



LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 27 OCTOBER 2014**

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

Date: 27 October 2014

Time: 1.00 pm

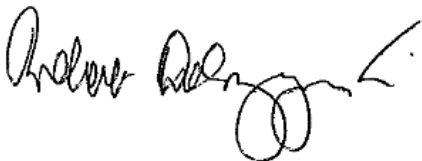
Section 65 Certificate of Qualified Advice

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

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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 meeting of the Launceston City Council held on 13 October 2014 be confirmed as a true and correct record.
2. That the Minutes of the meeting of the Launceston City Council held on 13 October 2014 in closed session be confirmed as a true and correct record.

4 DEPUTATION

Nil

5 ANSWERS FROM PREVIOUS PUBLIC AND ALDERMEN'S QUESTION TIME

Meeting Date and Item No.	Question	Answer	Officer Responsible
<p>13 October 2014 6.1</p>	<p>Mr Frank Nott asked:</p> <ol style="list-style-type: none"> 1. When did the extra charge for oversized coffins commence? 2. How much is the extra charge 3. Would this increase equate to 15% on ordinary sized coffins? 4. Does the charge apply to other cemeteries in the Launceston Municipality? 5. How does the new rate in Launceston compare with cemeteries in other Tasmanian Councils? 	<ol style="list-style-type: none"> 1. The fee was implemented on 1/07/14. 2. The fee is \$225. 3. No, the comparison is: <ul style="list-style-type: none"> • The fee for a single depth grave (at need) is \$1,625.00. Therefore the fee for an oversize coffin is 13.85% of this fee. • The fee for a double depth grave (at need) is \$1,776.00. Therefore, the fee for an oversize coffin is 12.67% of this fee. 4. Yes, this fee does also apply to the Lilydale Cemetery. 5. As a comparative to other Tasmanian cemeteries, we can advise: <ul style="list-style-type: none"> • Cornelian Bay: \$250 • Kingston: \$250 • Cambridge: \$250. <p>As a comparison to an interstate cemetery, Geelong (Victoria) charge \$225 for digging an oversize grave.</p> 	<p>Rod Sweetnam (Director Facilities Management)</p>

Meeting Date and Item No.	Question	Answer	Officer Responsible
13 October 2014 10.4	<p>Alderman R J Sands asked:</p> <p>There was a large tree due to be pulled down at 30 Nichols Street 2 years ago. Can we investigate as to why this has not occurred?</p>	<p>The tree in question was inspected by Council's Parks Superintendent and Arborist.</p> <p>The large eucalyptus tree is on Council property and has declined in health since the last scheduled maintenance was performed, resulting in agreement to totally remove the tree within the next few months when ground surfaces allow machinery to access the site.</p> <p>The tree poses no risk or threat to the public at present or within the scheduled removal period and has not developed a greater lean than its natural growth pattern.</p> <p>Concerned residents have been notified of our planned intentions and are most satisfied with the outcome.</p>	Harry Galea (Director Infrastructure Services)

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 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines

FILE NO: DA0364/2014

AUTHOR: Chloe Lyne (Consultant Planner)

DIRECTOR: Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider an application for removal of 27 Radiata Pines from within the car park surrounding the Transport and Safety Centre.

PLANNING APPLICATION INFORMATION:

Applicant:	Launceston City Council
Property:	47-67 Lawrence Vale Road, South Launceston
Site area:	9986m ²
Zone:	Community Purpose and Recreation
Overlays:	Landslip and Local Scenic Management (Central Hills Precinct)
Existing use:	Car Park
Classification:	Public Park
Date received:	22 August 2014
Clock stopped:	26 August – 25 September 2014
Deemed approval:	1 November 2014
Representations:	29

PREVIOUS COUNCIL CONSIDERATION:

N/A

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

RECOMMENDATION:

That Council approve the application DA0364/2014 for the removal of 27 Radiata Pines at the Transport and Safety Centre, 47-67 Lawrence Vale Road, South Launceston subject to the following conditions and notes:

1. ENDORSED PLANS & DOCUMENTS

The 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. Transport and Safety Centre Pine Removal Development Application Site Plan 1:600, Undated.
- b. Transport and Safety Centre Car park Redevelopment Tree Survey, Prepared by Paul Suidgeest, Arborist, Undated.
- c. Landslide Risk Assessment, Prepared by Tasman Geotechnics, Road Safety Centre Lawrence Vale Road, South Launceston, Dated 10 September 2014.

2. STAGING OF TREE REMOVAL

The trees shall be removed in two stages as depicted on Map 2 (Stage 1) and Map 3 (Stage 2) of the 'Transport & Road Safety Centre Carpark Redevelopment Tree Survey' undertaken by Paul Suidgeest, Arborist.

3. RETENTION OF STUMPS

The stumps of the trees to be removed shall remain in situ for a period of 5 years or until such time as Council's Parks and Recreation Department have qualified advice that the root systems of the replacement trees have sufficiently established so as not to compromise land stability.

4. REVEGETATION OF THE GRADED BANK

Following the car park redevelopment, the area shall be revegetated with endemic trees, shrubs and ground covers immediately after the works have been undertaken as per a landscape plan to be prepared by a suitably qualified landscape architect.

5. NO BURNING OFF

No burning of any waste materials, generated by action on this approval, to be undertaken on-site. Any such waste materials to be taken to a licensed refuse disposal facility (e.g. Launceston Waste Centre).

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

7. AMENITY

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

NotesPermit Commencement

A. *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.*

B. *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.*

Other Approvals

C. *This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences:*

- a) *Building Permit.*
- b) *Plumbing Permit.*

Aboriginal Heritage

D. *All Aboriginal Heritage is protected under the Aboriginal Relics Act 1975. If Aboriginal heritage is discovered at any time, works are to cease immediately and contact is to be made with Aboriginal Heritage Tasmania for advice.*

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

Noise

- E. Ensure the use of chainsaws complies with the Environmental Management & Pollution Control (Miscellaneous Noise) Regulations 2004.*
-

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. PROPOSAL

The application is for the removal of 27 Radiata Pine trees within the car parking area surrounding The Transport and Safety Centre at Lawrence Vale Road. The majority of the trees are located within and immediately around the car park which adjoins and services the Safety Centre facility. The balance of the trees to be removed are located south of 85 Lawrence Vale Rd between the road and the facility, on land which is essentially recreational space. There will be a number of trees left in situ on the site. The reason for the tree removal is public safety. The age of these trees means there is a significant safety risk due to falling limbs, dropping of cones as well as issues of overshadowing of nearby residences. The tree species is not ideally suited to an area of high public usage or congregation due to the above stated safety issues.

Council's Assets - Parks and Recreation plans in place to remedy the existing car park and replace the pine trees with more suitable species. These plans do not form part of this application.

The application is accompanied by an arborists report which found many of the trees proposed to be removed are in poor or average condition meaning their life expectancy is less than 10 years. The close proximity of the trees means it would be difficult to remove some (i.e those in poor and dangerous condition) of the trees without detrimentally impacting on the balance and therefore the removal of the trees as groups is the better management option.

The arborists report recommends the trees be removed in two stages as follows:

1. Main entrance and in the parking area.
2. Area along the bank bordering Lawrence Vale Rd.

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The application relates to the Road Safety Centre site at 47-67 Lawrence Vale Rd, South Launceston which is managed by Council. The property is comprised of a single title being Certificate of Title Volume 15631, Folio 1. It has an approximate area of 9986m². The property forms part of a broader recreation area extending from Talbot Rd.

The property contains a decommissioned in-ground water reservoir which has been converted to a bicycle training and recreational facility for children and young families. The facility also includes the club rooms for the Veteran Car Club of Australia (Tas). The west facing hillside in South Launceston (within which the site is located) contains a number of large mature trees which provide a scenic background due to its elevated position.

3. PLANNING SCHEME REQUIREMENTS

3.1 Community Purpose Zone

17.1	Zone Purpose
17.1.1	<i>To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.</i>
	The Transport and Safety Centre is a key community facility within Launceston. The proposal to remove a number of introduced trees around the centre (including within the car park) will ensure the ongoing safety of community members using the facility.
17.1.2	<i>To provide for a range of health, educational, government, cultural and social facilities to serve the function of settlements and local communities.</i>
	The proposed tree removal will not prevent the attainment of this objective.

3.2.1 Use Table

Passive Recreation is a permitted (no permit required) use class in the Community Purpose zone.

A discretionary planning permit is required as the application relies on an assessment against the performance criteria in relation to the following Zone and Code standards:

- Clause E3.0 'Landslip Code'; and
- Clause E7.0 'Scenic Management Code'.

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

3.3 Use and Development Standards

There are no use or development standards relevant to the assessment of this proposal.

3.4 Recreation Zone

Given there are no trees proposed to be removed from the area of the land included within the Recreation Zone, an assessment against these zone provisions has not been provided.

3.5 Overlays and Codes

3.5.1 Landslip Code

This code applies as it involves development on land mapped as a landslide hazard area on the planning scheme maps.

The relevant provision are identified and addressed below.

E3.1	<i>Purpose of the Code</i>
E8.1.1	<p><i>The purpose of this provision is to:</i></p> <ul style="list-style-type: none"> <i>a) ensure that use and development subject to risk from land instability is appropriately located and that adequate measures are taken to protect human life and property; and</i> <i>b) ensure that use and development does not cause, or have the cumulative potential to cause an increased risk in land stability.</i> <p>Consistent. The application is consistent with the Code Purpose as the removal of the trees will not increase the risk of land instability or have the cumulative potential to cause an increased risk in land stability as determined by a geotechnical investigation.</p>
E83.6	<i>Development Standards</i>
E3.6.1	<p><i>Development on Land Subject to Risk of Landslip</i></p> <p><i>To ensure that development is appropriately located through avoidance of areas of landslip risk, or where avoidance is not practicable, suitable measures are available to protect life and property.</i></p>

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

P1	<p><i>Development must demonstrate that the risk to life and property is mitigated to a low or very low risk level in accordance with the risk assessment in E3.6.2 through submission of a landslip risk management assessment.</i></p> <p>Complies. Tasman Geotechincs undertook a Landslide Risk Assessment of the site. The report found that the site is within an area that has active landslides and the geological unit underlying the site is prone to slippage, particularly with the introduction of water. The report stated there are a number of factors that reduce the risk of removing the trees being:</p> <ul style="list-style-type: none"> <i>i) The site where the trees is growing is relatively flat;</i> <i>ii) The embankment below the trees may be relatively steep but is less than 2m high and shows no signs of distress.</i> <i>iii) The car parking area and roadway to the east of the trees has kerbs and gutters directing stormwater away from the slope. The sealed areas would lower the potential for seepage water to enter behind from the slope.</i> <i>iv) It is proposed to leave the stumps of the trees removed in the ground until new trees have established their root systems. We consider that leaving the stumps in place after removal is an appropriate action.</i> <p>In accordance with the Risk Assessment Table at 3.1, the report concluded that the likelihood of landslide occurrence is 'Unlikely' as a result of the removal of the trees. As the consequence of the landslide is 'Minor', the overall landslide risk profile is LOW. It was recommended that the stumps be left in place until the new trees had established root systems as a precautionary measure and this will be required via condition of permit.</p> <p>Complies with Performance Criteria.</p>
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7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

3.5.2 Scenic Management Code

The Code applies since it involves use and development in an area identified as local scenic management (Central Hills Precinct) on the overlays.

The relevant provisions are identified and addressed below.

E7.1	<i>Purpose of the Code</i>
E7.1.1	<p><i>The purpose of this provision is to:</i></p> <ul style="list-style-type: none"> <i>a) ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and</i> <i>b) ensure that siting and design of development in designated scenic management areas is unobstrusive and complements the visual amenity of the locality and landscape.</i>
	<p>The application is consistent with the Code Purpose as it does not involve a defined tourist corridor and whilst it will impact on the visual amenity in a local scenic landscape, it is considered that the tree species are exotic and present a significant public safety and amenity hazard in their present condition. The skyline vista along the top of the hillside will remain, as the existing trees that make up the majority of this view line won't be removed. The trees that frame the rear of the Road Safety Centre (towards Effingham St) will continue to provide an aesthetic visual backdrop to the centre when viewed from Lawrence Vale Rd and public viewing points further to the west.</p>
E7.6	<i>Development Standards</i>
E7.6.2	<p><i>Objective</i></p> <ul style="list-style-type: none"> <i>a) To site and design buildings works and associated access strips to be unobstrusive to the skyline and hillsides and complement the character of the local scenic management area; and</i> <i>b) To ensure subdivision and the subsequent development of land does not compromise the scenic management objectives of the local scenic management area.</i>
A1	<p><i>Development (not including subdivision) must be in accordance with the scenic management criteria for a local scenic management area identified in Table 7.1 – local scenic management areas.</i></p> <p>Not applicable. The application does not involve development.</p>

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

A2	<p><i>Subdivision is in accordance with</i></p> <p><i>a) a specific area plan; or</i></p> <p><i>b) a subdivision plan or acceptable development criteria under Table 7.1 if any;</i></p>
	<p>Not applicable. The application does not involve subdivision.</p>
A3	<p><i>No vegetation is proposed to be removed.</i></p>
	<p>Does not comply</p>
P3	<p>The visual impact of removal, destruction or lopping of trees or the removal of vegetation should:</p> <ul style="list-style-type: none"> a) be consistent with maintaining the character and precinct objectives; and b) be minimised through: c) consideration of the design and location of buildings to facilitate the retention of trees; d) a preference for management of trees through pruning rather than removal; and e) the desirability of replanting of vegetation when the impact of vegetation removal is unavoidable; and f) not result in an unacceptable impact on threatened species and/or wildlife habitats/corridors. <p>Complies. An assessment of the proposed tree removal against the character and precinct objectives is provided in the table below.</p> <p>The proposed tree removal is not to facilitate any building works, simply to make an existing car parking area safer and more user friendly. An arborist has undertaken an assessment of the condition of the trees and found that the vitality of 11 of the trees to be poor or average and that removal of these trees would compromise the viability of the balance of the trees to be removed. This is due to the stress that will be placed on them because of their root systems being damaged, which will lead to further tree health issues such as canopy dieback, compromised stability and White Rot. It is a far more prudent approach to remove all the trees at once and undertake a holistic approach to landscaping the site and improving the car park. Therefore, the removal of the exotic trees is unavoidable and required for public safety. Management of the trees through pruning is not a viable option.</p>

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

	<p>Council intends to replace the trees with more suitable species and it is recommended that a condition of permit require this. The tree species to be removed are not threatened nor do they provide wildlife habitats for threatened species.</p> <p>Based on the above assessment, the proposal complies with the Performance Criteria.</p>
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3.5.3 E7.5.3 Schedule 1 Local Scenic Management Areas

<p>5 Central Hills Precinct Existing Character Statement – description of significance</p> <p>The Central Hills Precinct encompasses the residential area located along the ridgeline of a hillside to the east of the central Launceston area. The precinct is dominated by skyline development, with many of those homes being of heritage significance. It forms the principle backdrop for South Launceston, Newstead and central Launceston. The precinct includes key parks within the central Launceston region. Vegetation coverage is varied.</p>
<p>Management Objectives</p> <ul style="list-style-type: none"> a) Maintain and enhance vegetation, particularly with a mix of deciduous and evergreen species consistent with the character of the area. Promote tree planting in existing non treed areas. b) Development will blend in with existing development by its location, form, scale and exterior finishes. c) Discourage development that required significant earthworks. d) Encourage driveways to be inevent by following contours and being screened by vegetation.
<p>Consistent. The proposal is to remove trees that have been deemed unsafe by an arborist and neighbouring trees that will likely die off once the other trees have been removed.</p> <p>Whilst this proposal does not include replacement planting, Council is intending on redesigning the car park and replacing the trees with more suitable species. A condition of the permit will require a holistic landscape plan to be prepared for the site which includes species with a broad canopy to protect the amenity of the area as recommended in the arborists report.</p> <p>The tree species is introduced and not appropriate to be located around a car park, particularly one frequented by children. The proposed tree removal does not involve any development or earthworks. No driveways are to be developed as part of this proposal.</p>

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

4.0 REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Assets	N/A
Environmental Services	N/A
Heritage/Urban Design	N/A
Building Services	N/A
EXTERNAL	
TasWater	N/A
DIER	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

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 1/10/14 to 15/10/14.

Twenty nine representations were received in that period. Twenty two of the representations supported the proposal and the remaining seven are opposed to it. The issues raised in the table below are a summary of the issues raised in the representations attached to this report.

ISSUE	COMMENTS
Supports the proposal. Uses facility regularly and has witnessed pine cones falling and narrowly missing children and heard of damage to cars. Has seen pine cones and limbs on Lawrence Vale Rd, making driving hazardous.	The safety concerns of the representor have been taken into account in determining that this application should be recommended for approval.

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

ISSUE	COMMENTS
<p>Supports the proposal. Raises similar safety concerns as above. Raises issue of the trees blocking sun to resident's property resulting in rooms at the northern end of house being cold and damp.</p>	<p>The safety concerns of the representor have been taken into account in determining that this application should be recommended for approval.</p>
<p>Supports the proposal. The Veteran Car Club of Australia (Tasmania) Inc uses clubrooms in the precinct and the close proximity of the trees to this building has concerned the members for many years. Members cars have been damaged by falling limbs, cones, sap and needles while parked in the car park. Regular costly building maintenance is required regularly to prevent build up of needles in the building's guttering.</p>	<p>The safety concerns of the representor have been taken into account in determining that this application should be recommended for approval.</p>
<p>Supports the proposal. As a member of the Veteran Car Club, has witnessed vehicles being damaged by falling pine cones and small branches. Is sure that Council will replace with suitable native trees.</p>	<p>The safety concerns of the representor have been taken into account in determining that this application should be recommended for approval.</p>
<p>Overshadowing of property on Lawrence Vale Rd causing dampness in a bedroom rendering it unusable.</p>	<p>The issues of overshadowing of property have been taken into account when assessing this application.</p>

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

ISSUE	COMMENTS
<p>Objects to proposal. Purchased property in vicinity due to the surrounding nature reserves and feels that the trees add character and scenic amenity to this particular area of Launceston.</p> <p>Trees add value to representors property.</p> <p>Trees provide habitat for the vulnerable Yellow-Tail Black Cockatoos.</p> <p>Suggest that the users of the car park should park in areas where the trees don't drop pine cones.</p> <p>Council should consider removing the 3 trees that have the possibility of falling onto the houses.</p> <p>Council should erect signage to advise that the car parks closest to the houses will not have seed pods on them and erect signage to advise people of the risk of parking near trees with seed pods.</p> <p>Council should rope off the car parks directly under the trees during peak cockatoo time of the year.</p>	<p>Whilst it is recognised that any trees and vegetation add character and scenic amenity, it is also recognised that trees (particularly pine trees) have a lifespan after which they become a danger, particularly in a public place as these trees are. Public safety must be the utmost consideration. The trees are not a native species and indeed can be considered a weed species.</p> <p>The Yellow-Tail Black Cockatoo is not a listed species and therefore its habitat is not protected. The tree species proposed to be removed are exotic and for the most part there is no understorey that could be considered good habitat for fauna species.</p> <p>The suggested alternatives to the problem will not allow the car park to be utilised for its intended purpose and ultimately the aim of this project is to improve the car park to make it more user friendly.</p>
<p>Supports the removal of trees. Raises issue of potential legal claims if they cause major damage in the future.</p>	<p>Support noted.</p>
<p>Concern at removing 27 trees in a landslip area.</p>	<p>A geotechnical report has been prepared to determine the level of risk of landslip with the removal of the trees. The risk level was determined at LOW which is acceptable in accordance with the Landslip Code. A recommendation has been made to leave the tree stumps in situ until the new trees are established. This is recommended for inclusion as a condition of approval.</p>

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

ISSUE	COMMENTS
<p>Removal of trees will leave a bald ugly, car park. Believes that Council will replace the trees with small, ornamental deciduous trees that will not attract any birdlife. Suggests that the trees be replaced with large native flowering gums.</p>	<p>The removal of the trees will undoubtedly leave the hillside landscape altered. However, the trees are not native, many are in poor condition and a threat to public safety and urban landscape change over time. Council is planning on upgrading the car park and planting new, more appropriate trees as determined the most appropriate by Council's landscape architect.</p>
<p>Pinus Radiata trees have a life expectancy of 85-100 years as per the Australian Government Biodiversity website and the trees on the site are upwards of 90 years old and therefore no longer safe for the area.</p>	<p>The arborist noted the age of the trees is a factor in their being deemed unsafe and suitable for removal.</p>

6.0 CONCLUSION

Subject to the recommended conditions it is considered that the proposal complies with the Launceston Interim Planning Scheme 2012 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.

7.1 47-67 Lawrence Vale Road, South Launceston - Passive Recreation - public park; removal of 27 Radiata Pines...(Cont'd)

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.



Michael Stretton: Director Development Services

ATTACHMENTS:

1. Locality Map
2. Plans for endorsement (circulated separately)
3. Representations (circulated separately)

Attachment 1 - 47-67 Lawrence Vale Road, South Launceston (Pages = 1)



Launceston City Council
A Leader in Community & Government



LOCALITY MAP - DA0364/2014 47-67 Lawrence Vale Road, South Launceston



Locality Map

Scale: This Map Is Not to Scale

COUNCIL AGENDA

Monday 27 October 2014

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and additions; construction of a structure - upgrade of the main complex entry and access pathways throughout, car parking alterations and associated works; alterations to parking arrangements in Council road reserve**

FILE NO: DA0387/2014

AUTHOR: Leon Murray (Development Planner)

DIRECTOR: Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider and determine a development application pursuant to the *Land Use Planning and Approvals Act 1993*.

PLANNING APPLICATION INFORMATION:

Applicant:	Paterson Bridge Pty Ltd
Property:	1A Bridge Road and 1 Bridge Road, Launceston
Zoning:	Urban Mixed Use, Utilities
Receipt Date:	28/08/2014
Validity Date:	1/09/2014
Further Information Request:	05/09/2014
Further Information Received:	10/09/2014
Deemed Approval:	27/10/2014
Representations:	2

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

It is recommended that in accordance with Section 51 and Section 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2012, a permit be granted, for Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing- distillery (with cellar door); construction of a building - alterations and additions; construction of a structure - upgrade of the main complex entry and access pathways throughout, car parking alterations and associated works; alterations to parking arrangements in the Council road reserve at 1 & 1A Bridge Road, Launceston in accordance with the endorsed plans and subject to the following conditions.

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
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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. Site Plan - Entry Sections, Prepared by Lange Design, Drawing No. PRR1113 - SP02, Project name Penny Royal Redevelopment, Rev. C, Dated 19/06/2014
- b. Existing Floor Plans (Demolition), Prepared by Cumulous Studio, Drawing No. A01 - 00 A, Project name Penny Royal Gunpowder Mill Upgrade, Dated 04/06/2014
- c. Proposed Ground Floor Plan, Prepared by Cumulous Studio, Drawing No. A01 - 01 A, Project name Penny Royal Gunpowder Mill Upgrade, Dated 04/06/2014
- d. Proposed First Floor Plan Stage 1, Prepared by Cumulous Studio, Drawing No. A01 - 02 A, Project name Penny Royal Gunpowder Mill Upgrade, Dated 04/06/2014
- e. Proposed First Floor Plan Stage 2, Prepared by Cumulous Studio, Drawing No. A01 - 03 A, Project name Penny Royal Gunpowder Mill Upgrade, Dated 04/06/2014
- f. Roof Plan Stage 1 & 2, Prepared by Cumulous Studio, Drawing No. A01 - 04 A, Project name Penny Royal Gunpowder Mill Upgrade, Dated 04/06/2014
- g. Elevations and Section A Plan, Prepared by Cumulous Studio, Drawing No. A03 - 00 B, Project name Penny Royal Gunpowder Mill Upgrade, Dated 10/09/2014
- h. Penny Royal Development - Stage 1A and 1B Traffic Impact Assessment, Prepared by GHD Pty Ltd, Dated September 2014
- i. Preliminary Rock Fall Investigation Penny Royal, Launceston, Prepared by E Bartlett, Tasman Geotechnics, Report No. TG14030/2 - 02report

AMENDED PLANS REQUIRED

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

- a. Site Plan submitted (Site Plan, Drafted by Lange Design, Project Name Penny Royal Redevelopment, Drawing PRR1113 - SP01, Rev. E, dated 02/10/2014). This must be re-named 'Landscape Plan'
- b. Site Plan, Drafted by Lange Design, Project Name Penny Royal Redevelopment, Drawing PRR1113 - SP01 Rev. E, dated 20/08/2014. This plan must be amended to provide two taxi parking spaces. The location of these spaces must be on site but the specific location is not mandated.

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
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NOISE LEVELS

Noise levels at the boundary of the site with any adjoining land must not exceed:

- a. 50 dB(A) day time;
- b. 40 dB(A) night time; and
- c. 5 dB(A) above background for intrusive noise.

BICYCLE PARKING DIMENSIONS

Bicycle parking dimensions for the external bicycle spaces have a minimum of:

- a. 1.7m in length;
- b. 1.2m in height;
- c. 0.7m in width at the handlebars;
- d. Unobstructed access with a width of at least 2m around the bicycle parking area and a gradient of no more than 0.5%; and
- e. Include a rail or hoop to lock the bicycles that meets AS2890.3.

LEGAL TITLE

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

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.

WASTE DISPOSAL BINS - COMMERCIAL

Trade waste disposal bins must be provided on the site. The bins provided must be screened from public view unless they are being serviced and must not occupy or obstruct access to any car parking or loading area indicated on the endorsed plans.

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.

TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No. 2014/00831 - LCC) (attached).

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
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SITE LANDSCAPING

The landscaping must be:

- a. Installed in accordance with the endorsed Landscape Plan; and
- b. Completed prior to the use commencing/Completed within 3 months of the use commencing; and
- c. Maintained as part of non-residential development. It must not be removed, destroyed or lopped without the written consent of the Council.

TREE MANAGEMENT PLAN IDENTIFYING PROTECTION OF TREES TO BE RETAINED

Prior to any development being undertaken, a Tree Management Plan must be submitted to and endorsed by the Planning Authority. It must identify how existing trees identified for retention on the subject land will be retained and the construction types and methods for all works associated with the development will not adversely impact the health of the retained trees (this includes how AS4970 2009 - Protection of Trees on Development Sites will be achieved). No trees other than those identified on the submitted Landscape Plan may be removed without further approval from Council.

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, 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 signage denoting those temporary parking restrictions required to facilitate the on-site turning of delivery and service vehicles, where such manoeuvres occupy parking spaces;

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

- g. 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; and
- h. 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.

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.

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 must 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".

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
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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 property 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.

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.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

SUBMISSION AND APPROVAL OF PLANS

Prior to the commencement of the development of the site, detailed plans and specifications must be submitted to the Director Infrastructure Services for approval. Such plans and specifications must:

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

CONSTRUCTION OF WORKS

All public infrastructure works and private works undertaken within the road reserve must be constructed in accordance with plans and specification approved by the Director Infrastructure Services

The required infrastructure works must be as shown in the application documents and endorsed plans and modified by the approval of the detailed engineering drawings and specifications. Works must include:

- a. Bridge Road
 - i. Provision of a dedicated bus zone on the southern side of Bridge Road immediately forward of the existing Metro Bus stop, complete with all line marking and necessary signage;
 - ii. Conversion of the existing loading zone outside No 2 Bridge Road to a combined bus and loading zone, complete with all line marking and necessary signage;
 - iii. The proposed new pathway from Bridge Road to the car park is to be 2.5 metres wide; and
 - iv. All necessary alterations to existing infrastructure (LCC and third party) required to facilitate the above.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

All construction works must be undertaken in accordance with the Tasmanian Subdivision Guidelines and LGAT-IPWEA Standard Drawings. These documents specify:

- a. Construction requirements;
- b. Appointment of a suitably qualified Supervising Engineer to supervise and certify construction works, arrange Council Audit inspections and other responsibilities;
- c. Construction Audit inspections; and
- d. Practical Completion and after a 12 months defects liability period the Final Inspection & Hand-Over.

ACCESS OVER ADJACENT LAND

Where it is necessary, for the construction of the public works, to gain access to land not in the ownership of the developer the supervising engineer must:

- a. Advise Council 21 days before access is required onsite so that notices pursuant to the *Urban Drainage Act 2013* can be issued to the landowner; then
- b. Contact the adjacent land owners to advise them of the proposed works and assess any of their (reasonable) requirements which should be incorporated in the works; and
- c. Ensure that client provides a signed statement advising the Council that they will pay all compensation cost for the easements and the Council's out-of-pocket costs (ie legal, valuation, etc if any). If the compensation claims appears unacceptable then the process under the *Land Acquisition Act 1993* will be followed.

COMMERCIAL VEHICLES

Operating hours for commercial vehicles associated with the use must only be between 6.00am and 10.00pm.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

DISTILLERY SPENT WASH MANAGEMENT

Prior to the commencement of the operation of the distillery, a Spent Wash Management Plan must be submitted to the satisfaction of the Manager of Environmental Services.

The Plan must include:

- a. The approximate volume of spent wash (per day and annually);
- b. The method of collection and treatment;
- c. Transport details;
- d. Details of proposed disposal and/or beneficial reuse options;
- e. An explanation of the record keeping system for disposal/reuse;
- f. An advisory note for property owners accepting spent wash including details of the nature of the wash and storage and application requirements to prevent environmental harm.

Unless otherwise specified in writing by the Manager Environmental Services, spent wash management must be carried out in accordance with the approved Plan.

STORAGE OF ENVIRONMENTALLY HAZARDOUS MATERIALS

Unless otherwise approved in writing by the Manager Environmental Services, each environmentally hazardous material, including distillery fermented malt barley wash, spent wash and chemicals, held in discrete volumes exceeding 25 litres, must, as far as practical and to the reasonable satisfaction of the Manager Environmental Services, be located within bunded areas or spill trays which are designed to contain at least 110% of the volume of the largest storage vessel.

SPILL KITS

Spill kits appropriate for the types and volumes of materials handled on the land must be kept in appropriate locations to assist with the containment of spilt hazardous materials.

NOTIFICATION OF CHANGE IN ACTIVITY

The following changes, if they may cause or increase the emission of a pollutant which may cause material or serious environmental harm or environmental nuisance, must only take place in relation to the distillery if such changes have been approved in writing by the Manager Environmental Services:

- a. A change to a process used in the course of carrying out the activity; or
- b. The construction, installation, alteration or removal of any structure or equipment used in the course of carrying out the activity; or
- c. A change in the quantity or characteristics of materials used in the course of carrying out the activity.

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
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NOTIFICATION OF INCIDENT

If an incident causing or threatening serious or material environmental harm from pollution occurs in the course of the activity (or activities) to which this Permit relates, then the person responsible for the activity (or activities) must:

- a. Immediately take all practicable action to minimise any adverse environmental effects from the incident, and,
- b. As soon as reasonably practicable, but not later than 24 hours, after becoming aware of the incident, contact Council's Environmental Services Department on 0417 974 548.
- c. Not later than 24 hours after becoming aware of the incident, provide a report to the Council's Environmental Services Department by facsimile to 03 6323 3395, or by hand delivery, outlining the nature of the incident, the circumstances in which it occurred and the action taken to deal with the incident (This report must be provided irrespective of whether the person responsible for the activity (or activities) has reasonable grounds for believing that the incident has already come to the notice of the Council's Environmental Services Department or any officer engaged in the administration or enforcement of the *Environmental Management and Pollution Control Act 1994*).

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.

DEMOLITION

The developer must:

- a. Protect property and services which are to either remain on or adjacent to the site from interference or damage.
- 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.
- 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.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

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.

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 DA0387/2014. 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 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

Access for People with a Disability

This permit does not ensure compliance with the Disability Discrimination Act, furthermore the developer may be liable to complaints under the said Act. The developer is directed to Australian Standard 1428 Parts 1 - 4 for technical direction on how to cater for people with disabilities.

Other Approvals

This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences:

- Council Building permit
- Council Plumbing permit
- Occupancy Permit

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.

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

Food Businesses

Prior to the use of the cafes/restaurants, wine bar, whisky distillery and cellar door, the relevant operator/s must notify Council of their intention to operate a food business in accordance with the Food Act 2003. Food business registration is also required for certain uses.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

Regulated Systems

If any production processes involve a cooling tower registration under the Public Health Act 1997 and compliance with the Guidelines for the Control of Legionella in Regulated Systems will be required.

Place of Assembly

Should it be intended that any of the venues be used for a public event a Place of Assembly licence will be required in accordance with the Public Health Act 1997. This requirement does not apply to private gatherings such as weddings and private parties.

Hazardous Chemicals

It is recommended that reference be made to the Work Health and Safety Regulations 2012 in respect to compliance with the regulatory laws specific to the control of hazardous chemicals. Additional assistance from a Dangerous Goods Consultant may be required prior to the set up phase of the distillery.

REPORT:

1. THE PROPOSAL

The applicant seeks Council approval for a change of use and associated development at 1 and 1A Bridge Road, and in the road reserve. The application seeks to re-establish utilisation of the partially derelict site at the Penny Royal complex. The application is proposed in two stages as follows:

Stage 1

Change of Use

Cafes/Restaurants

It is proposed for three café/restaurants to operate on the site.

- Café 1 - floor area 287m² and located in a new building next to the old cannon foundry. This would include an external dining area (to be enclosed as part of Stage 2);
- Café 2 - floor area 100m² and located in an existing building on-site; and
- Café 3 - floor area 100m² and located in an existing building on-site.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

Wine Bar

The 115m² wine bar is proposed to be on the upper floor level adjacent to Café 1 deck area and would operate in conjunction with the café use.

Whisky Distillery and Cellar Door

The distillery and cellar door would be located in the cannon foundry building. It would have a floor area of 100m² and be split ~50/50 for distilling and retail sales. It would involve the storage of no more than 10 000 litres of flammable liquid and be the primary base for a boutique distiller.

It should be noted that whilst the submitted plans indicate a rock climbing feature, this is to be part of a subsequent development application to be lodged and does not form part of this application.

Development

Re-development of the Complex Entry and Access Pathways

The following accesses and pathways are proposed:

- Two new pedestrian accesses from Bridge Road to the main complex entry;
- A new (separate) entry to the existing visitor accommodation units, a goods/waste storage and loading/unloading area between the entry and tram platform and provision of new (separate) goods/waste and disability lifts. The existing stone wall at the main entry of the site would be demolished and re-developed.
- Pathways throughout the complex entry and pathways/timber decking throughout the site which will be constructed over the existing canals where necessary. A lake overflow channel will also be constructed.

Car Parking Alterations

The car parking layout within CT33985/1, CT238441/1 (Council-owned land) and CT87050/3 (Crown land) would be modified to remove existing provision for bus parking and provide two additional car spaces to provide a total of 67 parking spaces for the development. This would include reconfiguring the parking area adjacent to the frontage (the lower car park) and necessary alterations to provide a compliant access ramped pedestrian access.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

Associated Works

It is proposed to landscape the outdoor area surrounded by the building complex and in the adjoining car park adjacent to Bridge Road.

A barge ride is proposed to be established in a future development application. Part of the works will be established in Stage 1, including works located under the proposed pavement areas and altered buildings.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located at 1 & 1a Bridge Road and the Bridge Road road reserve, Launceston. It comprises the following land:

- CT 137413/2 (land on which the existing Penny Royal site is located);
- CT33985/1 - Council-owned land that comprises the majority of the upper level of the Penny Royal car park;
- CT238441/1 - Council-owned land that contains part of the lower level of the Penny Royal car park and land underneath the West Tamar Highway overpass;
- CT87050/3- Crown land immediately to the south-east of CT238441/1. This includes part of the upper level of the Penny Royal car park; and
- Council-owned land that contains the on-street parking areas on Bridge Road in front of the Penny Royal site and Stillwater.

The site is currently underutilised and has been since the Penny Royal tourist operation ceased in 2006. The only use currently being undertaken on the site is the visitor accommodation which utilises the buildings at the front of the site; with the car park being used by patrons of the Cataract Gorge (the lease agreement for the car park requires this) and informal parking by students and workers who seek longer term parking options close to the city.

The locality is characterised by a mix of uses (e.g. Penny Royal accommodation units, Stillwater restaurant, Cataract on Paterson Restaurant, TRC hotel, Kings Park etc. with more intensive uses (e.g. Launceston College) being located ~300m to the east. Cataract Gorge is immediately to the west with Trevallyn located on the other side of the South Esk River. In the wider context, the site is ~800m to the west of the Brisbane Street mall.

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

3. PLANNING SCHEME REQUIREMENTS

<p>Part C - Special Provisions</p> <p>9.1 Changes to an Existing Non-conforming Use</p> <p>9.1.1 Notwithstanding any other provision of this planning scheme, whether specific or general, the planning authority may at its discretion, approve an application:</p>
<p>a) to bring an existing use of land that does not conform to the scheme into conformity, or greater conformity, with the scheme; or</p>
<p>Complies</p> <p>The vehicle parking area that is located in the Utilities Zone already exists where it is located on CT238441/1 and CT87050/3. The redevelopment of the parking area would not change what it is currently used for. On this basis, there would be negative change in terms of its conformity with the Scheme.</p>
<p>b) to extend or transfer a non-conforming use and any associated development, from one part of the site to another part of that site; or</p>
<p>Complies</p> <p>The car parking area would not be transferred from one part of the site to another.</p>
<p>c) for a minor development to a non-conforming use,</p>
<p>Complies</p> <p>Re-development of the car park is not likely to substantially intensify the capacity of the car park to be used.</p>

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
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3.1 Zone Purpose

15.0 - Urban Mixed Use Zone

15.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.

15.1.2 To provide for a diverse range of urban uses that support the role of activity centres by creating demand, vitality and viability within adjacent activity centres.

15.1.3 To facilitate increased intensity of development including increased residential densities in locations close to major activity centres.

15.1.4 To encourage residential and tourist accommodation uses as a means of increasing activity outside normal business hours whilst recognising that the amenity of such uses may be reduced.

15.1.5 To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians. It is not intended retail, entertainment and hospitality uses should be replaced by business premises at road level.

Consistent

Consideration of the zone purpose is only applicable to the discretionary uses proposed in the zone. Therefore, the function centre, vehicle parking and whisky distillery must be assessed for their consistency with the zone purpose. Each element of the zone purpose is assessed as follows:

15.1.1.1 - N/A. The proposed uses are not residential, retail, community services or commercial.

15.1.1.2 - Consistent. A diverse range of uses are proposed that would suit a location on the periphery of the city centre and surrounding business district. The uses would create vitality in close proximity to the river edge and the Cataract Gorge.

15.1.1.3 - The proposal would facilitate an increased intensity of development on the site, in relatively close proximity to the city centre

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

15.1.1.4 - N/A. The proposal would be complement the existing tourist accommodation on the site but no new tourist accommodation is proposed.

15.1.1.5 - Consistent. The proposal would encourage intense activity at pedestrian levels, particularly through the traffic mode split and the access improvements to help draw customers into the site. There would be no change in uses at road level.

Local Area Objectives - There are no local area objectives

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

15.3 Use Standards

15.3.1 Amenity

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.
Consistent The acceptable solution is met.
A1 Operating hours for commercial vehicles for non residential uses must be between 6.00am and 10.00pm.
Complies The applicant has stated commercial vehicles for non-residential uses would be restricted to the hours outlined in the acceptable solution. It is recommended that, if approved, a condition is placed on the permit restricting the hours of operation for commercial vehicles to accord with those outlined above.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A2 Signage must not be illuminated or floodlit outside the hours of 6.00am to 10.00pm.
Not Applicable Signage is not proposed.
Complies The applicant has stated noise levels can be restricted to those outlined above. It is recommended that, if approved, a condition is placed on the permit limiting noise at the boundary of the site to that outlined in the acceptable solution.

15.3.2 Retail Impact - For discretionary Bulky Goods Sales and General Retail and Hire uses

Objective
To ensure that the economic, social and environmental impact of significant new retail use and development is appropriate.
Not Applicable Bulky goods sales are not proposed and the general retail and hire component of the distillery would be ancillary to the manufacturing component, it would not be discretionary as a stand alone use.

15.4 Development Standards

15.4.1 Siting, Design and Built form

Objective
To ensure that the site and layout, building design and form is visually compatible with surrounding development
Consistent The acceptable solutions or performance criteria are met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A1 The entrance of a building must:

- a) be clearly visible from the road or publically accessible areas on the site; and
- b) provide a direct access for pedestrians; and
- c) all buildings are to be orientated to face a road, mall, laneway or arcade, except where the development is not visible from these locations..

Complies

The upgrades to the entrance of the development would be clearly visible from the road and the car park. It would provide direct access to the proposed uses (universal access by the way of a lift is also proposed) and the entrance would be oriented to the street to assist with way finding into the site.

A2 Building height must not exceed:

- a) 12.0m; or
- b) the average of the on immediately adjoining titles;
- c) which ever is greater.

Complies

The highest part of the proposed development would be the glass enclosure for the function room as part of Stage 2. The building height of the enclosure would be 9.7m.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

<p>A3.1 Buildings must be:</p> <ul style="list-style-type: none"> a) built to the frontage and rear and side boundaries of the lot; or b) the same as or less than the setback of an immediately adjoining building; or <p>A3.2 Extensions or alterations to existing buildings must not reduce the existing setback</p>
<p>Does Not Comply A3.1 - N/A</p> <p>A3.2 - The extensions and alterations to the existing buildings would reduce the front setback in terms of the new entrance to the main portion of the site.</p>
<p>P3 Buildings setbacks must:</p> <ul style="list-style-type: none"> a) provide for enhanced levels of public interaction or public activity; and b) ensure the efficient use of the site; and c) be consistent with the established setbacks within the immediate area and the same zone; and d) provide for emergency vehicle access.
<p>Complies</p> <p>The altered entrance into the main portion of the site would present an improvement over what already exists. It would increase the level of public interaction and make more efficient use of the site by providing better access into and increase activity on the site. As the setback to the stairs would be 17m it would be greater than the setback of the existing tram shed on the site and be greater than the setbacks of the buildings on the northern side of Bridge Road (e.g. Stillwater etc.). On this basis, the performance criteria are met.</p>

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A4 Car parking must be located:

- a) within the building structure or located behind the building line; or
- b) within an area of the site currently approved for carparking; or
- c) where parking is proposed between the building and the road it must (excepting accessways) be setback a minimum of 3.0m with the setback area landscaped to minimise visual impact.

Complies

A4 (b) is met as the existing car parking area would be re-configured.

15.4.2 Active ground floors

Objective

To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity

Consistent

The acceptable solutions are met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A1 New buildings with non residential uses on ground floors must:

- 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
- b) not have security grills or screens that obscure the ground floor facades to frontages, malls, laneways or arcades ; and
- c) not have mechanical plant or equipments such as air conditioning units or heat pumps visible from ground level public viewpoints; and
- 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.

Complies

Cafe 1 is the only new building proposed. It would be entirely glazed on the ground floor and would not have any security grills or screens. As it would be built behind the existing accommodation buildings, any mechanical plant would not be visible from public viewpoints (e.g. from Bridge Road) and would not have blank walls, signage panels or blocked out windows wider than 2.0m on any ground floor facade.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A2 Alterations to ground level facades of non residential buildings must not:

- a) reduce the level of glazing on a facade to a frontage, mall, laneway or arcade that is present prior to alterations; and
- b) have security grills or screens that obscure the ground floor facade; and
- c) introduce new or additional mechanical plant or equipments such as air conditioning units or heat pumps visible from ground level public viewpoints; and
- d) contain blank walls or signage that is wider than 2.0m on a facade to a frontage, mall, laneway or arcade.

Complies

The alterations to the buildings for Cafes 2 and 3 would increase the level of fenestration on the ground floor. As with the new building (Cafe 1) there would be no security grills or screens. As the alterations would be behind the existing accommodation buildings, any mechanical plant would not be visible from public viewpoints (e.g. from Bridge Road) and would not have blank walls, signage panels or blocked out windows wider than 2.0m on any ground floor facade.

E3 - Landslip Code

E3.1.1 The purpose of this provision is to:

- a) ensure that use and development subject to risk from land instability is appropriately located and that adequate measures are taken to protect human life and property; and
- b) ensure that use and development does not cause, or have the cumulative potential to cause an increased risk of land instability.

Consistent

The applicant has submitted a landslip assessment to demonstrate how the performance criteria are met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

E3.6.1 Development on Land Subject to Risk of Landslip

<p>Objective</p> <p>To ensure that development is appropriately located through avoidance of areas of landslip risk, or where avoidance is not practicable, suitable measures are available to protect life and property.</p>
<p>Consistent</p> <p>The performance criteria are met.</p>
<p>A1 No acceptable solution.</p>
<p>Not Applicable</p>
<p>P1 Development must demonstrate that the risk to life and property is mitigated to a low or very low risk level in accordance with the risk assessment in E3.6.2 through submission of a landslip risk management assessment.</p>
<p>Complies</p> <p>The applicant's landslip risk assessment demonstrates the previously approved rock fall attenuator and catch fences, improved engineering features e.g. woven car tyres and concreted roof over the barge canal can reduce the risk of rock fall (once the uses commence) to a low level. It is recommended that, if approved, the landslip report is endorsed to ensure the use and development is undertaken in accordance with its recommendations.</p>

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

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 applicant has submitted a Traffic Impact Assessment (TIA) that demonstrates compliance with the performance criteria of the Code. As compliance with the performance criteria has been demonstrated the proposed development would not compromise the safety and efficiency of the road network, opportunities for future development of road infrastructure would be preserved and amenity conflicts would not be increased.

E4.6 Use Standards

E4.6.1 Use of road or rail infrastructure

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.

Consistent

The acceptable solution is not applicable or the performance criteria are met.

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%.

Not Applicable

The site is not within 50m of a Category 1 or 2 road.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

<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 The proposed use would generate more than 40 vehicle trips per day.</p>
<p>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.</p>
<p>Complies The TIA anticipates an increase of up to 733 vehicle movements per day during the seasonal peak period with an additional 52 additional vehicles (less than one per minute) during peak times and 117 vehicles outside current peak times. As the road network is deemed to have capacity to absorb the projected increase in traffic, the impacts on private vehicles, pedestrians and cyclists are deemed to be acceptable.</p>
<p>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%.</p>
<p>Not Applicable The speed limit of Bridge Road is not greater than 60km/h.</p>

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

E4.7.2 Management of Road Accesses and Junctions

<p>Objective</p> <p>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.</p>
<p>Consistent</p> <p>The acceptable solution is met.</p>
<p>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.</p>
<p>Complies</p> <p>The site would use the existing access that provides for one access point, used to enter and leave the site.</p>
<p>A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</p>
<p>Not Applicable</p> <p>The speed limit on Bridge Road is not greater than 60km/h.</p>

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

<p>Objective</p> <p>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.</p>
<p>Consistent</p> <p>The performance criterion is met.</p>

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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.

Does Not Comply

The applicant's TIA states the performance criteria are relied upon.

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.

Complies

The submitted TIA demonstrates that while sight distances do not meet the acceptable solution approaching the site from the west, sufficient stopping distances are available and the safe movement of vehicles would be maintained.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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

Clause 8.10.2 of the Scheme requires the Planning Authority to have regard to (*inter alia*) the Purpose of any applicable Code that applies to the use. The Purpose of the Code is met as follows:

- a) The proposed change of use relies on provision of parking that does not meet the acceptable solution. However, the submitted TIA demonstrates how the nature of the uses and their relationship to each other reduces the parking demand in real terms. For example, the breakdown of users of the site indicates patrons of the café are likely to frequent the distillery or function centre and persons staying in the visitor accommodation are likely to use the restaurant/café or function room facilities which in turn reduces the need for on-site parking. Moreover, due to the nature of the function centre use where patrons are likely to consume alcohol, designated drivers or reliance on taxis or other forms of transport would further reduce parking demand.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

The nature of the uses in the locality also reflects existing on-site parking provision. For example, uses such as Stillwater, Ritchies Mill, Red Ted Tavern, Cataract on Paterson and the Launceston College do not, and cannot, provide sufficient parking numbers to achieve compliance with the scheme. Due to the theoretical shortfall of on-site parking in the area and the submitted TIA indicating the appropriateness of parking for the proposed use, it is considered the area would still function effectively if the proposal were approved. The following points are relevant to the conclusion.

- i. The proposed number of parking spaces is deemed to be appropriate to the intensity of use on the site in conjunction with the anticipated mode split (e.g. alternate modes of transport like taxis, buses, bicycles and walking from other available parking areas proximate to the site). As the purpose of the code actively encourages lower reliance on private vehicle use and on-site parking in appropriate circumstances the proposal is considered to be consistent with this particular element of the code purpose;
- ii. The submitted TIA demonstrates how the proposed number of parking spaces and provision for alternate modes of transport would ensure access for cars, cyclists and delivery of goods and people is safe and adequate;
- iii. The proposed use and development would not adversely impact on the amenity of the area based on the nature of the locality. As previously mentioned, the uses in the area (e.g. Stillwater, Red Ted Tavern, Cataract on Paterson, TRC, Launceston College etc. cannot and do not provide sufficient parking and rely on on-street parking and other available parking areas in reasonable proximity. As the applicant's TIA has demonstrated the road network can cater for the increased traffic generation and proposed parking modifications it is considered the amenity of the area would not be adversely impacted;

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

- iv. The submitted TIA and plans demonstrate how the design of car and bicycle parking spaces can meet appropriate design standards; and
- v. Whilst it is considered the proposal would not (of itself) result in an adverse impact on the road network and parking in the area, it is acknowledged that parking in this area needs to be considered holistically and a broader strategic approach to parking must be implemented due to the future success of and proposed developments along the river edge.

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

The performance criteria are met.

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

The number of on-site parking spaces does not meet the acceptable solution. The number of spaces required to meet the acceptable solution are between 94 - 110 spaces. The applicant proposes to provide 67 spaces (60% - 70%).

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

Complies

The proposed on-site parking spaces for the use and development are considered appropriate and consistent with the objective of the standard which requires '*..... an appropriate level of car parking is provided to service use*'. The applicant's TIA has provided a breakdown of the proposed uses (including the proposed tourism use that would subject to a separate future development application). The projected mode split would be as follows:

- Walking - 10%;
- Cycling - 5%;
- Park & walk - 35% (utilising on-street, public or private parking within the Central Business District (CBD) or its surrounds;
- Public transport - 2%;
- Taxi - 3%;
- Pick up/drop off - 5%;
- Large coach - 7.5%;
- Mini bus - 7.5%; and
- Private vehicle (on-site parking) - 25%.

Of the patrons that frequent the existing or proposed uses on the site, it is anticipated that:

- 50% of the café/restaurants patrons would also utilise other uses on the site;
- 50% of all motel guests would also be patrons of other uses on the site; and
- 25% of all function attendees would also be patrons of other uses on the site.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

The mode split and sharing of on-site spaces by multiple uses would further reduce the requirement for parking for private vehicles as well as the average number of persons per vehicle visiting the site as follows:

- Café/restaurant - 2.2 persons per vehicle; and
- Function room - 3 persons per vehicle.

The TIA also includes an empirical assessment of the different peak demand times for the on-site parking usage. It has been noted that most users of the lower car park in front of the Penny Royal that frequent the Cataract Gorge use the spaces in the morning or afternoon, before the cafes/restaurants would be open and after the peak usage of on-street parking by other users e.g. students and workers in the proximity using the medium term parking. As the lower car park must be made available to users of the Penny Royal and persons visiting the Gorge this must be actively managed by the applicant to ensure parking spaces are not over-utilised by patrons of the Penny Royal.

On these bases, the performance criteria are met as follows:

- a. N/A. There is no specific parking plan for this area. However, as previously mentioned, this could be considered as part of a strategic review of parking in the area (this must be considered separate to this application);
- b. The availability of public parking spaces within reasonable walking distance e.g. the Bathurst Street car park that is ~465m away and other opportunities for parking in the area e.g. Park Street car park and parking further afield e.g. Seaport;
- c. The reduction in demand outlined in the TIA indicates the multi usage of the site by patrons and the variations in peak demand (e.g. use of cafes/restaurants in the evening) when other users on on-street parking are likely to be fewer would reduce the number of parking spaces required for the use in real terms. It is also likely patronage of the proposal would be from surrounding hotels or by persons who access the river edge promenade from the museum or Seaport and may travel as far as the Gorge. This is more likely to occur during the warmer months when the Penny Royal would be at its busiest or during the day time;

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

- d. Whilst public transport has not been identified as a significant contributor to alleviating parking demand, ~2% of patrons would utilise this mode of transport. As previously mentioned, any investigations into provision of public transport in the locality may be looked at to help manage parking demand in the area;
- e. The site is constrained by the existing buildings on the site, land tenure and topography. On this basis, it is not possible to provide any more parking on-site;
- f. The available on-street parking (with the removal of five parking spaces in front of the site and Stillwater) is deemed to be acceptable in terms of the nature of parking usage in the area;
- g. The TIA has demonstrated how parking is currently used on the site
- h. The TIA has demonstrated how the effect on the amenity of the area would not be detrimentally impacted and vehicle, pedestrian and cycle safety and convenience is maintained;
- i. The TIA has provided recommendations on how to provide infrastructure for the projected mode split and influence increased patronage of alternative modes of transport to the site;
- j. N/A
- k. N/A
- l. N/A.

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.

Consistent

The acceptable solution is met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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>Complies The acceptable solution requires 10 bicycle parking spaces. However, due to the number of on-site car parking spaces available, the applicant proposes to provide 24 lockable parking spaces distributed around the site. Therefore, the acceptable solution is met.</p>

E6.6.3 Taxi Drop-off and Pickup

<p>Objective: To ensure that taxis can adequately access developments.</p>
<p>Consistent The acceptable solution can be met by permit condition.</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>Complies The application (not including the future tourism component) would require a minimum of 94 spaces which equates to two dedicated taxi spaces. The applicant has provided justification why taxi spaces are not required (e.g. mode split, customers parking off-site etc.) and whilst the rationale for no taxi parking is accepted, the current standard requires taxi parking under the acceptable solution and provides no opportunity to seek a performance-based solution under the performance criteria. Therefore, it is recommended that an amended plans condition is imposed requiring the provision of two dedicated taxi parking bays. The implication of this recommended condition is that this would result in two less on-site parking spaces. However, it is considered the loss of two parking spaces is minimal when considering the context of the nature of uses in the area and character of on-site parking provision in general.</p>

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.
Consistent The acceptable solution is met.
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.
Complies The use requires six motorcycle spaces to meet the acceptable solution and seven are provided.
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 acceptable solution can be met by way of permit condition.
A1 All car parking, access strips manoeuvring and circulation spaces must be: <ul style="list-style-type: none"> 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 standard condition for car parking has been recommended to ensure the car park would be constructed to a standard that meets the acceptable solution.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

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 performance criteria are met.

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

Modifications are proposed to the car parking area which would have more than four spaces and be located in front of the building line.

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

The site is not located in the General Residential Zone.

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

Car parking construction would involve the modification of existing car parking areas that are in front of the building line. The areas would also be landscaped to soften the visual impact and improve the streetscape character above what already exists. Therefore, the performance criteria is met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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.

Does Not Comply

The proposed car parking and manoeuvring space would not meet the recommended maximum 10% grade in all areas of the car park. The existing access width would be greater than the recommended maximum of 6.05m. The aisle width of the parking areas would be narrower than the recommended 6.4m width for the parking spaces facing the accommodation where they face the island of seven car and bicycle spaces.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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.

Complies

The steeper sections of the parking area have previously been used for parking spaces successfully and are considered to meet the performance criteria in that they can be safely and efficiently used, including the proposed mini buses to be manoeuvred on the site. The wider access is (7.5m wide) is existing and would suitable access/egress for the anticipated vehicles using the site and would allow them to enter and leave the site in a forwards motion. The submitted TIA indicates that 12.5m long service trucks will require further traffic management and a recommended condition for this management is recommended, should approval be granted. On this basis, the performance criteria is met.

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 acceptable solution is met.

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

A1 b) would be met as the car parking area would be lit and visible from buildings at the front of the complex when parking occurs.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.

Consistent

The acceptable solution is met.

A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.

Complies

Four universal parking spaces would be provided closest to the main entrance of the site.

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.

Complies

As 67 spaces are proposed, four universal parking spaces are required. These have been provided.

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.

Consistent

The performance criterion is met.

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.

Does Not Comply

No dedicated loading/unloading bay is proposed.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

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.

Complies

The applicant does not propose a dedicated loading/unloading bay. It is proposed to co-ordinate this during off peak times such as early mornings to minimise disturbance to patrons. On this basis, the performance criterion is met.

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.

Consistent

The acceptable solution is met.

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.

Complies

As the Code requires 10 bicycle spaces, two shower and change room facilities would be required. These are proposed on the upper floor of the cannon foundry building.

E6.8.2 Bicycle Parking Access, Safety and Security

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

Consistent

The acceptable solution is met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(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.

Complies

A1.1 - The bicycle spaces outside are proposed for customers and visitors and meet the acceptable solution. However, it is recommended that, if approved, a condition is imposed requiring bicycle parking to be provided in accordance with the requirements outline above.

A1.2 - Bicycle parking for staff would be parked informally within the garage that contains waste receptacles and other storage items. Therefore, the acceptable solution is met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

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.

Complies

The applicant's planning report states the formal bicycle parking has been designed to accord with the requirements above. Whilst the plans appear to show bicycle parking (the scale of the plans does not make this readily measurable) it is recommended a condition is imposed requiring formal bicycle parking to be in accordance with the acceptable solution.

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development.

Consistent

The acceptable solution is met.

A1 Pedestrian access must be provided for in accordance with Table E6.5.

Complies

The pedestrian pathways would meet the minimum required widths and be separated from parking and manoeuvring areas. Therefore, the acceptable solution is met.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

E17 - Cataract Gorge Management Area Code

E17.11 The purpose is to protect the Cataract Gorge Reserve from incremental loss and degradation of its character and values. The clause aims to ensure that development within the Cataract Gorge Management Area is appropriately planned, located, designed and constructed to minimise the impact on the natural, historic, cultural, heritage, landscape and scenic character and values of the Cataract Gorge Reserve.

Consistent

The relevant acceptable solutions or performance criteria are met. Moreover, the proposal would not contribute to the incremental loss of the character and values of the Cataract Gorge Reserve due to the relatively unobtrusive nature of the development.

E17.7 Development Standards

E17.7.1 Inappropriate development

Objective:

To prevent inappropriate development

Consistent

The acceptable solution is met.

A1 Subdivision must not create internal lots in management unit 1.

Not Applicable

Subdivision is not proposed.

A2 Must not be a new building or structure (except landscaping, fences, pergolas, dog kennels and the like), on slopes with a Maximum Average Slope steeper than 1:3.

Complies

No new buildings would be on a slope greater than 1:3.

A3 Must not be for Residential in management unit 14.

Not Applicable

The proposal is not for residential use or development and the site is not located in Management Unit 14.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A4 Development within the Residential Use class must be for single dwelling only in management units 12,13,15 & 18
Not Applicable The proposal does not have a residential component.
A5 Development must not be visible on the Military Crest or on the face of the slope equal to the point 11 vertical metres directly below the Military Crest when viewed from prime viewpoints or from scenic drives.
Complies Due to the topography of the site (the locality of the rock face) the development would not be seen from prime viewpoints a, b and c. Moreover, due to the height of any building work it would be less than 11m directly below the military crest which is ~260m to the south-west near Alfred/Argyle Street, West Launceston.

E17.7.3 Siting of Buildings, Structures and Works

Objective To ensure that development is consistent with achieving the management objectives within the management units.
Consistent The acceptable solutions or performance criteria are met.
A1 Buildings in management units must: a) be setback at least 30m from the Cataract Gorge Reserve boundary for 23, 27 & 28 Coniston Place, in management unit 1; and b) not be located within the 'no building' areas in Schedule 1 to this code.
Complies The site is not within Management Unit 1 and is not within the 'no building' area in Schedule 1 to this Code.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

A 6.1 Areas between the ground floor (including outdoor deck areas) and ground level are screened from view from prime view points and scenic drives.

A6.2 Tennis courts, ponds and swimming pools do not occur on land with a maximum average slope greater than 25% (1 in 4).

Complies

The areas between the ground floor and ground would be minimal due to the building design. Moreover, the buildings would be screened behind the existing buildings on the site.

E17.7.3 Height and Bulk of Buildings

Objective

To ensure that the height and bulk of buildings are consistent with achieving the management objectives within the management units.

Consistent

The performance criteria are met.

A1 Building height must not exceed 6m

Does Not Comply

The highest part of the building (being the function room extension in Stage 2) would be 9.7m high.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

P1.1 In management units 1-15 (excepting West Launceston Primary School) the visual impact of development must be inevident when viewed from prime viewpoints and scenic drives or be suitably minimised (i.e. it must be demonstrated that the development will become inevident via siting, design, treatment of excavations, removal of fill, use of screening vegetation, etc), and in no case exceed a building height of 8m; or

P1.2 the visual impact of buildings over 6m high within management units 16, 17 and 18 and within the grounds of West Launceston Primary School must be suitably minimised (i.e. it must be demonstrated that the development will become inevident via siting, design, treatment of excavations, removal of fill, use of screening vegetation, etc) when viewed from prime viewpoint locations and scenic drives.

Complies

P1.1 - N/A

P1.2 - Due to the existing buildings on the site the new development would be largely screened from prime viewpoints. Any parts of the new buildings not screened by the existing buildings on site would be inevident from Kings Park, which the development would be visible from. This is because the evident built form as seen from Kings Park is Ritchies Mill, the West Tamar Highway and the existing Penny Royal buildings. As the new buildings would be located behind these three existing built form elements and would blend in to the surrounds due to their height and scale, they would be inevident. Therefore, the performance criterion is met.

A2 Site coverage must not exceed 250m²

Does Not Comply

Site coverage would exceed 250m².

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

P2 Site coverage must be consistent with protecting the established character and the management objectives of the unit.

Complies

The existing 1500m² site coverage would not increase significantly due to the proposed development as it would involve partial demolition of an existing building and construction of extensions. As the development of the buildings would be primarily behind the existing buildings on the site, the established character of the area would not be compromised. The Management Objectives of MU17 are also protected as the development would be of a scale that maintains the natural and cultural values of the Gorge, particularly when seen from prime viewpoints.

E17.7.4 Tree and Vegetation Removal

Objective

To ensure that the removal, destruction or lopping of trees or the removal of vegetation is consistent with achieving the management objectives within the management units.

Not Applicable

Tree removal is not proposed.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Assets	Conditional consent provided. Conditions recommended in relation to: <ul style="list-style-type: none"> • Car Parking Construction • Damage to Council Infrastructure • Submission and Approval of Plans • Basic - Soil and Water Management Plan • Urban - Vehicular Crossings • Works within/occupation of the Road Reserve • Access over adjacent land • Construction of works
Environmental Health	Conditional consent provided. The distillery use was assessed and conditions were recommended relating to: <ul style="list-style-type: none"> • Environmental Services Blank Condition Planning • Notification of Change in Activity • Notification of Incident • Demolition • Noise Nuisance

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

REFERRAL	COMMENTS
Parks and Recreation	No objections. A Landscape Plan was submitted through the advertising period to address concerns about the number of trees proposed to be removed. As the Landscape Plan is agreed on in-principle but was not advertised, it has been recommended that the Plan is required as an amended plan. Concerns were raised in terms of the protection of existing trees on the site. The recommended condition for a Tree Management Plan would ensure a suitably qualified person must review the design and construction of works in close proximity to the trees to be retained and provide management options during construction to ensure the health of the trees is not compromised.
Heritage/Urban Design	N/A
Building and Plumbing	Noted Building and Plumbing permits would be required.
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued Submission to Planning Authority Notice SPAN2014/00831 - LCC.
DIER	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

5. REPRESENTATIONS

Pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 13 September 2014 to 26 September 2014. Two representations were received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the representations received which are attached to this report.

ISSUE	COMMENTS
The proposal relies too heavily on the use of public amenities and infrastructure to benefit a private business and would be to the detriment to visitor markets.	Disagree. The proposal does not and cannot provide sufficient parking to accord with the Scheme requirements. However, this is similar to other uses in the area e.g. Stillwater, TRC, Launceston College, Cataract Bistro etc. The shortfall of parking is a characteristic of activity centres in close proximity to city centres. Provision of parking numbers that encourage a mode split is consistent with the purpose of the Car Parking and Sustainable Transport Code. Moreover, the proposed use of the site would help encourage tourism into the area and integrate with the existing uses in the area.
Sending buses up through Trevallyn is not appropriate.	Council's Road Authority has reviewed the TIA and agree that buses can safely utilise Trevallyn Road and can manoeuvre at the Bald Hill roundabout and Max Fry Hall if required.
The proposal would make public parking less available and benefit the developer.	The proposal would rely on public car parking, as do other uses in the area (e.g. Stillwater, TRC, Cataract on Paterson etc.) that do not and cannot provide the number of parking spaces to accord with Scheme requirements.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

ISSUE	COMMENTS
<p>Cost transferring onto the rate payers is unethical.</p>	<p>It is not considered that vehicles (associated with the proposed use) parking on the street or other places in the locality is cost shifting or unethical.</p>
<p>The submitted documentation does not accurately define the application status of the bus parking in the road reserve.</p>	<p>Disagree. The submitted planning report outlines the use definition of the bus bays as 'utilities'. This use class has Permitted status within the Utilities Zone and is discretionary in the Urban Mixed Use Zone section of Bridge Road. It is considered the discretion conferred by vehicle parking in the Urban Mixed Use Zone is supportable as it would be associated with a use that would create vibrancy and viability within an existing activity centre.</p>
<p>The proposal (including the future tourism component of the overall development) should have been included in the assessment.</p>	<p>The submitted planning report does not specifically outline the future tourism proposal as it does not form part of this application. However, the TIA does assess the projected traffic impacts of the proposal, including the scenario of the tourism component of the development and that the traffic impacts of the uses on the site (should the tourism component proceed) would still be acceptable. However, as the applicant is not seeking approval for the tourism component it is not being assessed.</p>

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

ISSUE	COMMENTS
The TIA has conducted parking surveys in winter which does not reflect peak parking demand times.	The TIA has provided a parking demand calculation based on seasonal peak demand scenarios and off-peak demand scenarios. The conclusions of the TIA are that, whilst there would be an increase in traffic in the area, even in peak season, the level of traffic generated by the proposal would have an acceptable impact on the functioning of the road. The TIA and submitted planning report also demonstrates that impacts on on-street parking in the area would be acceptable; particularly in light of the nature of other uses in the area and the existing parking characteristics.

7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)

ISSUE	COMMENTS
<p>The loss of on-street parking for bus parking is less equitable than reducing parking numbers on the Penny Royal site to cater for coaches to manoeuvre on the site itself.</p>	<p>Council's Road Authority has deemed the alterations to provide a bus loading/unloading bay on each side of Bridge Road would have an acceptable impact on the road network. Moreover, due to the nature of parking in the locality (i.e. no uses can provide parking numbers to accord with the Scheme) the provision of a bus/loading zone is considered appropriate to provide an opportunity for patrons to visit the sites in the area by bus. Moreover, as the areas proposed for bus loading/unloading are also proposed to be general loading zones they would not be for the exclusive use of the Penny Royal. Further, prohibiting buses from parking in the bus zones (the regulatory signage would stipulate these areas would be bus and loading/unloading zones only) would ensure the bays would still be available for loading and unloading for businesses at Ritchies Mill.</p>

6. CONCLUSION

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

- 7.2 1A Bridge Road and 1 Bridge Road, Launceston - Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a building - alterations and addition...(Cont'd)**
-

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

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 Stretton: Director Development Services

ATTACHMENTS:

1. Locality Plan
2. Final Plans (circulated separately)
3. Representations

Attachment 1 - 1A Bridge Road and 1 Bridge Road, Launceston (Pages =1)

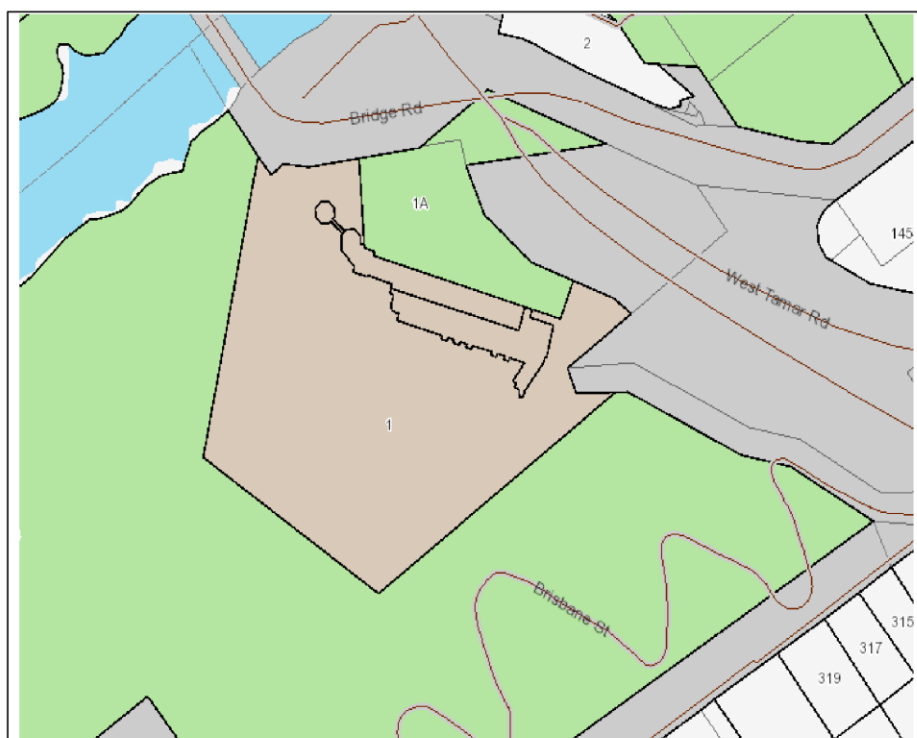


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1 & 1a Bridge Road, Launceston - DA0387/2014



Scale: This Map Is Not to Scale

Attachment 3 - 1A Bridge Road and 1 Bridge Road, Launceston - Representations

(Pages = 6)

26 September 2014

Leon Murray
Statutory Planning Officer
Launceston City Council
PO Box 396
LAUNCESTON TAS 7250

Dear Leon

LN14356: DA 0387/2014 – Penny Royal Redevelopment

I refer to the above application for the redevelopment of the Penny Royal Tourist Facility.

We act for

in lodging this representation to the development

application.

From the outset would say finding a viable use for this Facility is supported. The developer has a good track record of delivering quality projects which has the potential to benefit the area as a whole. To this end knowing the development was being planned

discussed the principles of the redevelopment of Penny Royal with the Chairman of JAC Group, Mr Peter Dixon, on the 7th March. The offer was made to meet and discuss further the issues of parking. Whilst this offer was never taken up by the Chairman, did approach Mr Dean Crocker of JAC on the 24th Sept and discuss his concerns – particularly car parking.

concerns primarily relate to the impact of the development has in regard to on-street car parking, the effects of the conversion of on-street parking spaces to bus parking and the claimed user profiles of parkers as described in the TIA.

I note the discussion on Page iv of the Summary section in regard to the planning status of the bus parking areas in Paterson St. There seems to be some argument that these are permitted or exempt parts of the application and thus above discretion. I would suggest that this is not the case. There would be no need for changing the on-street parking if it wasn't for the development. So the two are interlinked and thus the bus parking should be classed as a discretionary use, intrinsically linked to the wider development application.

We question the total impact of this application and other stage which follow. The summary of development on page iii of the report and again on page 7 of the main report (3 Development Application) states:

"The application seeks approval for the establishment of three (3) café/restaurants, a function room, wine bar and whiskey distillery (cellar door), upgrade of the main complex entry and access pathways throughout, car parking alterations and associated works."

Mention is made at point 3 on page iii of:

"Modifications to and re-establishment of the tourist attraction and associated uses, including the lake and barge ride, adventure walkway, rock climbing and gift shops"

Page iii clarifies that *“Modifications to and re-establishment of the tourist attraction and associated uses, including the lake and barge ride, adventure walkway, rock climbing and gift shops”* are not included in this application.

In clarifying this matter the whole impact of the total development should be considered. If as the report states, each use will be capable of operating separately from each other – then the impacts which have been assessed in this proposal are grossly understated when the development is taken as whole.

The re-establishment of the tourist attraction will come with its own car parking and traffic implications. In presenting this next stage there can be little reliance on the argument of multi-use/function car parking – after all as the reports state, each use/business stands alone – capable of operating separately.

We would suggest that this is a critical stop point with this proposal – get the development submitted as a whole – re-assess the impacts of the final development – find long term solutions. The Planning Assessment acknowledges that when fully developed the Penny Royal will only accommodate one quarter of the visitors to the site (page 36). In our opinion this is flawed – the full impact of the development as a whole should be known up front. Maybe there is too much proposed for this site – over development?

The reports which support the development application particularly Traffic Impact Statement, notes the on-street car parking is currently “well utilized” (page 10). The same document attempts to categorize the users of both the on-street and the off-street parking (the subject of this application). Current users are broken into commuter parkers; students; Gorge users; patrons of surrounding businesses and some residual users of the Penny Royal Facility. On page 11 the document says – “on several occasions from June to August 2014” car parking surveys were carried out in the area. Whilst the timing of the client will often drive the timing of surveys – June to August is hardly a peak use time of car park use and turn over in this area. A December through to February car parking survey should be required. Another factor to consider is parking demand is very weather dependent – a sunny weekend will place enormous pressure on parking in this area. Events that are held on the river or in the Gorge push parking to crisis levels in the area of the subject site – Regattas and Council promoted events in Gorge and Royal Park for example.

_____ have been in business for 30 years _____ at _____ when The Penny Royal attraction was operating fully. The accommodation related to Penny Royal and the restaurant on Paterson St was fully operational. There were parking issues at peak tourism times.

So what has changed?

- The Council’s active strategy for opening up the riveredge for recreational use has been probably more successful than ever imagined. People park and walk along the river or up into the Gorge. Cyclists also drive to the riveredge and assemble their bicycles and ride in groups to a given destination. The main user areas for these activities are parking around Seaport, Park St, Stillwater and the Penny Royal.
- The growth in events based on and around the river. These events are great for the city and for building community capacity. There were very few such events when the Penny Royal was fully operational – maybe the Concert in the Gorge – a once a year event.
- The extension and upgrade of the Launceston College, TAFE and the new Drysdale Facilities – none of which provide parking for students/users.

- Students have spread into this area as car park pricing changed in Bathurst St car park. regularly asks students to not park on site. contrary to the signage on site.
- The redevelopment of the TRC Hotel and apartments (including new facilities) all with a greater capacity. Part of this site was a vehicle inspection facility with very defined traffic usage (9 to 5 weekdays). There are two bottle shops where there used to be one.
- The tripling the size of hospitality facility (Red Teds) at the Penny Royal Flour Mill part of the JAC holdings.
- CBD commuter parkers have rippled out to find on and off-street car parks in this area – evidence the parking along the roadside of the West Tamar Highway and the parking in the car parks which are the subject of this application.
- What were occasional peak demands are now very regular demands.
- Over the last 14 years the Penny Royal Attraction has slowed to the point where it closed in 2006. The Penny Royal activity was restricted to the tourist attraction and some accommodation. The use then closed as the riveredge usage was increasing.
- The recreation potential of the Gorge and the walking tracks linking Inveresk has been realized by locals and there are greater numbers using this facility for walking.

The busiest time of the year for tourist parking demand is December through to April. If the June parking studies found that parking was at a premium then the problem will only be exacerbated in peak times. will suggest that there are spikes in visitation/usage throughout the year – long weekends, special events (as described elsewhere), the “wedding season” (December to April) and AFL games.

These spikes are creating critical pinch points in car parking demand in this area.

The peak usage periods experienced by the current tourist businesses in the area will be the same for the operators of the redeveloped Penny Royal – it is fundamentally wrong to think the proposed development will somehow generate different peak use times from other uses.

The peak demand for parking generated by users of the Gorge has, in opinion (and observations) been grossly understated within the consultants report.

knows, and the consultants confirm, that the “high utilization of car parking throughout the day means that there will be no expectation that a space will be available between 9.00am and 5.00pm”. This is for the off-street car parking area leased from Council – which is meant to be used for Gorge users.

So with a fully operational Penny Royal (as proposed by this stage) there will be displacement of the current parkers, nobody says to where. The outward ripple effect of car parking movement stops at this site. There is no room to move further north – the South Esk is an effective barrier to further on-street parking.

Similarly, there are statements made that employees will not park on site – so where? In hospitality it is not good risk management practice to have employees (particularly young females) walking a distance to parking areas at night. This then becomes a community safety issue.

We suggest the current application be rejected and that there is a requirement to carry out a much wider traffic and parking surveys and solutions in peak tourist times and taking into account other vital factors highlighted – with a view to coming up with some viable, short and long-term parking strategies for this area. It is noted that Council and other Councils in the Region commissioned a

great deal of work in regard to the Greater Launceston Plan – part of which related to traffic movements in and around the CBD. Using that work as a reference document may benefit the outcome of any further parking/traffic survey work.

As part of this study [redacted] would make his restaurants available for customer surveys – to build up a picture of demand/supply of car parking, visitation and mode of transport in both this area and the CBD (as a comparison). Surveyors can station themselves in the [redacted] car park and carry out origin and destination surveys. [redacted] can make available CCTV footage of car parking usage at [redacted]

[redacted] would claim that the daily traffic movements quoted in the TIA (page 15) are grossly understated. It is already conceded that there will be a great demand for parking. It is hard to see then how a 50% peak hour turnover of parking will be achieved (as claimed in the TIA). What is understated are those vehicles which enter the car park looking for a space – only to find the spaces full. [redacted] would estimate that for every space provided on site there will be two others “hunting for spaces” – doubling the expected traffic impact. Historic design of the car parks in this area ([redacted] and Penny Royal at a higher elevation than the road) means that there are no clues as to available spaces from the road – a driver then commits to entering the car park to find no room to park – adding to the vehicle movements in this area.

[redacted] does want to highlight the bus parking and subsequent loss of on-street car parking. The report notes that to provide bus parking/turning on the “Penny Royal land” would result in the loss of 11 car parking spaces (page 23 TIA). The same report notes that to provide the on-street bus areas would result in the loss of 7 car parking spaces (the same spaces which the same report has already identified as being in great demand currently). Page 11 of the TIA states the car park capacity on site is 65. The proposal is for 67 spaces on site. There is however the loss of 7 spaces to consider. The net effect is a loss of 5 spaces.

The Development Application often mentions that bus parking in this area was a “requirement (or asked for) by Council Officers” – is this correct? And if so on what basis is this made?

The bus space will more than likely be exclusively used by group using the Penny Royal – the parking spaces lost are not for exclusive use. We put forward that even with the loss of 11 car parking spaces (really only 5) on site to allow buses to park on site would be a more equitable use of a public asset than dedicating the same asset to one business. How will the use of these bus parking spaces be enforced? How will they be signposted to allow use by buses? Who bears the on-going cost of enforcement? The developer? Council (ratepayers)?

Is the idea of pushing very large tourist coaches deep into the hilly suburb of Trevallyn supported by Council Traffic Planners? Are large tourist coaches the same size and have same maneuverability as Metro coaches? How will the increased numbers of coaches using this very popular cycling route impact on bicycle user safety? As an avid rider [redacted] knows that a car cannot pass a cyclist safely on this stretch of road.

We make the following suggestions:

1. Refuse the current development application until a plan showing the full extent of the use/development of this site is submitted and the full extent of the car parking/traffic impact is quantified.
2. Carry out further car parking/traffic surveys during the coming summer period.
3. Look for discrete parking spaces in areas close to the subject site – say small areas of public land where five, ten or so cars can be parked. Set some target of finding say 70 extra car

parking spaces within 400m of the subject site. Develop a cost sharing model where the developer pays for some of these spaces and Council pays for the rest. Maybe parking becomes fee payable in this area?

4. Give greater control/management to both the developer (Paterson Bridge Pty Ltd) and of the council owned land which is used as parking in their immediate area.
5. Look for bus parking in other areas (even along the West Tamar Highway). The proposed bus parking on the north side of Patterson St is directly in front of two access doorways to . We are concerned that this will also impede access and egress from the parking area. A simple solution might be to use the current Metro bus stop for pick up and drop off and make the buses wait away from the site – to return and use the same Metro bus stops.
6. Solutions which give historic access to Gorge users must be respected and maintained.
7. Discuss emerging solutions with effected stakeholders – particularly and Paterson Bridge Pty Ltd.

The current crisis with parking is an unfortunate impact of highly successful council planning and initiatives based around the riveredge which everybody supports. To continue the success of the businesses on the river front we call on council to be proactive in finding a solution to car parking and traffic issues (as suggested) in this area to allow the redevelopment of Penny Royal to proceed.

Yours sincerely

Ian Abernethy
Planning Manager - North

For the attention of the General Manager / Planning Manager / Planning Department
Application DA0387/2014

Address 1A Bridge Road Launceston TAS 7250

Description Food Services - cafes/restaurants; Community Meeting and Entertainment - function centre; Manufacturing and Processing - distillery (with cellar door); construction of a structure - upgrade of the main complex entry and access pathways throughout, car parking alterations and associated works; alterations to parking arrangements in Council road reserve

Comment

The Development relies on too much use of public amenities and infrastructure to benefit a private business at the detriment of our visitor markets... This Gorge Road area is already under traffic pressure from the West Tamar Council's over-development of the upper regions above Trevallyn.

The Cataract Gorge visitation is growing, with 226,899 Interstate/Overseas visitors in year to June 2014. This does NOT include Tasmanian visitors. This bottle neck does not need more vehicles and less ambiance.

The TIA report attached (sect. 4.3.3 Parking Impacts) quotes "the development relies on available public parking". The report says the developers can get away with this by -

1. sending buses up through Trevallyn shopping precinct and around the Trevallyn Primary School (are they kidding?) for the convenience of the developer's customers.
2. The report actually recommends to keep secret the fact that the Penny Royal car park is owned by the ratepayers, so that tourists to the Gorge won't be able to find it!
3. Make Bridge St/ Paterson St public parking even less available, for the benefit of the developer.

This cost transferring on to the rate-payers and tourists is unethical and border-line scam.

Additionally, the link footpath from the Bridge to Trevallyn Village, completed during Mayor Dickenson's period, has become a major commuter and tourist pedestrian asset. This significant walkway now needs a second stage design/rebuild to alleviate the risks of increased traffic and improve the visitor experience.

8 ANNOUNCEMENTS BY THE MAYOR

8.1 Mayor's Announcements

FILE NO: SF2375

Tuesday 14 October 2014

- Chaired Launceston Competitions AGM

Wednesday 15 October 2014

- Attended Newstead Christian School Senior Learning Hub Official Opening
- Attended Theatre North Big Friends Re-Launch Party

Thursday 16 October 2014

- Attended Launch of William Gow's ANZAC Diary

Friday 17 October 2014

- Officiated at Walkers Design Chalmers Church Re-Opening

Saturday 18 October 2014

- Attended New Horizons Club Gala Dinner & Auction

Sunday 19 October 2014

- Attended Good Neighbour Council Annual International Church Service
- Officiated at Seniors Afternoon Tea & Mini Expo

Tuesday 21 October 2014

- Attended Opening of Lupus Awareness Week
- Officiated at Presentation of the 2014 City of Launceston and Playgroup Tasmania Children's Week Awards

Wednesday 22 October

- Chaired St Giles AGM
- Officiated and presented Award at Northern Children's Network Artastic
- Attended Launceston Musical Society's Opening Night performance of *Spamalot*

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

Friday 24 October

- Attended Opening of the Reflexology Path
- Attended Encore Theatre Opening Night performance of *The Vicar of Dibley*

Saturday 25 October

- Presented Award at CGU Business Excellence Awards

9 ALDERMEN'S/DELEGATES' REPORTS

10 QUESTIONS BY ALDERMEN

11 COMMITTEE REPORTS**11.1 Heritage Advisory Committee****FILE NO:** SF2965**AUTHOR:** Fiona Ranson (Urban Design & Heritage Planner)**DIRECTOR:** Michael Stretton (Director Development Services)

DECISION STATEMENT:

To receive and consider a report from the Heritage Advisory Committee's meeting held on 28 August 2014.

RECOMMENDATION:

That Council receive the report from the Heritage Advisory Committee meeting held on 28 August 2014.

REPORT:

The Heritage Advisory Committee met on Thursday 28 August 2014 to discuss the following items:

- Commercial Travellers' Association Foundation Stone
- Launceston Heritage Entry Feature - Response to Ivan Dean
- Planning Scheme Heritage Code - Review

Commercial Travellers' Association Foundation Stone

Mr Alan Beecroft attended the meeting to share his vision for the return of the foundation stone of the former premises of the Commercial Travellers' Association to its original location at number 78 Charles Street (now the Target department store). The proposal was discussed at the last meeting of the HAC and it was resolved to support the idea in principle, and also to investigate assisting/facilitating in the relocation of the stone and interpretation of the former building on the site which may be considered as a pilot project for a scheme for recognition of other significant city buildings, whether they be demolished or still standing.

11.1 Heritage Advisory Committee...(Cont'd)

Launceston Heritage Entry Feature

A letter was received from Ivan Dean MLC requesting that the Committee reconsider his idea of a heritage focussed sculpture, structure or similar attraction being erected at the main entrance to the City of Launceston.

When this matter was dealt with previously it was agreed to be beyond the scope and role the Committee. Reference was made to the 17 November 2011 Committee Minutes which included the following:

9.4 Launceston Heritage Entry Feature

Update on Expressions of Interest and ideas received.

Mr Skirving and Mr Button informed the Committee that since this project was instigated the Council had shown interest in developing a broader entry feature project. It was suggested that a broader project was more likely to be funded, but that there was a risk of the heritage focus being lost. It was agreed that the Committee should be represented on any project team responsible for further development of such a project.

It was also noted letters of thanks had been forwarded to persons who had submitted expressions of interests and/or designs.

Planning Scheme Heritage Code - Review

In order to address concerns in regard to the functioning of the Local Historic Heritage Code, especially in light of the recent amendments to the Historic Cultural Heritage Act, resourcing issues in heritage planning, and the proposed single state planning scheme, it was decided by the Director Development Services, Manager Planning and the Heritage Planner that it is time to review the way the Council deals with heritage management and promotion in Launceston.

The structure of the Code, the heritage list within it, and the pilot heritage precinct provisions are all to be reviewed in order to find the best way to manage our important heritage environments.

Richard Jamieson led the Committee in discussion of priorities of the Committee in the management of our local heritage to assist in the Planning Services Department's review of Heritage Planning, incorporating protection and promotion with reference to the Heritage Planning Review Discussion Paper distributed prior to the meeting.

It was agreed that feedback from individuals and represented organisations will be forwarded to the planning department by 26 September to allow for collation prior to the next meeting, with an ultimate intention of reporting back to the Council.

11.1 Heritage Advisory Committee...(Cont'd)

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

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.


Michael Stretton: Director Development Services

11.2 Pedestrian & Bike Committee Meeting - 14 October 2014**FILE NO:** SF0618**AUTHOR:** Julie Tyres (Administration Officer - Road Assets)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To receive and consider reports from the Pedestrian & Bike Committee.

RECOMMENDATION:

That the Council receive the report from the Pedestrian & Bike Committee Meeting held on 14 October 2014.

REPORT:

The meeting of the Pedestrian & Bike Committee held on 14 October 2014 discussed:

1. The Pedestrian & Bike Committee would like to acknowledge the efforts and commitment Jeremy Ball contributed to the committee during his years as Chair. His energy and passion was a significant driver for our committee.
2. The Bike and Pedestrian Strategies.
3. Off road infrastructure at the Inveresk Trail and flood levees.
4. On road infrastructure on Trevallyn Road, Windermere Road and 2014/15 program.
5. Bike Safety, parking and events.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

11.2 Pedestrian & Bike Committee Meeting - 14 October 2014...(Cont'd)

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

N/A

DISCLOSURE OF INTERESTS:

N/A

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



Harry Galea: Director Infrastructure Services

12 COUNCIL WORKSHOPS

The following Council workshops were held on 20 October 2014:

- New Planning Scheme
- City Heart Community Engagement Report

13 PETITIONS

Nil

14 NOTICES OF MOTION - FOR CONSIDERATION

Nil

15 DEVELOPMENT SERVICES

Nil

16 FACILITIES MANAGEMENT

Nil

COUNCIL AGENDA

Monday 27 October 2014

17 QUEEN VICTORIA MUSEUM AND ART GALLERY

17.1 Queen Victoria Museum and Art Gallery Annual Report 2013/2014

FILE NO: SF5784

AUTHOR: Leila Wagner (Personal Assistant)

DIRECTOR: Richard Mulvaney (Director Queen Victoria Museum and Art Gallery)

DECISION STATEMENT:

Presentation of Queen Victoria Museum and Art Gallery 2013/2014 Annual Report.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That Council approve the Queen Victoria Museum and Art Gallery 2013/2014 Annual Report and its submission to the Minister for the Arts, Tasmanian State Government in accordance with the Local Government Act 1993.

REPORT:

The Queen Victoria Museum and Art Gallery has produced an Annual Report for the City of Launceston since 1895 and it is a condition of the State Government funding that the Annual Report is also presented to the Tasmanian Parliament by the Minister for the Arts.

ECONOMIC IMPACT:

Consideration contained in Report

ENVIRONMENTAL IMPACT:

Consideration contained in Report

SOCIAL IMPACT:

Consideration contained in Report

17.1 Queen Victoria Museum and Art Gallery Annual Report 2013/2014...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

Local Government Act 1993

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

ATTACHMENTS:

1. Queen Victoria Museum and Art Gallery Annual Report 2013/2014 (distributed separately)

18 INFRASTRUCTURE SERVICES**18.1 Kings Park Area - Sustainable Parking/Access Study****FILE NO:** SF0859 SF1205 18147 102570**AUTHOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider the undertaking of a study to determine adequacy of parking and changes to traffic within the Kings Park area.

PREVIOUS COUNCIL CONSIDERATION:

Council meeting 27 October 2014 - Item 7.2
Consideration of development application at the Penny Royal development

RECOMMENDATION:

That Council approve the commissioning of a study to determine the adequacy of car parking and necessity for changes to traffic management (including pedestrians) within the Kings Park area where such study to be in accordance with the project brief tabled as Attachment 1.

REPORT:

Note: It is intended to consider this report immediately prior to item 7.2 on the Application for a planning permit at the Penny Royal Development.

In recent months the developer of 'Penny Royal' has briefed Council on the long term strategy for the site which culminated in Council considering a development application for the refurbishment of the Penny Royal site in an earlier report to this Council meeting. Whilst there was general support for the development during the public exhibition period, sections of the community expressed concern about the scale and availability of parking within the region to cater for overflows from the Penny Royal development car park as well as meeting the needs of nearby attractions including Stillwater, Cataract Gorge and Kings Park and commuter parking for nearby CBD businesses and Launceston College.

18.1 Kings Park Area - Sustainable Parking/Access Study...(Cont'd)

In addition some concerns were expressed on how traffic management can be improved in the area particularly to cater for bus parking and pedestrians crossing the road. It is considered that the combination of these concerns warrant a thorough study to determine the scale of the issues and identification of options to ameliorate the effects. Given current workloads on other priority matters it is proposed to engage a consultancy to undertake a study in accordance with the indicative brief enclosed as Attachment 1.

The final report, subject to Council endorsement, shall be circulated for public comment.

Priority recommendations resulting from the study will form either a project to seek external State/Federal funding or to list in Council's 2015/16 budget for consideration. It is possible that low cost solutions will be implemented as part of the current financial year operational budget.

ECONOMIC IMPACT:

Providing adequate parking is vital to maximise the commerciality of nearby businesses.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

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

2.1 - Facilitate a sustainable approach to enhanced access to and within the municipality.

BUDGET & FINANCIAL ASPECTS:

The project will be undertaken by a consultancy given that appropriate ISD staff are fully committed to high priority tasks associated with City Heart project, Flood Mitigation and Operational projects.

18.1 Kings Park Area - Sustainable Parking/Access Study...(Cont'd)

The likely cost is \$10,000-15,000 which is not budgeted and therefore be an unfavourable variance within 'Expert Advice' under ISD Management.

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. Project Brief - Kings Park/Bridge Street Area Parking and Access Study

ATTACHMENT 1

PROJECT BRIEF - Kings Park/Bridge Road Area Parking and Access Study

1. The Project:

City of Launceston seeks to engage a consultant to undertake a study on public parking and access improvements within the Kings Park/Bridge Road area being an area bounded by Tamar Marine service road, Park Street and Brisbane Street as shown on the plan attached.

2. Purpose:

The principal purpose of the study is to:

- (i) Determine a time scale demand profile of parking needs.
- (ii) Regulate parking time controls to cater for the priority parking needs.
- (iii) Maximise the number of public parking spaces within the study area

Accepting the study area is a tourist precinct of local, national and international recognition.

3. Description of Consultancy Task:

The study brief seeks to:

- (i) Determine the scale of public car parking required within the study area (including demand time profiling) and to determine practical and cost effective options to improve the stock of public car parking. In determining the scale of the need it is necessary to consider demands generated by nearby traffic generators such as the (proposed) Penny Royal, Stillwater complex, Kings Park, adjacent commercial establishments, Launceston College and CBD business commuters. In defining what is reasonably practical to provide, the report shall recommend classes of parking uses that are best located elsewhere and hence a regime of time zones appropriate for the subject area. Civil works necessary on the public road system, existing car parks and construction of new car parking areas shall be costed to a level of confidence of $\pm 25\%$. A primary task is to identify practical options to increase the stock of public car parking.
- (ii) Determine the opportunities and potential for mode shift and what can be done specifically for the study area.
- (iii) Revise the location of public transport bus stops and mass transport coach parking (and subsequent access routes) to ensure safety for traffic and passenger access are not compromised.
- (iv) Assess requirements for pedestrians to ensure an intuitive, logical and (particularly) safe path of travel between the various key sites in the study area. The task will also include a signage strategy.

It is expected that the consultant will hold a half day workshop with key Council staff (including Traffic Engineering, Parks and Recreation, Land-Use Planning, Parking and Cataract Gorge Reimagining Project consultants) to develop concepts and gather information needed for the study. It will also be necessary to consult with businesses and major traffic generators located in the study area either in writing or face-to-face, to profile their parking demands and absorb ideas/suggestions to address key issues.

4. Deliverables:

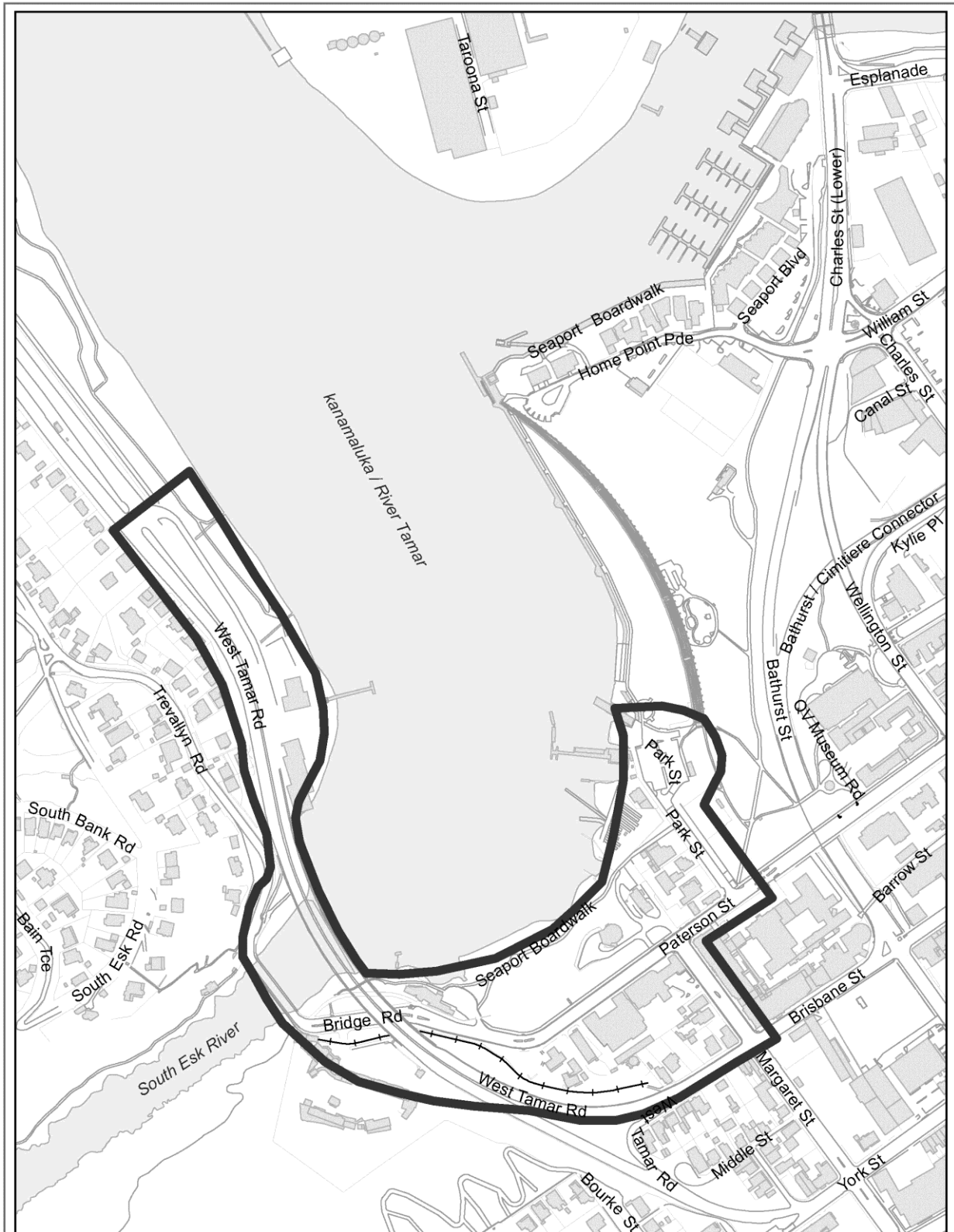
Council expect a final report to be provided by 31 December 2014. Deliverables under this brief will contain all matters described in 3 (i)-(iv) and a section summarising the inputs from Council, businesses and the public (whether via workshops, representatives or review of draft documentation). Diagrams to be included if this provides an accurate and digestible presentation of the key recommendations/ideas. Council would expect an earlier draft report to allow constructive review by Infrastructure Services. The consultant shall then distribute a final draft to all businesses and traffic generators who have informed the consultant that they wish to be consulted following the draft report, to seek their comment before settlement of the final report. If a face to face presentation of the final report is required this will be negotiated separately with the consultant.

5. We will provide:

Council will provide any relevant information, details and plans to the consultant upon request at no cost.

6. Submission of offer:

Offers to undertake this project brief should be lodged by xxxx pm Monday xxxx by email contactus@launceston.tas.gov.au. For further information contact Nigel Coates on 03 6323 3442.



Printed: 17/10/2014

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

Kings Bridge / Bridge Road Study Area

Scale at A4 : 1:4,500



0 100 Metres



COUNCIL AGENDA

Monday 27 October 2014

18.2 Proposed Street Name - Ardea Drive

FILE NO: SF0621; DA0669/2011

AUTHOR: Sonia Smith (Engineering Officer - Development)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider approval of a street name for a new rural road in Swan Bay.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That pursuant to the provisions of the Local Government (Highways) Act 1982 and Survey Co-ordination Act 1944, Council resolves to approve the name Ardea Drive for the rural road off Windermere Road, Swan Bay between Atratus Rise and Swan Drive.

REPORT:

Council issued a permit for the subdivision of land formerly known addressed as 2043 East Tamar Highway in 2011 in multiple stages resulting in the creation of three new streets. The first of these has been constructed and named Atratus Rise.

The developer has recently completed construction of stages 3 and 4 of the works including that of the second road.

The name submitted for this road is Ardea Drive.

Ardea is derived from the scientific name for the Eastern great egret - *Ardea modesta*, which is a bird common in the area.

The neighbouring Councils of West Tamar, George Town, Meander Valley and Northern Midlands have advised that there is no conflict with any name used within their municipality. The Nomenclature Board have also advised the name does not conflict with any name in the Nomenclature Database and is in fact unique for Tasmania.

18.2 Proposed Street Name - Ardea Drive...(Cont'd)

ECONOMIC IMPACT:

This decision has no economic impact.

ENVIRONMENTAL IMPACT:

This decision has no environmental impact.

SOCIAL IMPACT:

This decision has no environmental impact.

STRATEGIC DOCUMENT REFERENCE:

The goal within Council's Strategic Plan (2008-2013) which is considered relevant is:
Goal 2.1 - Facilitate a sustainable approach to enhanced access to and within the municipality.

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

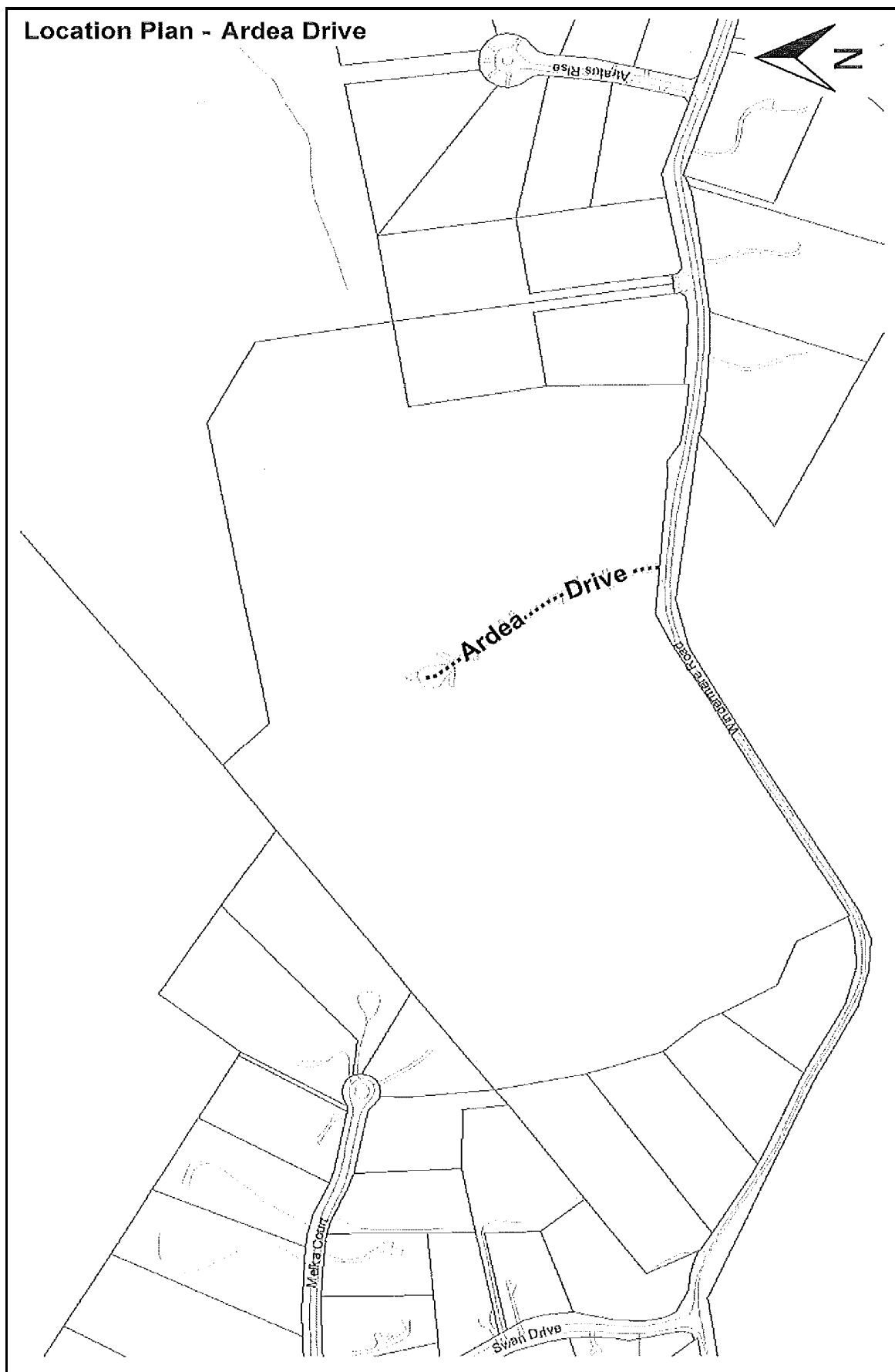
I certify that I have reviewed and approved this advice and recommendation.



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Location plan: Proposed street name - Ardea Drive



COUNCIL AGENDA

Monday 27 October 2014

18.3 Proposed Street Name - Millhaven Way

FILE NO: SF0621; DA0008/2013

AUTHOR: Sonia Smith (Engineering Officer - Development)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider approval of a street name for a new rural road in Swan Bay.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That pursuant to the provisions of the Local Government (Highways) Act 1982 and Survey Co-ordination Act 1944, Council resolves to approve the name Millhaven Way for the rural road off Los Angeles Road, Swan Bay between 318 and 398 Los Angeles Road.

REPORT:

Council issued a permit for the subdivision of land formerly known addressed as 456 Los Angeles Road in 2013 in multiple stages resulting in the creation of a new rural road.

The developer has proposed the name Millhaven Way and submitted the following justification:

'Millhaven' was the name of the original undeveloped property which has been in the developer's family for approximately 80 years.

As the family was one of the original settlers in the area, we feel the name is appropriate.

The neighbouring Councils of West Tamar, George Town, Meander Valley and Northern Midlands have advised that there is no conflict with any name used within their municipality. The Nomenclature Board have also advised the name does not conflict with any street name in the Nomenclature database.

18.3 Proposed Street Name - Millhaven Way...(Cont'd)

ECONOMIC IMPACT:

This decision has no economic impact.

ENVIRONMENTAL IMPACT:

This decision has no environmental impact.

SOCIAL IMPACT:

This decision has no environmental impact.

STRATEGIC DOCUMENT REFERENCE:

The goal within Council's Strategic Plan (2008-2013) which is considered relevant is:
Goal 2.1 - Facilitate a sustainable approach to enhanced access to and within the municipality.

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.

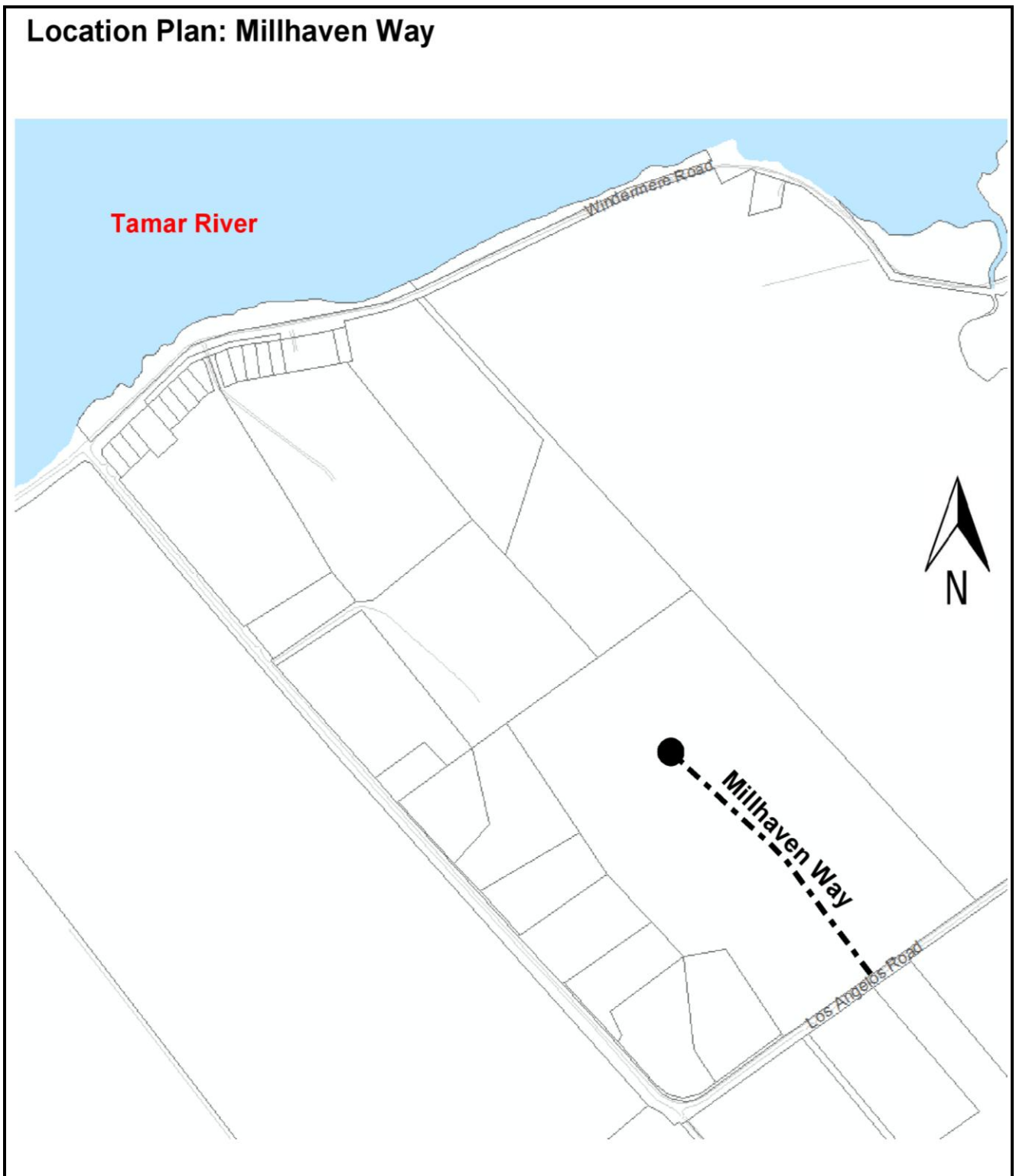


Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Location plan: Proposed street name - Millhaven Way

Location Plan: Millhaven Way



19 CORPORATE SERVICES

Nil

COUNCIL AGENDA

Monday 27 October 2014

20 GENERAL MANAGER

20.1 North Bank Masterplan Amendments

FILE NO: SF3068

AUTHOR: Matthew Skirving (Manager Architectural Services)

GENERAL MANAGER: Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider modifications to the North Bank Masterplan to ensure cohesive integration between the public open space precinct at North Bank, and the amended Silo redevelopment proposal.

PREVIOUS COUNCIL CONSIDERATION:

Council Meeting 23 September 2013
Item 17.2 North Bank Masterplan.

Council Meeting 3 December 2013
Item 14.1 North Bank Land Use Study.

Workshop 15 September 2014
Update on amendments to the Silo Development and Former Woolstore building.

Council Meeting 13 October 2014
Item 20.1 North Bank Masterplan Amendments.
Item deferred to next Council meeting

SPPC Meeting 20 October 2014
Item 4.3 North Bank Masterplan Amendments

RECOMMENDATION:

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.

20.1 North Bank Masterplan Amendments...(Cont'd)

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 17th September 2014.
4. The request to demolish and salvage construction materials 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. Modifications 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.

REPORT:**Executive Summary**

This report details a range of proposed amendments to the current North Bank Masterplan, delivering a number of design enhancements to the overall scheme, being:

20.1 North Bank Masterplan Amendments...(Cont'd)

- Significantly enhanced visual and physical connectivity across the site area, between the levee-top walkway and the lower parkland area, and between the key activity zones on the site.
- The creation of a larger number of shade and shelter structures across the site area, more directly related to specific activity zones and play areas, as opposed to a single consolidated undercover areas as proposed in the current scheme.
- The re-use of viable salvage material from the remnant industrial structure remaining on the site, in the construction of new site elements.
- The introduction of additional interpretive material to record the historical and cultural value of the former industrial area to the development of Launceston.

The current Masterplan proposes to retain four bays of the remaining Woolstore building as a single consolidated undercover area. The amendments propose to remove the structure in its entirety to provide an unencumbered development site, delivering the enhanced design outcomes noted above. The funding currently allocated towards the decontamination (removal of asbestos), structural stabilisation, and modifications to this structure to make it fit-for-purpose are proposed to be re-allocated to the construction of new purpose-built structures. These new structures will also be designed to better cope with the expected increased flood risk at the site following the completion of the flood levee works. It is noted that this remnant industrial structure is not heritage listed.

Council has received a revised Development Application for the Silo Hotel redevelopment project. A number of significant amendments have been made to the design of the Hotel complex including the general site arrangement, associated public areas located on the ground and first floor levels, and the level one connections to the levee-top walkway and eastern connection to the North Bank site area.

The proposed amendments to the Masterplan ensure a cohesive interrelationship between the hotel development, and the public open spaces and activity areas on North Bank, directly aligning with the redevelopment objectives established for the North Bank project.

Attachment 1 to this report illustrates the revised Silo Hotel ground floor plan.

20.1 North Bank Masterplan Amendments...(Cont'd)

Adaptive re-use proposal

In addition to the design changes, the proposal now includes significant adaptive re-use components, proposing to salvage and re-purpose construction materials from the existing Woolstore building, adjacent to the Silo site. The saw-tooth roof form of the Woolstore building has been incorporated into two major design components of the Silo Hotel, being a new entry feature on the northern elevation (facing Lindsay Street), and in the level one apartments on the southern elevation (facing Seaport and the Riverfront areas). Salvaged structural timber sections are proposed to be used throughout the Hotel complex, including in the upper level apartments to be constructed within the existing Silo towers.

In correspondence to Council, the developer has proposed to undertake the salvage and building removal works at their cost, in return for access to the salvaged material. Council has been requested to fund the disposal costs for some asbestos containing materials in the roof construction of three bays of the existing building, as these materials are not suitable for re-use.

In collaboration with the Launceston Flood Authority, Council undertook the demolition of the adjacent (smaller) Woolstore building, positioned on the eastern side of Taroona Street in 2013. This project was undertaken due to the large amount of asbestos containing material used in the construction of this building, and due to the deteriorating condition of the structure. This project was completed at a cost of \$137,000, with all materials salvaged by the demolition contractor. On this basis, the proposal for demolition works to be undertaken at no cost to Council, apart from waste material disposal, is supported.

In addition to the favourable financial outcome, the re-use of salvaged materials, and continuation of the saw-tooth building form in the new construction works, are considered appropriate means by which the value of this remnant industrial building can be appropriately represented in the future development of the site area. The integration of additional heritage interpretation information into the Masterplan proposal (as outlined in a later section of this report) will ensure the historical and cultural value of these structures are recognised.

Removal of the Woolstore Building

The former Alan Stewart Woolstore building (owned later by Roberts Ltd.) remains on the North Bank site area as a remnant industrial building. The structure is not currently heritage listed.

20.1 North Bank Masterplan Amendments...(Cont'd)

The current Masterplan proposal includes the retention of four of the current fifteen sections of the existing Woolstore building. It was proposed to retain four bays of the roof structure only, to provide a single consolidated undercover area to support activities on site during inclement weather. The proposal offers an opportunity for enhancements to the Masterplan that will:

- Significantly improve the visual and physical connectivity, by removal of the Woolstore building which currently forms a significant barrier on the site.
- Provide more functional integration between proposed site activity areas by enabling direct connections to be established between key activity zones.
- Lower the likely ongoing maintenance and operating costs associated with retaining the Woolstore building in its current form, as the structure is significantly degraded and requires significant rehabilitation and ongoing maintenance.
- Enhanced public open space design outcomes by providing an unencumbered development site, with fewer restrictions imposed on the spatial arrangement and design opportunities on the site.

Attachment 2 to this report illustrates the revised plan arrangement for the western portion of the North Bank site.

New landscaping features are proposed to represent the former footprints of both Woolstore buildings. Within these footprints, new planting, paving features, shade and shelter structures are proposed to be constructed, with the formal play spaces and infrastructure, and nature-based play elements incorporated across this area forming dedicated play zones for different age and ability groups.

Retaining an 'imprint' of these remnant industrial buildings as a part of the landscaping elements on the site area, embeds the historical value of the site, within the future use and activities to be accommodated.

The total removal of the existing building also creates some significant opportunities. The building currently creates a significant visual and physical barrier to the connectivity of the new site area. Removal of the building will support enhanced connections, and provide improved passive surveillance access across the entire site area increasing security. Removing the single consolidated undercover area will also provide an unencumbered development site, to allow smaller shade and shelter structures to be created in a number of locations that are more directly linked with the various active and passive recreations zones across the site.

20.1 North Bank Masterplan Amendments...(Cont'd)

The proposed amendments to the Masterplan directly aligns with, and enhances the outcomes of, one of the key development objectives established for the North Bank project, being:

Masterplan Objective 4: Identify and inform specific opportunities for both public and private sector development, and to maximise the synergies between these development opportunities

Objective Outcomes: Support the establishment of a major new accommodation and tourism development via private sector investment and rehabilitation of the Silo structure.

Community Consultation on the Current Masterplan

During the Masterplan development process, a detailed community consultation process was undertaken. Community groups were invited to submit their proposals for the adaptive re-use of the remaining Woolstore building.

A number of respondents to the online Your Voice, Your Launceston survey and discussion forum provided suggestions that the Woolshed building should be transformed into an Exhibition and Convention Centre, similar to Princess Wharf Shed 1 in Hobart - although no specific proponent or group identified themselves from this process. Given the level of capital investment required to achieve a facility of a similar nature, and the restrictions and risks imposed by the increased flood risk to the area (following the completion of the new levee system), this proposal was not progressed. It is improbable that a such as development could now occur outside the protection of the flood levee system.

Apart from the general suggestions made by survey respondents, three specific proposals were received by Council:

1. Community History Group.

Involved a proposed to relocate the machinery items from the QVMAG Collection recovered from the Coats Paton building, and turn the Woolstore into a 'Wool and Textile Heritage Museum'.

The site was not considered appropriate to house museum collection items, given the increased flood risk of the area, and advice was provided to the proponents in a consolidated response with QVMAG.

20.1 North Bank Masterplan Amendments...(Cont'd)

2. Launceston Bowls Club.

As a part of an earlier proposal for redevelopment of their existing site at Royal Park, the Launceston Bowls Club Initially proposed the modification of the building into an indoor bowls facility.

This proposal was not progressed following the provision of additional information to the club on the nature of the building construction, in that it is not a 'free span' internal volume that could accommodate bowling greens without the column spacing being significantly changed. The lightweight timber framed floor was also not deemed suitable.

The original proposal for re-use of their existing club site has also not been progressed.

3. Angels Goal Market.

Richard van Dam, from the Angel's Goal Charity group proposed to establish a new 'Launceston Family Market' to be permanently located on the site (relocated and expanded from their current site in Mowbray). A number of site visits and meetings conducted with Richard to discuss his proposal.

It was determined that the building would require significant modification to suit his proposed use, and his group did not have sufficient funding for the required level of capital expenditure at the site. The increased flood inundation potential of the site was also significant concern.

Following this conclusion, the group commenced searching for a more suitable site to lease elsewhere in the city - that could be more readily, and cost effectively re-purposed to suit their proposed use.

Attachment 3 to this report, outlines the compiled responses from the original community consultation process. Question 12 from the survey asked:

Q 12: Reuse (adaptation) of the remaining buildings and structure on the site is an important part of the redevelopment.

It is noted that this question received the third-lowest response in the survey, behind Question 4 relating to natural vegetation selection, and Question 8 relating to the inclusion of public exercise equipment on the foreshore walking trails.

20.1 North Bank Masterplan Amendments...(Cont'd)

Inclusion of Additional Interpretation Material

Additional interpretive material to record the history of the site is proposed to be incorporated into the Masterplan proposal.

While the salvage and re-use of material on the adjacent site area, and the representation of the expansive building footprints form a significant part of an 'embedded' historical interpretation elements, additional interpretive material explaining the history and development of the site are proposed to be incorporated into the project works. This will include both traditional information panels and interpretive signage, as well as incorporation and display of the industrial equipment from the site, including a mechanical wool press salvaged from the Woolstore buildings.

Changes to Pedestrian and Cycleway Connections

Attachment 2 to this report also highlights proposed changes to the pedestrian and cycle connections between the North Bank site area, and the Silo Hotel.

The western connection to the existing river edge levee-top walkway will require minor amendment to suit the changed arrangement of main entry points to the hotel complex.

The eastern connection from level one of the Silo hotel however has required significant revision. The proposed arrangement provides a direct connection from the upper level café and promenade area onto the North Bank site. While the level change between these two areas poses some challenges with regard to providing a compliant ramped access, this connection is considered critical to the inter-relationship of both developments.

Establishing this connection as a generous and inviting access route between the two areas also supports the needs to remove the existing Woolstore building. Given the final positioning of the new levee walls constructed as a part of the Silo project, the space available between the levee wall and the exiting Woolstore building is very limited. To make this connection visually obvious, and spatially inviting, removal of the Woolstore building enables the construction of a much more generous ramped access way that would otherwise be possible.

20.1 North Bank Masterplan Amendments...(Cont'd)

As noted earlier in this report, while the adaptive re-use and removal of the Woolstore building proposed by the Silo Hotel developer is a change to the current Masterplan proposal for North Bank, the overall outcome of creating an unencumbered development site allowing enhanced visual and physical connections across the site area, combined with the adaptive re-use of salvaged construction material and historical interpretation elements proposed in this report, do not result in any detrimental impacts to the development objectives adopted by Council for the North Bank project.

On this basis, it is recommended that the proposal for removal and salvage of the Woolstore building are supported, and the proposed modifications to the North Bank Masterplan are adopted by Council.

ECONOMIC IMPACT:

The positive environmental impact of the North Bank Masterplan is detailed within the *Vision & Directions Report*, previously provided to Council in consideration of the Masterplan proposal. In addition to this information, Renaissance Planning has provided Council the following information with regard to the positive economic impact of the proposed project on the local economy:

IMPACT TYPE	DIRECT EFFECT	INDUSTRIAL FLOW ON EFFECT	CONSUMPTION FLOW ON EFFECT	TOTAL
Direct Expenditure (\$m)	\$9.150	\$1.830	\$1.373	\$12.353
Employment Creation (FTE/Year)	49	7	3	59
Economic Value Added (\$m)	\$3.980	\$0.876	\$0.915	\$5.771

These figures do not include the economic impacts and multipliers as a result of the private investment opportunities supported by the Masterplan proposal - primarily being the Silo redevelopment project, estimated to be a \$15m development project.

ENVIRONMENTAL IMPACT:

The North Bank project will have a significant positive environmental impact, by establishing improved river-edge environments, and regeneration of former industrial areas.

20.1 North Bank Masterplan Amendments...(Cont'd)

SOCIAL IMPACT:

The North Bank project will have a significant positive social impact by the creation of significant new public leisure and recreation opportunities for residents and visitors to Launceston.

STRATEGIC DOCUMENT REFERENCE:

Priority Area 1: Natural Environment.

Goal 1.1: Sustainable management of natural resources, parks and recreational areas.

Strategy 1.1.3: Enhance and maintain parks and recreation areas, including river edges. Complete the North bank Masterplan.


BUDGET & FINANCIAL ASPECTS:

Minor amendments to funding allocations within the overall project cost plan will be required as a part of this proposal, however there will be no impact on the current total project budget.

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:***Attachments to be circulated separately***

1. Silo Hotel revised ground and first floor plans
2. North Bank Masterplan Amendments to western site area, including the existing Woolstore building area
3. North Bank Masterplan Summary of Community Consultation Data

21 URGENT BUSINESS

Pursuant to regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2005*

22 INFORMATION / MATTERS REQUIRING FURTHER ACTION

Nil

23 CLOSED COUNCIL

Nil

24 MEETING CLOSURE