(1) and 30Q(3) is to be publicly advertised for a period of 3 weeks -

30U. Exhibition of applications for dispensations

(2) *If a planning authority decides under Section 30T(3) an application under Section 30R(1) to which relates a request under Section 30Q(3) that is included in an application under Section 30Q(1), the planning authority must -*

(a) *as soon as practicable, exhibit in accordance with subsection (3) the relevant exhibition documents in relation to the application under Section 30Q(1); and*

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

(b) - (c) ...

(3) If the planning authority is required under subsection (1) or (2) to exhibit in accordance with this subsection the relevant exhibition documents in relation to an application under Section 30Q(1), the planning authority must ensure that -

(a) the relevant exhibition documents are, for a period of 3 weeks, publicly exhibited at the office of the planning authority at which the interim planning scheme to which the application relates is publicly exhibited in accordance with Section 30H; and

(b) the relevant exhibition documents are, for a period of 3 weeks, made available for viewed at the website at which the interim planning scheme is made available for viewing in accordance with Section 30H; and

(c) a notice in relation to the relevant exhibition documents is published in a daily newspaper circulating generally in the area to which applies the interim planning scheme to which the application relates.

2 SUBJECT SITE

2.1 Location

The subject site (which includes the existing Launceston Toyota title as well as the five titles proposed to be rezoned) occupies a total area of 12,327m² (1.2 ha). The Launceston Toyota title (78-82 Hobart Rd) has frontage to Riseley Street, Hobart Road and Shirley Place and is located to the south east of Launceston CBD. The site is on the western side of Hobart Road between Riseley and Machen Streets opposite the General Business zoning where KFC, Dominos, Kings Meadows Fish & Chips, Praties and Dimmeys are located.

The character of the area is mixed with a combination of residential, commercial, business, light industrial and recreation/open space areas identified on the zoning map. The site is zoned Commercial and adjoins properties which are located within the General Business, General Residential and Inner Residential zones. The site is relatively flat and is developed as Launceston Toyota with vehicles in the showroom and in the yard for sale. The Audi Centre Launceston is a sub-tenant associated with Launceston Toyota.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

There is associated signage on the site to identify the business to passing vehicles and pedestrians. Access to the site is off Hobart Road, Riseley Street and Shirley Place via sealed vehicular crossovers.

The title known as 76 Hobart Road is developed with a residential single dwelling (currently vacant) and has frontage and a vehicular crossover to Hobart Road. On occasion, vehicles from Launceston Toyota have been parked in and around the dwelling. There is a driveway access off Machen Street through to 76 Hobart Road running parallel to the rear boundary 74 Hobart Road.

The title known as 74 Hobart Road has primary frontage to Hobart Road and secondary frontage to Machen Street. The property is developed with a residential single dwelling and is an investment/rental property. Vehicular access to the site is over an existing crossover off Machen Street.

The title known as 1 Machen Street has frontage to Machen Street and is developed with a residential single dwelling and is an investment/rental property.

The title known as 3-5 Machen Street has frontage to Machen Street and is internally accessible from the Launceston Toyota title (78-82 Hobart Road). The site is developed as a mechanical repair garage with vehicle detailing.

The zoning of the north western side of Machen Street (opposite the four titles with frontage to Machen Street proposed to be rezoned) is General Residential.

2.2 Subject Site Titles & Properties

- 76 Hobart Road (CT 37970/1)
 - 74 Hobart Road (CT 37971/2)
 - 1 Machen Street (CT 25311/1)
 - 3-5 Machen Street (CT 25311/2 & CT 36344/5)
-

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Title Reference:	Street Address:	Registered Owner/s:	Title Area:
CT 37971/2	74 Hobart Road, Kings Meadows	Michael Reitsema	693 m ²
CT 37970/1	76 Hobart Road, Kings Meadows	Tjeerd Willem Reitsema & Tryntje Reitsema	812 m ²
CT 25311/1	1 Machen Street, Kings Meadows	D.T. Investments Pty Ltd	688 m ²
CT 25311/2 & CT 36344/5	3-5 Machen Street, Kings Meadows	R.E.L.F. Holdings (Superannuation) Pty Ltd	938 m ²
CT 147301/1	78-82 Hobart Road, Kings Meadows	Bruce Stevenson (Wholesale) Pty Ltd	9,196 m ²
TOTAL:			12,327 m² (1.2 ha)

3 EXISTING CONDITIONS OF THE SITE

3.1 Land capability

The subject land is within the developed urban area. There is no vegetation on 78-82 Hobart Road and 3-5 Machen Street. There are degrees of garden landscaping on the residential properties at 76 and 74 Hobart Road and 1 Machen Street.

3.2 General environmental quality and hazards

The land is not shown to be subject to flooding on the Launceston Interim Planning Scheme 2012 maps and is not within 100 metres of at least 1 hectare of bushfire prone vegetation.

There is potential contamination at 3-5 Machen Street according to Council records. No development is proposed on the site in the associated development application (DA0496/2014), however the dispensation to rezone the property from Inner Residential to Commercial will prohibit future residential development of a potentially contaminated site which is a sound outcome.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

3.3 Availability and capacity of infrastructure

The subject site has frontage to Hobart Road, Riseley Street, Shirley Place and Machen Street.

The site is connected to reticulated sewerage, water and stormwater as well as electricity and telecommunications services.

4 PROPOSAL

4.1 Description of proposal

The proposal is to rezone the five (5) residential titles - 76 Hobart Road (CT 37970/1), 74 Hobart Road (CT 37971/2), 1 Machen Street (CT 25311/1) and 3-5 Machen Street (CT 25311/2 & CT 36344/5) - from the Inner Residential Zone to the Commercial Zone.

The reasons and justification for the rezoning of the properties is set out in section 2 of the applicant's report.

Currently under the Launceston Interim Scheme 2012, "Bulky Goods Sales" in the Inner Residential Zone is prohibited.

Launceston Toyota intend to use the site at 76 Hobart Road as an extension to the existing car yard at 78-82 Hobart Road. The dispensation also seeks to rectify zoning to reflect the long standing use rights at 3-5 Machen Street, Kings Meadows. It is noted that 3-5 Machen Street is identified in Council records as potentially contaminated land and the change of zoning will ensure that it will not be used at any time in the future for residential use. The property at 3-5 Machen Street was rezoned on 6 December 1994 under the 1983 Planning Scheme from Closed Residential to General Commercial. The Launceston Planning Scheme 1996 provided a buffer between commercial and residential development throughout the municipality and applied the Inner Residential zone to the land. A planning permit (D416/95) was granted for the development and use of a mechanical repair garage and vehicle detailing on the site. This is the current use of the site at 3-5 Machen Street.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

From a strategic planning point of view, it is preferred that the entire southern side of Machen Street including 74 Hobart Road and 1 Machen Street are subject to the dispensation rather than leaving two residentially zoned titles amongst commercial zoning. It also ensures that land conflict is minimised.

No development is proposed at 1 Machen Street or 74 Hobart Road at this point in time. Should a future development application be prepared, the protection of residential amenity to the north of Machen Street (zoned General Residential) will be considered including the inclusion of a landscape buffer along the southern side of Machen Street and the closure of vehicle access points to Machen Street to ensure that the residential traffic is the dominant vehicular form.

4.2 Purpose of the Commercial Zone

The purpose of Commercial Zone (clause 23.1) is as follows:

23.1.1.1 To provide for large floor area retailing and service industries.

23.1.1.2 To provide appropriate location(s) for larger format land uses such as car yards, bulky goods sales, warehouse and showrooms in the areas of high traffic volume and high passing visibility which do not necessarily suit a business zone location.

23.1.1.3 To ensure general retail uses support and do not threaten the established retail and business hierarchy.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

4.3 Use Classification and Comparison

The Launceston Toyota site is a car dealership selling new and used vehicles with associated servicing. There is also a sub-tenancy on the site for the Audi Centre Launceston. The use is best defined in the Launceston Interim Planning Scheme as "bulky goods sales" which is a Permitted use class in the Commercial Zone.

The table below includes a comparison of uses in the current and proposed zoning:

Existing Inner Residential Zone	Status	Proposed Commercial Zone	Status
Natural and cultural values management	No Permit Required	Natural and cultural values management	No Permit Required
Passive Recreation	No Permit Required	Passive Recreation	No Permit Required
Residential (If a single dwelling)	No Permit Required	Bulky goods sales (if a single tenancy or multi tenancy development with a gross floor area of less than 2000m ²)	Permitted
Utilities (if for minor utilities)	Permitted	Equipment and machinery sales and hire	Permitted
Business and professional services (if a medical centre)	Discretionary	Recycling and waste disposal (if not a refuse disposal site or waste transfer station)	Permitted
Community meeting and entertainment	Discretionary	Service industry	Permitted
Educational and occasional care	Discretionary	Storage	Permitted
Food services (if a café or takeaway food premises)	Discretionary	Transport depot and distribution	Permitted
General retail and hire (if a local shop)	Discretionary	Utilities (if for minor utilities)	Permitted
Residential (if not a single dwelling)	Discretionary	Vehicle fuel sales and service	Permitted
Sports and recreation	Discretionary	Bulky goods sales (if a single tenancy or multi tenancy development with a gross floor area greater than 2000m ²)	Discretionary
Tourist operation	Discretionary	Business and professional services	Discretionary
Visitor accommodation	Discretionary	Community meeting and entertainment	Discretionary
Utilities (if not minor utilities)	Discretionary	Educational and occasional care	Discretionary

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Existing Inner Residential Zone	Status	Proposed Commercial Zone	Status
All other uses	Prohibited	Emergency services	Discretionary
		Food services	Discretionary
		General retail and hire (if for a local shop)	Discretionary
		Hotel industry	Discretionary
		Manufacturing and processing	Discretionary
		Research and development	Discretionary
		Sports and recreation	Discretionary
		Vehicle parking	Discretionary
		Visitor accommodation	Discretionary
		All other uses	Prohibited

The range of uses allowable in the Commercial Zone is extensive. The key distinction between the Inner Residential Zone and the Commercial Zone from a 'use' perspective is that the Commercial Zone allows for more diverse sub-uses under the "business and professional services" use class rather than just a medical centre and prohibits residential uses. The Commercial Zone accommodates a number of use classes which are prohibited in the Inner Residential Zone, namely:

- Bulky goods sales;
- Equipment and machinery sales and hire;
- Recycling and waste disposal;
- Service industry;
- Storage;
- Transport depot and distribution;
- Vehicle fuel sales and service;
- Emergency services;
- Hotel industry;
- Manufacturing and processing;
- Research and development; and
- Vehicle parking.

The existing residential single dwellings located at 74 Hobart Road and 1 Machen Street will have existing non-conforming use rights under Part C, Clause 9.1 of the Launceston Interim Planning Scheme 2012 if the dispensation is approved.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
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4.4 Landowner Consent

All affected landowners are aware of the proposal and the applicant has provided signed consent letters as Appendix A to the application report as required under Section 30Q(2)(b) of the *Land Use Planning and Approvals Act 1993*.

5 PLANNING CONTROLS

5.1 Zoning

The subject site is zoned Commercial and Inner Residential (refer to Figure 2 below). The adjoining properties to the north are zoned General Residential, to the west and south are Inner Residential, to the south are zoned Commercial and General Business and to the east are zoned General Business. Other zoning in the broader neighborhood includes Recreation, Open Space, Utilities and Light Industrial (Attachment 2 - Figure 2 - Existing zoning map identifying the subject site)

The purpose of Commercial Zone is to facilitate use and development of land for large floor area retailing and service industries where these uses are not suited to business zoned land. The retail uses in land zoned Commercial are not to threaten the established retail and business hierarchy.

5.2 Special considerations

There are not any pertinent site specific controls which may impact the subject site or surrounding land.

6 STRATEGIC PLANNING

6.1 Consideration in applying to the grant of a dispensation

Section 30S(2) of the *Land Use Planning and Approvals Act 1993* states that a planning authority may only decide to exhibit an application under Section 30Q(1) in relation to an area of land if it is satisfied that a dispensation granted in accordance with the application complies with six requirements. The six requirements (1-6 below) are listed and responded to below:

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

(1) *would not conflict with a common provision in the interim planning scheme that applies to the area of land; and*

The proposal would not conflict with a common provision applying to the area of land.

(2) *would further the objectives set out in Schedule 1; and*

Section 30S(2)(b) states that the Tasmanian Planning Commission is to be satisfied that the dispensation furthers the objectives of Schedule 1 of the Land Use Planning and Approvals Act. Parts 1 and 2 of Schedule 1 are listed and responded to below.

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

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

The subject land is located within an urban developed environment within the Kings Meadows District Centre which is in the second tier of the activity centre hierarchy. It is also located approximately 5km from the Launceston CBD. The dispensation application which proposes a rezoning will have no adverse impact on natural or physical resources and biodiversity of the area.

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

The dispensation application which proposes a rezoning to the Commercial Zone will allow for a wide range of land uses on the subject land located adjacent to a significant commercial property in Kings Meadows. The strip of Inner Residential zoning to the south of Machen Street is isolated between Commercial and General Residential zoning. The rezoning will allow the neighbourhood block from Machen Street to Riseley Street with frontage to Hobart Road to be developed for commercial purposes with reduced land use conflict between the commercial and residential dwellings on the north western side of Machen Street. It is important to consider rezoning of land based on sound strategic planning which considers future sustainable development. The existing residential dwellings at 74 Hobart Road and 1 Machen Street will retain existing use rights.

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

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

The Launceston community has the opportunity to comment on this proposal during the exhibition period which will run for three weeks should the Council decide to exhibit the application. The public also has the opportunity to lodge a written representation to the application during the public exhibition period. The Tasmanian Planning Commission may also decide to hold a public hearing to deal with the representations if any are received.

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

The proposed rezoning to Commercial will enhance opportunities for economic development given the wider range of uses permissible on commercial zoned land and the capacity of an existing commercial site to expand within reasonable parameters and physical road boundaries.

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

This application was referred to TasWater who provided their conditional consent. The site is not heritage listed and therefore did not warrant referral to the Tasmanian Heritage Council.

Part 2 - Objectives of the Planning Process Established by this Act

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

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

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

The dispensation seeks to change the zoning of the subject site to an existing zone in the Launceston Interim Planning Scheme 2012. The Inner Residential Zone currently prohibits Bulky Goods Sales. The site at 76 Hobart Road is currently used for residential purposes and a change of use to Bulky Goods Sales and development is proposed to allow expansion of the existing car yard at 78-82 Hobart Road.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

(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

Given the urban location of the subject land there will be no significant environmental and social effects. The economic effect of the proposal is considered beneficial. The dispensation is consistent with the Northern Regional Land Use Strategy and the Launceston Interim Planning Scheme 2012. The dispensation will result in positive social and economic effects, and the future of the existing business operating from the site is guaranteed.

(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 dispensation application which proposes a rezoning complies with the regional and state policies (refer to section 6.1 (3) below in 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

The application is made under Section 30Q and 30R of the Act and included the proposed dispensation application which proposes a rezoning and development application for the subject site.

(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania

The dispensation would facilitate the expansion of Launceston Toyota which would assist in the provision of an efficient service to customers, where more choice and options are available to the region.

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

The subject site is not listed as a local heritage place by the Tasmanian Heritage Council or by the City of Launceston.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

(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 amendment has no impact on this objective. The development of the site can be serviced accordingly and in context to the surrounding area.

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

Not applicable - the land capability of the subject site has been mapped as Class E. The classification assessment is based on the permanent biophysical features of the land and does not take into account economics of agricultural production, distance from markets and other social and political factors in evaluating the best use for a particular area.

(3) would be in accordance with all State Policies

i. State Coastal Policy 1996

The Policy came into operation on 10 October 1996. The subject site is not within 1 km of the Tamar River Estuary and therefore the Policy does not apply.

ii. State Policy on the Protection of Agricultural Land 2000

The titles proposed to be rezoned are currently zoned Inner Residential and therefore are not classed as agricultural land and the Policy does not apply.

iii. State Policy on Water Quality Management 1997

The Policy came into operation on 27 September 1997. This policy applies to all surface water, including coastal waters, and ground waters, other than privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public, or, water in any tank, pipe or cistern.

Clause 31.5 of the Policy requires that a use or development be consistent with the physical capacity of the land so that the potential for erosion and subsequent water quality degradation is minimised. The nature of any future use and development combined with the capacity of the Planning Authority to impose appropriate conditions in any subsequent planning approvals provides the opportunity for the relevant requirements of the Policy to be met.

It is considered that the dispensation complies with the provisions of the Policy

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

(4) would be in accordance with the regional land use strategy for the regional area in which the land is situated

On 27 October 2011, the Minister for Planning declared the Regional Land Use Strategy of Northern Tasmania by special gazettal. On 16 October 2013, the Minister for Planning, by notice in the Tasmanian Government Gazette, declared a revised regional land use strategy for the north of the State (Regional Strategy), which came into effect on the same day.

The Northern Regional Land Use Strategy (NRLUS) includes a Regional Activity Centre Hierarchy Table which provides for the following commercial and retail functions within the Kings Meadows area:

“Sub-regional shopping facilities with a range of major supermarkets, department stores and a range of specialty shops.”

The site is located in an area where a mix of land uses is provided with predominantly commercial and interspersed residential.

The NRLUS also identifies that the regional activity centres network encourages centres that:

- Create economic growth by co-locating a mix of land uses;
- Concentrate goods and services more efficiently;
- Provide appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities;
- Provide a focus for community and social interaction;
- Encourage multi-purpose trips and shorter travel distances to reduce demand for private travel;
- Integrate land use and transport to support walking, cycling and public transport; and
- Accommodate higher density residential development, employment and trip-generating activities.

In response to these requirements, Launceston Toyota, currently operates their motor vehicle sales from 78-82 Hobart Road, Kings Meadows. To expand the motor vehicles sales yard into 76 Hobart Road will create further employment opportunities and provide greater choice for customers.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

The expansion will increase and consolidate the functions and operation of an existing successful and growing business. The proposal also allows Launceston Toyota to stay in proximity to the Kings Meadows activity centre rather than looking to relocate to a peripheral location.

(5) *is consistent with the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000; and*

A gas pipeline is not located near the subject site. The requirements of the *Gas Pipelines Act 2000* are not relevant to the proposed amendment.

(6) *as far as practicable, will not conflict with a use, or development, in respect of land next to the land to which the application relates, that is a use or development permissible under the relevant interim planning scheme.*

The proposed dispensation will not cause conflict with adjoining uses. The dispensation application which will result in the rezoning of 1 Machen Street and 74 Hobart Road will provide a transition between the commercial and residential interface, with no proposed development on these lots as present, whilst providing sound planning merit to change the zoning on the southern side of Machen Street.

Although the Commercial Zone will allow the introduction of other uses, it is evident by the high traffic volumes travelling along Hobart Road that Commercial Zoning of the site is appropriate without resulting in a compromise on the amenity of the area.

The use of the road as the zone boundary rather than have directly adjoining zone boundaries with residential uses should resolve potential for conflict over time.

The proposed change of use will see the demolition of the existing dwelling on 76 Hobart Road. The residential amenity of the surrounding lots, whilst already compromised, will be managed by the use standards contained in the Commercial Zone of the Launceston Interim Planning Scheme 2012.

The Interim Scheme provides for consideration of residential uses should a discretionary use be proposed on the titles proposed to be rezoned, providing either a 100 metre setback or consideration of any possible environmental nuisance.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
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7 COMMENTS BY REFERRAL AGENCIES

The application was referred to TasWater under Section 17 of the *Land Use Planning and Approvals Regulations 2004*. TasWater has issued its Submission to Planning Authority Notice (TWDA 2014/01125-LCC) stating that it does not object to the application for dispensation and development application subject to conditions.

PART B - DEVELOPMENT APPLICATION

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

23 - Commercial Zone

23.1.1 To provide for large floor area retailing and service industries.

23.1.2 To provide appropriate location(s) for larger format land uses such as car yards, bulky goods sales, warehouse and showrooms in the areas of high traffic volume and high passing visibility which do not necessarily suit a business zone location.

23.1.3 To ensure general retail uses support and do not threaten the established retail and business hierarchy.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Consistent

The existing use of the site is by Toyota Launceston, a franchise of the Toyota Motor Corporation Limited, for the sale of motor vehicles. The use is best categorised as "bulky goods sales" which is defined in Table 8.2 of the Interim Scheme as:

'use of land for the sale of heavy or bulky goods which require a large area for handling, storage and display. Examples include garden and landscape suppliers, rural suppliers, timber yards, trade suppliers, showrooms for furniture, electrical goods and floor coverings, and motor vehicle, boat or caravan sales'.

"Bulky goods sales" is *permitted* in the Commercial Zone if a single tenancy or multi tenancy development with a gross floor area less than 2000m². The use becomes *discretionary* if for a single or multi tenancy development with a gross floor area in excess of 2000m². Given that the use of the site for Launceston Toyota is approximately 1 hectare, the use is considered to be *discretionary* in the zone.

The subject site is located on a main road (Hobart Road) and the site is of considerable size to accommodate a larger format land use such as a car yard/motor vehicle sales. The use of the site is established and aligns with the purpose of the Commercial Zone.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
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Local Area Objectives - There are no local area objectives

Desired Future Character Statements - There are no desired future character statements

23.3 Use Standards

23.3.1 Emissions

Objective
To ensure that emissions to air, land and water are reduced to the greatest extent practicable in consideration of proximity to residential uses.
Consistent
The existing level of emissions to air, land and water will not be intensified as a result of the proposed expansion. The proposal meets the objective for this standard.
A1 Discretionary use or development not listed in Clauses E12.6.2 or E12.6.3 must be set back from residential uses a minimum distance of 100m.
Does Not Comply
The use of the site for "bulky goods sales" is a discretionary use in the Commercial Zone. The reference to clause E12.6.2 or E12.6.3 incorrectly refers to the Airports Impact Management Code of the Interim Scheme. It is assumed that the correct reference clause is E11.6.1 of the Environmental Impacts and Attenuation Code, but on the basis that this clause is not correctly referenced in the Interim Scheme, it cannot be enforced. It is noted however that a car yard/motor vehicle sales is not listed in Table E11.1 to which clause E11.6.1 refers.
The site adjoins the Inner Residential Zone to the north, west and south. Therefore as a discretionary use which is not setback at least 100m from a residential use, assessment against the performance criterion is required to demonstrate compliance with this standard.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 The use must not cause or be likely to cause an environmental nuisance through emissions including noise, smoke, odour, dust and illumination.
<p>Complies</p> <p>The existing operation of the Launceston Toyota including hours of operation, noise levels and lighting will not be intensified as a result of the proposed expansion of business operations into 76 Hobart Road, Kings Meadows. The proposed pole sign which will be internally lit is assessed against the standards of the Signs Code. The existing hours of operation are Monday to Friday 8:30am to 5:30pm and Saturday 9:00am to 3:00pm. The business is closed on Sunday and public holidays. The proposal meets the performance criterion for this standard.</p>
<p>A2 All solid waste produced through processing or manufacturing operations on the site must be removed and disposed of:</p> <p>a) by a licensed waste removal operator; or</p> <p>b) in an approved land fill; or</p> <p>c) in accordance with a management plan approved by the Environment Protection Authority.</p>
<p>Not Applicable</p> <p>No processing or manufacturing operations currently occur, or are proposed to be undertaken, on the site.</p>
P2 No performance criteria.
Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

23.3.2 Storage of Goods

Objective

To ensure that adequate provision is made for storage of goods materials and waste.

Consistent

The operation of the business from the site is for motor vehicle sales. The vehicles are displayed on the site in the existing showroom and in the car yard. Storage of goods, materials and waste is not visible from the street or any public place. The proposal complies with the objective for this standard.

A1 Storage of goods, materials or waste, other than for retail sale, must not be visible from any road or public place.

Complies

All storage of goods, materials and waste, except for the display of motor vehicles, is not visible from any road or public place.

P1 Storage of goods, materials or waste, other than for retail sale must located or screened to minimise its impact on views into the site from any road or public place.

Not Applicable

23.4 Development Standards

23.4.1 Building Design and Siting

Objective

To ensure that the site and layout, building design and form is visually compatible with surrounding development

Consistent

The operation of the business from the site is for motor vehicle sales. The proposed office is appropriately located on the site to meet the requirements of the standard and ensure it is visually compatible with the mixed character of the area. The proposal complies with the objective for this standard.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1 All buildings are to be orientated to:

- a) face a road, mall, laneway or arcade, except where the development is not visible from these locations; and
- b) have the primary pedestrian entrance to buildings off the frontage to a road, mall, laneway or arcade.

Complies

The showroom contains two entrances - one for the Audi Centre Launceston off Riseley Street and one for Launceston Toyota off Hobart Road and Shirley Place. These entrances are clearly visible from the frontages and pedestrian access to the building is appropriate to allow for safe access. The new building will be an office containing a waiting room with two separate offices. The facade of the building facing Hobart Road will contain four large floor-to-ceiling windows with glass sliding doors as the main entrance.

P1 The entrance to a building must be clearly visible from a road and must provide a safe and accessible access for pedestrians from the road to the main entrance to the building.

Not Applicable

A2 Building height must not exceed

- a) 10m; or
- b) the average of the building heights on immediately adjoining titles; whichever is greater

Complies

The maximum building height of the office building will be 3.5m which is significantly less than the permissible 10m.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

<p>P2 Buildings must be designed to:</p> <p>a) be complementary to the streetscape immediately surrounding the site; and</p> <p>b) avoid unreasonable levels of shading to the road, public places or adjoining properties.</p>
<p>Not Applicable</p>
<p>A3 Buildings must be set back a minimum distance of 5.5m from a frontage.</p>
<p>Complies The proposed office building will have a frontage setback in excess of 32m which meets the minimum distance of 5.5m required by A3.</p>
<p>P3 Frontage setback must be in keeping with, or enhance the streetscape character.</p>
<p>Not Applicable</p>
<p>A4 Buildings can be built up to the side and rear boundaries.</p>
<p>Complies Although the office building can be built up to the side and rear boundaries of the site, it will have side setbacks to the south east and north west of 3m and 4.233m respectively. The rear setback of the office building will be 3m.</p>
<p>P4 No performance criteria.</p>
<p>Not Applicable</p>

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A5 Where the subject site is located on the boundary of a residential zone, new buildings or alterations to existing buildings must:

- a) be set back a minimum distance of 3.0m from the zone boundary; and
- b) have solid fencing at least 1.8m high on all boundaries with residential properties.

Complies

The development application must be assessed as though the standards of the Commercial Zone apply and the dispensation has been approved. Therefore, 76 Hobart Road which will contain the proposed office building, will not be located on the boundary of a residential zone. Notwithstanding however, the office building is setback at least 3m from any title boundary. An existing 1.8m high solid boundary fence exists and will be retained.

P5 Buildings must be designed and sited such that there is no unreasonable loss of amenity to the occupiers of adjoining residential uses having regard to the:

- a) bulk and form of the building; and
 - b) impact on the solar access of habitable room windows and private open space of adjoining dwellings; and
 - c) impact on the amenity and privacy of habitable room windows and private open space of existing and adjoining dwellings; and
 - d) size and proportions of the lot; and
 - e) extent to which the slope, retaining walls, fences or existing vegetation screening reduce or increase the impact of the proposed variation; and
 - f) desirability of locating building openings away from sensitive uses; and
 - g) need to orientate external lighting away from sensitive uses; and
 - h) need to screen unsightly open storage and other outdoor use areas from public view.
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7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Not Applicable

23.4.2 Streetscape

<p>Objective</p> <p>To ensure that buildings have an acceptable impact on the streetscape.</p>
<p>Consistent</p> <p>The operation of the business from the site is for motor vehicle sales. The proposed office is appropriately located on the site to meet the requirements of the standard and ensure it is visually compatible with the mixed character of the area. The proposal complies with the objective for this standard.</p>
<p>A1 Excepting walls built to the lot boundary, new buildings or extensions to existing buildings must:</p> <ul style="list-style-type: none"> a) have external walls constructed of a minimum of 50% brick, concrete, masonry or glass. Unless brick or glass, external walls must be painted or finished with a texture coat; and b) have a minimum of 50% glazing to the external walls of offices component of the buildings; and c) be designed and orientated to ensure the main pedestrian entrance into the primary building is visible from the road; and d) incorporate a protected (by curb, landscaping, bollards or similar device) pedestrian pathway must be provided from the road to the main entrance to the building.
<p>Does Not Comply</p> <p>The proposed office will be clad in a combination of Easylap, James Hardie with a textured paint finish and scion matrix panel cladding with a painted finish. The acceptable solution requires at least 50% of the walls constructed to be either brick, concrete, masonry or glass. Although the office building will be designed to be oriented to the street in accordance with A1(c), reliance on the performance criterion to demonstrate compliance with this standard is required.</p>

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 New buildings or extensions to existing buildings must be designed to ensure that:

- a) the building materials complement the building material evident in the immediate vicinity; and
- b) the entrance to a building must be clearly visible or the location identifiable from the road; and
- c) a safe and accessible access for pedestrians is provided from the road to the main entrance to the building; and
- d) buildings built on corner lots must be designed to address both frontages.

Complies

The proposed materials will complement and match the existing exterior finish of the substantive Launceston Toyota showroom and also the buildings in Riseley Street which are also zoned Commercial. The entrance to the building faces the frontage and is easily identifiable from the road frontage. Pedestrian access to the site will be internal to the site from the car yard at 78-82 Hobart Road. The lot which will contain the new office is not a corner lot.

A2.1 Where employee car parking is proposed it must be located behind or to the side of the principal buildings on the site; and

A2.2 Car parking spaces for visitors and people with a disability must be located as close as practicable to the main entrance to the building.

Not Applicable

Employee car parking has already been allocated on the site as the use is existing. No public or employee car parking is proposed at 76 Hobart Road, Kings Meadows. This title will be utilised to showcase an additional 30 used vehicles for sale adjacent to the existing car yard at 78-82 Hobart Road, Kings Meadows.

P2 Car parking must be located to minimise visual intrusion in the streetscape and no more than 5 car spaces may be located between the primary building and the road.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

23.4.3 Turning and Access

Objective

To ensure that service vehicles can safely and effectively deliver to the site.

Not Applicable

Truck access to the site is existing and no additional truck movements are proposed for 76 Hobart Road. The existing crossover which provides access from 76 Hobart Road from the street is proposed to be removed and the footpath restored.

A1 It must be demonstrated that a standard rigid truck of 8.8m can enter, turn, unload and exit the site in a forward direction without impact or conflicting with areas set aside for parking or landscaping.

Not Applicable

P1 It must be demonstrated that service vehicles can access the site to drop off and pick up goods and services, safely and without prejudicing the effectiveness or efficiency of the surrounding road network.

Not Applicable

23.4.4 Site Landscaping

Objective

To ensure that new development provides acceptable levels of site landscaping.

Consistent

The existing Launceston Toyota site does not contain any landscaping. This is suggested to be to allow maximum visibility of the vehicles which are for sale. The proposal relies upon the performance criterion to demonstrate compliance with this standard.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1.1 Unless a building is built to the boundary of the lot, a landscaped area with a minimum width of 3.0m must be provided along the frontage of the property (excluding vehicle crossover); or

A1.2 A minimum of 50% of the area within the frontage setback is to be landscaped; and

A1.3 A minimum of 1 tree (capable of growing to a minimum of 10.0m in height) per 250m² of lot area must be provided. Trees must be located, within a minimum 3.0m diameter landscaped area; and

A1.4 All security fencing over 1.5m high must be located a minimum of 1.0m back from the frontage and the space between the fence and the boundary must be landscaped.

Does Not Comply

No landscaping is proposed due to the nature of the commercial site. Assessment against the performance criterion is required to demonstrate compliance with this standard.

P1 Landscaping must be provided at a level that enhances the appearance of the site, softens and screens the views of commercial buildings and provides shade for occupants of the site and car parking areas.

Complies

Bollards and lighting to match the existing site characteristics are proposed along the frontage of 76 Hobart Road. The uniformity across the two frontages will enhance the appearance of the site. Shading is not a requirement for a commercial site which is developed for motor vehicles sales.

The absence of landscaping is noted for the adjoining commercially zoned sites as well.

It is noted that any future development (which would be the subject of a new application) of the titles at 74 Hobart Road and 1 Machen Street should involve screen planting to somewhat soften and screen the commercial use of the southern side of Machen Street from the northern residential uses.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

23.4.5 Subdivision

Objective

To ensure that subdivision:

- a) provides appropriate lot area and dimensions for the physical demands of allowable uses and will facilitate the appropriate design and built form of development; and
- b) provides each lot with appropriate access and services; and
- c) appropriately considers the natural or cultural values on or near the land, streetscape character, landscape treatment; and
- d) considers the interface with adjoining zones, especially the relationship with residential areas.

Not Applicable

A1.1 Each lot must:

- a) have a minimum area of at least 350m²; and
- b) be able to contain a 10m diameter circle with the centre of the circle not more than 5m from the frontage; or
- c) be required for public use by the Crown, a an agency, or a corporation all the shares of which are held by Councils or a municipality; or
- d) be for the consolidation of a lot with another lot with no additional titles created; or
- e) be to align existing titles with zone boundaries and no new titles are created; or
- f) be for the provision of public utilities, or

A1.2 Lots must have new boundaries aligned from buildings that satisfy the setback standards.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Not Applicable
<p>P1 Subdivision must:</p> <p>a) provide for each lot sufficient useable area and dimensions to allow for:</p> <p>i) the siting and construction of allowable premises; and</p> <p>ii) the likely parking demand for industrial premises; and</p> <p>iii) vehicles providing for supplies, waste removal, emergency services and public transport; and</p> <p>b) demonstrate that the layout would not unduly prejudice the future use or development of the subject or adjoining land; and</p> <p>c) have regard to:</p> <p>i) the topographical or natural features of the site; and</p> <p>ii) potential to provide buffering; and</p> <p>iii) any features of natural or cultural significance; and</p> <p>iv) the presence of any natural hazards; and</p> <p>v) the nature of surrounding development.</p>
Not Applicable
A2 Each lot must have a frontage of at least 10m.
Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P2 Subdivision must provide appropriate frontage to a road having regard to the:

- a) nature of vehicles likely to access the site; and
- b) area and dimension of the lot and the ability to manoeuvre vehicles on the site; and
- c) road network and visibility; and
- d) topographical features of the site.

Not Applicable

A3 Subdivision must not adjoin the General Residential, Inner Residential, Village, Low Density Residential, Urban Mixed Use, Environmental Living and Rural Living zones.

Not Applicable

P3 The subdivision layout must be designed to mitigate adverse environmental impacts and minimise potential for nuisance or loss of amenity having regard to:

- a) lot layout and design; and
- b) orientation; and
- c) access considerations; and
- d) topography; and
- e) the need for landscape buffers; and
- f) separation to surrounding sensitive land uses.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A4 Each lot must be connected to a: a) reticulated water supply; and b) reticulated sewerage system; and c) reticulated stormwater system.
Not Applicable
P4 No performance criteria.
Not Applicable

E 4 - Road and Railway Assets Code

E4.1.1 The purpose of this provision is to: a) ensure that use or development on or adjacent to a road or railway will not compromise the safety and efficiency of the road or rail network; and b) maintain opportunities for future development of road and rail infrastructure; and c) reduce amenity conflicts between roads and railways and other use or development.
Consistent The Code applies due to the number of vehicle movements to and from the site exceeding 40 per day. A Traffic Impact Assessment prepared by Terry Eaton was provided in support of the application to demonstrate compliance with the performance criteria. The proposal can meet the requirements of each of the applicable standards of the Code.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

E4.6 Use Standards

E4.6.1 Use of road or rail infrastructure

<p>Objective</p> <p>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>
<p>Consistent</p> <p>The Traffic Impact Assessment prepared for the site demonstrates that the proposal will not compromise the safety and efficiency of Hobart Road. No new accesses are proposed and the existing crossover onto Hobart Road from 76 Hobart Road will be removed and the footpath reinstated. The proposal complies with the performance criteria for this standard and meets the objective of the standard.</p>
<p>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</p>
<p>Not Applicable</p> <p>Hobart Road is considered to be a 'category 5' road.</p>
<p>P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</p>
<p>Not Applicable</p>
<p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</p>
<p>Does Not Comply</p> <p>Hobart Road has a speed limit of 60km/h and the site will generate more than 40 vehicle movements per day. Assessment against the performance criterion is required to demonstrate compliance with this standard.</p>

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

Complies

The Traffic Impact Assessment prepared by Terry Eaton demonstrates compliance with this standard and reads -

Assessment indicates the proposed extension to the used car sales area will increase use of the existing access from some 200 vehicles per weekday to some 210 vehicles, i.e. a 5% increase and significantly less than 40 vehicle movements per day.

The proposal is to use the existing site access and close the present access to No. 76. The existing access is constructed to a high standard with safety benefits seen by closing the residential access.

DSG crash information for the last 5 years indicates 13 reported link crashes for Hobart Road between Punchbowl Road and Riseley Street which could be associated with property access with 7 (4 property damage and 3 minor) associated with traffic entering from driveways and 6 accidents as rear end collisions.

The crash data is not specific as to actual location, however taking into consideration the high traffic volume on Hobart Road, the indicative extensive peak hour queuing and the number of residents and business' which front this section of Hobart Road suggests a minor crash history associated with the road side uses.

A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P3 For limited access roads and roads with a speed limit of more than 60km/h:

a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and

b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and

c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.

Not Applicable

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective

To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:

a) ensure the safe and efficient operation of roads and railways; and

b) allow for future road and rail widening, realignment and upgrading; and

c) avoid undesirable interaction between roads and railways and other use or development

Not Applicable

The site is not located adjacent to a class 1 or 2 road, a railway or a future road or railway.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:

- a) new road works, buildings, additions and extensions, earthworks and landscaping works; and
- b) building envelopes on new lots; and
- c) outdoor sitting, entertainment and children's play areas

Not Applicable

P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:

- a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and
- b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and
- c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and
- d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

E4.7.2 Management of Road Accesses and Junctions

Objective

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Consistent

No new accesses are proposed as part of the application. The existing crossover to Hobart Road from 76 Hobart Road will be removed which reduces the traffic onto Hobart Road from the site directly. The proposal complies with the objective for this standard.

A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.

Complies

There is no direct access proposed from Hobart Road to 76 Hobart Road with access internal to 78-82 Hobart Road. The existing crossover will be removed and the footpath will be reinstated.

P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

Not Applicable

A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P2 For limited access roads and roads with a speed limit of more than 60km/h:

a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and

b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and

c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.

Not Applicable

E4.7.3 Management of Rail Level Crossings

Objective

To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.

Not Applicable

The site is not located adjacent to a railway.

A1 Where land has access across a railway:

a) development does not include a level crossing; or

b) development does not result in a material change onto an existing level crossing.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 Where land has access across a railway:

- a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and
- b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or
- c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and
- d) an alternative access or junction is not practicable.

Not Applicable

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective

To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Consistent

The Traffic Impact Assessment prepared by Terry Eaton states that the sight distances are appropriate to meet the standard. The existing vehicular crossover for 76 Hobart Road will be removed and the footpath reinstated as part of the proposal which in fact reduces the direct access onto Hobart Road. The proposal complies with the objective for this standard.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1 Sight distances at

- a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and
- b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or
- c) If the access is a temporary access, the written consent of the relevant authority has been obtained.

Complies

The Traffic Impact Assessment concludes that the sight distance at the driveway is considered to comply with this standard taking into consideration the speed limit for Hobart Road and the proximity of the traffic signals south of the site. Secondary, alternative access is also available via Shirley Place.

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

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

E6 - Car Parking and Sustainable Transport Code

E6.1.1 The purpose of this provision is to:

- a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and
- i) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and
- ii) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and
- iii) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and
- iv) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and
- v) provide for the implementation of parking precinct plans.

Consistent

The existing car parking to the north of the main building at 78-82 Hobart Road provides 200 on-site parking spaces. The proposal will provide an additional 30 spaces for used-car holding. The proposal will allow for additional vehicles to be accommodated on the site where there is currently no capacity on the title at 78-82 Hobart Road. The subject site can meet the requirements of the applicable standards in this Code.

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Consistent

An appropriate level of on-site car parking is provided to service the motor vehicle sales use and development. The proposal meets the performance criteria of this standard.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1 The number of car parking spaces:

a) will not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or

b) will not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater (except for dwellings in the General Residential Zone); or

c) will be in accordance with an acceptable solution contained within a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone); or

d) If for dwellings in the General Residential Zone, not less than 100% of the requirements of Table E6.1.

Does not comply

Table E6.1 requires 1 parking space per employee plus 1 space per 100m² net floor area for the "bulky goods sales" use class. The entire business employs 64 staff and the existing showroom has a floor area of approximately 1192m² which equates to a car parking calculation of 76 spaces. The 'New sales yard/office building' plan attached as Appendix C to the report lodged by the applicant identifies 12 customer parking spaces and 28 spaces on the site at 3-5 Machen Street. Although the site contains a significant number of vehicles for sale, and the capacity of on-site parking spaces is considerable, parking spaces used for display of vehicles for sale cannot be considered in the number of spaces required/provided on the site in accordance with Table E6.1. Assessment against the performance criterion is required to demonstrate compliance with this standard.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 The number of car parking spaces provided must have regard to:

- a) the provisions of any relevant location specific car parking plan; and
 - b) the availability of public car parking spaces within reasonable walking distance; and
 - c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and
 - d) the availability and frequency of public transport within reasonable walking distance of the site; and
 - e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and
 - f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and
 - g) an empirical assessment of the car parking demand; and
 - h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and
 - i) the recommendations of a traffic impact assessment prepared for the proposal; and
 - j) any heritage values of the site; and
 - k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
 - i) the size of the dwelling and the number of bedrooms; and
 - ii) the pattern of parking in the locality; and
 - iii) any existing structure on the land; and
 - l) The performance criteria contained within a relevant parking precinct plan.
-

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Complies

The Traffic Impact Assessment prepared for the site states the following in regarding to the provision of on-site car parking numbers in the car park to the north of the showroom at 78-82 Hobart Road:

- New car enquiries, spare parts, customers and used car enquiries - 20
- New car holding - 30
- Vehicle servicing - 30
- Used car holding - 120

TOTAL - 200 spaces

Although display of vehicles on the site for sale cannot be considered as provision of on-site car parking spaces, given that vehicles can be moved and relocated on the site there is sufficient capacity for customer and staff car parking to meet the requirements of the site. It is also noted that the site is in a prominent location in Kings Meadows and there would be a number of enquiries made by pedestrians. Another portion of the business is for servicing which involves the drop-off and pick-up of vehicles. Given that the use and development of Launceston Toyota is existing and the availability of parking spaces for customers and staff is considered to be appropriate.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Not Applicable

The proposed office building will have a floor area of 40m² and the requirement for bicycle parking is set out in Table E6.1 as 1 space per 500m² net floor area. There are no changes to the existing showroom and workshop on the site at 78-82 Hobart Road. The existing arrangements on the site are appropriate for the use. There is capacity for bicycle parking of staff (if required) within existing buildings on the site.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan that has been incorporated into the planning scheme for a particular area.</p>
<p>Not Applicable</p>
<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <p>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</p> <p>b) location of the site and the distance a cyclist would need to travel to reach the site; and availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</p>
<p>Not Applicable</p>

E6.6.3 Taxi Drop-off and Pickup

<p>Objective: To ensure that taxis can adequately access developments.</p>
<p>Consistent The subject site is located in a prominent location within approximately 200m of a bus stop and there is capacity for taxi drop-off and pick-up on the site without the requirement for separately allocated spaces.</p>
<p>A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).</p>
<p>Not Applicable</p>
<p>P1 No performance criteria.</p>
<p>Not Applicable</p>

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.

Not Applicable

Existing motorbike parking spaces are provided on the site. No additional motorbike parking spaces are required.

A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.

Not Applicable

P1 No performance criteria.

Not Applicable

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Consistent

The proposal will involve sealing of the parking areas which will be adequately drained to meet the appropriate standards.

A1 All car parking, access strips manoeuvring and circulation spaces must be:

- a) formed to an adequate level and drained; and
- b) except for a single dwelling, provided with an impervious all weather seal; and
- c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.

Complies

The proposal will involve sealing of the parking areas which will be adequately drained to meet the appropriate standards. Where parking spaces are provided for customers/staff, the spaces will be appropriately line marked or provided with clear physical means to delineate car spaces.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.

Not Applicable

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Consistent

The design and layout of the subject site is largely established with the new office building and used-car holding area additional. The additional development of 76 Hobart Road will blend with the existing design of the Launceston Toyota site. The proposal complies with the performance criterion and the objective of this standard.

A1.1 Where providing for 4 or more spaces, parking areas (other than for dwellings in the General Residential Zone) must be located behind the building line; and

Does Not Comply

The vehicles on the site are not located behind the building line, but rather are located between the building and the frontage for maximum visibility. Assessment against the relevant performance criterion is required to demonstrate compliance with this standard.

A1.2 Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:

- a) the layout of the site and the location of existing buildings; and
- b) views into the site from the road and adjoining public spaces; and
- c) the ability to access the site and the rear of buildings; and
- d) the layout of car parking in the vicinity; and
- e) the level of landscaping proposed for the car parking.

Complies

The location of the vehicles forward of the building line is paramount for the operation of Launceston Toyota. This design is common for motor vehicle sales businesses as the vehicles are advertised for sale. The existing site operates in this manner and 76 Hobart Road is proposed to blend with the existing layout. The site reads as a car yard and showroom from Hobart Road and is in fact a prominent site in Kings Meadows on a main road. Pedestrian access to the site will be predominantly from internal to the site via 78-82 Hobart Road. The existing vehicular crossover from Hobart Road will be removed and the footpath reinstated. As previously discussed, no soft landscaping is proposed on the site due to the nature of the commercial business.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A2.1 Car parking and manoeuvring space must:

- a) have a gradient of 10% or less; and
- b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and
- c) have a width of vehicular access no less than prescribed in Table E6.2, and not more than 10% greater than prescribed in Table E6.2; and
- d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:
 - i) there are three or more car parking spaces; and
 - ii) where parking is more than 30m driving distance from the road; or
 - iii) where the sole vehicle access is to a category I, II, III or IV road; and

A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.

Complies

The site has a gradient of less than 10% and is in fact relatively flat. Vehicles can enter and leave the subject site in a forward direction and the width of access is appropriate for the site to meet Table E6.2. The car parking spaces can be constructed in accordance with AS2890.1 as required and recommended as a permit condition.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P2 Car parking and manoeuvring space must:

- a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and
- b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.

Not Applicable

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

Consistent

The subject site is secured and adequately lit to provide safety and security for customers and staff. The proposal meets the acceptable solution and objective of this standard.

A1 Car parking areas with greater than 20 parking spaces must be:

- a) secured and lit so that unauthorised persons cannot enter or;
- b) lit and visible from buildings on or adjacent to the site during the times when parking occurs.

Complies

Additional lighting to match the existing pole lighting on the site is proposed for 76 Hobart Road. The site is reasonably secured outside of the hours of operation however it is accepted that given the nature of the site, that some members of the public may view the vehicles on the site. The proposal complies with A1(b).

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

<p>P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:</p> <p>a) levels of activity within the vicinity; and</p> <p>b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.</p>
<p>Not Applicable</p>

E6.7.4 Parking for Persons with a Disability

<p>Objective: To ensure adequate parking for persons with a disability.</p>
<p>Not Applicable No spaces are proposed for public or staff parking at 76 Hobart Road.</p>
<p>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</p>
<p>Not Applicable</p>
<p>P1 No performance criteria.</p>
<p>Not Applicable</p>
<p>A2 One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</p>
<p>Not Applicable</p>
<p>P2 No performance criteria.</p>
<p>Not Applicable</p>

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.

Not Applicable

Deliveries will not occur directly to 76 Hobart Road but rather to 78-82 Hobart Road and 3-5 Machen Street. A separate loading bay at 76 Hobart is not appropriate for the development of the entire Launceston Toyota site.

A1 For retail, commercial, industrial, service industry or warehouse or storage uses:

- a) at least one loading bay must be provided in accordance with Table E6.4; and
- b) loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.

Not Applicable

P1 For retail, commercial, industrial, service industry or warehouse or storage uses, adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.

Not Applicable

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Objective: To ensure that cyclists are provided with adequate end of trip facilities.

Not Applicable

The new office building has a floor area of 40m² and no further bicycle parking spaces are required.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1 For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycles spaces thereafter.

Not Applicable

P1 For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, end of trip facilities must be provided at adequate level to cater for the reasonable needs of employees having regard to:

a) the location of the proposed use and the distance a cyclist would need to travel to reach the site; and

b) the users of the site and their likely desire to travel by bicycle; and

c) whether there are facilities on the site for other reasons that could be used by cyclists; and

d) the opportunity for sharing bicycle facilities by multiple users.

Not Applicable

E6.8.2 Bicycle Parking Access, Safety and Security

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.
--

Not Applicable

The new office building has a floor area of 40m ² and no further bicycle parking spaces are required.
--

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

A1.1 Bicycle parking spaces for customers and visitors must:

- a) be accessible from a road, footpath or cycle track; and
- b) include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and
- c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and
- d) be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and

A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.

Not Applicable

P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.

Not Applicable

A2 Bicycle parking spaces must have:

- a) minimum dimensions of:
 - i) 1.7m in length; and
 - ii) 1.2m in height; and
 - iii) 0.7m in width at the handlebars; and
- b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.

Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
Not Applicable

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development.
Consistent Pedestrian access and safety is considered in the proposed development. The proposal complies with the objective for this standard.
A1 Pedestrian access must be provided for in accordance with Table E6.5.
Complies Pedestrian access is provided throughout the site in accordance with Table E6.5 due to the nature of the commercial business.
P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.
Not Applicable

E6.6.4 Local Area Provisions

Objective: To remove the need for new use or development to provide onsite car parking within the exemption area.
To establish parking maximums within the exemption area.
Not Applicable The subject site is not located in the car parking exemption area which is shown on the maps.
A1 No onsite parking provision.
Not Applicable

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P1 Onsite car parking must demonstrate:

- a) that it will not be visible from a frontage; and
- b) that it will be constructed within the structure of a building; and
- c) that it is necessary for the operation of a use and development on that particular lot; and
- d) parking must not exceed the minimum provision required by table E6.1.

Not Applicable

E18 - Signs Code

E18.1.1 The purpose of this provision is to:

- a) provide opportunities for appropriate business advertising and information essential to support and encourage business activity;
 - i) promote the use of well designed signs that complement and enhance the streetscape and the City and do not contribute to visual clutter and detract from the visual amenity of the locality;
 - ii) ensure signs on places of cultural significance are responsive to the cultural heritage values and the significance of the building or place, both in terms of impact and by means of attachment, by protecting and enhancing those values; and
 - iii) ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.
-

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Consistent

The proposed internally illuminated pole sign and 3x wall signs are appropriate for the commercial site and suitably advertise the business to passing traffic and pedestrians. The location of the signs is shown in Appendix C to the application report.

The proposed signs will complement the existing signage on the site and will not cause visual clutter along Hobart Road. The site is not heritage listed and the signage will not disrupt or comprise the safety and efficiency of the vehicular or pedestrian environment. The proposal consistent with the purpose of the Code.

E18.5 Development Standards

E18.5.1 Inappropriate signage

Objective

To prevent inappropriate signage.

Consistent

The proposed signage is not considered to be inappropriate and meets the objective for this standard.

A1 Must not be a:

- a) Third Party Sign
- b) Roof Sign
- c) Sky Sign
- d) Bunting (Flag and Decorative Elements)
- e) Flashing Lights

Complies

The proposed signs are in the form of a pole sign and 3x wall signs. A third party sign, roof sign, sky sign, bunting or flashing lights are proposed.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
-

P1 No Performance Criteria

Not Applicable

E18.5.2 Design and siting of signage

Objective

To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located.

Consistent

The proposed signs are appropriate for the site and the commercial business environment of the surrounding area. The proposed pole sign will be 5.2m high which is significantly lower in height than the existing pole sign on the site. Compliance with the performance criterion for this standard can be achieved. The proposal is consistent with the objective for this standard.

A1 A sign must:

- a) meet the requirements for the relevant sign type set out in E.18.6; and
 - b) be located within the applicable zone set out in E18.6
-

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Complies

The pole sign proposed at 78-82 Hobart Road relies upon assessment against the performance criterion as the sign is 5.2m high, has a clearance of 2.06m and has a width of 0.36m.

The three wall signs are shown on the north eastern elevation drawing of the proposed office. The wall signs will face the frontage - "TATA", "Launceston Toyota" and "TATA MOTORS". A wall sign is defined as 'a sign painted or attached to the wall of a building (other than the transom of a doorway or display window)'. The three wall signs will measure approximately 0.5m x 2m long. The requirements for a wall sign in Table E18.6 which stipulates the following:

- a) *maximum area of 4.5m²;*
- b) *must not extend laterally beyond the wall or above the top of the wall to which it is attached; and*
- c) *must not occupy more than 25% of the wall area.*

The proposed wall signs meet the requirements set out in Table E18.6 and accordingly meet the acceptable solution for this standard.

P1 A sign must

- a) be within an applicable zone for the sign type as set out in table E18.6;
- b) be sympathetic to the architectural character and detailing of the building;
- c) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;
- d) not result in loss of amenity to neighbouring properties;
- e) not involve the repetition of messages or information on the same frontage;
- f) not contribute to or exacerbate visual clutter; and
- g) not cause a safety hazard or obstruct movement of pedestrians on a footpath.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

Complies

A pole (pylon) sign is defined in the Code as 'a sign supported by or suspended from one or more vertical supports of a height to which pedestrians may pass underneath and is independent of any building or other structure'.

The proposed pole sign is 5.2m high, has a clearance of 2.06m and has a width of 0.36m. Each face has an area of 4.46m², the length is 1.3m and does not project beyond the boundary of the site.

Table E18.6 requires the following for a pole sign:

- a) *maximum height of 5m;*
- b) *minimum clearance of 2.7m;*
- c) *maximum area of 5.0m² with respect to each face if double sided;*
- d) *maximum length of 2.5m;*
- e) *maximum width of 0.3m; and*
- f) *no part is to project beyond a boundary of the site.*

The pole sign is to be located within an existing Commercial zone on 78-82 Hobart Road. The pole sign is sympathetic to the architectural character and detailing of the building, Launceston Toyota showroom and car yard. The sign will not dominate the streetscape or premises due to the small variations sought and the context and size of the site. The location of the sign will not result in a loss of amenity and will not contribute to or exacerbate visual clutter given the existing signage, the size of the premises, the new "Tata Motors" information and colours.

The proposed pole sign meets the performance criterion for this standard.

A2 A sign must be a minimum distance of 2m from the boundary of any lot in the Residential Zone.

Complies

The proposed signs will be at least 2m from the boundary of a lot in a residential zone. The pole sign will be located on the site at 78-82 Hobart Road.

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

P2 A sign must not result in loss of amenity to neighbouring residential properties.
Not Applicable
A3 A maximum of one of each sign type per building or tenancy unless otherwise stated in E18.6
<p>Complies</p> <p>Although there are technically three wall signs proposed due to the three separate messages, the signage is along the same horizontal plane with separation between the three phrases. The total area allocated for signage is 6.9m² with approximately 3m² of this area occupied by signage. Notwithstanding the separate phrases, if the three signs are considered in the context of the requirements of Table E18.6, then the total area that the wall signs occupy meets the 4.5m² maximum area. The proposed signage complies with this standard.</p>
<p>P3 A sign must:</p> <p>a) where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;</p> <p>b) engage in the repetition of messages or information on the same frontage.</p>
Not Applicable
A4 A sign must not be illuminated or contain; flashing lights, animation, moving parts and moving or changing messages or graphics.
<p>Complies</p> <p>The proposed signage will not be illuminated or contain flashing lights, animation, moving parts and moving or changing messages or graphics.</p>
P4 A sign must not result in loss of amenity to neighbouring properties or cause undue distraction to drivers of motor vehicles.
Not Applicable

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Assets	<p>Application was referred to Council's Infrastructure Assets Department for assessment -</p> <p><i>The application for the extension of the existing Toyota Sales Yard shows the removal of the redundant driveway crossover associated with 76 Hobart Road and the reinstatement of kerb and channel, nature strip and footpath. A small retaining wall is also required to match to the existing retaining wall in the road reserve.</i></p> <p><i>In addition to the driveway crossing there are also several concrete steps leading up onto the road from the footpath that align with the existing pedestrian access gate for the property. This will have no purpose once the house is demolished and indeed was never a particularly safe place to cross the road and given that there was no kerbside parking, it would have to be considered as of limited use. Conditions are recommended for the removal of the steps as well as the driveway.</i></p>

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

REFERRAL	COMMENTS
	<p><i>The submitted report contains a concept drainage layout for the extension of the yard and proposes a detention basin to negate the impact of the increased impervious area. Discussions with our hydraulics engineers is that given the location within the catchment that there is no benefit to be gained from the onsite detention in this location. As a result this is not needed and should be omitted from the endorsed plans.</i></p> <p>Consent provided with recommended conditions relating to:</p> <ul style="list-style-type: none"> • Concrete steps in road reserve to be removed • Vehicular crossings to be removed • Car parking construction • Urban - vehicular crossings • Works within/occupation of the road reserve • Damage to council infrastructure
Environmental Health	<p>Consent provided with recommended conditions relating to:</p> <ul style="list-style-type: none"> • Hours of demolition and construction • Stormwater • Demolition • Exterior and security lighting planning • Noise nuisance

7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)

REFERRAL	COMMENTS
Parks and Recreation	No referral required
Heritage/Urban Design	No referral required
Building and Plumbing	Building, Plumbing and Occupancy Permits will be required.
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued a Submission to Planning Authority Notice (TWDA 2014/01125-LCC) stating that it does not object to the application for dispensation subject to a number of conditions.
DIER	No referral required
TasFire	No referral required
Tas Heritage Council	No referral required
Crown Land	No referral required
TasRail	No referral required
EPA	No referral required
Aurora	No referral required

5. 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 Launceston Interim Planning Scheme 2012 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.

- 7.2 Dispensation 8 to the Launceston Interim Planning Scheme 2012 to rezone five (5) residential titles - 76 Hobart Road, 74 Hobart Road, 1 Machen Street and 3-5 Machen Street - from the Inner Residential Zone to the Commercial Zone...(Cont'd)**
-

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2012

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

ATTACHMENTS:

1. Figure 1 - Aerial imagery showing titles to be rezoned (distributed separately)
 2. Figure 2 - Existing zoning map identifying the subject site (distributed separately)
 3. 30Q & 30R Application Report (distributed separately)
-

COUNCIL AGENDA

Monday 24 November 2014

8 ANNOUNCEMENTS BY THE MAYOR

8.1 Mayor's Announcements

FILE NO: SF2375

Tuesday 11 November

- Delivered an address at the Remembrance Day service at the Cenotaph
- Conducted a private citizenship ceremony
- Attended the Charles Landry - Clever Cities, Creative Spaces - Afternoon Tea

Wednesday 12 November

- Participated in the Turning of the Sod for new Woolworths Supermarket with Premier, Will Hodgeman and Treasurer and Minister for Local Government and Planning, Peter Gutwein

Thursday 13 November

- Attended the TasWater General Meeting
- Attended the TasWater Owner Representatives Quarterly Briefing
- Attended the Kings Meadows High School Arts Evening performance of "Transformation"

Friday 14 November

- Officially opened the Beaumont Tiles New Launceston Showroom
- Attended the Cityprom Mad Hatter's Twilight Festival
- Attended the Northern Hospice & Palliative Care Foundation Cocktail Party

Saturday 15 November

- Officiated at the opening and ribbon cutting ceremony of the Tasmanian BMX State Titles
- Officiated at the Interweave Arts & QV Museum & Art Gallery Official Opening of 'Art Magic - The Climbing Plant'
- Attended St Lukes Health Cocktail Party Fundraiser

Sunday 16 November

- Attended TasInvest Welcome Cocktail Party

Tuesday 18 November

- Attended the TasInvest Conference Dinner
-

8.1 Mayor's Announcements...(Cont'd)

Wednesday 19 November

- Attended the unveiling of Peter Sculthorpe plaque at Larmenier School
- Attended LGAT Mayors' Dinner

Thursday 20 November

- Inspected the parade at the Midlands Military Meet & Rendezvous
- Officiated at the Launceston Historical Society - 2014 History Prize
- Officiated at the Theatre North Official Launch 2015 Subscription Season

Friday 21 November

- Officiated at the Opening of Art Exhibition for Leoni Duff
 - Officiated at the Cityprom Christmas in the City Tree Lighting
-

9 ALDERMEN'S/DELEGATES' REPORTS

10 QUESTIONS BY ALDERMEN

11 COMMITTEE REPORTS**11.1 QVMAG Museum Governance Advisory Board Committee Meeting 15 October 2014****FILE NO:** SF2244**AUTHOR:** Leila Wagner (Personal Assistant)**DIRECTOR:** Richard Mulvaney (Director Queen Victoria Museum and Art Gallery)

DECISION STATEMENT:

To receive and consider a report from the QVMAG Museum Governance Advisory Board.

RECOMMENDATION:

That Council receive the report from the QVMAG Museum Governance Advisory Board meeting held on 15 October 2014.

REPORT:

The key points raised by the Museum Governance Advisory Board were:

- **Governance Working Group:** The Chairman noted that the Governance Working group met on the 10/9. The group consists of Jill Dearing, Patricia Sabine, Rodney Paul, Richard Mulvaney and Neil Mackinnon.
 - Richard Mulvaney met with Rodney Paul after the first working group meeting and had provided a possible first draft for consideration when the working group meets again on 29 October.
 - **QVMAG Friends:** Jill Dearing reported that the QVMAG Friends have recently had their AGM with three interesting speakers, David Maynard, Lola Greeno and Richard Mulvaney. The Friends Christmas Party will be held on the 4/12 at the Art Gallery. QVMAG Friends 'Conversations with Friends' program starts next week (21/10), which is to engage new and existing members.
 - **QVMAG Arts Foundation:** Keith Adkins reported that he was nominated as Chairman of the QVMAG Arts Foundation, (Sandra Campbell has retired and was nominated as Patron of the Foundation). Three new committee members include Julian Von Bibra, Samantha Hogg and Catherine Pearce.
-

11.1 QVMAG Museum Governance Advisory Board Committee Meeting 15 October 2014...(Cont'd)

- **General Business:** The Board are currently reviewing the QVMAG sponsorship Policy and Collections Policy.

ECONOMIC IMPACT:

Consideration contained in Report

ENVIRONMENTAL IMPACT:

Consideration contained in Report

SOCIAL IMPACT:

Consideration contained in Report

STRATEGIC DOCUMENT REFERENCE:

Strategic Plan 2008/2013 - Priority Area 4: Cultural Environment

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Richard Mulvaney: Director Queen Victoria Museum & Art Gallery

12 COUNCIL WORKSHOPS

Nil

13 PETITIONS

Nil

COUNCIL AGENDA

Monday 24 November 2014

14 NOTICES OF MOTION - FOR CONSIDERATION

14.1 Notice of Motion - Alderman Finlay - North Bank Master Plan

FILE NO: SF5547

AUTHOR: Alderman Finlay

GENERAL MANAGER: Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider a Notice of Motion from Alderman Finlay regarding the North Bank Master Plan.

PREVIOUS COUNCIL CONSIDERATION:

N/A

NOTICE OF MOTION:

That;

1. Council rescind the decision made on Monday 27 October 2014 at Item 20.1 "North Bank Master Plan";

That in consideration of:

1. *The opportunities for enhanced visual and physical connectivity, functional integration between proposed site activity areas, lower ongoing maintenance and operating costs, and enhanced public space design outcomes created by the proposed removal of the remaining Woolstore building.*
 2. *The importance of ensuring cohesive integration of the public open space areas created by the North Bank project, and the Silo Hotel development.*
 3. *Recent amendments to the scope and arrangement of the proposed Silo Hotel project, as per the Development Application DA04231/2014 lodged with Council on 17 September 2014.*
 4. *The request to demolish and salvage construction material from the Woolstore building, for use as feature elements in the Silo Hotel development, at no cost to Council apart from waste material disposal.*
-

14.1 Notice of Motion - Alderman Finlay - North Bank Master Plan...(Cont'd)

The Council determines to amend the current North Bank Masterplan to include:

1. *Modification to the proposed levee-top walkway and eastern connection between the Silo development site and the primary North Bank site area.*
2. *Removal of the Woolstore building, currently proposed for only partial retention, and replacement with new landscaping features to represent the former building footprint.*
3. *Construction of purpose built shade and shelter structures, in multiple locations across the site, to replace the single consolidated undercover area proposed by the current Masterplan (by the partial retention of the Woolstore roof structure).*
4. *Introduction of new interpretation material recording the historical value of the development and industrial activities of the site area, including display of the industrial equipment (mechanical wool presses) salvaged from the Woolstore buildings.*
5. *Where possible, use of remaining viable salvaged material from the Woolstore building, in the construction of new elements on the North Bank site.*

2. Aldermen be comprehensively briefed by/on the following:

- a) Council's City Architect, and project consultants: North Bank Master Plan
- b) Representative(s), Launceston Flood Authority: Flood Levee Project
- c) Representative(s), Heritage Tasmania: Heritage values in North Bank precinct.

3. Invite Errol Stewart to update Aldermen on the proposed Silo Hotel Development.

4. Once Aldermen have been briefed, a clear and purposeful community consultation process be designed to re-engage the community on the North Bank Master Plan in regard to the remaining old Woolstore Building.

14.1 Notice of Motion - Alderman Finlay - North Bank Master Plan...(Cont'd)

REPORT:

Alderman Finlay will speak to this item.

Background information provided by Alderman Finlay:

The newly elected Council will act as custodians of the North Bank Masterplan for at least the next four years. This is not a motion for or against the future demolition of the remaining old Woolstores building, instead, it is a motion that seeks to provide an opportunity for the newly elected Council to be informed of all elements of the decision making process in regards to the old Woolstore, the North Bank Masterplan, The Flood Levee Project and the Silo Hotel Development.

This series of decisions will allow for a clear and purposeful period of community consultation to occur.

Further it will provide for informed future decisions to be made by the current Council in regards to the remaining old Woolstore building (and other aspects of the North Bank Master Plan).

The General Manager has advised that no action has or will be taken to implement the decision of Council on 27 October 2014 until this Notice of Motion is determined by Council at its meeting on 24 November 2014.

Officer Comments - Rod Sweetnam (Director Facilities Management) / Matthew Skirving (Manager Architectural Services)

If Aldermen were supportive of the Notice of Motion relating to Item 20.1 'North Bank Master Plan' presented to Council on 27 October 2014, part a) should be excluded as it is not directly relevant to the consideration of the Woolstore building. Part a) reads as follows:

- '1) Modification to the proposed levee-top walkway and eastern connection between the Silo development site and the primary North Bank site area.'*

The Australian Government require completed construction documentation for all grant funded project components to enable completion of their assessment, and release of funds to enable works to commence. Reviewing works associated with the Woolstore building will delay the completion of detail landscaping design and construction documentation for this part of the site area, including part of the playspace area proposed to be located on the western side of Taroon Street.

14.1 Notice of Motion - Alderman Finlay - North Bank Master Plan...(Cont'd)

A presentation by Council Officers for Aldermen will be scheduled for the meeting of 1st December 2014, to review the current status of the North Bank project. The information and reports relating to the Heritage Value of the Woolstore building (commissioned by Council) will also be provided to Aldermen. Council Officers are not aware of any additional information held by Heritage Tasmania (HT) on this site area, and as such a presentation by an HT representative may not be necessary. Detailed information from the community consultation undertaken to date can be provided.

If, following the review and briefing of the current project status, the proposed additional community consultation is deemed to be required; the scope of this consultation should be limited to consideration of the Woolstore building area only so as to avoid unnecessary delays to progression of other project components. Clear direction will be required to determine:

- *The objectives and method and duration of the consultation process.*
- *The range of viable options for the partial retention or demolition of Woolstore structure that align with the redevelopment objectives for the North Bank site.*
- *The criteria for assessing submissions to the consultation process.*

STRATEGIC DOCUMENT REFERENCE:

N/A


BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Robert Dobrzynski: General Manager

ATTACHMENTS:

1. Notice of Motion - Alderman Finlay
-

LAUNCESTON CITY COUNCIL

MEMORANDUM

FILE NO: SF5547 / SF3068
JF
DATE: 12 November 2014

TO: Robert Dobrzynski General Manager
c.c. Committee Clerks

FROM: Janie Finlay Alderman

SUBJECT: Notice of Motion - North Bank Masterplan

In accordance with Clause 16 (5) of the Local Government Regulations 2005 (Meeting Procedures) please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on 24 November 2014.

Motion

That;

1. **Council rescind the decision made on Monday 27 October 2014 at Item 20.1 "North Bank Master Plan";**

That in consideration of:

1. *The opportunities for enhanced visual and physical connectivity, functional integration between proposed site activity areas, lower ongoing maintenance and operating costs, and enhanced public space design outcomes created by the proposed removal of the remaining Woolstore building.*
2. *The importance of ensuring cohesive integration of the public open space areas created by the North Bank project, and the Silo Hotel development.*
3. *Recent amendments to the scope and arrangement of the proposed Silo Hotel project, as per the Development Application DA0423/2014 lodged with Council on 17 September 2014.*
4. *The request to demolish and salvage construction material from the Woolstore building, for use as feature elements in the Silo Hotel development, at no cost to Council apart from waste material disposal.*

The Council determines to amend the current North Bank Masterplan to include:

1. *Modification to the proposed levee-top walkway and eastern connection between the Silo development site and the primary North Bank site area.*
2. *Removal of the Woolstore building, currently proposed for only partial retention, and replacement with new landscaping features to represent the former building footprint.*
3. *Construction of purpose built shade and shelter structures, in multiple locations across the site, to replace the single consolidated undercover area proposed by the current Masterplan (by the partial retention of the Woolstore roof structure).*
4. *Introduction of new interpretation material recording the historical value of the development and industrial activities of the site area, including display of the industrial equipment (mechanical wool presses) salvaged from the Woolstore buildings.*

LAUNCESTON CITY COUNCIL

MEMORANDUM

5. *Where possible, use of remaining viable salvaged material from the Woolstore building, in the construction of new elements on the North Bank site.*
2. **Aldermen be comprehensively briefed by/on the following;**
- | | |
|---|--|
| Council's City Architect, and project consultants:
Representative(s), Launceston Flood Authority:
Representative(s), Heritage Tasmania | North Bank Master Plan
Flood Levee Project
Heritage values in North
Bank precinct |
|---|--|
3. **Errol Stewart be invited to update Alderman on the proposed Silo Hotel Development.**
4. **Once Council has been briefed, a clear and purposeful community consultation process be designed to re-engage the community on the North Bank Masterplan, in regards to the remaining old Woolstore building.**

Background

The newly elected Council will act as custodians of the North Bank Masterplan for at least the next four years.

This is not a motion for or against the future demolition of the remaining old Woolstore building, instead, it is a motion that seeks to provide an opportunity for the newly elected council to be informed of all elements of the decision making process in regards to the old Woolstore, the North Bank Masterplan, The Flood Levee Project and the Silo Hotel Development.

This series of decisions will allow for a clear and purposeful period of community consultation to occur.

Further it will provide for informed future decisions to be made by the current Council in regards to the remaining old Woolstore building (and other aspects of the North Bank Master Plan).

The General Manager has advised that no action has or will be taken to implement the decision of Council on 27 October 2014 until this Notice of Motion is determined by Council at its meeting on 24 November 2014.

Attachments

Nil


Alderman Janie Finlay

14.2 Notice of Motion - Alderman Soward (Deputy Mayor) - Events Sponsorship Funding Policy Review**FILE NO:** SF5547**AUTHOR:** Alderman Soward (Deputy Mayor)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider a Notice of Motion from Alderman Soward (Deputy Mayor) in regards to reviewing Councils Events Strategy, Events Sponsorship program and Events Sponsorship Guidelines.

PREVIOUS COUNCIL CONSIDERATION:

N/A

NOTICE OF MOTION:

- a) The Launceston City Council reviews its Council Events Strategy, Events Sponsorship program and Event Sponsorship Guidelines. This review to include , but not just confined to, elements such as 1- examination of other council best practices in this area not just in Tasmania but Australia wide, 2-the composition of the committee and the need, if any, for independent external members of the committee. 3- assessment methods and criteria being used. 4- an approach that examines how funds are spread across different sectors of the community 5- examination of the need, if any, for sub categories within the broad funding bands that differentiate between what we could call “ professional “ organisations and those comprised entirely of volunteers with absolutely no paid employees or grant writers.6- specific feedback sought from events and organisers who had applied for funding in the last financial year with their thoughts and suggestions on the process.
 - b) The review of the Launceston City Council Events Strategy, Events Sponsorship program and Event Sponsorship Guidelines comes back as a report to SPPC where it can be discussed, analysed and reviewed prior to being formally presented to council for adoption in an open council meeting.
-
-

14.2 Notice of Motion - Alderman Soward (Deputy Mayor) - Events Sponsorship Funding Policy Review...(Cont'd)

REPORT:

Alderman Soward (Deputy Mayor) will speak to this item.

Background information provided by Alderman Soward (Deputy Mayor):

By way of background for new Aldermen, in the last couple of funding rounds in the previous council, a number of events received scores that would have entitled them to funding but they received no funding as the budget allocation was exhausted. Some of the groups involved contacted aldermen concerned that their group /event had missed out on funding because council funding not only carries the simple fiscal reward but it's also a strong endorsement in seeking further sponsors. Event organisers openly say that if they are talking to a potential sponsor and can say "we already have council support to the tune of...\$\$" then the potential commercial sponsor can see it's an event valued by council. Obviously the fiscal position of council plays a key role in how much money is available in the budget but these situations highlighted that our system, as refined as it is, could do with another look once the new council had been elected. At the time in both instances there were some concerns raised with the types of events that missed out on funding and a long standing Christmas cycling event missing out. Given the advent of "all in all out" elections and fixed four year terms for all councils it would be an appropriate time for this policy to be reviewed given the commencement of the new council's term. The policy was reviewed in the life of the last council.

The NOM calls for a range of points to guide the review- this list is not exhaustive but covers the bulk of the issues to my mind and if there are other things incorporated as identified by officers, staff and Aldermen then that can only add to the depth of the review.

1. an examination of other council best practices in this area not just in Tasmania but Australia wide; clearly as a significant regional council in Australia it would be sensible for us to see what others do in this area to guide our own review. Such research can only help make our policy even better. Perhaps liaising with LGAT and ALGA may highlight some best practitioners in the area.
 2. the composition of the committee and the need, if any, for independent external members of the committee. A number of council committees such as the audit committee, heritage advisory committee, Cataract Gorge advisory committee, access advisory committee etc have external independent members other than council staff and aldermen. Information gleaned from point 1 above may prove useful here also.
-

14.2 Notice of Motion - Alderman Soward (Deputy Mayor) - Events Sponsorship Funding Policy Review...(Cont'd)

3. assessment methods and criteria being used. A review of this can help determine the best ways to score and assess applications- under our current system we could have an event that scores 84 percent receiving all of its funding request and another that scores 83 percent receiving nothing due to the budget being exhausted. To some groups getting a small amount can help more than other groups getting all the amount due to the importance of the funding varying from group to group and event to event. For instance a small event getting \$1000 might be like winning the lotto but to a large event that has paid staff and can generate hundreds of thousands of dollars a larger amount of \$2000 may not be as significant.
 4. an approach that examines how funds are spread across different sectors of the community – our community is diverse and has loyal volunteers and supporters in areas of their own interest and specificity. It is my view we should have a policy where all section of the community benefit and a review can ensure this is built into our policy. Issues that might arise here may look at suggesting some groups can only receive a certain amount of money in a given financial year / a quota system that may spread the grants across a diverse range of events etc.
 5. examination of the need, if any, for sub categories within the broad funding bands that differentiate between what we could call “ professional “ organisations and those comprised entirely of volunteers with absolutely no paid employees or grant writers. At times depending upon time of year and the grant round we can find large events with paid staff asking for large amounts of money competing with small volunteer driven organisations asking for small amounts of funding. Clearly the quality of the application will differ between these two groupings – a professional grants writer versus a volunteer who may have never written a grant application before.
 6. specific feedback sought from events and organisers who had applied for funding in the last financial year with their thoughts and suggestions on the process. It would be sensible as part of any review process that a questionnaire be submitted to anyone who applied for funding in the 2013/14 financial year to provide feedback on the process to help guide improvements if any for the future. Also a number of these event organisers of the large events particularly may have experience and expertise of working with other councils across Australia and their grants processes that could be valuable in the provision of written feedback to us as part of this review.
-

14.2 Notice of Motion - Alderman Soward (Deputy Mayor) - Events Sponsorship Funding Policy Review...(Cont'd)

In conclusion this early stage of the new council is the time to examine one of our key areas that impacts on our entire community We need to regularly look at ways we can make everything we do better rather than just say “ well this is as good as we can get” . Continual improvement has to be our collective goal as a city The “simply maintain things as they are” culture cannot be allowed to guide what we as a city do -to maintain in our modern world is to actually fall behind such is the rapidity of change.

Officer Comments - Leanne Hurst (Director Development Services)

The City of Launceston Event Sponsorship program is recognised as being best practice and the Grants and Sponsorship Officer has been asked to speak at national conferences and workshops on the City's approach to managing sponsorship and grants programs (in particular our sponsorship package levels, tiers and assessment process). The Grants and Sponsorship assessment panel does review the spread of sectors, community and 'professionally' organised events to monitor the spread of sponsorship commitments. A review of the Event Sponsorship program would be beneficial particularly being scheduled early in the term of the new Council. However, it is preferable that events funding policy be reflective of the City's overarching Events Strategy.

The objectives of an Events Strategy for the City should be strategic, balanced, and consistent with the City's branding, incorporate celebration events reflecting community pride, promote a year round events calendar, provide economic and social yield and be sustainable. Following on from the events stakeholder meeting held in September, the Launceston Events Strategy will be reviewed in consultation with stakeholders and recommendations regarding Council policies will be workshopped with Aldermen. It is unlikely that workshop would occur prior to the New Year and Aldermen should be aware that round one of the 2015/16 Event Sponsorship program will be open on 1 February. It is therefore recommended that any amendments to the Event Sponsorship Policy or the program guidelines that may come from the review, not be implemented retrospectively to ensure fairness to those round one applicants.

STRATEGIC DOCUMENT REFERENCE:N/A

COUNCIL AGENDA

Monday 24 November 2014

14.2 Notice of Motion - Alderman Soward (Deputy Mayor) - Events Sponsorship Funding Policy Review...(Cont'd)


BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Robert Dobrzynski: General Manager

ATTACHMENTS:

1. Notice of Motion - Alderman Soward (Deputy Mayor)
-

LAUNCESTON CITY COUNCIL

MEMORANDUM

FILE NO: SF5547 / SF0984
RS
DATE: 12 November 2014

TO: Robert Dobrzynski General Manager
c.c. Committee Clerks

FROM: Rob Soward Deputy Mayor

SUBJECT: Notice of Motion - Events Funding Policy Review

In accordance with Clause 16 (5) of the Local Government Regulations 2005 (Meeting Procedures) please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on 24 November 2014.

Motion

- a) The Launceston City Council reviews its Council Events Strategy, Events Sponsorship program and Event Sponsorship Guidelines. This review to include , but not just confined to, elements such as 1- examination of other council best practices in this area not just in Tasmania but Australia wide, 2- the composition of the committee and the need, if any, for independent external members of the committee. 3- assessment methods and criteria being used. 4- an approach that examines how funds are spread across different sectors of the community 5- examination of the need, if any, for sub categories within the broad funding bands that differentiate between what we could call "professional" organisations and those comprised entirely of volunteers with absolutely no paid employees or grant writers.6- specific feedback sought from events and organisers who had applied for funding in the last financial year with their thoughts and suggestions on the process.
- b) The review of the Launceston City Council Events Strategy, Events Sponsorship program and Event Sponsorship Guidelines comes back as a report to SPPC where it can be discussed, analysed and reviewed prior to being formally presented to council for adoption in an open council meeting.

Background

Alderman Soward will provide some background to this.

By way of background for new Aldermen, in the last couple of funding rounds in the previous council, a number of events received scores that would have entitled them to funding but they received no funding as the budget allocation was exhausted. Some of the groups involved contacted aldermen concerned that their group /event had missed out on funding because council funding not only carries the simple fiscal reward but it's also a strong endorsement in seeking further sponsors. Event organisers openly say that if they are talking to a potential sponsor and can say "we already have council support to the tune of...\$\$" then the potential commercial sponsor can see it's an event

LAUNCESTON CITY COUNCIL

MEMORANDUM

valued by council. Obviously the fiscal position of council plays a key role in how much money is available in the budget but these situations highlighted that our system, as refined as it is, could do with another look once the new council had been elected. At the time in both instances there were some concerns raised with the types of events that missed out on funding and a long standing Christmas cycling event missing out. Given the advent of "all in all out" elections and fixed four year terms for all councils it would be an appropriate time for this policy to be reviewed given the commencement of the new council's term. The policy was reviewed in the life of the last council.

The NOM calls for a range of points to guide the review- this list is not exhaustive but covers the bulk of the issues to my mind and if there are other things incorporated as identified by officers, staff and Aldermen then that can only add to the depth of the review.

1. *An examination of other council best practices in this area not just in Tasmania but Australia wide;* clearly as a significant regional council in Australia it would be sensible for us to see what others do in this area to guide our own review. Such research can only help make our policy even better. Perhaps liaising with LGAT and ALGA may highlight some best practitioners in the area.
2. *the composition of the committee and the need, if any, for independent external members of the committee.* A number of council committees such as the audit committee, heritage advisory committee, Cataract Gorge advisory committee, access advisory committee etc have external independent members other than council staff and aldermen. Information gleaned from point 1 above may prove useful here also.
3. *assessment methods and criteria being used.* A review of this can help determine the best ways to score and assess applications- under our current system we could have an event that scores 84 percent receiving all of its funding request and another that scores 83 percent receiving nothing due to the budget being exhausted. To some groups getting a small amount can help more than other groups getting all the amount due to the importance of the funding varying from group to group and event to event. For instance a small event getting \$1000 might be like winning the lotto but to a large event that has paid staff and can generate hundreds of thousands of dollars a larger amount of \$2000 may not be as significant.
4. *an approach that examines how funds are spread across different sectors of the community – our community is diverse and has loyal volunteers and supporters in areas of their own interest and specificity.* It is my view we should have a policy where all section of the community benefit and a review can ensure this is built into our policy. Issues that might arise here may look at suggesting some groups can only receive a certain amount of money in a given financial year / a quota system that may spread the grants across a diverse range of events etc.
5. *examination of the need, if any, for sub categories within the broad funding bands that differentiate between what we could call "professional" organisations and*

LAUNCESTON CITY COUNCIL

MEMORANDUM

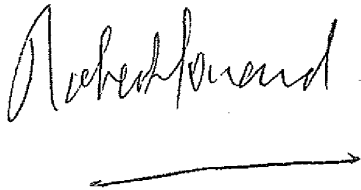
those comprised entirely of volunteers with absolutely no paid employees or grant writers. At times depending upon time of year and the grant round we can find large events with paid staff asking for large amounts of money competing with small volunteer driven organisations asking for small amounts of funding. Clearly the quality of the application will differ between these two groupings – a professional grants writer versus a volunteer who may have never written a grant application before.

- 6. specific feedback sought from events and organisers who had applied for funding in the last financial year with their thoughts and suggestions on the process. It would be sensible as part of any review process that a questionnaire be submitted to anyone who applied for funding in the 2013/14 financial year to provide feedback on the process to help guide improvements if any for the future. Also a number of these event organisers of the large events particularly may have experience and expertise of working with other councils across Australia and their grants processes, that could be valuable in the provision of written feedback to us as part of this review.*

In conclusion this early stage of the new council is the time to examine one of our key areas that impacts on our entire community We need to regularly look at ways we can make everything we do better rather than just say " well this is as good as we can get" . Continual improvement has to be our collective goal as a city The "simply maintain things as they are" culture cannot be allowed to guide what we as a city do -to maintain in our modern world is to actually fall behind such is the rapidity of change.

Attachments

Nil



A handwritten signature in black ink, appearing to read 'Rob Soward', with a horizontal line underneath it.

Deputy Mayor, Alderman Rob Soward

14.3 Notice of Motion - Alderman Soward (Deputy Mayor) - Request Coordinator General, Mr John Perry to Address Future Council Meeting**FILE NO:** SF5547**AUTHOR:** Alderman Soward (Deputy Mayor)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider a Notice of Motion from Alderman Soward (Deputy Mayor) to invite Tasmania's new Coordinator General, Mr John Perry to address Council at an open meeting of Council.

PREVIOUS COUNCIL CONSIDERATION:

N/A

NOTICE OF MOTION:

- a) The Launceston City Council write to Tasmania's new coordinator general Mr John Perry congratulating him on his new appointment and to invite him to address council at an open council meeting at his earliest convenience in 2015.
-

REPORT:

Alderman Soward (Deputy Mayor) will speak to this item.

Background information provided by Alderman Soward (Deputy Mayor):

The article reproduced below is from the Examiner newspaper and outlines the appointment and the nature of the role as well as spelling out very clearly the importance of this role for Launceston. Inviting Mr Perry to address open council and take questions from Aldermen is a logical step in building a strong relationship between him, his office and our council. Mr Perry's office will be based in Launceston, even giving further importance of this invitation at his earliest convenience.

14.3 Notice of Motion - Alderman Soward (Deputy Mayor) - Request Coordinator General, Mr John Perry to Address Future Council Meeting...(Cont'd)

***State's first coordinator general announced
By ROSITA GALLASCH
Examiner Newspaper Nov. 11, 2014***

Launceston-raised John Perry has been announced as Tasmania's first coordinator general. Mr Perry, who lives in New York and works for airline group Atlantic Join Business, will start the role in early January. Previous to New York, he lived in London for 10 years and said he was keen to return home.

"The first thing is, we need to attract investment and jobs, that's obviously the key criteria but one of the things that we will be focusing on is just looking at identifying what are the great advantages Tasmania has - and there are plenty," Mr Perry said.

The state government announced the establishment of the coordinator general office during its election campaign and yesterday State Growth Minister Matthew Groom, said he would not apologise for the time it had taken to appoint someone of "real ability".

Mr Groom said Mr Perry's appointment was very important to "aggressively attract investment and create jobs for Tasmania".

No Officer Comments required - the proposed motion is self-explanatory

STRATEGIC DOCUMENT REFERENCE:

N/A

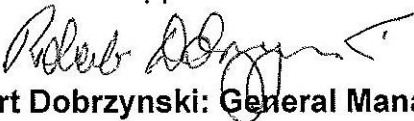
BUDGET & FINANCIAL ASPECTS:N/A

14.3 Notice of Motion - Alderman Soward (Deputy Mayor) - Request Coordinator General, Mr John Perry to Address Future Council Meeting...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Robert Dobrzynski: General Manager

ATTACHMENTS:

1. Notice of Motion - Alderman Soward (Deputy Mayor)
-

LAUNCESTON CITY COUNCIL

MEMORANDUM

FILE NO: SF5547 / SF0097
RS
DATE: 12 November 2014

TO: Robert Dobrzynski General Manager
c.c. Committee Clerks

FROM: Rob Soward Deputy Mayor

SUBJECT: Notice of Motion - Co-Ordinator General

In accordance with Clause 16 (5) of the Local Government Regulations 2005 (Meeting Procedures) please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on 24 November 2014.

Motion

- a) The Launceston City Council write to Tasmania's new coordinator general Mr John Perry congratulating him on his new appointment and to invite him to address council at an open council meeting at his earliest convenience in 2015.

Background

Alderman Soward will provide some background to this.

The article reproduced below is from the Examiner newspaper and outlines the appointment and the nature of the role as well as spelling out very clearly the importance of this role for Launceston. Inviting Mr Perry to address open Council and take questions from Aldermen is a logical step in building a strong relationship between him, his office and our council. Mr Perry's office will be based in Launceston, even giving further importance of this invitation at his earliest convenience.

State's first coordinator general announced

By ROSITA GALLASCH

Examiner Newspaper Nov. 11, 2014

Launceston-raised John Perry has been announced as Tasmania's first coordinator general.

Mr Perry, who lives in New York and works for airline group Atlantic Join Business, will start the role in early January.

LAUNCESTON CITY COUNCIL

MEMORANDUM

Previous to New York, he lived in London for 10 years and said he was keen to return home.

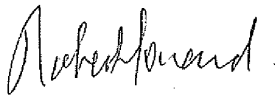

"The first thing is, we need to attract investment and jobs, that's obviously the key criteria but one of the things that we will be focusing on is just looking at identifying what are the great advantages Tasmania has - and there are plenty," Mr Perry said.

The state government announced the establishment of the coordinator general office during its election campaign and yesterday State Growth Minister Matthew Groom, said he would not apologise for the time it had taken to appoint someone of "real ability".

Mr Groom said Mr Perry's appointment was very important to "aggressively attract investment and create jobs for Tasmania".

Attachments

Nil

Deputy Mayor, Alderman Rob Soward

COUNCIL AGENDA

Monday 24 November 2014

DIRECTORATE AGENDA ITEMS

15 DEVELOPMENT SERVICES

15.1 21 West Street and 14 North Street, South Launceston - Directions for Planning Appeal

FILE NO: DA0326/2014

AUTHOR: Richard Jamieson (Manager Planning Services)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To seek direction on the preferred position of the Council in dealing with the expected appeal and mediation for DA0326/2014 - 21 West Street and 14 North Street, South Launceston.

PREVIOUS COUNCIL CONSIDERATION:

On 10 November 2014 the Council considered DA0326/2014 for Residential - single dwelling; subdivision and adhesion of title and construction of a new outbuilding on land located at 21 West Street and 14 North Street, South Launceston and failed to determine the application due to a tied vote. As a result the application was not determined within the statutory time period under Section 57 (6) of the *Land Use Planning and Approvals Act 1993* ("the Act").

RECOMMENDATION:

That Council:

- a) Note that in respect of DA0326/2014, it is not likely that a position can be reached to the satisfaction of the applicant and the representors; and for this reason
 - b) Instructs officers to present evidence to the Resource Management and Appeal Tribunal consistent with the original officers' recommendation that the development should not be approved; and
-

COUNCIL AGENDA

Monday 24 November 2014

15.1 21 West Street and 14 North Street, South Launceston - Directions for Planning Appeal...(Cont'd)

- c) In the event that a mediated outcome through the tribunal process between the representors and the applicant is possible, that this be brought back to the Council for consideration.
-

REPORT:

In accordance with Section 59 (1) of the Act the failure of a planning authority to determine an application for a permit before the expiration of the applicable time period is deemed to constitute a decision to grant a permit on conditions to be determined by the Appeal Tribunal. Further, Section 59 (5) of the Act requires the Appeal Tribunal to direct the planning authority to pay the reasonable costs of the Appeal Tribunal to conduct the appeal and of each other party to the appeal.

There are three potential options available to Council to seek resolution. One is to see if a mediated solution can be reached with the applicant and representors. Officers have been conducting preliminary consultation with the parties to investigate this prior to the Council meeting. At the time of writing the report it does not appear likely that agreement will be reached. Negotiations will continue and an update will be provided verbally at the Council meeting.

Secondly, in the absence of a consensus prior to the Council meeting and in the event that the matter is eventually determined in the tribunal, it is recommended that Council instruct officers to present evidence consistent with the original recommendation to refuse.

A third option, though not necessarily recommended, is for Council to take a passive role in the appeal, presenting no evidence and allowing the Appeal Tribunal to determine the application and accept the costs order.

ECONOMIC IMPACT:

The recommendation seeks to provide an option to avoid an adverse decision awarding costs as part of a planning appeal.

ENVIRONMENTAL IMPACT:

There are no environmental impacts in making this decision.

15.1 21 West Street and 14 North Street, South Launceston - Directions for Planning Appeal...(Cont'd)

SOCIAL IMPACT:

There are no social impacts in making this decision.

STRATEGIC DOCUMENT REFERENCE:

The Launceston Interim Planning Scheme 2012.

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

16 FACILITIES MANAGEMENT

No Reports

17 QUEEN VICTORIA MUSEUM AND ART GALLERY

No Reports

COUNCIL AGENDA

Monday 24 November 2014

18 INFRASTRUCTURE SERVICES

18.1 Disposal of land 162 Outram Street

FILE NO: 89870

AUTHOR: Robert Holmes (Property Coordinator)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider an offer to purchase land.

PREVIOUS COUNCIL CONSIDERATION:

Council meeting 2 April 2007 - Item 14.7

Closed Council decision to purchase land by agreement to provide for access.

RECOMMENDATION:

That Council, in respect to the property known as 162 Outram Street described in Certificate of Title 38016 folio 1 and Certificate of Title 158922 folio 1, and in accordance with *S177 Local Government Act 1993*, resolve to:

- authorise the General Manager to enter into negotiation for the sale of the land at a price in accordance with valuation advice and under terms and conditions to the satisfaction of the General Manager and
 - include a condition requiring subdivision of the subject land in accordance with a Planning Permit approved by the Responsible Authority which reaches sealing of Stage 1 of the Plan of Subdivision within three years of the date of title transfer. Should this not be achieved the Council can exercise an option, within six months of the three year period to purchase back the property at the original purchase price plus CPI (Hobart Index).
-
-

18.1 Disposal of land 162 Outram Street...(Cont'd)

REPORT:

The Council in 1956 in its capacity as water authority originally purchased a parcel known as 162 Outram Street to provide for future water storage needs for the suburb of Summerhill and surrounds. Subsequent to that decision additional reservoirs were built by the Rivers and Water Supply Commission at Blackstone Heights. Investigations by the Council's water & hydraulic engineer determined that the combination of the Brougham Street Reservoirs together with the Casino Reservoirs meant that the site at 162 Outram Street was no longer required for reservoir purposes. Given that it was clear that the site was not required for future reservoir purposes it was not necessary to transfer the land to Tasmanian Sewer & Water Corporation in 2009 when the Corporation formed. To facilitate access to the site for subdivision purposes the Council had negotiated purchase of an additional lot with frontage to Havelock Street to enable a more appropriate access.

Under the 1996 Launceston Planning Scheme the zoning was carried forward from previous schemes to match the intended use being "Utility Service". This zoning prohibited residential subdivision. Under the 2012 Launceston Interim Planning Scheme the zoning of the larger lot was changed to Low Density Residential making it suitable for subdivision purposes.

The property is not public land either by decision of the Council or as defined by Section 177A of the *Local Government Act 1993*.

Council officers have received an offer to purchase the property at valuation. The purchaser proposes to develop the land by subdivision in accordance with the Planning Scheme. The Council could sell the land, which is in excess of the Council needs, at valuation without conditions OR offer the land subject to reasonable development progress. The latter option eliminates the risk where the future owner permanently stalls on the development and the land does not achieve its potential in a reasonable timeframe.

To enable negotiations to be advanced valuation advice has been obtained in accordance with Section 178 of the *Local Government Act 1993*. The valuation report has been circulated to Aldermen prior to the meeting. The recommendation is that the General Manager be authorised to conclude sale negotiations as determined by valuation.

ECONOMIC IMPACT:

The Council will be relieved of an ongoing maintenance burden and sale proceeds will be credited to general revenue.

18.1 Disposal of land 162 Outram Street...(Cont'd)

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

The proposed development of the land will meet the purpose and objectives outlined in the Launceston Interim Planning Scheme 2012.

STRATEGIC DOCUMENT REFERENCE:

Sale of the land for future development will meet the 10 year goal under the draft City of Launceston Strategic Plan 2014 - 2024:- *"To drive appropriate development opportunities as well as infrastructure, land use planning and transport solutions."*

BUDGET & FINANCIAL ASPECTS:

Income is to be credited to CP23351.0001 (Land Sale - 162 Outram Street).

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

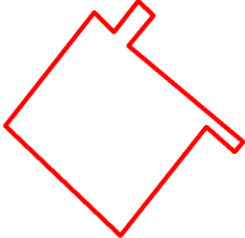
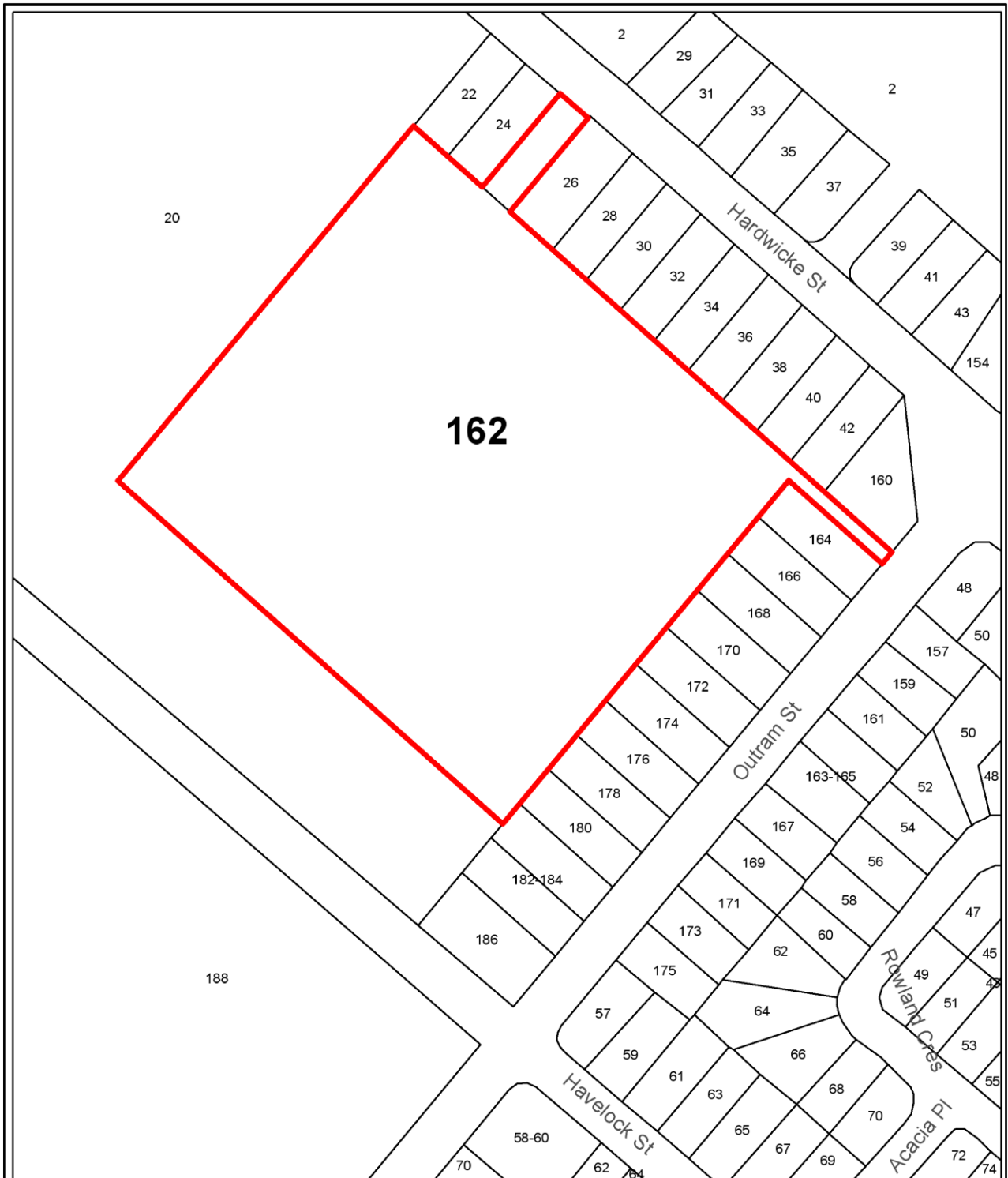
I certify that I have reviewed and approved this advice and recommendation.



Harry Galea: Director Infrastructure Services

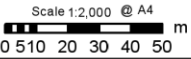
ATTACHMENTS:

1. Plan indicating location and extent of 162 Outram Street.
-



162 Outram Street

(Title Reference)
(CT 230816/1)
(CT 158922/1)



COUNCIL AGENDA

Monday 24 November 2014

18.2 Lease - Summerhill Scout Group (West Launceston Community Park)

FILE NO: SF0913

AUTHOR: Tricia De Leon-Hillier (Parks Lease Management Officer)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider leasing the property at West Launceston Community Park occupied by the Scout Association of Australia Tasmania Branch known as the Summerhill Scout Group.

PREVIOUS COUNCIL CONSIDERATION:

Nil

RECOMMENDATION:

That Council in respect to leasing the hall at West Launceston Community Park and in accordance with *S177 Local Government Act 1993* resolves to lease to the Summerhill Scout Group subject to the following terms:

- the term shall be five (5) years commencing on 1 December 2014
 - the lease amount shall be \$1 per annum if demanded
 - tenant to be responsible for:
 - equivalent Council rates
 - Government taxes
 - energy costs
 - volumetric and connection charges for water
 - sewer charges
 - tenant shall continuously maintain:
 - building in good and reasonable order
 - property insurance equal to the value of the building
 - public liability insurance of at least \$10 million.
-

COUNCIL AGENDA

Monday 24 November 2014

18.2 Lease - Summerhill Scout Group (West Launceston Community Park)...(Cont'd)

REPORT:

The Council has leased the hall at West Launceston Community Park (as shown in Attachment 1) to the Scout Association of Australia Tasmania Branch for use by the Summerhill Scout Group also known as the 8th Launceston Scout Group for over twenty five years. Their lease has recently expired and Scouts Australia has contacted the Council wishing to have a new lease over the property for five years.

Scouting in Tasmania has been around since 1909 and they celebrated their 100th anniversary in 2009. There are currently over 2500 members. The scouts have always maintained their independence and rarely sought any assistance from the Council for funding or maintenance and to date they have been model tenants.

Whilst West Launceston Community Park is public land, Section 178 of the Local Government Act only requires that leases of public land that exceed five years be advertised. Given that this lease does not exceed five years then public notice is not required.

ECONOMIC IMPACT:

This proposal will have no impact on the local economy.

ENVIRONMENTAL IMPACT:

This proposal will have a neutral impact on the environment.

SOCIAL IMPACT:

This proposal will have a positive impact on the community as it will enable a valuable community group to continue to operate.

STRATEGIC DOCUMENT REFERENCE:

Launceston Community Plan

Preferred Future Five: Healthy and Active People - Strategy Three: Encourage physical activity

COUNCIL AGENDA

Monday 24 November 2014

18.2 Lease - Summerhill Scout Group (West Launceston Community Park)...(Cont'd)

The goal within Council's Strategic Plan (2008-2013) which is considered relevant is:

Priority Area 3: Social and Economic Environment - Promoting a healthy, prosperous and positive community.

BUDGET & FINANCIAL ASPECTS:

\$1 per annum if demanded.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

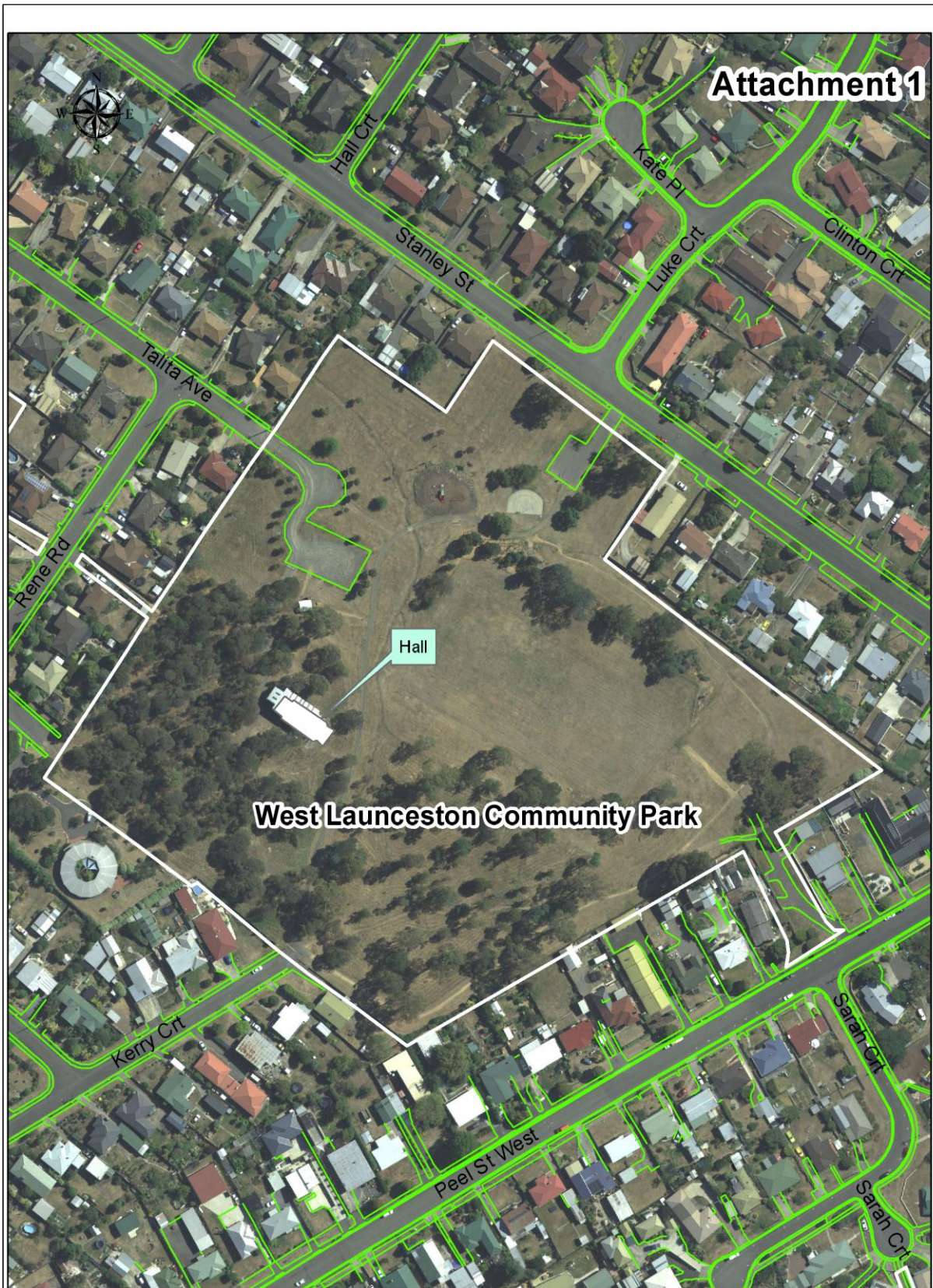
I certify that I have reviewed and approved this advice and recommendation.



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Map - West Launceston Community Park
-



Attachment 1

West Launceston Community Park

Hall

Created: 31/10/2014 CRM

NOTE:

While all reasonable care has been taken to ensure the accuracy of the information portrayed on this plan its purpose is to provide a general indication of the location of Council services. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data. This note forms an integral part of this plan. Launceston City Council 2014

**Scout Association
of Australia,
Tasmania Branch**

Scale : 1:2,000
(at A4)

0 10 20 30 Metres



Parks & Recreation 

18.3 Extension of maintenance responsibility for Tunnel Road**FILE NO:** SF0612; SF2087**AUTHOR:** Fraser Brindley (Roads & Hydraulics Manager)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider extending the City's maintenance responsibility on Tunnel Road, Tunnel.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That Council, pursuant to S12 *Local Government (Highways) Act 1982* resolves to extend maintenance responsibility on Tunnel Road by a further 205 metres as shown on the plan exhibited as Attachment 1 (Council document reference 3335572).

REPORT:

Section 12 *Local Government (Highways) Act 1982* requires the Council to pass a resolution approving any road to become maintainable by the City.

This section of Tunnel Road (immediately beyond the City's responsibility) has recently been sealed in accordance with permit conditions for development at Bardenhagen's Quarry on Gundagai Road.

This 205 metres of road (immediately adjacent to the City's current maintenance boundary - as shown in Attachment 1) is considered to be of a standard satisfactory for Council to assume maintenance responsibility.

The end point is before the bend given that beyond this point the road is exhibiting signs of stress associated with high volumes of heavy vehicle traffic.

[Note: Roads created by Plans of Subdivision approved by the Council automatically become roads maintainable by the Council.]

18.3 Extension of maintenance responsibility for Tunnel Road...(Cont'd)

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

8.5.1 To strategically manage our assets, facilities and services.

BUDGET & FINANCIAL ASPECTS:

This additional section of road would need to be recorded in the City's asset register.

Based on a nominal pavement width of 7.0m with a sealed surface of 6.0m, the proposed 205 metre additional section of road has a modern equivalent value of \$91,228.

The annual depreciation costs associated with the proposed additional section of road are estimated to be \$1,060, and the annual maintenance costs would be in the order of \$400.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

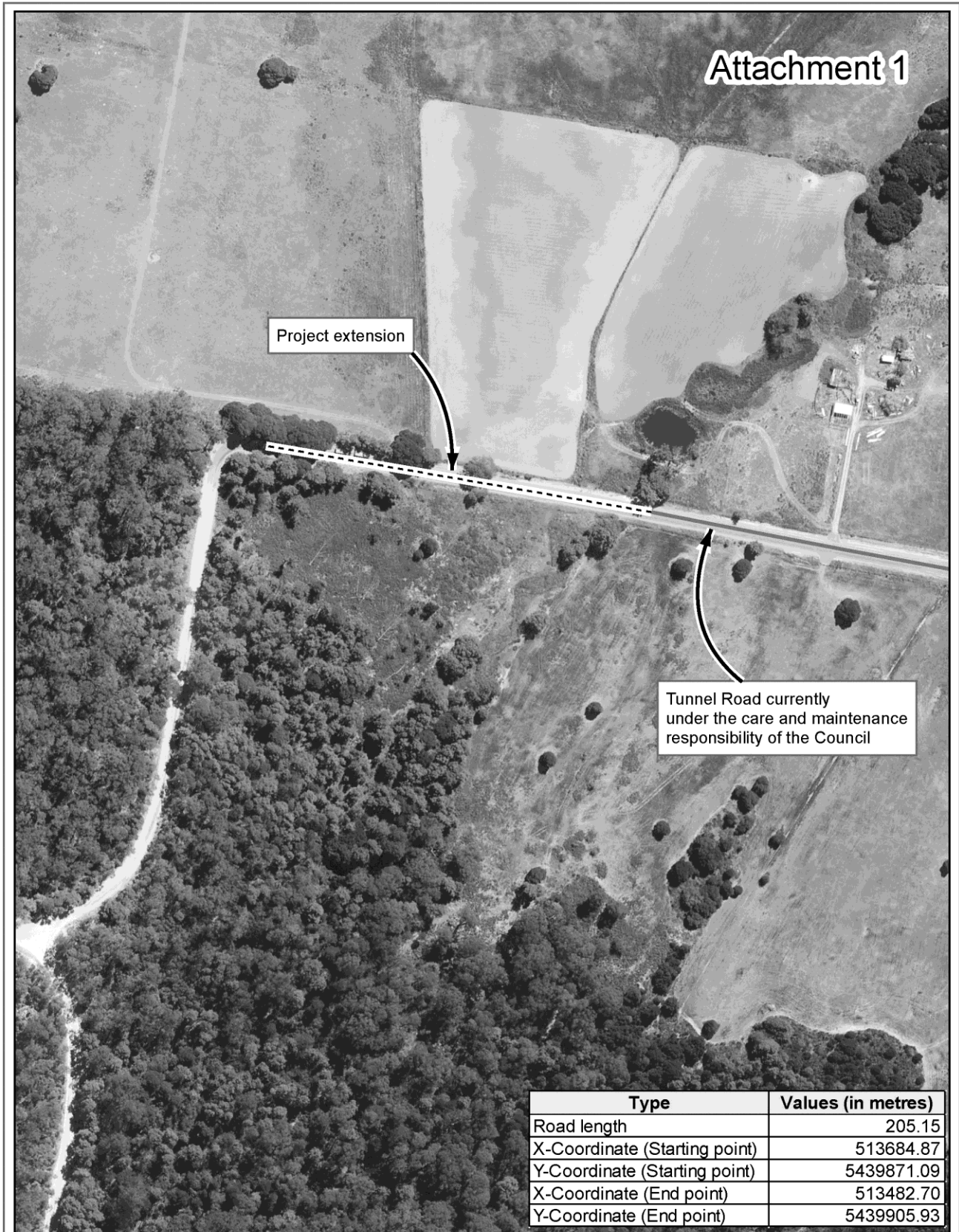
I certify that I have reviewed and approved this advice and recommendation.



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Map: Proposed extension to Tunnel Road maintenance
-

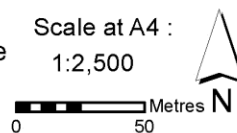


Printed: 13/11/2014

NOTE:
While all reasonable care has been taken to ensure the accuracy of the information portrayed on this plan its purpose is to provide a general indication of the location of Council services. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data. This note forms an integral part of this plan.
©Launceston City Council 2014

Proposed extension to
Tunnel Road maintenance

Scale at A4 :
1:2,500



COUNCIL AGENDA

Monday 24 November 2014

19 CORPORATE SERVICES

19.1 City of Launceston Strategic Plan 2014-2024

FILE NO: SF6089

AUTHOR: John Davis (Manager Corporate Strategy)

DIRECTOR: Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider the adoption of the proposed City of Launceston Strategic Plan 2014-2024 (the Plan).

PREVIOUS COUNCIL CONSIDERATION:

Item 4.1 - SPPC Meeting 17 November 2014

RECOMMENDATION:

That pursuant to section 66 of the Local Government Act 1993 Council adopt the proposed City of Launceston Strategic Plan 2014-2024 (Council document reference: 3333091).

REPORT:

In accordance with section 66 of the *Local Government Act 1993 (the Act)* the Council is required to prepare a strategic plan for the municipal area for at least a 10 year period.

The Plan has been developed over the past 12 months and has involved broad consultation with the community, aldermen and staff.

The previous Strategic Plan expired in 2013, but an extension of time for the development of the new Plan was granted by the Department of Premier and Cabinet to ensure that the new strategic direction aligned with the then yet to be completed Greater Launceston Plan (GLP).

The GLP provides the overarching vision and direction for the Council's planning process. The Plan describes how we will progress towards the longer term community vision as expressed in the GLP.

19.1 City of Launceston Strategic Plan 2014-2024...(Cont'd)

As a result, we have adopted the pillars of the GLP's policy framework as the key strategic areas within the Strategic Plan. Under each major heading we have:

- provided the GLP's direction for that area
- prepared a brief statement of context
- outlined our ten year goal(s)
- discussed how we will measure our success, and
- outlined our key strategic directions.

A draft of the Plan was brought to the 8 September 2014 Ordinary Council Meeting and was approved to be taken out to community consultation. The consultation period closed on 27 October 2014 and three submissions were made. Two of the comments are copied below:

1. 'The current municipal boundaries are the biggest threat to the actualisation of what is an excellent vision and plan. Having the city split into illogical (in this century) pieces is quite frankly ridiculous and I can only surmise that it is in the self-interest of the minor councils elected representatives to preserve their self-importance – doesn't make any other sense at any level.'
2. 'What did the last strategic plan produce i.e. 2004 - 2014. Very little for a poor 10 years work I suspect as Launceston property values decline.'

Neither of these was able to be incorporated into the plan, with the first sitting outside of the Plan's scope. The second is an outcome that the Plan is formulated to try and address.

The third submission was sent as a letter from Derek Le Marchant in an unofficial capacity and is attached along with our response (Attachments 1 and 2). We have made necessary minor changes to the Plan to ensure clarity around the usage of the word 'region'.

A change to the Key Directions has also been made in response to Mr Le Marchant's letter:

In Section 3, A city in touch with its region, key direction 1 has been amended from 'To enable access to Launceston for all modes of transport' to 'To engage with neighbouring Councils, as well as infrastructure and transport providers, to improve access to greater Launceston for all modes of transport through planning and advocacy'

19.1 City of Launceston Strategic Plan 2014-2024...(Cont'd)

After the Plan has been approved *the Act* (section 70E(1)(a)) provides the following requirements for its review:

A council, at least every 4 years, is to review its strategic plan

The Plan therefore must be reviewed at least twice in its lifetime but can be reviewed more frequently as required.

The Plan will be added to the website after it is approved.

The amended Plan is attached (Attachment 3) for Council's consideration.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

Key Area 8: A secure, accountable and responsive organisation

BUDGET & FINANCIAL ASPECTS:

N/A

19.1 City of Launceston Strategic Plan 2014-2024...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Tidey; Director Corporate Services

ATTACHMENTS:

1. Submission from Derek Le Marchant
 2. Response to the submission from Derek Le Marchant
 3. City of Launceston Strategic Plan 2014-2024 (distributed separately)
-



Attachment 1 - Submission from Derek Le Marchant

FILE No.	SF6089		
EO	<input checked="" type="checkbox"/>	OD	Box <input checked="" type="checkbox"/>
RCVD		29 OCT 2014	LCC
Doc No.	Action Officer		
S. DAVIS			
E-copy R. Dobrzynski			

Level 1, Cornwall Square Transit
12-16 St John Street, Launceston
PO Box 603, Launceston TAS 7250
T 03 6380 6800 F 03 6331 9400
E admin@northerntasmania.org.au
ABN 13 585 842 417
www.northerntasmania.org.au

27 October 2014

Robert Dobrzynski
General Manager
Launceston City Council
PO Box 396
LAUNCESTON TASMANIA 7250

Dear Robert,

RE: City of Launceston draft Strategic Plan 2014-2024

Thankyou for the opportunity to make comment on the draft Strategic Plan 2014-2014.

This feedback is provided by officers of Northern Tasmania Development (NTD). It has not been endorsed by the NTD Executive, the Local Government Committee or member Councils.

The draft Strategic Plan is supported. The following comments are made as suggestions to improve the draft Strategic Plan as a strategic tool for Council, and its articulation of Council's collaborative role in northern Tasmania.

Definition of the region

Throughout the draft Strategic Plan there is confusion regarding interchangeable use of the term 'region'. On the one page alone, it is used to refer to the geographic scope of the Greater Launceston Plan (GLP), as a distinction from the 'City', and the northern Tasmanian region of NTD.

It is suggested that this term is clarified so there is an unambiguous understanding of the Launceston City Council municipal area, the geographic scope of the GLP, and the northern Tasmanian region of NTD.

Timeframe of the Strategic Plan

It is noted that Councils must review 10 year Strategic Plans at least every four years (p.8). It is suggested that Council specify the exact timeframe that this document will be periodically reviewed, within this legislative requirement.

This suggestion is made on the basis that:

- It is in keeping with the overarching directions outlined in Section 8 (A secure, accountable and responsive Organisation), and;
- Nominating a specific review period would assist in committing to a common review period of the Greater Launceston Plan (GLP).

Inter-municipal implementation of the Greater Launceston Plan

Further to the suggestion above, NTD believes that member Councils of the GLP should set a common review period for Strategic Plans. This would greatly enhance the achievement of the five principal outcomes for GLP Councils and their communities, as stated in the inside cover of the draft Strategic Plan.

It is also noted that p.3 and p.5 state the draft Strategic Plan focuses on the delivery of the outcomes and significant projects prioritised in the GLP, for the City of Launceston. Section 8, Key Direction 2 states that Council will lead the implementation of the GLP. These two statements are congruent in the sense that Council has led the implementation of the GLP by being the first Council to implement GLP projects. Regardless, NTD suggests that Section 8, Key Direction 2 be amended to state that the GLP will be led in collaboration with GLP Councils.

It is noted that the GLP consultant's report prioritises 'fundamental' projects A1, A2 and A3 for implementation. NTD is pleased to note that these projects will be incorporated into the Northern Tasmania Regional Futures Plan.

Structure of the Strategic Plan

It is noted that the Strategic Plan sets a vision and eight sections to achieve this vision. Under each section is a 10 year goal, a series of indicators for success, and key directions to be taken. It is understood that each financial year, Council develops an Annual Plan that guides the day-to-day activities of the Organisation toward achieving these key directions and ultimately the 10 year goals and the vision.

It is suggested that the 10 year goals are further developed to ensure they are quantifiable (how will we determine whether we have achieved this goal in 10 years). Development of measurable 10 year targets for success indicators, and a sense of prioritisation for key directions over a 10 year period, would meaningfully assist Annual Plan development in working toward each 10 year goal (i.e. quantifying what needs to be done in annual increments with a 10 year planning horizon in mind).

Without some form of measurement, for example, it could be argued that Launceston is 'accessible and connected through efficient transport and digital networks' in 10 years, 20 years, or six months (Section 3, p.14).

Collaboration

Collaboration is a recurrent theme in the draft Strategic Plan and is strongly supported. It is noted that the overarching goals of the GLP, as a collaborative initiative, provides the structure of the draft Strategic Plan.

To this end, it is suggested that Strategic Direction 3 ('A city in touch with its region'), is amended to reflect the City of Launceston will engage with its neighbouring Councils, as well as infrastructure and transport providers, to improve access for all modes of transport through planning and advocacy.

This suggestion is made on the basis that Council, like its neighbouring counterparts, owns and maintains many roads and pathways that intersect with one another. Reflection of municipal collaboration addresses the challenge of planning effectively for the future of Launceston (p.2), as made up of four intersecting municipal boundaries.

NTD acknowledges that four intersecting municipal boundaries presents a challenge in effectively planning for the future of Launceston. However, it is questioned whether the intersection of municipal boundaries through a recognised urban area and associated major infrastructure is unique as stated (p.2). This is a common situation in other pertinent areas of Australia, including Hobart, Newcastle, Sydney and Adelaide. This presents an opportunity to learn how these areas manage to address this planning challenge.

Thanks again for the opportunity to make comment, and happy to discuss any of the points raised in more detail.

Yours sincerely



Derek Le Marchant
EXECUTIVE OFFICER

Attachment 2 - Response to the submission from Derek Le Marchant

File No: SF6089
JD

Your Ref: n/a

5 November 2014

Derek Le Marchant
Executive Officer
Northern Tasmania Development
PO Box 603
LAUNCESTON TAS 7250

Dear Derek

City of Launceston draft Strategic Plan 2014-2024

Thank you for providing detailed feedback on the City of Launceston's draft Strategic Plan 2014-2024. Your letter of 27 October 2014 refers.

In response to your feedback:

Definition of "region"

Your comments regarding use of the word "region" are noted; we have revisited our use of "region" with your thoughts in mind and have made changes where appropriate.

Timeframe of the Strategic Plan

The legislatively required review of the Strategic Plan will be scheduled via our corporate planning calendar. We have opted not to publish review dates so that we retain flexibility in scheduling. This allows us to be responsive to changes in our operating environment.

Inter-municipal implementation of the Greater Launceston Plan (GLP)

As you suggest, collaboration will be key to the successful implementation of GLP projects. A management structure for the GLP - to address matters such as collaboration and cyclical reviews - is yet to be determined; your feedback on these points will be considered as the management structure is framed.

Structure of the Strategic Plan

Because of the strategic nature of the plan, we have opted to include aspirational statements around what success will look like, rather than quantifiable targets. The indicators to which you refer will be developed as we integrate the Strategic Plan into our operational planning cycle.



Collaboration

With consideration to your comments on this point, the "Key directions" that sit under the priority area "A city in touch with its region" have been amended to reflect that collaboration will be required to deliver transport solutions for the greater Launceston community.

Use of the term "unique" in referring to the four intersecting municipal boundaries is intended to highlight the remarkable arrangement in which a regional city such as Launceston has four Councils in the city area.

Thank you again for taking the time to provide us with detailed feedback on our draft Strategic Plan 2014-2024. As always, your input is welcome and appreciated.

Yours sincerely

John Davis
MANAGER CORPORATE STRATEGY

19.2 Council Appointments to Internal and External Committees**FILE NO:** SF0106 / SF0095 / SF2233**AUTHOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To approve Council appointments in respect of committees, authorities, specific purpose committees and external organisations.

PREVIOUS COUNCIL CONSIDERATION:

Preliminary discussions were held in SPPC, Item 4.2 of 17 November 2014.

RECOMMENDATIONS:

That Council:

1. pursuant to sections 23(2) and 24(2) of the *Local Government Act 1993*, appoint representatives to each of the committees, authorities, specific purpose committees and external organisations as listed in the Nominations Table at Attachment 1 of this report
 2. approve the final completed Table adapted from Attachment 1 outlining all appointed representatives for incorporation into the Committee Representation Details Procedure (Council Reference: 14-HLPr-003)
 3. note the Committee Representation Details Procedure (14-HLPr-003) is to be reviewed in two years, to provide the opportunity for the Council to revisit (if required) the nominations and appointments to all committees, authorities, specific purpose committees and external organisations
 4. note that the Terms of Reference (or policy statement) for each of the Council Committees should be reviewed by the responsible director and the Committees and brought to Council 12 months for consideration.
-

19.2 Council Appointments to Internal and External Committees...(Cont'd)

REPORT:

The purpose of this report is to finalise Council's appointments of representatives to committees, authorities, specific purpose committees and external organisations.

Preliminary discussions were held at the Strategic Planning and Policy Committee meeting on 17 November 2014 and the tentative nominations from those discussions are included in the Nominations Table at Attachment 1.

The process to be adopted during the meeting for the appointment of representatives to the committees and other bodies will be as follows:

1. The Nominations Table, which includes tentative nominations for the committees, authorities, specific purpose committees and external organisations, at Attachment 1 will be incorporated into the Minutes for this Agenda item and will become the Appointment Table.
2. The appointments to each individual committee and other body will be considered for approval consecutively in the order that they appear on the Appointment Table.
3. Appointments may be made based on the nominations, or, in the event that there are more nominations than vacancies available and consensus cannot be reached, a secret ballot process may be held to determine the representative(s).
4. When the Appointment Table is completed, it is recommended that the final Appointment Table is approved for inclusion into the Committee Representation Details Procedure (14-HLpr-003).

Previously, appointments to Council committees, authorities, specific purpose committees and external organisations were reconsidered every two years due to the previous local government elections occurring every two years.

With the new four year term for all Aldermen, the opportunity to review appointments mid-term can be integrated into a 2-yearly review process for the Committee Representation Details Procedure (14-HLPr-003). This would enable Aldermen to reassess appointments and enable further opportunities for Aldermen to extend their understanding across other committees and bodies during their term of office.

19.2 Council Appointments to Internal and External Committees...(Cont'd)

In view of the recommendation for the two-yearly review of the Committee Representation Details Procedure (14-HLpr-003), it is considered timely for each Council committee to review its Terms of Reference. This will provide the committees with an opportunity to bring the Terms of Reference back to Council for approval prior to the reconsideration of nominations and appointments to Council committees, authorities, specific purpose committees and external organisations in two years.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

Key Area 8: A secure, accountable and responsive organisation


BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Robert Dobrzynski: General Manager

ATTACHMENTS:

1. Committee Nominations Table
-

Attachment 1 - Committee Nominations Table

Committee Nominations Table

STANDING COUNCIL COMMITTEES

Committee	Frequency of Meetings	No. of Alderman vacancies	Tentative Nominations
Audit Panel	Every 2 nd Friday at 2pm	2	Ald Finlay Ald McKenzie
Strategic Planning and Policy Committee	Every 1 st & 3 rd Monday at 10am	12	All Aldermen
Tender Review Committee	As required. Meetings will be held on a Monday at 9am.	4	Ald McKenzie Ald Cox Ald Alexander Ald Finlay Ald Wood
General Manager's Contract & Performance Review Committee	Committee meets twice a year. Once for contract renewal and once for performance review. Date and time determined on ad hoc basis.	5	Ald Finlay Ald Cox Mayor van Zetten Ald Wood Ald Soward
Code of Conduct Panel	As Code of Conduct matters arise. Members will be informed.	3	Ald Gibson Ald McKenzie Ald Cox

COUNCIL AUTHORITIES

Committee	Frequency of Meetings	No. of Aldermen vacancies	Tentative Nominations
York Park & Inveresk Precinct Authority	Every 2 nd Thursday, 12pm-2pm.	2	Ald Alexander Ald Dawkins Ald McKenzie

SPECIFIC PURPOSE INTERNAL COMMITTEES

Committee	Frequency of Meetings	No. of Alderman vacancies	Tentative Nominations
Australia Day Awards Committee	As required to assess nominations. 2 - 3 times per year.	3	Ald Gibson Ald Wood Ald Soward
Cataract Gorge Advisory Committee	Meetings are called when items require discussion Usually quarterly.	2	Ald Williams Ald Finlay
Events Sponsorship Program	Twice yearly (April & July)	3	Ald Gibson Ald Dawkins Ald Williams
Community Grants (Organisations) Program	Three times per year (April/June/Sept)	3	Ald Gibson Ald Dawkins Ald Williams
Heritage Advisory Committee	4 th Thursday of every second month, 10am-12pm, from Feb-Oct	2	Ald Finlay Ald Gibson
Heritage Forest Advisory Committee	Quarterly. Thursdays at 2.30pm.	2	Ald McKenzie Ald Soward
Launceston Access Advisory Committee	Quarterly	2	Ald Finlay Ald McKenzie
Pedestrian and Bike Committee	Every 6 weeks (Tuesday 10am-11.30am)	2	Ald McKenzie Ald Dawkins

Committee	Frequency of Meetings	No. of Alderman vacancies	Tentative Nominations
Launceston Sister City Committee	As required - usually 3-4 times per year	3	Ald Soward Ald Cox Ald McKendrick
QVMAG Governance Advisory Board	Every two months	1	Mayor van Zetten
Northern Youth Co-ordinating Committee	Six weekly	1	Ald Gibson Ald Finlay
Scholarships & Bursary Committee	January for interviews - then as required	2	Ald Gibson Ald Williams
Street Tree Advisory Committee	Quarterly	2	Ald Williams Ald Cox
Youth Advisory Group	Every 2 nd Tuesday, 4pm-5pm.	3	Ald Williams Ald Wood
Municipal Emergency Management Committee	Quarterly. On a Friday at 9.30am.	1	Ald Cox
NTCA Ground Management Committee	Twice yearly (at this stage)	1	Mayor van Zetten
Launceston Road Safety Consultative Committee	Yearly. 2 consecutive meetings annually. One is a bus tour 9am-3pm. The other is the following month from 9am-2pm.	2	Ald McKendrick Ald Cox

COUNCIL EXTERNAL COMMITTEE MEMBERSHIP

(resulting from resolutions of Council)

Committee	Frequency of Meetings	No. of Alderman vacancies	Tentative Nomination
Australia Pacific Airports Launceston	Quarterly	1	Alderman Alexander Alderman McKenzie Alderman Finlay
Cityprom	3 rd Wednesday of every month at 8am	1	Ald Dawkins Ald Wood
Franklin House Management Committee	Last Thursday of every month.	1	Ald McKendrick
Launceston College Association	Once per term (4 times a year on a Tuesday at 6pm.)	1	
Launceston Safer Communities Partnership	1 st Thursday over very month at 9am.	2	Ald Gibson Ald Finlay
Launceston Tramway Museum Society Inc	Every 3 rd Tuesday at 7.30pm.	1	Ald McKendrick
TasWater Owners Representative	Quarterly	1	Mayor van Zetten
Northern Tasmania Development - Executive Committee	Quarterly	1	Mayor van Zetten
Northern Tasmania Development - Local Government Committee	Quarterly	1	Mayor van Zetten
Tamar Region Reference Group	Once per year	1	Ald Finlay
Theatre North Inc	As required	1	Ald McKenzie
UTAS 125 th Anniversary Advisory Committee	Twice monthly	1	Ald Gibson
Local Government Association of Tasmania	Quarterly	2 (includes a proxy)	Mayor van Zetten Ald Finlay

20 GENERAL MANAGER

No Reports

21 URGENT BUSINESS

Pursuant to regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2005*

22 INFORMATION / MATTERS REQUIRING FURTHER ACTION

No Reports

23 CLOSED COUNCIL

No Reports

24 MEETING CLOSURE
