



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 14 DECEMBER 2015
1.00pm**

City of Launceston

COUNCIL AGENDA

Monday 14 December 2015

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

Date: 14 December 2015

Time: 1.00pm

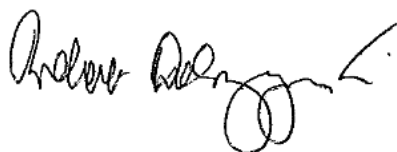
Section 65 Certificate of Qualified Advice

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

ORDER OF BUSINESS

Item No	Item	Page No
1	OPENING OF MEETING - ATTENDANCE AND APOLOGIES	1
2	DECLARATIONS OF INTEREST	1
3	CONFIRMATION OF MINUTES	1
4	DEPUTATIONS	1
	No Deputations have been identified as part of this Agenda	
5	PETITIONS	1
	No Petitions have been identified as part of this Agenda	
6	COMMUNITY REPORTS	2
	No Community Reports have been registered with Council as part of this Agenda	
7	PUBLIC QUESTION TIME	2
7.1	Public Questions on Notice	2
7.2	Public Questions without Notice	2
8	PLANNING AUTHORITY	3
8.1	14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling	3
8.2	Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions	25
9	ANNOUNCEMENTS BY THE MAYOR	81
9.1	Mayor's Announcements	81

Item No	Item	Page No
10	ALDERMEN'S REPORTS	83
11	QUESTIONS BY ALDERMEN	83
11.1	Questions on Notice	83
11.2	Questions without Notice	83
12	COMMITTEE REPORTS	84
12.1	Tender Review Committee Meeting - 25 November 2015	84
12.2	Audit Panel Meeting - 3 December 2015	86
13	COUNCIL WORKSHOPS	90
14	NOTICES OF MOTION	90
	No Notices of Motion have been identified as part of this Agenda	
15	DEVELOPMENT SERVICES DIRECTORATE ITEMS	91
15.1	Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)	91
16	FACILITIES MANAGEMENT DIRECTORATE ITEMS	102
16.1	Duck Reach Redevelopment	102
17	QUEEN VICTORIA MUSEUM AND ART GALLERY DIRECTORATE ITEMS	106
	No Items have been identified as part of this Agenda	
18	INFRASTRUCTURE SERVICES DIRECTORATE ITEMS	107
18.1	Reimagining the Gorge Project	107
18.2	Penny Royal Carpark	114
18.3	New Street Name - Ivy Lane	119

City of Launceston

COUNCIL AGENDA

Monday 14 December 2015

Item No	Item	Page No
18.4	New Street Name - Tenzing Drive	122
18.5	Kerbside Organics Collection and Organics Processing Facility	125
18.6	Launceston City Heart Project - Traffic Flow and Bus Stop Relocation	144
19	CORPORATE SERVICES DIRECTORATE ITEMS	153
19.1	Quarterly Financial Report to Council - 30 September 2015	153
19.2	Budget Amendments 2015/16 (3 December 2015)	159
20	GENERAL MANAGER'S DIRECTORATE ITEMS	163
20.1	Notice of Motion and Other Matters from Council's Annual General Meeting 2015	163
21	URGENT BUSINESS	165
	No Urgent Items have been identified as part of this Agenda	
22	CLOSED COUNCIL	165
	No Closed Items have been identified for this Meeting	
23	MEETING CLOSURE	165

1 OPENING OF MEETING - ATTENDANCE AND APOLOGIES

2 DECLARATIONS OF INTEREST

Local Government Act 1993 - Section 48

(A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.)

3 CONFIRMATION OF MINUTES

Local Government (Meeting Procedures) Regulations 2015 - Regulation 35(1)(b)

RECOMMENDATION:

That the Minutes of the Ordinary Meeting of the City of Launceston Council held on 23 November 2015 be confirmed as a true and correct record.

4 DEPUTATIONS

No Deputations have been identified as part of this Agenda

5 PETITIONS

Local Government Act 1993 - Sections 57 and 58

No Petitions have been identified as part of this Agenda

6 COMMUNITY REPORTS

(Community Reports allow an opportunity for Community Groups to provide Council with a three minute verbal presentation detailing activities of the group. This report is not intended to be used as the time to speak on Agenda Items; that opportunity exists when that Agenda Item is about to be considered. Speakers are not to request funding or ask questions of Council. Printed documentation may be left for Aldermen.)

No Community Reports have been registered with Council as part of this Agenda

7 PUBLIC QUESTION TIME

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31

7.1 Public Questions on Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(1)

(Questions on Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting. Questions on Notice will be researched by Council Officers and both the Question on Notice (as received) and the response will be provided at the Council Meeting and a reply in writing will also be provided.)

7.2 Public Questions without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(2)(b)

(Members of the public who ask Questions without Notice at a meeting will have both the question and any answer provided recorded in the Minutes. Council Officers will endeavour to answer the question asked at the meeting, however, that is not always possible and more research may be required. If an answer cannot be provided at the Meeting, the question will be treated as a Question on Notice. A response will be provided at the next Council Meeting.)

Under the provisions of the *Land Use Planning and Approvals Act 1993*, Council acts as a Planning Authority in regard to items included in Item 8 - Planning Authority.

8 PLANNING AUTHORITY

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling

FILE NO: DA0482/2015

AUTHOR: Catherine Mainsbridge (Senior Town Planner)

DIRECTOR: Leanne Hurst (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:	Loop Architecture Pty Ltd
Property:	14 Garfield Street, South Launceston
Zoning:	Inner Residential
Receipt Date:	25/09/2015
Validity Date:	14/10/2015
Further Information Request:	16/10/2015
Further Information Received:	21/10/2015
Deemed Approval:	30/11/2015
Extension of time granted:	14/12/2015
Representations:	5

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That in accordance with Section 51 and Section 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2015, a permit be granted, for DA0482/2015 Residential - multiple dwelling - construction and use of a second dwelling at the rear of the existing dwelling at 14 Garfield Street, South Launceston subject to the following conditions:

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

1. ENDORSED PLANS & DOCUMENTS

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

- a. Site plan, prepared by Loop Architecture, project no 1507, drawing no. sk00, revision no. a, scale 1:200 @A3, dated 24/07/2015, plan to be amended.
- b. Ground floor plan, prepared by Loop Architecture, project no 1507, drawing no. sk01, revision no. a, scale 1:100 @A3, dated 24/07/2015, plan to be amended.
- c. Upper floor plan, prepared by Loop Architecture, project no 1507, drawing no. sk02 revision no. a, scale 1:100 @A3, dated 24/07/2015, plan to be amended.
- d. Elevations, prepared by Loop Architecture, project no 1507, drawing no. sk03, revision no. a, scale 1:100 @A3, dated 24/07/2015, plan to be amended.
- e. Site plan, (with vehicle movements), prepared by Loop Architecture, project no 1507, drawing no. sk00, revision no. A2, scale 1:200 @a3, dated 24/07/2015, plan to be amended.

2. 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.

3. NON REFLECTIVE EXTERIOR FINISH

All external cladding and roofing of the building(s) must be of a non-reflective nature and must be finished in muted colours to the satisfaction to the Council.

4. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No. 2015/01640-LCC) (attached).

5. DEMOLITION

- a. All demolition works must ensure the protection of property and services which are to either remain on or adjacent to the site from interference or damage.
- b. Burning of waste materials must not be undertaken on site.
- c. All rubbish/debris must be removed from the site for disposal at a licensed refuse disposal site.

6. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:

Monday to Friday - 7am and 6pm

Saturday - 9am to 6pm

Sundays and Public Holidays - 10am to 6pm

7. SITE LANDSCAPING

The landscaping must be:

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

- a. Installed in accordance with the endorsed plan; and
- b. Completed prior to the use commencing / completed within three (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.

8. FENCING

Prior to the commencement of the use, all side and rear boundaries must be provided with a solid (i.e. no gaps) fence to provide full privacy between each dwelling and adjoining neighbours. The fence must be constructed at the developer's cost and to a height of at least:

- a. 1.2m within 4.5m of the frontage; and
- b. 1.8m elsewhere when measured from the highest finished level on either side of the common boundaries.

9. MULTIPLE DWELLINGS - SERVICE FACILITIES

Prior to the commencement of the use, the following site facilities for multiple dwellings must be installed:

- a. Mail receptacles must be provided and appropriately numbered for each dwelling unit.
- b. Each multiple dwelling must be provided with a minimum 6m exterior waterproof, lockable storage area or similar easily accessible area within the dwelling.
- c. Either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Council.

10. DRIVEWAY 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,
 - b) Be properly constructed to such levels that they can be used in accordance with the plans,
 - c) Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers,
 - d) Be drained to Councils requirements,
 - e) Be line-marked or otherwise delineated to indicate each car space and access lanes,
 - f) Be provided with a concrete kerb of a minimum height of 150mm or such other form of barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
 - g) Have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas. Such lighting must be controlled by a
-

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

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.

11. AMENDED PLANS REQUIRED

Prior to the commencement of any work, amended plans must be submitted to show:

- a. Modification of the private open space associated with the existing dwelling to provide sufficient space to allow entry and exit by a B99 vehicle into and out of the space denoted a Lot 1 bay 1, supported by a swept path generated by either AutoTURN® or equivalent design package showing wheel paths and front and rear overhang.
- b. All subsequent changes to the layout to accommodate the specified change above.
- c. Deletion of the rear deck of the upper level bedroom of the proposed dwelling.

Once approved by the Manager Services Planning, these amended plans will be endorsed and will then form part of the Permit and shall supersede the original endorsed plans

12. 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.

13. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

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

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

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

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

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".

14. 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.

Notes

A. *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.

B. *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.

C. *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.

D. *General*

This permit was issued based on the proposal documents submitted for DA0482/2015. 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.*
-

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

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. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by a request to Council.

E. 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>>

F. 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.

REPORT:

1. THE PROPOSAL

The site contains a weatherboard cottage that is located at the front of the site. A skillion roof, off the western side of the cottage, over the driveway, serves as a carport. A timber picket fence and gate enclose the site. It is proposed to remove the 'carport' and construct a second dwelling at the rear.

The proposed dwelling is to be constructed over two levels. The lower floor contains a kitchen, laundry, toilet and large living/dining area, the latter to the rear and facing north, with access onto a 4m deep patio. On the upper level are two large bedrooms separated by a bathroom and accessed via a spilt stair. A small 1.8m deep deck extends off the rear bedroom providing some sun shade to ground level open space. Construction will be primarily of blockwork to the ground floor, with a section clad in weatherboards. The upper level will be clad in colorbond custom orb other than for the stairwell that will be clad in weatherboards. The gable roof will also be clad in colorbond custom orb. Parking is proposed along the western side boundary with two tandem spaces.

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

The site rises approximately 2.5m through its depth. Excavation of approximately 1.2m is proposed for the construction of the dwelling. This will lower the height of the dwelling relative to the surrounding boundaries.

The existing dwelling will have an area of private open space provided at its rear. Proposal drawings include a shade type structure in this space. Parking is proposed between the two dwellings.

To allow the development, some trees have been removed from the rear yard. There are no planning controls for trees in this area.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

Site Location

The site is located in South Launceston, just south of the Launceston General Hospital between North and South Charles Streets. The area is border by commercial development along and immediately beyond Wellington Street but is primarily developed and used for residential development in the form of predominantly single dwellings. There are no uses in the immediate area that are likely to cause environmental nuisance to the residential development.

Site Description

The site is rectangular in shape with an area of 520m². It has a predominantly north west/south east orientation with single dwellings as adjoining neighbours.

Location of existing access to the site

The site has an existing access along its western side of the front dwelling over a sealed drive.

Slope

The site has a gradual rise through the depth of the site, rising 2.5m from the front to the rear of the site. A site also rises across its width by approximately 800mm. The immediate surrounds are not known to be at risk of landslip.

Vegetation

The site has recently been cleared of vegetation and is not within 100m of bushfire prone vegetation.

Site Services

The site is able to be connected to all reticulated services.

- 8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)
-

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

11.0 Inner Residential Zone

11.1.1 Zone Purpose Statements

11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.

11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

11.1.1.3 To allow increased residential densities where it does not significantly affect the existing residential amenity, ensure appropriate location of parking, and maintain vehicle and pedestrian traffic safety.

11.1.1.4 To maintain and develop residential uses and ensure that non-residential uses do not displace or dominate residential uses.

11.1.1.5 To provide for development that provides a high standard of amenity and contributes to the streetscape.

Consistent

The proposal offers an alternate dwelling type to a single dwelling in an area that is fully serviced and within walking distance of local facilities.

11.4 Development Standards

11.4.7 Site coverage

Objective:

To:

- (a) ensure that the site coverage of residential development and ancillary buildings respects the character of the surrounding area;
- (b) reduce the impact of increased stormwater runoff on the drainage system; and
- (c) provide for landscaping and private open space.

Consistent

The level of development upon the site is appropriate for the area that is characterised by smaller and older homes, with a number on smaller sites.

A1.1 Site coverage must be no greater than 60%; and

A1.2 No less than 25% of the site must be pervious to rainfall.

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

Complies

The approximate roof cover of the existing dwelling is 117m² and the proposed dwelling 68m². For the site area of 533m² the site cover is 34.7% and 25% of the site would be impervious to rainfall.

11.4.8 Building height

Objective:

To ensure that the building height respects the character of the surrounding area.

Consistent

The height of the proposed dwelling is considered to be respectful of the character of the area.

A1 Building height must be no greater than 9m.

Complies

The height of the proposed second dwelling is a maximum of 6.55m from natural ground level to the ridge line of the gable roof form. It is noted that dwelling is constructed off the minimum ground level which requires some excavation work and positions the dwelling 1m below natural ground level in the north eastern corner of the site.

11.4.10 Rear and side setbacks

Objective:

To ensure that the setbacks are compatible with the character of the surrounding area and minimise the impacts on the amenity and solar access of adjoining dwellings.

Consistent

The proposed dwelling is able to meet the setback requirements of the scheme to minimise impacts on amenity and solar access to adjoining dwellings.

A1 Buildings must be set back from the rear boundary no less than 2.5m.

Relies on Performance Criteria

The proposed dwelling has a setback of 4m to the rear boundary although the proposed balcony off the main bedroom on the upper level is only 2.2m. A variation to the requirement must be considered.

P1 Building setback to the rear boundary must be appropriate to the location, having regard to:

- (a) the ability to provide adequate private open space;
- (b) the character of the surrounding area and location of buildings on adjoining lots;
- (c) the impact on the amenity, solar access and privacy of habitable rooms, windows, and private open space of nearby or adjoining buildings; and
- (d) the size, shape and orientation of the lot.

Complies

It has been agreed by the applicant that the setback of the deck increase to 2.5m rather than 2.2m which complies with the planning scheme. The dwelling immediately to the rear of the site is located forward on its site fronting Galvin Street. It is not possible to see into

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

rooms of that dwelling from the proposed deck. As the land rises to the north, the dwelling immediately behind the subject site, approximately 22m away, is constructed at a higher elevation than the subject site. The proposed dwelling is also to be constructed 1.2m below the natural ground level at the common boundary. The rear yard of the neighbour is heavily vegetated with native trees and the presence and use of the deck, would be unlikely to impact on the dwelling nor the land immediately to its rear that would be immediately accessible from the dwelling and considered the residents private open space. The subject property is to the south east of the rear neighbour and will not have any solar impact on that property.

A second property to the rear is located more to the north west of the site having a common rear boundary of approximately 3m. The dwelling itself is approximately 26m away. The setback and relative elevation of the deck to the rear of the neighbouring dwelling and open space at the rear should not cause any significant loss of amenity.

The deck is directly associated with an upper level bedroom and is not considered likely to be used very often given that the proposal has sufficient area at ground level for open space. Limiting the depth of the deck to 1m could further ensure that a minimum number of people can use the deck to reduce impacts on that land to the rear.

A2 Buildings must be set back from side boundaries no less than:

- (a) for lots 1,000m² or less, 1m, plus 0.3m for every metre of building height over 3.6m up to 6.9m, plus 1m for every metre of height over 6.9m; or
- (b) for lots greater than 1,000m² , 2.0m, plus 0.3m for every metre of building height over 3.6m up to 6.9m, plus 1m for every metre of height over 6.9m.

Complies

The site has an area less than 1000m² so the setback requirement is 1m plus 0.3m for every metre of height greater over 3.6m. Building height *means the vertical distance from natural ground level at any point to the uppermost part of a building directly above that point, excluding minor protrusions such as aerials, antennae, solar panels, chimneys and vents.*

The elevation to the south west is 3.2m above natural ground therefore the setback of 1.85m from the south western side setback is appropriate.

11.4.12 Location of car parking

Objective:

To:

- (a) provide convenient car parking for residents and visitors;
- (b) protect residents from vehicular noise within sites; and
- (c) minimise visual impact on the streetscape.

Consistent

An appropriate level of car parking can be provided to meet requirements.

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

<p>A1 Shared driveways or car parks of residential buildings must be located no less than 1.5m from the windows of habitable rooms.</p>
<p>Relies on Performance Criteria The shared driveway for the development is existing and passes between the existing dwelling on the site and the dwelling on the adjoining property at 16 Garfield Street.</p>
<p>P1 Shared driveways or car parking spaces must be located to not unreasonably impact on the amenity of the adjoining habitable rooms, having regard to:</p> <ul style="list-style-type: none"> (a) the width of the driveway; (b) the location of the existing dwellings and habitable rooms; (c) the location of car spaces; (d) the number of car spaces served by the driveway; and (e) any noise mitigation measures including screening or landscaping
<p>Complies The driveway location is not altering. There is currently a carport in the driveway, in the form of a skillion roof affixed off the side of the dwelling. This adjoins a window in the neighbouring property. It is proposed that the driveway will be 1.7m below this adjoining window and two windows in the existing dwelling. Given that vehicles would be only passing the windows, rather than parking directly outside of them, and the proposed reduction in the level of the driveway, that there should be minimal impact on the amenity of either dwelling.</p>
<p>A2.1 Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage. A2.2 Turning areas for vehicles must not be located within the primary front setback.</p>
<p>Complies No parking is proposed in the front setback.</p>

11.4.13 Overlooking

<p>Objective: To minimise:</p> <ul style="list-style-type: none"> (a) overlooking into private open space and habitable room windows; and (b) the impact on the amenity of the adjoining and the subject site.
<p>Consistent The proposal complies with the development requirements to minimise overlooking and protect amenity of adjoining lots.</p>
<p>A1.1 A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window or private open space of dwellings within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio must:</p> <ul style="list-style-type: none"> (a) be offset no less than 1.5m from the edge of one window to the edge of the other; or (b) have sill heights no less than 1.7m above floor level; or (c) have fixed, obscure glazing in any part of the window less than 1.7m above floor level; or

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

- (d) have permanently fixed external screens to no less than 1.7m above floor level; and
- (e) have obscure glazing and screens must be no greater than 25% transparent; or

A1.2 New habitable room windows, balconies, terraces, decks or patios that face a property boundary at ground level must have a visual barrier no less than 1.8m high.

Relies on Performance Criteria

In respect of the proposal at ground level, the development meets A1.2 as a solid 1.8m high fence is required by condition in accordance with Council's policy.

The deck off the rear of the upper level bedroom is proposed with a setback of 2.3m from the rear but to meet requirements of clause 11.4.2 is to be setback at least 2.5m. A variation must therefore be considered.

The upper level deck is setback 2m from the northern side boundary and 4m off the southern side boundary.

P1 Buildings must be designed to minimise the potential for loss of amenity caused by overlooking of adjacent dwellings having regard to:

- (a) the setback of the existing and proposed building;
- (b) the location of windows and private open spaces areas within the development and the adjoining sites;
- (c) the level and effectiveness of physical screening by fences or vegetation;
- (d) the topography of the site; and
- (e) the characteristics and design of houses in the immediate area.

Complies

The proposed rear deck would be setback 2.5m from rear boundary where it adjoins a dwelling off Galvin St. As the site is to be excavated at the rear, to approximately 1.2m below natural ground level at the boundary, the relative height of the upper level deck is reduced. Following the installation of the boundary fencing, the floor level of the deck would be just above the fence height. Given that the land to the rear of the site rises the possibility of overlooking is minimised.

Along with the concerns raised in the representations much discussion was held with the applicant regarding the protection of the neighbours' privacy. The applicant has resolved to delete the deck from the proposal. Removal of the deck will be imposed as a condition.

11.4.15 Daylight to windows

Objective:

To allow adequate daylight into habitable room windows.

Consistent

Habitable rooms will gain adequate daylight. The living areas of the proposed dwelling area to the north/north west of the site.

11.4.16 Density control of multiple dwellings

Objective:

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

<p>To ensure that multiple dwellings and other forms of residential development are interspersed with single dwellings in a manner that ensures that single dwellings remain the primary form of dwellings in a road and the surrounding area.</p>
<p>Consistent There are six other multiple dwelling sites in the street.</p>
<p>A1 Multiple dwellings must have a site area per dwelling of no less than 350m².</p>
<p>Relies on Performance Criteria The site area is 535m² resulting in a density of 267.5m².</p>
<p>P1 Multiple dwellings must not detract from the character of the surrounding area, having regard to:</p> <ul style="list-style-type: none"> (a) the character of the streetscape; (b) the density of dwellings in the surrounding area; (c) the proximity of multiple dwellings on nearby sites; and (d) the proximity to public transport routes and services; and must have a site area per dwelling of not less than 250m².
<p>Complies The site is in a well serviced area, approximately a 10 minute walk from shopping in Charles Street, or a 15-20 minute walk from the CBD and five minutes from the hospital. Nearby development has a range of lot sizes and densities. It is not considered that the proposal will impact on the amenity of the area. The development has a similar density to a number of properties in the immediate vicinity.</p>
<p>A2 Dwellings must have a density no greater than 40% by lot number, of the number of lots on land zoned Inner Residential along the road to which the site has frontage.</p>
<p>Complies There are only six other multiple dwelling developments in the street.</p>
<p>11.4.17 Private open space for multiple dwellings</p>
<p>Objective: To provide adequate and useable private open space for the needs of residents.</p>
<p>Consistent Each dwelling has an area of private open space.</p>
<p>A1.1 Each multiple dwelling must have private open space:</p> <ul style="list-style-type: none"> (a) with a continuous area of 24m² and a horizontal dimension of no less than 4m; (b) directly accessible from, and adjacent to, a habitable room other than a bedroom; (c) with a gradient no steeper than 1:16; (d) located on the side or rear of the dwelling; and (e) that is not provided within the setback from a frontage.
<p>A1.2 Where all bedrooms and living areas in a multiple dwelling are above ground floor, each multiple dwelling must have private open space, with direct access from a habitable room other than a bedroom, of:</p> <ul style="list-style-type: none"> (a) a balcony of 8m² with a minimum dimension of 2m²; or

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

(b) a roof-top area of 10m ² with a minimum width of 2m ² .
Complies Areas with a minimal dimension of 4m is available and the rear and northern side of the dwellings accessed off a habitable room.
A2 The southern boundary of private open space must be set back from any wall 2m high or greater on the north of the space, no less than (2m + 0.9h) metres, where 'h' is the height of the wall as indicated in Figure 11.4.17.
Complies There is no wall greater than 2m on the northern boundary. Open space areas are 4m deep.
11.4.18 Site facilities for multiple dwellings
Objective: To provide adequate site and storage facilities for multiple dwellings.
Consistent Site facilities are provided to the side of the open space areas at the rear of the dwellings.
A1 Each multiple dwelling must have access to 6 cubic metres of secure storage space not located between the primary frontage and the facade of a dwelling.
Complies Small storage sheds will be provided for both dwellings adjoining their areas of open space. While the facilities are not shown on the site plan for the existing dwelling, each dwelling will have a storage shed and recycling area.
A2 Mailboxes must be provided at the frontage.
Relies on Performance Criteria Mailboxes are not shown of the drawings but will be imposed as a condition.
P2 Mailboxes must be provided for each dwelling, having regard to: (a) the convenience and safety of the location; and (b) the siting and access needs for mail delivery.
Complies Mailboxes will be provided at the front of the dwellings, via a condition.
A3 No less than 2m ² per dwelling must be provided for bin and recycling enclosures and be located behind a screening fence of no less than 1.2m.
Complies A bin storage area is will be provided adjacent to the storage shed.
11.4.19 Common property for multiple dwellings
Objective: To ensure that common areas are easily identified.
Consistent Common areas will provided according to the proposal drawings.
A1 Site drawings must clearly delineate private and common areas, including: (a) driveways;

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

- (b) parking, including visitor parking;
- (c) landscaping and gardens;
- (d) mailboxes; and
- (e) storage for waste and recycling bins.

Complies

Areas are designated for each dwelling and the driveway.

11.4.20 Streetscape integration and appearance

Objective:

To:

- (a) integrate the layout and form of residential development with the road; and
- (b) promote passive surveillance; and
- (c) enhance streetscapes.

Consistent

The design allows for passive surveillance and minimal impact on the enhance streetscape.

A1 Dwellings, other than outbuildings, must:

- (a) have a front door and a window to a habitable room in the wall that faces a road; or
- (b) if not immediately adjacent to a road, face an internal driveway or common open space area.

Complies

The existing dwelling faces the street, and the proposed dwelling has a front door on its front south western corner adjacent the driveway.

A2 Dwellings, other than outbuildings, must provide a porch, shelter, awning, recess, or similar architectural feature that identifies and provides shade and weather protection to the front door.

Complies

Each front door is sheltered by a porch roofed area.

A3 The height of fences on and within 4.5m of a frontage must be no higher than:

- (a) 1.2m if solid; or
- (b) 1.8m, provided that the part of the fence above 1.2m has openings which provide no less than 50% transparency.

Complies

The site is lined along the front boundary by a 1.2m high timber picket fence. This will not be altered.

11.4.22 Earthworks and retaining walls

Objective:

To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.

Consistent

Minor earthworks are proposed to level the site to the low point in the driveway to the benefit of the amenity of adjoining lots.

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:

- (a) be located no less than 900mm from each lot boundary;
- (b) be no higher than 1m (including the height of any batters) above existing ground level;
- (c) not require cut or fill more than 1m below or above existing ground level;
- (d) not concentrate the flow of surface water onto an adjoining lot; and
- (e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.

Relies on Performance Criteria

Earth works are to a depth of approximately 800mm deep located within 900mm of the rear and eastern side boundaries.

P1 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to:

- (a) the topography of the site;
- (b) the appearance, scale and extent of the works;
- (c) overlooking and overshadowing of adjoining lots;
- (d) the type of construction of the works;
- (e) the need for the works;
- (f) any impact on adjoining structures;
- (g) the management of groundwater and stormwater; and
- (h) the potential for loss of topsoil or soil erosion.

Complies

The retaining walls serve to lower the height of the development in relation to adjoining properties. They are setback enough to allow drainage for the walls.

11.4.23 Development for discretionary uses

Objective:

To ensure that development for discretionary uses is sympathetic to the form and scale of residential development and does not adversely impact on the amenity of nearby sensitive uses.

Consistent

The proposed development is not considered to have any significant impact on adjoining residential uses.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to:

- (a) ensure that an appropriate level of parking facilities are provided to service use and development;
- (b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

- (d) ensure that parking does not adversely impact on the amenity of a locality;
- (e) ensure that parking spaces and accesses meet appropriate standards; and
- (f) provide for the implementation of parking precinct plans.

Consistent

An appropriate level of parking is proposed for the two dwellings that are located on title within walking distance of the main services of the city.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective:

To ensure that an appropriate level of car parking is provided to meet the needs of the use.

Consistent

An appropriate level of parking is proposed.

A1 The number of car parking spaces must:

- (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or
- (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or
- (c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or
- (d) be in accordance with an acceptable solution contained within a parking precinct plan.

Complies

Parking for residential development in the inner residential zoning requires 1 space per bedroom, or 2 spaces per 3 bedrooms plus 1 visitor space for every 5 dwellings. Four spaces are indicated on the drawings.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective:

To ensure that parking areas are constructed to an appropriate standard.

Consistent

The development includes that of the layout and paving of the driveway.

A1 All parking, access ways, manoeuvring and circulation spaces must:

- (a) have a gradient of 10% or less;
- (b) be formed and paved;
- (c) be drained to the public stormwater system, or contain stormwater on the site;
- (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and
- (e) except for a single dwelling, be line marked or provided with other clear physical

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

means to delineate parking spaces.

Complies

The site is level and a concrete or bitumen driveway will be constructed.

E6.6.2 Design and layout of parking areas

Objective:

To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.

Consistent

The proposed parking is able to provide safe and efficient parking.

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Roads and Hydraulics	Conditional consent provided. The main concern was the ability of vehicles to be able to turn on site as initially proposed. It has been recommended to remove the turning area to provide more suitable on-site parking.
Environmental Health	Conditional consent provided.
Parks and Recreation	N/A
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes are to be applied.
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued a Development Certificate of Consent (TWDA 015/01640-LCC).
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

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 24 October 2015 to 9 November 2015. Five representations were received. The issues raised are summarised in the following table.

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

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.

A summary of the planning scheme considerations was forwarded to the representors, stating whether various provisions complied with acceptable solutions or relied on the performance criteria. The email included a request for them to contact the planner if they had any concerns of the information or any matters they wish to further discussion. One recipient sought further comment and one stated an appreciation of the email but no other response was received.

During and after advertising of the proposal options were discussed with parties of options to deal with privacy concerns of the deck. These included screening to each end and a reduction in the depth of the deck. Prior to the completion of this report the applicant resolved to delete the deck and will be deleted via a recommended condition of any permit.

ISSUE	COMMENTS
<p>The situation of the proposal negatively effects five neighbouring properties, with concerns for further three. The 'proposed townhouse' (this is the name given on the proposal plans) is for all intents an internal block that has boundaries, and in the middle, with this not properly articulated in the developers submission, especially as they do not show the proximity of properties in South Charles St and Galvin Street. There are only three properties in the area with such development with two backing onto Coronation Park and therefore the impact on neighbours is more limited.</p>	<p>The proposed dwelling is at the rear of a standard lot and is a development type, that while having a Discretionary status, provides for higher density inner city living as promoted by the objective of the zone. The site does immediately border five properties but is able to comply with development requirements to minimise impacts on adjoining properties.</p>
<p>The plans note 'trees to be removed'. These have already been removed.</p>	<p>The area is not subject to controls over vegetation removal.</p>
<p>The proposal exceeds the yardstick for density. Clause 11.4.16 states that site area per dwelling should be no less than 350m² with an absolute minimum of 250m². Excluding the access strip the density is 202.23m².</p>	<p>The site area is 533m², the density is 1: 266.5. As the site has full frontage to the street it is not reliant on an 'access' strip, this being the drive to an internal lot. The intent of the zone is for higher density development in serviced areas in the inner city. The development has a similar density to a number of properties in the</p>

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

	<p>immediate vicinity, for example adjoining properties at 17 and 19 Charles Street South, 23 Charles Street South and 17 Garfield Street have maximum site areas of 200m².</p>
<p>The south eastern elevation shows a proposed height of 6.56m. Item (clause) 11.4.8 states that the maximum height of dwellings on an internal lot must be no greater than 6m. This causes overlooking issues and has a negative impact on the amenity of a number of properties.</p>	<p>The maximum height of the dwelling above natural ground level varies as the site is to be excavated to the low point on the dwelling site. The lot is not internal.</p>
<p>The proposed deck to the upper level bedroom of the proposed dwelling will directly and dominantly overlook the backyard of four properties.</p>	<p>The proposed deck to the upper level bedroom of the proposed dwelling is within the setback limits of the privacy control of the code in that, as a second level deck it is within 9m of adjoining properties. There is therefore some possibility of overlooking into the very rear yard of 12 Garfield Street, 21 South Charles Street, 63 and 65 Galvin Streets. Representors were received from two of these properties. Assessment against the planning scheme provisions considers that impacts would be minimal given the terrain of the area, land rising to the north and east and, in respect of properties to the north, the separation between the dwellings. It was considered that the deck remain and be reduced by 0.5m to 1m to limit use opportunities, along with 1.7m high screens to each side. The applicant has remove the deck and retain only windows in the rear wall, the setback 4m and having a minimal impact on property to the rear. A condition to remove the deck has been recommended.</p>
<p>The second dwelling would be too difficult to access in the case of fire.</p>	<p>The property is not within 100m of unmaintained vegetation and is therefore not subject to the bushfire code under the planning scheme.</p>
<p>A property in the vicinity was purchased for the amenity the current situation provides including the potential to create a garden for the enjoyment of the family. The addition of a two storey investment building with no aesthetic value overlooking</p>	<p>The zoning of the property allows for development of up to 60% of the lot area in the zone and for the Discretionary use of multiple dwellings. The proposal has been designed to meet the development requirements, which does include variations. The owner has agreed to delete the rear deck off the upper level bathroom</p>

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

<p>onto the property is saddening and will limit the enjoyment to the property.</p>	<p>to minimise any impacts of overlooking onto adjacent properties. This will result in very limited opportunities for overlooking from the proposed development to adjoining dwellings and their private open space areas.</p>
<p>While it acknowledged that property values are not considered five properties will have their values adversely affected if the proposal goes ahead. Why would homeowners suffer loss for two rental bedrooms.</p>	<p>The planning scheme does not have requirements in respect of property values.</p>
<p>The proposed 6m high building will limit winter sun falling on properties to its north west especially as a number of lots in the area have small back yards.</p>	<p>A 6m high building needs to be setback 2.5m from the rear boundary and 1.8m from the side boundary. The application complies with the requirements. While the proposal may have some impact on surrounding properties the impact is in line with the Scheme and considered reasonable. (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than three hours between 9.00 am and 5.00 pm on June 21 or by increasing existing overshadowing where greater than above. The proposal does not prevent such a requirement being possible for any adjoining lot.</p>
<p>There are already parking issues in the street that leaves no room in the street for residents to park.</p>	<p>The proposal requires four on site car spaces as per Table 6.1 of the Planning Scheme. The ability to turn on site is necessary for greater than four vehicles.</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.

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 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.

8.1 14 Garfield Street, South Launceston - Residential - multiple dwelling; construction and use of a second dwelling at the rear of the existing dwelling... (Cont'd)

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2015 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 2015 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 2015.

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

ATTACHMENTS:

The following attachments have been circulated separately.

1. Locality Map
 2. Plans
 3. Representations
-

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions

FILE NO: SF6339, DA0227/2015

AUTHOR: Pip Glover (Town Planner)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

1. To determine an application for Amendment 9 to the Launceston Interim Planning Scheme 2015 to rezone part of (1) title identified as Certificate of Title Volume 114487 Folio 1 at 574 Meander Valley Road, Prospect from Rural Resource Zone to Light Industrial Zone and General Industrial Zone under Section 43 (a) of the *Land Use Planning and Approvals Act 1993*.
2. To make a decision on Development Application DA0227/2015 for a subdivision to create four lots at 574 Meander Valley Road, Prospect.

PLANNING APPLICATION INFORMATION:

Applicant:	Integrated Planning Solutions
Property:	574 Meander Valley Road, Prospect
Area of the Site:	196.5 ha
Existing Zone:	Rural Resource Zone
Existing Use:	Resource Development
Receipt Date:	13/05/2015
Validity Date:	13/05/2015
Decision Deadline:	27/07/2015 (Extension granted by TPC)

PREVIOUS COUNCIL CONSIDERATION:

Council - 10 August 2015 - Item 7.1

That Council determines under Section 33(3) of the Land Use Planning and Approvals Act 1993 not to initiate Amendment 9 to the Launceston Interim Planning Scheme 2015 to rezone 574 Meander Valley, Prospect (CT Vol:114487 Fol:1) from Rural Resource Zone to Light Industrial Zone and General Industrial Zone; and as a result cannot consider DA0227/2015 for a subdivision to create 4 lots at 574 Meander Valley Road, Prospect. (The Tasmanian Planning Commission has directed the Council to reconsider the draft amendment under Section 33 (3D)(a) of the Land Use Planning and Approvals Act.)

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Council Meeting- 12 August 2014 - Item 12.1

'Council approves DA0143/2013 for construction and use of a manufacturing and processing facility (concrete batching plant) and associated building, water tanks, modifications to the access, internal access road, and advertising signage - ground based sign at 574 Meander Valley Road, Prospect.' (The development application was later refused by the Tribunal)

Council Meeting - 19 April 2010 - Item 10.3 (SF5248/DA0705/2008)

1. *That Council, pursuant to section 34(1) of the Land Use Planning and Approvals Act 1993, does not initiate Amendment 157 to the Launceston Planning Scheme 1996 to enable the rezoning of 574 Hobart Road, Youngtown, Launceston from Rural to Industrial,*
2. *That Council in accordance with section 43F(1)(b)(ii) refuse DA0705/2008 for Subdivision – subdivide land into 2 lots and use of proposed for lot 1 a Level 1 Activity – Offensive or hazardous industry (Concrete Batching Plant); Construction of a building (offices, amenities and laboratory); Construction of a structure (silo, hoppers and storage bins) at part of “Strathroy”, 574 Hobart Road (south of the Meander Valley Highway roundabout, Prospect).*

(The Mayor advised Council that the Applicant had required that this item be withdrawn from the agenda.)

SF4002/DA0391/2004

Not initiate Amendment 108 to rezone part of 574 Hobart Road Youngtown from Rural to Rural Residential, refuse Development Application DA0391/2004 to subdivide part of 574 Hobart Road into 26 lots in 2 stages.

RECOMMENDATION:

That Council:

1. Pursuant to section 33(3) of the *Land Use Planning and Approvals Act 1993*, initiates Amendment 9 to the Launceston Interim Planning Scheme 2015 to rezone 574 Meander Valley Road, Prospect (CT Volume 114487 Folio 1) from Rural Resource Zone to Light Industrial Zone and General Industrial Zone.
 2. Directs Council officers to prepare draft Amendment 9 of the Launceston Interim Planning Scheme 2015.
-

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

3. In accordance with section 6(3) of the *Land Use Planning and Approvals Act 1993*, delegates to the Director of Development Services its functions under Section 35(1) of the Act, for the purposes of Amendment 9 to the Launceston Interim Planning Scheme 2015.
4. In accordance with section 38(a) of the *Land Use Planning and Approvals Act 1993*, determines the period for public exhibition to be 28 days.
5. Pursuant to Section 43A of the *Land Use Planning and Approvals Act 1993*, approves DA0227/2015 for Subdivision - four lot subdivision at 574 Meander Valley Road, Prospect subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

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

- a. 4 Lot Subdivision Context Plan, Prepared by 6ty°, Drawing No. P02, Project no. 14.395, Revision No. Rev C, Dated 5 June 2015.
 - b. Lot 1, Prepared by 6ty°, Drawing No. P03, Project no. 14.395, Revision No. Rev B, Dated 5 June 2015.
 - c. Lot 2, Prepared by 6ty°, Drawing No. P04, Project no. 14.395, Revision No. Rev B, Dated 5 May 2015.
 - d. Lot 3, Prepared by 6ty°, Drawing No. P05, Project no. 14.395, Revision No. Rev B, Dated 5 May 2015.
 - e. Lot 4, Prepared by 6ty°, Drawing No. P06, Project no. 14.395, Revision No. Rev B, Dated 5 May 2015.
 - f. Western Interface Plan, Prepared by 6ty°, Drawing No. P07, Project no. 14.395, Revision No. Rev B, Dated 5 May 2015.
 - g. Indicative Future Layout Services Plan, Prepared by 6ty°, Drawing No. P08, Project no. 14.395, Revision No. Rev C, Dated 5 June 2015.
 - h. Indicative Future Subdivision, Prepared by 6ty°, Drawing No. P09, Project no. 14.395, Revision No. Rev C, Dated 5 June 2015.
 - i. Streetscape Plan - 574 Meander Valley Road.
 - j. Planning Report prepared by Integrated Planning Solutions dated December 2014, amended May 2015.
 - k. Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates dated 3 December 2014 and associated addendum dated 6 May 2015
 - l. Traffic Impact Assessment, prepared by Cardno dated 4 June 2015.
 - m. IPD Consulting Memorandum dated 7 May 2015 and 5 June 2015.
 - n. Vegetation and Fauna Habitat Assessment dated prepared by AKS Forest Solutions dated November 2014 and associated addendum dated April 2015.
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8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- o. Environmental Impact Assessment prepared by Catherine Murdoch, Certified Environmental Practitioner dated April 2015.
- p. Land Capability Assessment prepared by AK Consultants dated 27 February 2015.

2. SUBMISSION AND APPROVAL OF LANDSCAPE PLAN/STREET TREES

A detailed landscape plan is to be submitted which reflects the information included in the development application in addition to the requirements of the permit conditions. Final detailed landscape plans are to be approved by Council's Parks and Recreation Department. Tree species selection and tree locations are to be finalised in conjunction with the Parks and Recreation Section.

The landscape plan is to include the following:

- A vegetation screen 5m wide to be planted with Tasmanian native shrubs with a mature height of between 2.1m and 3.0m within the frontage of Lots 1 and 2 which adjoin the Meander Valley Road and Bass Highway off ramp road reserve.
- Street trees along the proposed new internal road network as specified on the Streetscape Plan 574 Meander Valley Road which is endorsed as part of this permit.
- Details of street tree establishment and maintenance programs including watering and monitoring programs. Street tree maintenance is to be carried out by the developer for a period of two years from sealing of the final plan.

3. 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.

4. LEGAL TITLE

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

5. HOURS OF CONSTRUCTION

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

6. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No. 2015/00737 - LCC) (attached).

- 8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)**
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7. PAYMENT IN LIEU OF PUBLIC OPEN SPACE

Prior to the sealing of the Final Plan, the developer must pay to the Council a sum equivalent to 5% of the unimproved value of the approved lots (Lots 1-4) as determined by a registered land valuer (at the time of sealing the Final Plan) procured at the subdivider's expense.

8. DESIGN & CONSTRUCTION OF ROAD WORKS - DEPARTMENT STATE GROWTH

The design of the new fourth leg of the Prospect Interchange Roundabout is to be undertaken by a suitably qualified engineer and shall demonstrate compliance with Austroads Design Guidelines and Department of State Growth requirements.

Specific design parameters to be met include:

- Layout geometry to suit a 25.0m B-Double design vehicles, including the provision of design vehicle swept paths;
- Approach grades shall be suitable for heavy vehicle use and shall provide allowance for at least one design vehicle to store at the holding position on a grade not exceeding 4 per cent;
- Provision of a smooth transition to the existing cross-fall of the circulating carriageway on the southern side of the existing roundabout;
- Compliance with the mandatory requirements for sight distance Criteria 1 & 2 detailed in Section 3.2 of Austroads Guide to Road Design: Part 4B - Roundabouts;
- Provision of street lighting for the new roundabout approach to Australian Standard Category V5;
- All necessary stormwater drainage for the new works including details of any stormwater which is directed to the State Road Reserve, including open drains and underground reticulation;
- Provision of all necessary line marking, signage and any other traffic control device required by the above works.

Engineering drawings detailing the above requirements will need to be provided to State Growth at the preliminary design stage for review and acceptance prior to submitting final detail design drawings along with an application for a works permit.

All construction works must be undertaken in accordance with the approved plans and Department of State Growth standard drawings and specifications, under the supervision of a suitably qualified engineer.

9. DEPARTMENT STATE GROWTH PERMITS

The developer shall obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

from the proposal. Application requirements and forms can be found at www.transport.tas.gov.au/road/permits <<http://www.transport.tas.gov.au/road/permits>>, applications must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the *Roads and Jetties Act 1935*, no works shall be commenced within the State Road reservation until a permit has been issued.

10. INSTALLATION OF THIRD PARTY INFRASTRUCTURE WITHIN STATE ROAD RESERVATION - DEPARTMENT STATE GROWTH

The installation of third party infrastructure (ie TasWater pipelines, TasNetworks electrical cables and conduits) within the State Road reservation requires the consent of the Department State Growth.

Preliminary proposal plans to confirm design acceptability are to be submitted for consideration prior to the lodgement of detailed layout plans for approval and the applicant must apply for a Service Works permit in order to undertake the works.

Where underground services are proposed, pipelines and conduits are to be bored under all traffic lanes. Open trenching shall only be permitted in exceptional circumstances. Where it is proposed to affix infrastructure to the bridge structure, approval must be sought from the Bridge Assets Section of State Growth.

11. DAMAGE TO COUNCIL INFRASTRUCTURE

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

12. SOIL AND WATER MANAGEMENT CONTROL PLAN

Prior to the commencement of works, a site management plan must be submitted detailing how soil and water must be managed on the site during the construction process. The management plan must include the following:

- a. Allotment boundaries, contours, approximate grades of slope and directions of fall.
 - b. Location of adjoining roads, impervious surfaces, underground services and existing drainage.
 - c. Location and types of all existing natural vegetation, the proposed location of topsoil stockpiles and the limit of clearing, grading and filling.
 - d. Critical natural areas such as drainage lines, cliffs, wetlands and unstable ground.
 - e. The estimated dates for the start and finish of the works.
 - f. The erosion control practices to be used on the site such as cut off drains, fencing off areas to be undisturbed, revegetation program and so on.
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8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- g. The sediment control practices to be used on site such as silt fencing, stabilised site access, filter screens for inlets to the drainage system, sediment traps and so on.
- h. Timing of the site rehabilitation or landscaping program.
- i. Outline of the maintenance program for the erosion and sediment controls.

Works must not commence prior to the approval of the Soil and Water Management Control Plan by the Director Infrastructure Services. The Plan must be implemented and maintained during construction to ensure that soil erosion is to be appropriately managed.

13. SECTION 71 AGREEMENT - DETENTION BASINS

The owner, under Section 71 of the *Land Use Planning and Approvals Act 1993*, shall enter into an agreement with the Launceston City Council to the effect that:

- a. The owner shall construct upon the Balance land Detention Basins for the purpose of limiting the maximum rate of stormwater discharge from the site to that specified in the Permit.
- b. The owner must seek and comply with all necessary approvals from Local and State Government Authorities for the Detention Basin works,
- c. The owner must grant Council all necessary easements and rights of way over the land to provide access to the Detention Basins from a public road,
- d. The owner must not undertake, cause or permit to be undertaken any works or excavation on or to the Detention Basins without the prior written consent of the Council,
- e. Any works undertaken by the owner or with the permission of the owner but without the prior written consent of the Council shall be remediated at the owners cost,
- f. The owner must not interfere with, cause or permit to be interfered with any monitoring or communication equipment installed for the purposes of monitoring the Detention Basins operation,
- g. The owner must not interfere with, cause or permit to be interfered with any penstock, gate valve or other control mechanism used in the operation of the Detention Basins
- h. The Council shall maintain the Detention Basin infrastructure in such a manner as is necessary to maintain the function of the Detention Basins
- i. The Council must provide reasonable notice where it is proposed to access the Balance land with heavy equipment to undertake modification works to the Detention Basins.
- j. The Council must reinstate any damage caused to the land due to access by heavy vehicles for the purpose of modification to the Detention Basins to a fair and reasonable condition at the conclusion of the modification works.

The term Detention Basin shall include infrastructure such as inlet structures, spillways, outlet structures, penstocks, flow and level monitoring equipment, and telemetry as well as the earthen walls.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Such agreement shall be placed on the Certificate of Title in accordance with Section 78 of the *Land Use Planning and Approvals Act 1993*. All reasonable costs associated with the preparation and registration of the agreement must be met by the applicant.

14. RETICULATED SERVICES

Prior to the commencement of the use, reticulated water, sewerage and electricity must be available to each lot shown on the endorsed plans.

15. 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 infrastructure works required by the permit or shown in the endorsed plans and specifications including:
 - i. Electricity infrastructure including street lighting. Street lighting shall use LED luminaires.
 - ii. Communications infrastructure and evidence of compliance with the 'fibre-ready' requirements of National Broadband Network.
 - iii. Evidence of assessment by TasGas Networks re provision of reticulated gas network.
- 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.

16. CONSTRUCTION OF WORKS

Private and public infrastructure works 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:

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- a. Stormwater Reticulation
 - i. Provision of a public drainage system to drain all roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve,
 - ii. The provision of a suitably sized stormwater connection to the lowest point of each lot,
 - iii. Provision of an overland flow path for flows up to a 100 year ARI storm event.
 - b. Stormwater Detention Basins
 - i. Provision of a system of detention basins designed to limit the discharge rate from the developed site to the pre-development flows for a 1:10 year ARI event for the site (4 lots) with detention for up to and including 1:100 ARI event calculated for post development flows,
 - ii. Provision of suitably designed inlet and outlet structures and spillways including all necessary fencing and barriers to prevent unauthorised access by persons, vehicles and stock,
 - iii. Provision of remote monitoring equipment being WaterLOG Radar® water level instrument mounted on a 3.0m tilt up tower with 80W solar panel and antennas and an electronics enclosure containing Campbell 200 logger, Elpro radio, 12 v regulator and 65Ah battery,
 - iv. Provision of an all-weather access road/track 3 metres wide from the public road to the outlet of the detention basins within the Balance land.
 - c. Road - New road off Meander Valley Road Roundabout
 - i. Provision of a fully constructed S5 road with a pavement width of 9000mm comprising 7000mm sealed traffic width, 500mm sealed shoulder and 500 mm verge with all necessary drainage,
 - ii. Provision of a single vehicular crossing for Lot 1, located opposite the road junction with the proposed cul de sac, designed to accommodate heavy vehicle loads,
 - iii. Provision of a sealed temporary turning head of a suitable size for incomplete roads,
 - iv. Provision of all necessary line marking, signage and other traffic control devices.
 - d. Roads - New cul de sac
 - i. Provision of a fully constructed road 11 metres wide (measured from the face of kerb to the face of kerb) for the entire length of all the property frontages, complete with KC type kerb and channel,
 - ii. Provision of a 1500mm wide footpath located on one side of the road and all necessary pedestrian kerb ramps,
 - iii. Provision of a single vehicular crossing for Lots 2, 3 and 4 designed to accommodate heavy vehicle loads,
 - iv. Provision of a sealed temporary turning head of a suitable size for incomplete roads,
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8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- v. Provision of all necessary line marking, signage and other traffic control devices.
- e. Electricity, Communications & Other Utilities
 - i. An underground reticulated electricity system and public street lighting scheme must be provided to service all lots and installed to the approval of the Responsible Authority,
 - ii. An underground telecommunications system must be provided to service all lots and installed to the approval of the Responsible Authority,
 - iii. Provision of a suitably sized conduit/corridor for the future provision of broadband internet infrastructure,
 - iv. Provision of reticulated gas network to service all lots and installed to the approval of the Responsible Authority where available.

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,
- d. Practical Completion and after a 12 months defects liability period the Final Inspection & Hand-Over.

17. WORKS REQUIRED FOR EACH LOT IN A STAGE

Where it is proposed to release the subdivision in multiple stages, each lot in a stage must be provided with the following infrastructure and/or services in order to be included in the stage to be released:

- a. Fully constructed public road along all frontages, including the secondary frontage where a corner lot,
- b. A sealed vehicular crossing and driveway from the public road to the property boundary, unless a common internal driveway has been specified whereby the common driveway must also be constructed to the extent specified in the relevant construction condition,
- c. A stormwater connection to the public drainage system and all downstream works from that connection point including the construction of the detention basin(s),
- d. Access to underground electricity and communications infrastructure, and
- e. Where applicable, reticulated gas infrastructure.

18. CONSTRUCTION DOCUMENTATION

At the time of practical completion for the public works, the developer must provide the Council with construction documentation sufficient to show that the works are completed in accordance with Council standards and are locatable for maintenance or connection purposes. The construction documentation is to consist of:

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- a. An "as constructed" plan in accordance with Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from Infrastructure Services Directorate.
- b. A Closed Circuit Television inspection report for all stormwater pipelines constructed or incorporated in the works.
- c. Compaction and soil test results for all earthworks or pavement works.
- d. Operation and maintenance manual for each Detention Basin and copies of all other documentation and reports required in relation to any Dam Permit issued for the Detention Basins
- e. An engineer's certificate that each component of the works comply with the approved engineering plans and Council standards.

19. EASEMENTS & RIGHTS OF WAY

General Easements:

Easements are required over all Council and third party services located in private property. The minimum width of any easement must be 3 metres for Council stormwater mains. A greater width will be required in line with the *Tasmanian Subdivision Guidelines* for large diameter pipelines where the depth to invert of the pipe exceeds 2.1 metres. A lesser width may be approved for a private service prior to the lodgement of a final plan of survey.

Detention Basin Drainage Easements:

Drainage easements are required to be created over the Detention Basins and shall be defined by a line offset from the base of the wall by seven (7) metres.

Rights of Way:

Rights of Way are to be created over access tracks to the Detention Basins from public roads.

20. SEALING PLANS OF SUBDIVISION

No Plan of Survey shall be sealed until the following matters have been completed to the satisfaction of the Director Infrastructure Services:

- a. The satisfactory completion of all public infrastructure works including the provision of engineering certification and as constructed documentation in accordance the Council requirements.
- b. The subsequent issue of a Certificate of Practical Completion by the Director Infrastructure Services.
- c. The lodgement of a bond and bank guarantee/cash deposit for the duration of the Defect Liability Period.

Any other payment or action required by a planning permit condition to occur prior to the sealing of the Final Plan of Survey.

- 8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)**
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21. CONVEYANCE OF ROADS

All roads in the Subdivision must be conveyed to the Council upon the issue by the Director Infrastructure Services, of the Certificate under Section 10 (7) of the *Local Government (Highways) Act 1962*. All costs involved in this procedure must be met by the Subdivider.

22. AS CONSTRUCTED PLANS

An "as constructed" plan must be provided in accordance with Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from the Infrastructure Services Directorate.

Notes

A. General

This permit was issued based on the proposal documents submitted for DA0227/2015. 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. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by a request to Council.

B. Restrictive Covenants

The granting of this permit takes no account of any covenants applicable to the land. The permit holder and any other interested party, should make their own 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.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

C. 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.

BACKGROUND

The application was considered at the Council meeting on 10 August 2015 with the determination to not initiate the amendment for the combined rezoning and development application.

Page Seager, on behalf of the land owners, requested the Tasmanian Planning Commission to conduct a review of the process under Section 33(3A) of the *Land Use Planning and Approvals Act 1993 (Act)*.

The Commission concluded that administrative errors occurred in Council's decision making process by not recording the reasons for its decision in the Minutes of 10 August 2015, as required by section 25(2) of the *Local Government (Meeting Procedures) Regulations 2015*.

The Commission has therefore directed the Council to reconsider the draft amendment under section 33(3D)(a) of the Act.

REPORT:

PART A - APPLICATION FOR PLANNING SCHEME AMENDMENT

1 Introduction

An application is made under Section 43A of the *Land Use Planning and Approvals Act 1993* for a combined rezoning and development application. The application requests an amendment to the Launceston Interim Planning Scheme 2015 to rezone part of 574 Meander Valley Road (CT Volume 114487 Folio 1) from the Rural Resource Zone to Light Industrial Zone and General Industrial Zone and development application for a four lot subdivision.

The purpose of the application is to allow the grazing land to be developed primarily for industrial purposes. Industrial use and development within the Rural Resource zone is restricted and prohibits the subdivision of smaller lots.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

1.1 The Legislation

The legislation allows for a combined application for a development and a planning scheme amendment to be considered jointly in accordance with Section 43A of the *Land Use Planning and Approvals Act 1993 (the Act)*.

Council must decide whether or not to initiate the amendment within 42 days of receipt of the application pursuant to Section 33(3) of the Act or other such time as the TPC may allow.

The matters which Council must consider when making a decision whether to reject or initiate the application are listed in Section 32 and 43C of the Act and are set out in detail in Section 4 of this report.

Section 38 of the Act sets out that after making a decision on an application made under Section 43A, it is to be publicly advertised for a period of 28 days or longer period if Council requires it.

Post advertising, any representations received are to be considered by Council and the application amended, if required.

The Tasmanian Planning Commission (TPC) then conduct hearings, if required, and make their decision thereafter pursuant to Section 40 of the Act.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject land is 574 Meander Valley Road, Prospect also known as 'Strathroy'. It is a greenfield site accessed from Meander Valley Road and consists of an area of 196.5ha.

The site is located to the east of the Prospect roundabout, between the Bass Highway and the Midland Highway, with Kate Reed Reserve located to the north of the site.

The adjoining properties to the east, south and south west consist of large rural allotments with similar characteristics to the subject site. The site adjoining to the west is zoned Rural Living and consists of a dwelling and has previously been used for the selling of landscape supplies. To the north east is the industrial precinct of Prospect Vale and further to the north is the residential areas of Prospect Vale. The subject land is 7 km from the Launceston CBD and lies just within the Launceston municipal boundary.

The site has predominately been used for grazing with an existing farm residence located on the site. The land is generally undulating and consists of forested areas throughout the site. The land drains towards the east which branches into the Kings Meadows Rivulet.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

3. PROPOSAL

3.1 Description of proposal

The proposal is a combined rezoning and development application at 574 Meander Valley Road, Prospect to rezone part of the land from Rural Resource Zone to a mix of Light Industrial Zone and General Industrial Zone.

The proposal includes a Development Application (DA0227/2015) for a subdivision to create four lots. The four lots are considered as super lots which can be further subdivided in the future. The proposal will include a new access onto the Prospect Interchange roundabout and an internal road network that will service the four proposed lots. The road has been designed to consider the proposed Kings Meadows Link Road which will connect the Midlands Highway to the Bass Highway.

The lots are proposed to be connected to reticulated water and sewerage services and two detention basins are proposed to service storm water discharge.

Lot 1 is proposed to be rezoned to Light Industrial, and Lots 2, 3 and 4 are proposed to be rezoned to General Industrial. The balance land will remain as Rural Resource.

The application states that the future use of the subdivision will be marketed as an Agricultural Park for farming and agricultural related industries, although no site specific provisions to secure this intent are proposed.

3.2 Purpose of the Light Industrial Zone and General Industrial Zone

The purposes of the Light Industrial Zone (clause 24.1.1) are:

24.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimize conflict or impact on the amenity of any other uses.

24.1.1.2 To provide for uses that are complementary to and compatible with the above purpose.

The purposes of the General Industrial Zone (25.1.1) are:

25.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.

25.1.1.2 To provide for uses that are complementary to and compatible with the above purpose.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

The purposes of the Rural Resource Zone (clause 26.1.1) are:

26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.

26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.

26.1.1.3 To provide for uses that add value to primary industries.

26.1.1.4 To provide for uses that support or service rural communities.

The proposal to rezone a portion of the site from Rural Resource to Light Industrial and General Industrial will facilitate the industrial estate for the following reasons:

- Ability to subdivide the site into smaller development lots
- Allowing industrial development to be approved which is consistent with the zone purpose
- Provide the ability to develop the site for industrial uses without the limitations to add value to primary industries and support or service rural communities
- Reducing the scheme requirements for potential conflicts between industrial and resource development uses

3.3 Use Classification Comparison

The Light Industrial Zone and the General Industrial Zone have fewer use classes compared to the Rural Resource Zone. However, the Rural Resource Zone has more classification restrictions in the use table than the uses within the Light Industrial Zone and General Industrial Zone. The advantages are that most industrial uses within the Light Industrial and General Industrial zones can be assessed under a Permitted application rather than going through the Discretionary application process. The Rural Resource Zone provides more restrictions for industrial uses to ensure there are no conflicts with existing agricultural uses. Additionally under the Light Industrial and General Industrial zones there is the ability to subdivide down to 1000m² lots which is not achievable in the Rural Resource Zone. See use table comparison at Appendix 1.

3.4 Landowner Consent

The applicant is the owner of the property. Consent has also been provided by Department of State Growth and Meander Valley Council as the respective owners of the road reserves and for the works that will be required with this land.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

3.5 Infrastructure Capacity

The site is located within an area that is currently not connected to reticulated water, sewer and stormwater system.

The applicant has engaged in discussions with TasWater who have advised that the development requires the provisions of water and sewerage services within the site, installation of new water and sewerage infrastructure beyond the development site and the addition or upgrading of TasWater water and sewerage services to provide capacity for the development. TasWater have no objections to the development and have issued a Submission to Planning Authority Notice (SPAN) subject to conditions.

TasWater has estimated the future water demand and sewer discharge from the development using the Water Services Association of Australia (WSAA) Water and Sewer Codes and amended by the TasWater supplements. This assessment equates to 2600 equivalent tenements based on the 52ha of land proposed to be rezoned. TasWater has estimated 340ETs for the development of Lot 1.

TasWater has provided infrastructure cost estimates on the ultimate development of the 52ha equating to 2600ET and states the total external servicing costs to be approximately \$26.6m based on the existing infrastructure capacities and the cost associated with the development of Lot 1 to be approximately \$5.6m.

An Appendix to the SPAN which is an excerpt from TasWater's Price and Service Plan 2015-18 (p.88) states that "*no charges (other than works internal and works external) would apply for developments that are consistent with TasWater's growth plans but charges would apply for developments that require TasWater to bring forward works ahead of schedule or if development is outside of any growth plan. Developments would be assessed by location, but those developments occurring within planning envelopes (both physical and temporal) would have no charge applies for taking up spare capacity.*

More specifically, it involved removing headworks charges for all development that is consistent with its infrastructure growth plan, introducing "out of sequence charge" for developments that require TasWater to bring forward works ahead of schedule and the introduction of "isolated development charges" if development is outside any growth plan.

After discussions with TasWater the applicant has provided an assessment of TasWater's costs to service Lot 1 which they have revised to \$3.935m. It is estimated that Lots 1 and 2 of the proposed subdivision will be developed over a 10 year period and Lots 3 and 4 may be development within 10 to 20 years. As TasWater Pricing Services Plan, published June 2015, states that where there is spare capacity in that system that is less than the total required for the development, it can be made available at no additional charge.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Additionally, TasWater will develop a Strategic Asset Management Plan (SAMP) which will commence 1 July 2018 and this proposed industrial subdivision is likely to be considered as part of these plans for any future upgrades to TasWater infrastructure. The requirement to increase the capacity to the Casino Reservoir and sewer treatment plant is unlikely to be required for the first two stages of the development. The development of Lot 3 and 4 is likely to be beyond July 2018 when TasWater have their SAMP's in operation. Upon developing Lots 3 and 4, if the works to increase the capacity of the infrastructure have not already been completed by TasWater the developer has an opportunity to bring forward the works ahead of schedule through the "out of sequence charges" policy for the next two stages of the industrial subdivision. This will result in the developer paying a fee based on a percentage of the cost of infrastructure, for TasWater to bring forward the works rather than having to pay the entire costs of undertaking the works.

It is therefore unlikely that the developer will be required to pay the \$26.6m, as the proposed industrial subdivision will be developed over a 20-30 year period and the upgrades of the TasWater infrastructure are most likely have been completed by the time the industrial subdivision will require the additional capacity.

4 STRATEGIC PLANNING

4.1 Consideration of matters applying to assessment of an amendment

There are various sections of the legislation that are required to be considered in the assessment of a planning scheme amendment. These are set out in Section 32 of *LUPA 1993*. The two key considerations are that the amendment must demonstrate:

- (e) as far as practicable, avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area; and
- (ea) must not conflict with the requirements of section 300; and
- (f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.

In regard to (e), the proposal to rezone the proposed four lots will allow for the development of an industrial estate. The areas of land to the east, south and west are used for grazing land which will have minimal impacts from the proposed rezoning. The land to the north east is Kate Reed Reserve which has a dense vegetation buffer that will reduce any impacts from the proposed industrial estate. There are residential properties 120m from propose Lot 1 to the north of the site which are located on the other side of the Bass Highway. The application proposes that Lot 1 is zoned Light Industrial to reduce the conflicts that may arise with industrial uses due to the proximity of those residential

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

properties. The land adjoining directly to the south west of the site is zone Rural Living with an existing single dwelling. There are opportunities to provide a dense vegetation buffer within Lot 2 which will reduce any future impacts to the adjoining property.

In regard to (f), it is considered that the rezoning of land to Light Industrial Zone and General Industrial Zone and the subdivision for a future industrial estate will provide strategic advantages due to the highway connectivity and the location within close proximity to rural resource uses which will strengthen the relationship of the estate for farming and agricultural related industries. An Environmental Impact Assessment provided determined that the proposed development will have no significant impacts on vegetation communities, threatened flora and fauna and measures can be taken to ensure there are no impacts on the water quality of the Kings Meadows Rivulet.

Section 300 requires the amendment to have regional consistency

The proposed amendment is for the rezoning of part of one parcel of land, which is considered to be a local provision for the purposes of this assessment. The rezoning will not directly or indirectly be inconsistent with any common provisions or planning directive.

43C. Applications referred to in Section 43A

- (1) *In determining an application referred to in Section 43A, a planning authority, in its opinion:*
- (a) *must seek to further the objectives set out in Schedule 1; and*
 - (b) *must take into consideration such of the prescribed matters as are relevant to the use or development subject of the application.*

Section 43C(1) (a) requires the objectives set out in Schedule 1 to be considered.

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

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

The subject area is located on an area of land that is adjacent to the Bass Highway at the Prospect Interchange and is currently used for grazing purposes. The development footprint has an area of 60.7 ha consisting 16.8 ha of native vegetation. The vegetation and fauna on the site does not consist of any threatened or vulnerable species. The subdivision proposes to connect to reticulated sewerage and water services. Two detention basins are proposed to manage storm water and to ensure the Kings Meadows Rivulet will not be impacted by the development.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

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

The proposed rezoning and subdivision application has been located on this site due to the good connectivity to the State's highways and airport and close proximity to Launceston's CBD yet being located outside of urban areas. The impacts on residential areas will be minimal as the rezoning has been designed to locate the Light Industrial Zone closest to the Bass Highway and the urban areas of Prospect which are located on the other side of the highway. The lots to be zoned General Industrial are located further away and therefore will provide adequate separation to prevent impacts. Two detention basins will be required to manage storm water and protect the Kings Meadows Rivulet.

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

The public will have the opportunity to comment on this proposal during the exhibition period which will run for 28 days, should the Council decide to exhibit the application. The public has the opportunity to lodge a written representation to the application during the public exhibition period. The Tasmanian Planning Commission may also decide to hold a public hearing to deal with the representations if any are received.

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

A report prepared by Opteon Property Group has stated that with continuing development of irrigation within the broader region there will be growth in the agricultural business industry. This will result in demand for land with good connectivity to highways and in close proximity to Launceston and agricultural areas. The proposal provides industrial land which has a reduced number of limitations compared to the current supply of industrial land within the Greater Launceston Area.

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

This application was referred to TasWater who provided their conditional consent. The site is not heritage listed and therefore did not warrant referral to the Tasmanian Heritage Council. The Council and the Tasmanian Planning Commission will be involved in the consideration of the application and it will be advertised for public comment.

Meander Valley Council has provided comments in support of the proposed rezoning and subdivision of land for industrial purposes.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Northern Midlands Council have expressed concern that the proposal may undesirably compete with the vacant industrial land available at Westbury and Translink and it is considered the rezoning of the site is premature.

The Department of Primary Industries, Parks, Water and Environment were concerned with the discharge of stormwater and how the unauthorised vehicular access to Kate Reed Reserve through the proposed subdivision will be managed.

The proposed detention basins will be constructed to ensure that stormwater is appropriately managed. The land between the proposed subdivision and Kate Reed Reserve will be privately owned and will continue to be used for grazing purposes. It is likely that the land will be fenced to contain stock and therefore access will be restricted.

4.1.2 Northern Tasmania Industrial Land Strategy (August 2014)

The Northern Tasmania Industrial Land Study was developed to provide availability of suitable vacant industrial land in the region and the projected demand for industrial land for the next 15 to 30 years.

The report states "*In total, the vacant areas in these precincts equate to 48 hectares. Total demand projected for local services industries in Launceston is 16.9 to 21.6 for the next 15 years. This would leave 27 to 31 hectares for potential rezoning and/or other industrial uses including export oriented industries.*"

The report suggests "*to identify additional land for future industrial development only if existing industrial supplies are not sufficient or suitable to accommodate strategic or local unmet demand effectively*".

The information within this report indicates that the existing industrial land throughout Launceston has limitations. A summary of the existing vacant industrial land and limitations are listed below:

- Connector Park - the remaining lots within this subdivision are located close to residential uses and is zoned Light Industrial which has greater limitations.
 - George Town Road/ Lilydale Road land is in close proximity to residential uses and there is not a sufficient buffer available.
 - Inveresk land - is within a flood prone area and there are residential uses that may not be able to provide a sufficient buffer.
 - Youngtown - The remaining lots within this subdivision are located on sloping site which make them difficult to be developed and unsuitable for industrial use.
 - Westbury industrial precinct is a greater distance from Launceston which is less desirable for industries servicing Launceston.
-

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- Translink only has a few lots left within the subdivision and these lots have height restrictions from the proximity to the airport and do not have access to natural gas and limited trade waste capacity.
- Legana, Waverley, St Leonards, Killafaddy Road, Prospect and Remount Road industrial land all have limited access to main transport routes.

The report states *"There may be a need to consider a new industrial precinct if the existing sites do not meet the requirements of the businesses relocating. A potential site is a site known as the Haselbros site just west of the Connector Park precinct and adjacent to the Midland Hwy and close to the Bass Hwy."*

It is considered that the proposed rezoning and subdivision will not have unacceptable adverse visual impacts because of the location and topography of the site. The site is located at one of the major gateways to the city and a vegetation strip will be required to reduce the views into the site from the highway. The proposed subdivision will not have unacceptable adverse environmental impact as there were no rare or threatened species within the areas of vegetation that are proposed to be removed. The proposed detention basins for stormwater discharge will ensure the water quality of the Kings Meadows Rivulet is not impacted. The subdivision will be connected to reticulated water and sewerage services.

The site has convenient access arrangements from the proposed junction onto the Prospect interchange roundabout and state highway network. The new internal road from the Prospect interchange roundabout may in the future be upgraded to the Kings Meadows link road.

The site will not unreasonably have any conflicts with use and development permissible under the proposed zones of the planning scheme when considering the adjacent areas and impacts on residential development within the suburb of Prospect.

Due to the locational advantages of the subject site it is considered that Launceston's long term industrial land supply can be accommodated on the subject site. Over the next 20-30 years this site could see many industrial businesses within restricted locations relocating to this precinct which will enable the consolidation of industrial land throughout Launceston municipality. The site is surrounded by rural land which enables the opportunity for future growth of this industrial precinct.

4.1.3 Launceston Industrial Strategy 2009

The Launceston Industrial Strategy 2009-2029 was developed to ensure Launceston has a co-ordinated supply of industrial land providing a choice of location to service the

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Launceston regional centre and to establish Launceston as the industrial centre of choice for new and emerging high technology and research and development industries.

This report states "approximately 562ha is identified by Council for industrial use, of which an estimated 184ha is currently vacant. There are also a number of derelict sites, the exact land area of which has not yet been determined. The total amount of potential land available for industrial development might however prove to be less than this, given the desire to relocate some inappropriately located industrial uses. Most such need derives from conflicts with residential uses, in areas such as Wellington Street and South Launceston."

The report states that there is enough industrial land in the short to mid-term for the current demands. It is considered that the vacant land currently available does provide limitations that could be better used for smaller industrial operations. It is considered that the proposed site is strategically well located on the transport network and is setback adequately from sensitive uses which does differentiate this site from other industrial locations.

4.1.4 Greater Launceston Plan (January 2014)

The Greater Launceston Plan (GLP) has identified an investigation area for the subject site.

The GLP report states that there is sufficient industrial land stocks to meet prospective demands beyond 2043 and those wide ranging additions to industrial land stocks would not be recommended. However it also states that where there are specific needs to be addressed such as additional employment or special purpose land then additional industrial zone land is likely to be warranted.

The GLP states "A new employment node and industrial area is proposed as part of the proposed extension of the Kings Meadows Link Road to the Westbury Road/Bass Highway interchange (termed Prospect Link Road in this report). A priority investigation area has been identified to resolve site and development planning issues to facilitate a new industrial park and employment node to service the south west corridor. The proposed development will accommodate new industrial activities which may require specific buffer provisions together with transport based activities and environmental management."

"These activities together with a regional sustainable village demonstrating products and service of the building and construction industry will serve as a new regional employment node for the south west corridor and greater Launceston."

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

"The proposed priority investigate area is located south of the Bass Highway and will be accessed by the future Kings Meadows link road extension. The proposed link road extension will provide regional access and high visibility to the proposed industrial park and employment road."

It is considered that the proposed industrial estate does provide a unique opportunity to provide industrial land that is located in close proximity to the highway network, farming and agricultural related industries and can cater for larger developments requiring larger servicing demands. The proposal is considered to be consistent with the objectives of the GLP.

4.1.5 Regional Land Use Strategy of North Tasmania (September 2013)

The Goal 1 and Strategy Direction 3 of this report states that sufficient supply of employment and industrial land should be provided for a variety of innovative commercial businesses and industries in the most appropriate locations. This is achieved through appropriately zoned land that can be serviced with adequate infrastructure. It is considered that the proposed rezoning and subdivision is in accordance with the RLUS for North Tasmania.

4.2 State Policies

4.2.1 State Policy on the Protection of Agricultural Land 2000

This policy has been developed to provide a consistent framework for planning decisions involving agricultural land by ensuring that the capacity of agricultural land is considered in all planning decisions. The policy states that the provisions of public utilities, infrastructure or a proposal of significant economic benefit to the region may cause prime agricultural land to be converted to non-agricultural use. The site has been classified as Land Capability Class 4 and Class 6 which is non-prime agricultural land. The Class 4 land can be used for occasional cropping, and Class 6 land has major limitations for grazing as cultivation to sow improved pasture species is not feasible. It is considered that as the proposal is only for 52ha of land and due to the limitations of the site for agricultural use and the close proximity to the state highway network the conversion of this land will not greatly impact on the continued productive capacity of the State's agricultural land resource.

4.2.2 Tasmanian State Coastal Policy 1996

Does not apply as the land is outside of the defined area.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

4.2.3 State Policy on Water Quality Management 1997

The Environmental Impact Assessment prepared by Catherine Murdoch, Certified Environmental Practitioner states *"Water quality leaving the site will be managed by appropriate urban sensitive design for stormwater including sediment control basins. Sediment and erosion controls during construction will minimise water quality impacts by minimising the sediment loads and runoff leaving the site. Riparian vegetation will not be cleared during construction hence identified riparian buffers for the Kings Meadows Rivulet will not be impacted by the development."*

4.2.4 National Environmental Protection Measures

National Environmental Protection Measures (NEPMs) are automatically adopted as state policies. They outline common environmental objectives for managing the environment.

Current NEPMs are:

- National Environmental Protection (Used Packaging Materials) Measure
- National Environmental Protection (Ambient Air Quality) Measure
- National Environmental Protection (Movement of Controlled Waste Between States and Territories) Measure
- National Environmental Protection (National Pollutant Inventory) Measure
- National Environmental Protection (Assessment of Site Contamination) Measure
- National Environmental Protection (Diesel Vehicle Emissions) Measure
- National Environmental Protection (Air Toxics) Measure

The site has no land use history that indicates contamination. It is considered that the NEPMs will have minimal impact on the proposed amendment.

5 COMMENTS BY REFERRAL AGENCIES

The application was referred to TasWater under Section 17 of the *Land Use Planning and Approvals Regulations 2004*. TasWater has issued its Submission to Planning Authority Notice (TWDA 2015/00737-LCC) stating that it does not object to the application for amendment and development application subject to conditions.

6. PLANNING SCHEME REQUIREMENTS

6.1 Zone Purpose

24.0 Light Industrial Zone

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

24.1.1 Zone Purpose Statements

24.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off-site impacts are minimal or can be managed to minimize conflict or impact on the amenity of any other uses.

24.1.1.2 To provide for uses that are complementary to and compatible with the above purpose.

Consistent

The application proposes a four lot subdivision with Lot 1 proposed to be rezoned to Light Industrial. The rezoning will allow for the lot to be further subdivided for future Light Industrial uses. This lot has been selected for Light Industrial zoning as the site is approximately 120m from the residential. The potential uses on the site are limited within the zone to ensure there are no impacts or conflicts on the amenity. It is considered the proposed subdivision is consistent with the intent of the zone.

Local Area Objectives - There are no local area objectives

Desired Future Character Statements

- There are no desired future character statements

24.4.5 Lot size and dimensions

Objective:

To ensure:

- (a) the area and dimensions of lots are appropriate for the zone; and
- (b) adjoining land, especially residential zones, is protected from adverse impacts on amenity.

Consistent

The proposed lot is a large parcel that can be further subdivided in the future to provide appropriate sized lots for Light Industrial development.

A1.1 Each lot, or a lot proposed in a plan of subdivision, must:

- (a) have a minimum area of no less than 1 000m²; and
- (b) be able to contain 20m diameter circle with the centre of the circle not greater than 20m from the frontage; or

A1.2 Each lot, or a lot proposed in a plan of subdivision, must:

- (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or
- (b) be required for the provision of public utilities; or
- (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and

A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

aligned from buildings that satisfy the relevant acceptable solutions for setbacks.
<p>Complies</p> <p>The proposed lot will have an area of 6.8ha and is capable of containing a 20m diameter circle with the centre of the circle not greater than 20m from the frontage. An indicative plan has been provided detailing 10 future lots which can be accommodated within Proposed Lot 1 which meet the acceptable solutions.</p>
A2 Subdivision must not be located on the boundary of the General Residential, Inner residential, Low Density Residential, Environmental Living, Rural Living, Urban Mixed Use or Village zones.
<p>Complies</p> <p>The proposed subdivision will adjoin the existing Rural Resource Zone, Utilities Zone and Environmental Management Zone to the north east and north west. The lot will adjoin the proposed General Industrial Zone to the south.</p>

24.4.6 Frontage and access

<p>Objective:</p> <p>To ensure that lots provide:</p> <p>(a) appropriate frontage to a road;</p> <p>(b) safe appropriate access suitable for the intended use of the new lot.</p>
<p>Consistent</p> <p>The proposal includes a new junction onto the Prospect interchange roundabout and an internal road network which has been designed to consider the future Kings Meadows Link Road extension. The road reserves and alignment allow suitable access for the proposed subdivision.</p>
A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 10m.
<p>Complies</p> <p>The proposed Lot 1 will have a frontage of approximately 450m to the new internal road network which will be a road maintained by Council.</p>
A2 No acceptable solution.
<p>Relies on Performance Criteria</p> <p>There are no acceptable solutions. Assessment against the performance criteria is required.</p>
<p>P2 Each lot is provided with reasonable vehicular access from a carriageway to a boundary of a lot or building area on the lot, if any, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the distance between the lot or building area and the carriageway;</p> <p>(c) the nature of the road and the traffic, including pedestrians;</p> <p>(d) the character of the area; and</p> <p>(e) the advice of the road authority.</p>

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Complies

The proposed Lot 1 will have frontage to the internal road network that will be constructed to Council standards and a single crossover will be provided to the lot.

24.4.7 Discharge of stormwater

Objective:

To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.

Consistent

The proposal is for the stormwater to be collected into two detention basins which will then be discharged into an existing watercourse.

A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.

Complies

The proposed detention basins will be part of the public stormwater system.

A2 The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.

Relies on Performance Criteria

The subdivision will not be connecting to an existing stormwater system. Two detention basins are proposed and therefore assessment against the performance criteria is required.

P2 Stormwater discharge flows from the subdivision are mitigated to a level that the public stormwater system can accommodate, having regard to:

- (a) the location of the discharge point (if any);
- (b) the stormwater flow paths both internal and external to the site;
- (c) the topography of the site;
- (d) the characteristics of the site, including rainfall;
- (e) the development of the site;
- (f) the additional runoff from the subdivision development and likely future development of the land; and
- (g) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.

Complies

There is currently no existing public stormwater system on the site. The proposal includes two detention basins which will have a size and foot print based on the provision of limiting flows to a pre-development 1 in 5 year storm event. The basins will include water sensitive urban design parameters to ensure there is no impact on the water quality when discharged into the Kings Meadows Rivulet. Conditions will be included on the permit to ensure that the stormwater system is designed to Council's satisfaction.

24.4.8 Water and sewerage services

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.
Consistent The application proposes to connect to reticulated water and wastewater services.
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.
Complies The subdivision proposes to connect to TasWater reticulated water supply.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.
Complies The subdivision proposes to connect to TasWater reticulated sewerage system.

25.0 General Industrial Zone

25.1.1 Zone Purpose Statements

25.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.
25.1.1.2 To provide for uses that are complementary to and compatible with the above purpose.
Consistent The proposed rezoning and subdivision will allow the future development of the sites to be utilised for general industrial purposes and is therefore consistent with the zone purpose.

Local Area Objectives - There are no local area objectives

Desired Future Character Statements

- There are no desired future character statements

25.4.5 Lot size and dimensions

Objective: To ensure: (a) the area and dimensions of lots are appropriate for the zone; and (b) adjoining land, especially residential zones, is protected from adverse impacts on amenity.
Consistent The proposed lots are large parcels of land that can be further subdivided in the future to provide appropriate sized lots for General Industrial development.
A1.1 Each lot, or a lot proposed in a plan of subdivision, must:

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- (a) have a minimum area of no less than 1000m² ; and
- (b) be able to contain 20m diameter circle with the centre of the circle be no greater than 20m from the frontage; or

A1.2 Each lot, or a lot proposed in a plan of subdivision, must:

- (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or
- (b) be required for the provision of public utilities; or
- (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and

A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.

Complies

The proposed lots have an area in excess of 1000m². Lot 2 will have an area of 17.5ha, Lot 3 will have an area of 19.7ha and Lot 4 will have an area of 8ha. The lots can contained a 20m diameter circle within the centre of the circle no greater than 20m from the frontage. An indicative plan has been provided which details the ability to further subdivide the lots and comply with the acceptable solutions for lot size and dimensions.

A2 Subdivision must not be located on the boundary of the General Residential, Inner Residential, Low Density Residential, Environmental Living, Rural Living, Urban Mixed Use or Village zones.

Complies

The proposed subdivision will adjoin the existing Rural Resource Zone, Utilities Zone, and proposed Light Industrial Zone to the north east and north west. The lots will adjoin the Rural Resource Zone to the south.

25.4.6 Frontage and access

Objective:

To ensure that lots provide:

- (a) appropriate frontage to a road;
- (b) safe appropriate access suitable for the intended use of the new lot.

Consistent

The proposal includes a new junction onto the Prospect interchange roundabout and an internal road network which has been designed to consider the future Kings Meadows Link Road extension. The road reserves and alignment allow suitable access for the proposed subdivision.

A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 10m.

Complies

The proposed Lot 2 will have a frontage of approximately 662m to the new internal road network. Lot 3 will have a frontage of 399m and Lot 4 will have a frontage of 80m. The new

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

internal road network will be a road maintained by Council.
A2 No acceptable solution.
Complies There is no acceptable solution. Assessment against the performance criteria is required.
P2 Each lot is provided with reasonable vehicular access from a carriageway to a boundary of a lot or building area on the lot, if any, having regard to: (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic, including pedestrians; (d) the character of the area; and (e) the advice of the road authority.
Complies Each of the lots will have a frontage to the internal road network that will be constructed to Council standards and a single crossover will be provided to each lot.

25.4.7 Discharge of stormwater

Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.
Consistent The application proposes the stormwater to be collected into two detention basins which will then be discharged into an existing watercourse.
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.
Complies The proposed detention basins will be part of the public stormwater system.
A2 The Council's General Manager has provided written advice that the public stormwater system has the capacity to accommodate the stormwater discharge from the subdivision.
Relies on Performance Criteria The subdivision will not be connecting to an existing stormwater system. Two detention basins are proposed and therefore assessment against the performance criteria is required.
P2 Stormwater discharge flows from the subdivision are mitigated to a level that the public stormwater system can accommodate, having regard to: (a) the location of the discharge point (if any); (b) the stormwater flow paths both internal and external to the site; (c) the topography of the site; (d) the characteristics of the site, including rainfall; (e) the development of the site; (f) the additional runoff from the subdivision development and likely future development

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

<p>of the land; and (g) any onsite storage devices, detention basins or other water sensitive urban design techniques within the subdivision.</p>
<p>Complies There is currently no existing public stormwater system on the site. The proposal includes two detention basins which will have a size and foot print based on the provision of limiting flows to a pre-development 1 in 5 year storm event. The basins will include water sensitive urban design parameters to ensure there is no impact on the water quality when discharged into the Kings Meadows Rivulet. Conditions will be included on the permit to ensure that the stormwater system is designed to Council's satisfaction.</p>

25.4.8 Water and sewerage services

<p>Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.</p>
<p>Consistent The application proposes to connect to reticulated water and wastewater services.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.</p>
<p>Complies The subdivision proposes to connect to TasWater reticulated water supply.</p>
<p>A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.</p>
<p>Complies The subdivision proposes to connect to TasWater reticulated sewerage system.</p>

26.0 Rural Resource Zone

<p>26.1.1 Zone Purpose Statements 26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing. 26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses. 26.1.1.3 To provide for uses that add value to primary industries. 26.1.1.4 To provide for uses that support or service rural communities.</p>
<p>Consistent The area of land that is not part of the subdivision and rezoning will remain zoned Rural Resource and will continue to be used for grazing purposes.</p>

Local Area Objectives - There are no local area objectives

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Desired Future Character Statements

- There are no desired future character statements

26.3 Use Standards

26.3.1 Location and intensity

Objective: To:
(a) protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated;
(b) minimise the conversion of non-prime agricultural land to a non- primary industry uses;
(c) ensure that non-primary industry uses are located appropriate to the zone;
(d) discourage non-primary industry uses that can be reasonably located on land zoned for that purpose;
(e) provide for uses that are co-located with a dwelling and are of similar intensity to a home-based business;
(f) provide for tourism uses to enhance the experience and promotion of touring routes and natural and cultural features;
(g) locate uses so that they do not unreasonably confine or restrain the operation of primary industry uses; and
(h) provide for uses that are suitable in the locality and do not create an unreasonable adverse impact on existing uses or local infrastructure.
Consistent The area of land that is to remain under the Rural Resource zone will continue to be used for grazing purposes. The rezoning component of the application is not assessed against this provision.
A1 If for permitted or no permit required uses.
Complies The grazing use is classified under resource development use and is 'no permit required'.
A2 If for permitted or no permit required uses.
Complies The resource development use is 'no permit require'.

26.4.2 Lot size and dimensions

Objective: To ensure that subdivision is only to:
(a) improve the productive capacity of land for primary industry uses; or
(b) enable Resource processing use where compatible with the zone; or
(c) facilitate use and development for allowable uses in the zone; and

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

<p>(d) enable natural and cultural heritage protection.</p>
<p>Consistent The proposed subdivision will not limit the ability to facilitate use and development for allowable uses in the zone.</p>
<p>A1.1 Each lot, or a lot on a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or (b) be required for the provision of public utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and <p>A1.2 Lots must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.</p>
<p>Relies on Performance Criteria The proposed subdivision requires assessment against the performance criteria.</p>
<p>P1.1 Each lot, or a lot on a plan of subdivision, must have sufficient useable area and dimensions suitable for Resource development use, having regard to:</p> <ul style="list-style-type: none"> (a) not materially diminishing the productivity of the land; (b) the capacity of the new lots and the balance lot for productive agricultural use; (c) any topographical constraints to agricultural use; (d) current irrigation practices and the potential for irrigation; and (e) have an area of no less than 35ha and be able to contain a minimum inscribed circle of no less than 100m in diameter; or <p>P1.2 Each lot, or a lot on a plan of subdivision, must have sufficient useable area and dimensions that comply with a non-Resource development use other than Residential uses, approved under this scheme, having regard to:</p> <ul style="list-style-type: none"> (a) the development area of the approved use; and (b) any conditions of approval; or <p>P1.3 Each lot, or a lot on a plan of subdivision, must have sufficient useable area and dimensions to facilitate the protection of a place of Aboriginal, natural or historic cultural heritage; or</p> <p>P1.4 A dwelling existing at the effective date, may be excised, where:</p> <ul style="list-style-type: none"> (a) the balance land is no less than 35ha, or through consolidation with adjoining land is no less than 35ha; (b) an agreement pursuant to section 71 of the Act is entered into and registered on the title preventing future Residential use where there is no dwelling on the balance lot; (c) any existing dwellings must meet the performance criteria for setback standards to new boundaries of clause 26.4.1; and (d) excised lots are no greater than 12.5ha; or

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

P1.5 Subdivision not creating additional lots and not meeting the requirements of clause 9.3 may be approved, having regard to:

- (a) the size, shape and orientation of the lots;
- (b) the setback to any existing buildings;
- (c) the capacity of the lots for productive agricultural use;
- (d) any topographical constraints to agricultural use; and
- (e) current irrigation practices and the potential for irrigation.

Complies

The proposed subdivision will result in the balanced land having an area of approximately 136.3ha. The land will be access from the new internal road network. As the land has a classification of Land Capability Class 4 and 6, the site is limited to grazing. The subdivision will not restrict the opportunity to continue grazing on the balance land and there is a natural topographical and vegetation buffer between the proposed subdivision and the balance Rural Resource land.

26.4.3 Frontage and access

Objective:

To ensure that lots provide:

- (a) appropriate frontage to a road; and
- (b) safe and appropriate access suitable for the intended use.

Consistent

The proposal includes a new junction onto the Prospect interchange roundabout and an internal road network which has been designed to consider the future Kings Meadows Link Road extension. The road reserves and alignment allow suitable access to the balance land.

A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.

Complies

The proposed balance land will have a frontage to the new internal road network which will be a road maintained by Council. The road frontage will be greater than 3.6m.

A2 No acceptable solution.

Complies

As there is no acceptable solution, assessment against the performance criteria is required.

P2 Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:

- (a) the topography of the site;
- (b) the distance between the lot or building area and the carriageway;
- (c) the nature of the road and the traffic;
- (d) the character of the area; and

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

(e) the advice of the road authority.

Complies

The proposed balance land will have vehicular access from the new internal road network to the boundary of the site.

26.4.4 Wastewater management

Objective:

To ensure each lot provides for appropriate wastewater disposal.

Consistent

The application proposes to connect Lots 1 through to 4 to reticulated waste disposal. There will be either the ability to connect to the wastewater disposal system or the ability to provide an on-site system to the balance land.

A1 No acceptable solution.

Relies on Performance Criteria

As there is no acceptable solutions, assessment against the performance criteria is required.

P1 It must be demonstrated that each lot, or a lot proposed in a plan of subdivision, is capable of accommodating an on-site wastewater management system for the intended use, which does not have adverse environmental impacts.

Complies

Lots 1 through to 4 will be connected to a reticulated wastewater system. The current grazing use of the balance land does not require the connection, however if the balance land is developed in the future there is the opportunity to either connect to the reticulated wastewater system or the site is large enough to accommodate an on-site wastewater management system.

E1.0 Bushfire-Prone Areas Code

E1.1 The purpose of this Code is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

Consistent

A bushfire hazard assessment report and a Bushfire Hazard Management Plan (BHMP) prepared by Rebecca Green, Rebecca Green & Associates dated 3 December 2015 demonstrating compliance with the acceptable solutions.

E1.6 Development Standards

E1.6.1 Subdivision

E1.6.1.1 Subdivision: Provision of hazard management areas

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Objective:

Subdivision provides, where appropriate, for hazard management areas that:

- (a) facilitate an integrated approach between subdivision and subsequent building on a lot;
- (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building site;
- (c) provide protection for lots at any stage of a staged subdivision.

Consistent

The bushfire hazard management report and BHMP provided by Rebecca Green, Rebecca Green & Associates states that hazard management areas are to be established and maintained between the bushfire prone vegetation and future buildings on the site.

A1

- (a) The TFS or an accredited person certifies, having regard to the objective, that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or
- (b) The proposed plan of subdivision-
 - (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivisions; and
 - (ii) shows the building area for each lot; and
 - (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of 2009 Construction of Buildings in Bushfire Prone Areas. The proposed plan of subdivision must be accompanied by a bushfire hazard management plan certified by the TFS or accredited person demonstrating that hazard management areas can be provided ; and
 - (iv) applications for subdivision requiring hazard management areas to be located on land that is external to the proposed subdivision must be accompanied by the written consent of the owner of that land to enter into a Part 5 agreement that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.

Complies

The submitted bushfire assessment report and BHMP indicates that the proposed lots can provided hazard management areas in accordance with BAL 19 Table 2,4,4 AS3959. An addendum to the bushfire hazard assessment report and BHMP has been provided that has indicated the indicative future subdivision can provide building envelopes to accommodate BAL 19.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

E1.6.1.2 Subdivision: Public Access

<p>Objective: Access roads to, and the layout of roads, tracks and trails, in a subdivision: (a) allow safe access for occupants, fire fighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under attack and hazard management procedures to be undertaken; (c) are designed and constructed to allow for fire fighting vehicles to be manoeuvred; (d) provide access to water supplies for fire-fighting vehicles; and (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.</p>
<p>Consistent The bushfire hazard management report and BHMP prepared by Rebecca Green, Rebecca Green & Associates demonstrates compliance with the acceptable solutions.</p>
<p>A1 (a) The TFS or an accredited person certifies, having regard to the objective, that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads and fire trails, and the location of private access to building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being consistent with the objective; or (c) A proposed plan of subdivision: (i) shows that, at any stage of a staged subdivision, all building areas are within 200m of a road that is a through road; and (ii) shows a perimeter road, private access or fire trail between the lots and bushfire-prone vegetation, which road, access or trail is linked to an internal road system; and (iii) shows all roads as through roads unless: a. they are not more than 200m in length and incorporate a minimum 12m outer radius turning area; or b. the road is located within an area of vegetation that is not bushfire-prone vegetation; and (iv) shows vehicular access to any water supply point identified for fire fighting.</p>
<p>Complies The bushfire hazard management report and BHMP states the proposed access for all lots is off the new internal road network and then access to the building areas will be over a private driveway. The private driveways will be constructed in accordance with a modified 4C access road all weather driveway. It is likely that a new subdivision application will be proposed for each of the lots before any buildings are constructed on site.</p>
<p>A2 Unless the development standards in the zone require a higher standard, construction</p>

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

of roads must meet the requirements of Table E3.
Not Applicable The bushfire hazard management report states the standard is not applicable.

E1.6.1.3 Subdivision: Provision of water supply for fire fighting purposes

Objective: Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.
Consistent The bushfire hazard management report and BHMP prepared by Rebecca Green, Rebecca Green & Associates demonstrates compliance with the acceptable solutions.
A1 In areas serviced with reticulated water by a Regional Corporation: (a) the TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to warrant any specific water supply measures; or (b) a proposed plan of subdivision shows that all parts of a building area are within reach of a 120m long hose (measured as a hose lay) connected to a fire hydrant with a minimum flow rate of 600 litres per minute and minimum pressure of 200 kPa in accordance with Table 2.2 and clause 2.3.3 of AS 2419.1 2005 - Fire hydrant installations.
Complies The bushfire hazard management report and BHMP states that the lots will be connected to a reticulated water supply and a ground ball fire hydrant is to be provided within 120m hose lay of a future building site on each lot within the new road reserve. The future subdivision of the lots will have bushfire assessments undertaken for the assessment of any future planning application.
A2 In areas that are not serviced by reticulated water by a Regional Corporation or where the requirements of A1 (b) be met: (a) the TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to warrant any specific water supply measures being provided; or (b) a bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient, consistent with the objective, to manage the risks to property and lives in the event of a bushfire; or (c) it can be demonstrated that: (i) a static water supply, dedicated to fire fighting, will be provided and that the water supply has a minimum capacity of 10 000 litres per building area and is connected to fire hydrants; and (ii) a proposed plan of subdivision shows all building areas to be within reach of a 120m long hose connected to a fire hydrant, measured as a hose lay, with a

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

<p>minimum flow rate of 600 litres per minute and minimum pressure of 200 kPa; or</p> <p>(d) it can be demonstrated that each building area can have, or have access to, a minimum static water supply of 10 000 litres that is:</p> <ul style="list-style-type: none"> (i) dedicated solely for the purposes of fire fighting; and (ii) accessible by fire fighting vehicles; and (iii) is within 3m of a hardstand area.
<p>Not Applicable The bushfire hazard management report and BHMP states that the water supply is consistent with the objective. The site will be connected to a reticulated water supply.</p>

E4.0 Road and Railway Assets Code

<p>E4.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
<p>Consistent The proposed new access from the Prospect interchange roundabout and the internal road network has been designed to provide safety and efficiency onto the road network.</p>

E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

<p>Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.</p>
<p>Consistent The Traffic Impact Assessment prepared by Cardno states the proposed increase in movement to and from the site will not impact in the safety and efficiency of the roads.</p>
<p>A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.</p>
<p>Relies on Performance Criteria The proposed subdivision will generate an increase of movements by more than 10% or 10 vehicle movements per day and therefore assessment against the performance criteria is required.</p>
<p>P1 Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the increase in traffic caused by the use; (b) the nature of the traffic generated by the use;

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- (c) the nature of the road;
- (d) the speed limit and traffic flow of the road;
- (e) any alternative access to a road;
- (f) the need for the use;
- (g) any traffic impact assessment; and
- (h) any written advice received from the road authority.

Complies

The proposed subdivision will have access from a new junction onto the Prospect interchange roundabout where traffic can either enter onto the Bass Highway and travel in an easterly direction, cross the Westbury Road bridge and enter onto the Bass Highway and travel in a north west direction or continue along Westbury Road into Prospect. The Traffic Impact Assessment prepared by Cardno demonstrates the capacity of the adjacent road network can accommodate the traffic generated by the proposed subdivision allowing for future underlying traffic volume growth over the next 10 years. The increased traffic from the proposed subdivision will not require the need to undertake any additional external works to the existing road network.

E4.6 Development Standards

E4.6.1 Development adjacent to roads and railways

Objective:

To ensure that development adjacent to category 1 or category 2 roads or the rail network:

- (a) ensures the safe and efficient operation of roads and the rail network;
- (b) allows for future road and rail widening, realignment and upgrading; and
- (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

Consistent

The proposed subdivision, new access and internal road network will not impact on the future road, realignment or upgrading.

A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:

- (a) new buildings;
- (b) other road or earth works; and
- (c) building envelopes on new lots.

A1.2 Buildings must be:

- (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or
- (b) an extension which extends no closer than:
 - (i) the existing building; or

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

(ii) an immediately adjacent building.
<p>Relies on Performance Criteria The proposed subdivision will be located approximately between 16m and 25m from the Meander Valley Road / Bass Highway off ramp and is in excess of 50m from the Bass Highway. As the site is within 50m of the Bass Highway off ramp assessment against the performance criteria is required.</p>
<p>P1 The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the proposed setback; (b) the existing setback of buildings on the site; (c) the frequency of use of the rail network; (d) the speed limit and traffic volume of the road; (e) any noise, vibration, light and air emissions from the rail network or road; (f) the nature of the road; (g) the nature of the development; (h) the need for the development; (i) any traffic impact assessment; (j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and (k) any written advice received from the rail or road authority.
<p>Complies The proposed subdivision is setback adequately from the Bass Highway, Bass Highway off ramp and Meander Valley Road to ensure the highway will not be restricted with future road widening that may be required in the future. The Cardno report states that the internal road network and access from the Prospect interchange roundabout will be delivered in accordance with relevant design standards and LGAT requirements. The proposed internal road has been designed to align with the future Kings Meadows Link Road which was identified within the GLP. The subdivision is for industrial uses and therefore the close proximity of the highway and subsequent noise, vibrations, light and air emissions will not impact on the future uses of the site. It is considered the proposed subdivision meets the performance requirements.</p>

E4.6.2 Road accesses and junctions

<p>Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.</p>
<p>Consistent The proposed new access onto the Prospect interchange roundabout will be designed to ensure the safety and efficiency of the road is not reduced.</p>
<p>A1 No new access or junction to roads in an area subject to a speed limit of more than</p>

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

60km/h.
<p>Relies on Performance Criteria The speed limit of traffic through the Prospect interchange roundabout is 100km/h. Assessment against the performance criteria is required.</p>
<p>P1 For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.
<p>Complies The Cardno Traffic Impact Assessment states that the traffic generated from the proposed subdivision can be accommodated by the existing road network without substantive impact on the operation of the road network. The speed limit at the Prospect interchange roundabout is 100km/h however an advisory sign states 45km/h and it is difficult to exceed 60km/h through the roundabout. The new junction will be designed to be constructed to LGAT requirements and conditions are also included on the permit from Department of State Growth detailing their requirements.</p>
<p>A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</p>
<p>Complies The proposed access to the new lots from the internal road network will provide one access providing both entry and exit to the site.</p>

E4.6.4 Sight distance at accesses, junctions and level crossings

<p>Objective: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</p>
<p>Consistent The Traffic Impact Assessment prepared by Cardno states that the proposed junction onto the Prospect interchange roundabout and new internal road network can be delivered in accordance the performance criteria.</p>
<p>A1 Sight distances at:</p> <ul style="list-style-type: none"> (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

<p>Relies on Performance Criteria Assessment against the performance criteria is required.</p>
<p>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, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.
<p>Complies The Traffic Impact Assessment prepared by Cardno states that the proposed junction onto the Prospect interchange roundabout and the internal road network can be delivered in accordance with relevant design standards and LGAT requirements for a 60km/h urban standard road. A concept plan was included within the Traffic Impact Assessment demonstrating the capacity of the proposed subdivision road network to accommodate a 25m B-double vehicle. It is considered the proposed development meets the performance criteria.</p>

E7.0 Scenic Management Code

<p>E7.1 The purpose of this provision is to:</p> <ul style="list-style-type: none"> (a) ensure that siting and design of development protects and complements the visual amenity of scenic road corridors; and (b) ensure that siting and design of development in scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape; and (c) ensure that vegetation is managed for its contribution to the scenic landscape.
<p>Consistent An area of land measuring a width of 75m along the Bass Highway frontage is listed as within the Scenic Management Area. This area of land will be located within proposed Lots 1 and 2. The only vegetation within this area of the subdivision is a small area of the vegetation buffer which surrounds the existing house that is proposed to be removed to facilitate the proposed subdivision. Measures can be undertaken to ensure that future development is unobtrusive from public view points and will not impact on the visual amenity of the area.</p>

E7.5 Use Standards

Not used in this Code.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

E7.6 Development Standards

E7.6.2 Scenic management areas

Objective: The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.
Consistent The proposed subdivision is located on an area of land that is predominately cleared of vegetation and is not visually prominent when travelling along the Bass Highway.
A1 No acceptable solution.
Relies on Performance Criteria There are no acceptable solutions, assessment against the performance criteria is required.
P1 Development (not including development that involves only the clearance or removal of vegetation, or subdivision) must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the impact on skylines, ridgelines and prominent locations; (c) the nature and extent of existing development on the site; (d) the retention or establishment of vegetation to provide screening; (e) the need to clear existing vegetation; (f) the requirements for any hazard management; (g) the need for infrastructure services; (h) the specific requirements of the development; (i) the location of development to facilitate the retention of trees; and (j) design treatment of development, including: (i) the bulk and form of buildings including materials and finishes; (ii) any earthworks for cut or fill; (iii) the physical (built or natural) characteristics of the site or area; (iv) the nature and character of the existing development; and (v) the retention of trees.
Not Applicable The proposal is for a subdivision.
A2 No vegetation is to be removed.
Complies The existing vegetation along the fence line of the dwelling is proposed to be removed. Assessment against the performance criteria is required.
P2 Development that involves only the clearance or removal of vegetation must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the physical characteristics of the site; (c) the location of existing buildings;

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- (d) the type and condition of the existing vegetation;
- (e) any proposed revegetation; and
- (f) the options for management of the vegetation.

Complies

The site is not visually prominent from the Bass Highway due to the highway located within the gully. An existing vegetation buffer between the Bass Highway and the residential dwellings in Prospect provides visual protection from the proposed development site. As an extra measure it is recommended that a vegetation strip along the Bass Highway off ramp and Meander Valley Road will be required by a condition on the permit to protect the visual amenity from the future industrial development and street trees along the internal road network will also enhance the visual amenity.

A3 Subdivision is in accordance with a specific area plan.

Relies on Performance Criteria

The proposal is not in accordance with a specific area plan.

P3 Subdivision must have regard to:

- (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3;
- (b) the size, shape and orientation of the lot;
- (c) the density of potential development on lots created;
- (d) the need for the clearance or retention of vegetation;
- (e) the need to retain existing vegetation;
- (f) the requirements for any hazard management;
- (g) the need for infrastructure services;
- (h) the specific requirements of the subdivision;
- (i) the extent of works required for roads or to gain access to sites, including any cut and fill;
- (j) the physical characteristics of the site and locality;
- (k) the existing landscape character;
- (l) the scenic qualities of the site; and
- (m) any agreement under S.71 of the Act affecting the land.

Complies

A section of proposed Lots 1 and 2 and the new junction onto the Prospect interchange roundabout is located with the Western Hillside Precinct of the Scenic Management Area. The proposal will facilitate future development of the super lots and the construction of the internal road network. The site is not visually prominent from the Bass Highway as the highway is located within a gully. The view to the subject site from the residential properties located in Prospect is obscured by existing vegetation that provides a buffer between the houses and the highway. The most prominent view of the site is when taking the off ramp from the Bass Highway or travelling across the Westbury Road bridge to Meander Valley Road. It is recommended that a condition be included on the permit requiring a landscaping plan be provided which includes a vegetation strip along the Bass Highway off ramp and Meander Valley Road and the proposed subdivision which will

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

provide additional measures to ensure there is not loss of visual amenity. It is recommended street trees are also provided along the internal road network which will enhance the visual amenity of the development. A condition will be included on the planning permit specifying the vegetation requirements. Any future development of the lots will require further approval and assessment against the planning scheme provisions.

E8.0 Biodiversity Code

E8.1 The purpose of this provision is to:

- (a) support the conservation of biodiversity in the planning scheme area and the northern region, including the extent, condition and connectivity of important habitats and priority vegetation communities, and the number and status of threatened species; and
- (b) consider and manage the impact of use or development on biodiversity through:
 - (i) minimisation of vegetation and habitat loss or degradation; and
 - (ii) appropriate location of development.

Consistent

An Environmental Impact Assessment and Flora and Fauna Habitat Assessment have been provided as part of the application which demonstrates compliance with the provisions.

E8.5 Use Standards

Not used in this Code.

E8.6 Development Standards

E8.6.1 Habitat and vegetation management

Objective:

To appropriately protect or manage vegetation identified as priority habitat and priority vegetation communities.

Consistent

An environmental impact assessment has been prepared demonstrating that there are no priority habitat or priority vegetation communities within the area to be cleared.

A1 Clearance or disturbance of priority habitat is in accordance with a certified Forest Practices Plan.

Relies on Performance Criteria

A Forest Practices Plan is not required for the clearance of vegetation. Assessment against the performance criteria is required.

P1 Clearance or disturbance of native vegetation within priority habitat or areas identified as priority vegetation communities does not compromise the adequacy of representation of species or vegetation communities, having regard to:

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- (a) the quality of the site to provide habitat of significance to the maintenance or protection of biodiversity in the planning scheme area;
- (b) the need for the clearance or disturbance of the vegetation;
- (c) the method of clearance or disturbance of the vegetation;
- (d) the extent and quality of the vegetation or habitats affected by the proposal;
- (e) the value of the vegetation as a wildlife corridor;
- (f) the value of riparian vegetation to the protection of habitats and wildlife corridors;
- (g) any rehabilitation and maintenance measures;
- (h) the impacts of development and vegetation clearance, in proximity to the priority habitat or priority vegetation communities;
- (i) any conservation outcomes achieved and the long term security of any offset for the loss of the vegetation, provided in accordance with the General Offset Principles document published by the Department of Primary Industries, Parks, Water and Environment, available at <http://dpi.pwe.tas.gov.au/Documents/General-Offset-Principles.pdf> ;
- (j) any agreement under section 71 of the Act relating to vegetation management;
- (k) any conservation covenant made under the Nature Conservation Act 2002, that exists on or adjacent to the site of the proposed development; and
- (l) any recommendations or advice contained in a flora and fauna report.

Complies

There are two small areas on the site that are identified as priority habitat on the planning scheme overlay maps. An Environmental Impact Assessment prepared by Catherine Murdoch, Certified Environmental Practitioner has stated that the vegetation proposed to be removed from the site does not provide habitat for threatened fauna species and there is no vulnerable vegetation within the area. The report states that as the volume of vegetation being cleared is less than 100 tonnes, a Forest Practices Plan is not required for the site.

E9.0 Water Quality Code

E9.1 The purpose of this provision is to:

- (a) manage adverse impacts on wetlands and watercourses.

Consistent

An Environmental Impact Assessment and Flora and Fauna Habitat Assessment have been provided as part of the application which demonstrates compliance with the provisions.

E9.5 Use Standards

Not used in this code.

E9.6 Development Standards

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

E9.6.1 Development in the vicinity of a watercourses and wetlands

Objective:

To protect watercourses and wetlands from the effects of development and minimise the potential for water quality degradation.

Consistent

The proposed development is within close proximity to the upper reaches of the Kings Meadows Rivulet. Measures have been taken to ensure the effects from the development are minimised.

A1 No acceptable solutions.

Relies on Performance Criteria

There are no acceptable solutions, assessment against the performance criteria is required.

P1 Development must not unreasonably impact the water quality of watercourses or wetlands, having regard to:

- (a) the topography of the site;
- (b) the potential for erosion;
- (c) the potential for siltation and sedimentation;
- (d) the risk of flood;
- (e) the impact of the removal of vegetation on hydrology;
- (f) the natural values of the vegetation and the land;
- (g) the scale of the development;
- (h) the method of works, including vegetation removal, and the machinery used;
- (i) any measures to mitigate impacts;
- (j) any remediation measures proposed;
- (k) any soil and water management plan; and
- (l) the requirements of the Department of Primary Industries, Parks, Water and Environment Wetlands and Waterways Works Manual.

Complies

The proposed subdivision is within the upper reaches of the Kings Meadows Rivulet. One of the detention basins will be located at the top of the Kings Meadows Rivulet, however the IPD Consulting report states that no base flow from the rivulet was present in this location. The detention basins have been designed to not impact on the water quality and ecological values of the watercourse. Conditions will be included on the permit in relation to the specifications of the detention basins to ensure there is no impact on the Kings Meadows Rivulet. A condition is also recommended requiring a Site Management Plan be submitted before the commencement of construction works. The Site Management Plan will need to detail the management of soil and water during construction and sediment control practices. These measures will ensure that the development does not unreasonably impact on the water quality of the Kings Meadows Rivulet. The Environmental Impact Assessment prepared by Catherine Murdoch states that control methods implemented for the construction and ongoing development will not impact on the water quality.

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

E9.6.2 Development of watercourses and wetlands

Objective: To protect watercourses and wetlands from the effects of development and minimise water quality degradation.
Consistent The development will be required to undertake measures that will minimise water quality degradation.
A1 A wetland must not be altered, modified, filled, drained, piped or channelled.
Complies There is no wetland within the development area.
A2 A pipe or culvert crossing of a watercourse for access purposes.
Not Applicable The proposal does not include a pipe or culvert for the crossing of a watercourse.

E9.6.3 Discharges to watercourses and wetlands

Objective: To manage discharges to watercourses and wetlands so as not unreasonably impact the water quality.
Consistent The proposal includes the two detention basins to appropriately manage the discharge of stormwater into to the Kings Meadows Rivulet.
A1 All stormwater discharge must be: (a) connected to the public stormwater system; or (b) diverted to an on-site system that contains stormwater within the site.
Complies The proposal includes the construction of two detention basins for the management of stormwater on the site.
A2.1 No new point source pollution discharging directly into a watercourse or wetland. A2.2 For existing point source pollution discharges into a watercourse or wetland, there is no more than a 10% increase in the volume or characteristics of the discharge that existed at the effective date.
Relies on Performance Criteria The proposed detention basins will be discharging directly into the watercourse. Assessment against the performance criteria is required.
P2 New and existing point source pollution discharges must not unreasonably impact on the water quality of watercourses or wetlands, having regard to: (a) the characteristics, volume and flow rates of the discharge; (b) the characteristics of the receiving waters; (c) the impact on hydrology; (d) the opportunities to recycle or reuse the discharge; (e) any measures to mitigate impacts;

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

- | |
|---|
| (f) best practice environmental management; and
(g) any emission limit guidelines or protected environmental values or water quality objectives issued by the Board of Environment Protection Authority in accordance with the State Policy for Water Quality Management 1997. |
|---|

Complies

The proposed detention basins will be designed in accordance with water sensitive urban design parameters to ensure no unreasonable impact on the water quality. Conditions will be included on the permit to ensure there is a limit on the discharge rate and the inlet and outlets are suitable designed to ensure there will be no impact on the Kings Meadows Rivulet.

E10.0 Open Space Code

E10.1 The purpose of this provision is to:

- | |
|---|
| (a) Ensure that the location and area of land required for public open space in subdivisions meets the reasonable ongoing needs of the community. |
|---|

Not Applicable

Council has determined that no land is required for public open space and a cash in lieu payment for public open space will be included as a condition on the planning permit.

7. CONCLUSION

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

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 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 2015 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.

- 8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)**
-

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2015 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 2015.

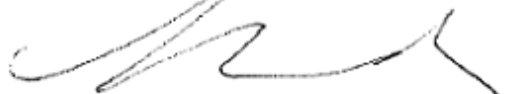
BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

ATTACHMENTS:

1. Locality Map (circulated separately)
 2. Plans (circulated separately)
 3. Planning Report (circulated separately)
 4. Bushfire Hazard Report (circulated separately)
 5. Traffic Impact (circulated separately)
 6. IPD Consulting - Response to request for information (circulated separately)
 7. Vegetation and Fauna Habitat Assessment (circulated separately)
 8. Summary of Impacts associated with the development of Strathroy Agri Park Development (circulated separately)
 9. AK Consultants - Review of assessment report - Land Capability for Proposed Strathroy Agripark Industrial Subdivision (circulated separately)
 10. Scenic Impact Observations (circulated separately)
 11. Streetscape Plan (circulated separately)
 12. Opteon Property Group - Consulting Report (circulated separately)
-

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Appendix 1

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

Existing Rural Resource Zone	Status	Proposed Light Industrial Zone	Status
Natural and cultural values management	No Permit Required	Natural and cultural values management	No Permit Required
Passive Recreation	No Permit Required	Passive Recreation	No Permit Required
Resource development (If not for: (a) plantation forestry on prime agricultural land; (b) controlled environment agriculture on prime agricultural land, unless dependent on the soil as a growth medium; (c) intensive animal husbandry on prime agricultural land; or (d) a dwelling.)	No Permit Required	Equipment and machinery sales and hire	Permitted
Utilities (If for existing uses: (a) the gross floor area existing at the effective date does not increase by more than 30%; and (b) the development area existing at the effective date does not increase by more than 30%; and (c) not located on prime agricultural land.)	No Permit Required	Research and development	Permitted
Business and professional services (If for a veterinary centre or similar specialist animal breeding or care services and not on prime agricultural land.)	Permitted	Service industry	Permitted
Community meeting and entertainment (If for existing premises used for public purposes)	Permitted	Storage	Permitted
Crematoria and cemeteries (If for crematoria and not on prime agricultural land)	Permitted	Utilities (If for minor utilities)	Permitted

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Appendix 1

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

Existing Rural Resource Zone	Status	Proposed Light Industrial Zone	Status
Domestic animal breeding, boarding or training (If not on prime agricultural land)	Permitted	Bulky goods (If for garden or landscape or hardware supplies)	Discretionary
Extractive industries (If not on prime agricultural land)	Permitted	Community meeting & entertainment	Discretionary
Food services (If for existing uses: (a) the gross floor area existing at the effective date does not increase by more than 30%; and (b) the development area existing at the effective date does not increase by more than 30%.)	Permitted	Crematoria and cemeteries (If for crematoria)	Discretionary
Hotel Industry (If for existing uses: (a) the gross floor area existing at the effective date does not increase by more than 30%; and (b) the development area existing at the effective date does not increase by more than 30%.)	Permitted	Domestic animal breeding, boarding or training	Discretionary
Residential (If for existing uses or if for home-based business in an existing dwelling.)	Permitted	Emergency services	Discretionary
Resource development (If not for: (a) plantation forestry on prime agricultural land; or (b) controlled environment agriculture on prime agricultural land; or (c) intensive animal husbandry on prime agricultural land.)	Permitted	Food services (If not for a restaurant)	Discretionary
Resource processing (If associated with produce from the subject site and not on prime agricultural land)	Permitted	Manufacturing and processing	Discretionary

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Appendix 1

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

Existing Rural Resource Zone	Status	Proposed Light Industrial Zone	Status
Sports and recreation (If for existing uses: (a) the gross floor area existing at the effective date does not increase by more than 30%; and (b) the development area existing at the effective date does not increase by more than 30%.)	Permitted	Recycling and waste disposal (If not for a refuse disposal site)	Discretionary
Visitor accommodation (If for existing uses: (a) the gross floor area existing at the effective date does not increase by more than 30%; and (b) the development area existing at the effective date does not increase by more than 30%.)	Permitted	Resource processing (If not for animal saleyards or abattoir)	Discretionary
Bulky goods sales (If for rural supplies, landscape supplies and timber yard)	Discretionary	Sport and Recreation	Discretionary
Business and professional services (If for a combined gross floor area of no more than 250m ²)	Discretionary	Utilities	Discretionary
Community meeting & entertainment	Discretionary	Vehicle fuel sales and service	Discretionary
Domestic animal breeding, boarding or training	Discretionary	Vehicle parking	Discretionary
Educational and occasional care	Discretionary	All other uses	Prohibited
Emergency services	Discretionary	Proposed General Industrial Zone	Status
Equipment and machinery sales and hire	Discretionary	Natural and cultural values management	No Permit Required
Extractive industries	Discretionary	Passive recreation	No Permit Required
Food services	Discretionary	Bulky goods sales (If for garden or landscape or hardware supplies)	Permitted

8.2 Amendment 9 to the Launceston Interim Planning Scheme 2015 - Rezone from Rural Resource to Light Industrial and General Industrial; Subdivision - four lot subdivision. 574 Meander Valley Road, Prospect - Rezoning of land and subdivisions...(Cont'd)

Appendix 1

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

Existing Rural Resource Zone	Status	Proposed Light Industrial Zone	Status
General retail and hire (If for a combined gross floor area of no more than 250m ²)	Discretionary	Equipment and machinery sales and hire	Permitted
Hotel industry	Discretionary	Manufacturing and processing	Permitted
Manufacturing and processing	Discretionary	Port and shipping	Permitted
Motor racing facility	Discretionary	Recycling and waste disposal (If not for a refuse disposal site)	Permitted
Recycling and waste disposal	Discretionary	Research and development	Permitted
Residential (If for a single dwelling)	Discretionary	Resource processing (If not for animal saleyards or abattoir)	Permitted
Research and development (If associated with resource development)	Discretionary	Service industry	Permitted
Resource development (If not for plantation forestry on prime agricultural land)	Discretionary	Storage	Permitted
Resource processing	Discretionary	Transport depot and distribution	Permitted
Service industry	Discretionary	Utilities (If for minor utilities)	Permitted
Sports and recreation	Discretionary	Vehicle fuel sales and service	Permitted
Tourist operation	Discretionary	Vehicle parking	Permitted
Transport depot	Discretionary	Crematoria and cemeteries (If for crematoria)	Discretionary
Utilities	Discretionary	Emergency services	Discretionary
Vehicle fuel sales and service	Discretionary	Food services (If not for a restaurant)	Discretionary
Visitor accommodation	Discretionary	Motor racing facility	Discretionary
All other uses	Prohibited	Resource processing	Discretionary
		Utilities	Discretionary
		All other uses	Prohibited

9 ANNOUNCEMENTS BY THE MAYOR**9.1 Mayor's Announcements****FILE NO:** SF2375

Tuesday 24 November 2015

- Attended the Burnie You're the Voice Workshop at the Burnie Town Hall

Wednesday 25 November

- Attended the White Ribbon "Brunch in the Bay's" at the Launceston Fire Brigade
- Attended the City of Launceston White Ribbon Ceremony at Remount Road
- Officiated at the City of Launceston Employee Recognition Event at the Town Hall

Thursday 26 November

- Officiated at the launch of Blooming Tasmania at the City Park
- Officiated at the Launceston Historical Society presentation of certificates at the Town Hall
- Attended the KMPG Launceston Chamber of Commerce End of Year Function at the Design Centre
- Attended the Northern Children's Network 40th Birthday Celebration at Cube Seaport

Friday 27 November

- Attended the Special Farewell and Welcome Assembly at the Launceston Christian School
- Attended the Official Opening of the St Giles redevelopment at St Giles Newstead
- Presented the Sun Smart Award at the Glen Dhu Child Care Centre
- Attended the QVMAG Friends Christmas Function at the QVMAG Art Gallery

Saturday 28 November

- Judged the Mayor's Choice Christmas Float at the 2015 Launceston Christmas Parade
- Attended the Mowbray Cricket Club's 60 Year Reunion Dinner at Aurora Stadium

Tuesday 1 December

- Attended the Moulin Rouge Christmas Celebration at the Country Club Casino
-

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

Wednesday 2 December

- Attended the 2015 Business Events Tasmania Christmas Function at the Design Centre

Friday 4 December

- Attended the Local Government Committee Meeting at the George Town Council Chambers
- Attended the Tasmanian Building Regulatory Framework Briefing at the Tramsheds Function Centre

Saturday 5 December

- Attended the City Park Radio Christmas Function at City Park Radio
- Attended the Launceston Competitions Volunteers Afternoon Tea at Franklin House

Sunday 6 December

- Attended the start of Sally's Ride Cycle Event
- Attended the House of Prayer 4th Anniversary Thanksgiving and Dedication of New Building
- Attended the Stan Siejka Launceston Cycling Classic VIP Function at the Mecure Launceston

Monday 7 December

- Chaired the City of Launceston's Annual General Meeting at the Town Hall

Tuesday 8 December

- Officiated at the Relaunch of Duck Reach Interpretation Centre
- Attended the Kings Meadows High School Presentation Assembly
- Attended the Tramway Museum Celebration of 2015 at the Tramsheds Function Centre

Friday 11 December

- Attended the University of Tasmania's 125 year dinner at Hunter Street Hobart

Saturday 12 December

- Attended the WBBL Hobart Hurricanes v's Adelaide Strikers at Aurora Stadium
-

10 ALDERMEN'S REPORTS

(This item provides an opportunity for Aldermen to briefly report on the activities that have been undertaken in their capacity as a representative of the Council. It is not necessary to list social functions that have been attended.)

11 QUESTIONS BY ALDERMEN**11.1 Questions on Notice**

Local Government (Meeting Procedures) Regulations 2015 - Regulation 30

(A councillor, at least seven days before an ordinary Council Meeting or a Council Committee Meeting, may give written notice to the General Manager of a question in respect of which the councillor seeks an answer at that Meeting. An answer to a Question on Notice will be in writing.)

11.2 Questions without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 29

(Questions without Notice, and any answers to those questions, are not required to be recorded in the Minutes of the Meeting.)

12 COMMITTEE REPORTS**12.1 Tender Review Committee Meeting - 25 November 2015****FILE NO:** SF0100**AUTHOR:** Raj Pakiarajah (Project Manager)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To receive and consider a report from the Tender Review Committee (a delegated authority committee).

RECOMMENDATION:

That Council receives the report from the Tender Review Committee meeting held on 25 November 2015.

REPORT:

The Tender Review Committee meeting on 25 November determined the following:

Website Design, Development, Content Management and Hosting - CD.021/2015

The Tender Review Committee accepted the tender submitted by Seamless CMS Pty Ltd for website design, development, content management and hosting, for a period of one year, with the option to extend year-on-year for a period of 5 years at a cost of \$39,000.00 (excl. GST) per year.

ECONOMIC IMPACT:

The economic impact has been considered in the development of this project.

ENVIRONMENTAL IMPACT:

The environmental impact has been considered in the development of this project.

SOCIAL IMPACT:

The social impact is considered in the development of this project.

12.1 Tender Review Committee Meeting - 25 November 2015...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Budget 2015/2016.

BUDGET & FINANCIAL ASPECTS:

These projects are funded in accordance with the approved 2015/2016 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.



Harry Galea: Director Infrastructure Services

12.2 Audit Panel Meeting - 3 December 2015**FILE NO:** SF3611**AUTHOR:** Paul Gimpl (Manager Finance)**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To receive and consider a report from the Audit Panel following the meeting on 3 December 2015.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the report from the Audit Panel Meeting held on 3 December 2015 be received.

REPORT:

The following is a precis of the substantive agenda items dealt with at the meeting.

6.2 - 6.6 Internal Audit

Details Issues raised by the Internal Auditors (Crowe Horwath) were discussed, issues resolved agreed on and progress on issues not yet resolved discussed.

The audit reviews covered so far have been:

- Risk Review;
- Fraud Management and Prevention;
- Privacy Management; and
- Contract Management

A Payroll Review has just been completed with a Rates Management Review scheduled to commence in January 2016.

Action Issues not yet resolved have been allocated to responsible Officers and deadlines set. Progress will be reported on at the next Audit Panel meeting in 2016.

12.2 Audit Panel Meeting - 3 December 2015...(Cont'd)

7.2 External Audit

Details Issues raised in the "Audit Recommendations and Management Responses" Report by our External Auditors, the Tasmanian Audit Office were discussed.

Action Three of nine issues identified by the External Auditors have been resolved and the remaining issues were discussed and progress noted. Again Officers responsible to resolve the remaining six issues (which primarily relate to matters that are to be dealt with in the preparation of the 2015/16 financial statements) have been noted and deadlines set.

9.1 Budget Amendments

Details The Panel received the report that detailed the projects that need to be reclassified from Operations to Capital, Capital to Operations and to recognise external funds granted to comply with the Asset Capitalisation Framework and the requirements of Section 82 of the *Local Government Act 1993*.

Action The Panel recommended to the Council that the changes be made (see separate item in this agenda).

9.2 Budget Reallocations

Details The Panel received the report on transfers within the budget that do not require a change to the total budget.

Action The Panel noted the reallocations and transfers.

9.3 - 10.5 Financial Reports and KPI's

Details The Panel received the Operating results for the 2015/16 year together with reports on Capital, Debtors and Investments.

Action The Panel noted the reports.

12.1 Outstanding Audit Panel Actions

Details The Panel considered approach and interim work that has been undertaken to address the role of the Audit Panel of overseeing legislative and policy compliance.

Action The Panel noted items requiring further action.

12.2 Network Vulnerability Assessment

Details The results of an external study into the Council's computer network were discussed.

12.2 Audit Panel Meeting - 3 December 2015...(Cont'd)

Action The study was quite positive and most issues identified were resolved quickly and the remaining unresolved weaknesses will be appropriately addressed. This process will be repeated for areas to test the actions taken. When this is repeated the report will go back to the Audit Panel for discussion.

13.2 Auditor General's Reports to Parliament

Details The report was discussed with the External Auditors in attendance.

Action Issues raised by the Auditor General will be considered before the 2015/16 end of year to determine whether the Council will introduce any or all of the recommendations.

13.3 Auditor General Reports (Local Government Financial Sustainability and Operational Efficiency)

Details Discussion occurred regarding the Auditor General's Report on this matter.

Action The Audit Panel noted the report.

ECONOMIC IMPACT:

No economic impact

ENVIRONMENTAL IMPACT:

No environmental impact

SOCIAL IMPACT:

No social impact

STRATEGIC DOCUMENT REFERENCE:

Strategic Plan 2014 - 2024

Priority Area 8: A secure, accountable and responsive organisation

Key Direction 6: To maintain a financially sustainable organisation

BUDGET & FINANCIAL ASPECTS:

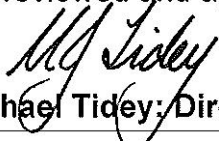
N/A

12.2 Audit Panel Meeting - 3 December 2015...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Tidey; Director Corporate Services

13 COUNCIL WORKSHOPS

Council Workshops conducted on 7 December 2015 were:

- Gallery of the First Tasmanians
- City Heart Master Plan
- Public Halls Review
- Cafe11 Lease
- Rate Modelling Approach
- Deputations Policy

14 NOTICES OF MOTION

Local Government (Meeting Procedures) Regulations 2015 - Regulation 16(5)

No Notices of Motion have been identified as part of this Agenda

15 DEVELOPMENT SERVICES DIRECTORATE ITEMS**15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)****FILE NO:** SF6160**AUTHOR:** Damien Fitzgerald (Project Manager- Launceston City Heart Project)**DIRECTOR:** Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider the Launceston City Heart Master Plan Stage 1 (Public Realm - Major Public Spaces)

PREVIOUS COUNCIL CONSIDERATION:

SPPC Meeting - 7 December 2015 (Workshop)

SPPC Meeting - 16 November 2015 (Workshop LCH Wayfinding and Connectivity Strategy)

RECOMMENDATION:

That Council adopts the Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces) Report (ECM Doc 3648713) incorporating the role and function, vision and direction, major public spaces and the Wayfinding and Connectivity Strategy.

REPORT:

The Council may wish to deal first with Item 18.6 - Launceston City Heart Project - Traffic Flow and Bus Stop relocation as it relates to the Launceston City Heart Project.

Background

The Launceston City Heart (LCH) Project is a priority project within the City of Launceston's Greater Launceston Plan. The LCH aims to revitalise the inner city area of Launceston as the primary service and retail centre for the greater Launceston and northern Tasmania region, and promote appropriate, planned and desirable commercial and council development opportunities in the area. The LCH Project has 10 key precinct areas and over 60 sub-projects within its scope.

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

The LCH project will redefine central Launceston to facilitate its adjustment to a modern regional retail, cultural and business hub for the greater Launceston region. Through redevelopment and public investment in infrastructure, events and business capability, the project will attract further private investment, provide overall improvement to the public spaces and streetscapes, improved connectivity and permeability throughout the heart of the city and will provide safer more accessible pedestrian and bicycle modes through the city.

In addition to the infrastructure enhancements and improvements that the LCH will provide, the project will also support a city activation program of events and activities and consider incentives for business and private investment. This in turn will enhance the city's liveability and encourage increased inner city living.

Geographical Location (Scope of Area)

The LCH boundary (scope of area) is contained within the current Launceston Central Activities District boundary (CAD) and is slightly larger than the current CBD boundary lines.

The overall LCH land area equates to approximately 260,000m². The Launceston City Heart Project is also identified in the Launceston Central Area Development Strategy as Precinct 1.

LCH Masterplan Project Precinct Investigation Areas

The LCH project has identified and highlighted 10 key precinct areas within the LCH area. The precincts are as follows (please note this is not in order of implementation):

PP 1 - Cameron Street Axis

Project Precinct Objective - Park To Park

- Project 1.1 - Tamar to George Streets (Cameron Street East)
- Project 1.2 - George to St John (Cameron Street Central)
- Project 1.3 - Civic Square
- Project 1.4 - Charles to Wellington (Cameron Street West)

PP 2 - St John Street Axis

Project Precinct Objective - CBD To River Edge

- Project 2.1 - Cimitiere to Cameron Streets (St John Street North)
 - Project 2.2 - Cameron to Paterson Streets Bus Stop Relocation (St John Street North Central)
 - Project 2.3 - Paterson to Brisbane Streets Bus Stop Redevelopment (St John Street Central)
-

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

- Project 2.4 - Brisbane to York Streets (St John Street South Central)
- Project 2.5 - York to Elizabeth Streets (St John Street South)

PP 3 - Brisbane Street Axis

Project Precinct Objective - Retail Reinforcement - East To West

- Project 3.1 - Tamar to George Streets (Brisbane Street East)
- Project 3.2 - Earl Street
- Project 3.3 - George to St John Streets (The Avenue)
- Project 3.4 - The Quadrant Mall
- Project 3.5 - Brisbane Street Mall
- Project 3.6 - Charles Street to Wellington Streets (Brisbane Street West)
- Project 3.7 - The Kingsway

PP 4 - Charles Street Axis

Project Precinct Objective - Retail Reinforcement - North To South

- Project 4.1 - Cimitiere to Paterson Streets (Charles Street North)
- Project 4.2 - Paterson to Brisbane Streets (Charles Street North Central)
- Project 4.3 - Brisbane to York Streets (Charles Street South Central)
- Project 4.4 - York to Elizabeth Streets (Charles Street South)

PP 5 - Paterson Street Axis

Project Precinct Objective - Bridging the CBD from the North

- Project 5.1 - George to St John Streets (Paterson Street East)
- Project 5.2 - St John to Charles streets (Paterson Street Central)
- Project 5.3 - Charles to Wellington Streets (Paterson Street West)

PP 6 - George Street Axis

Project Precinct Objective - Beautify the Boutique

- Project 6.1 - Cimitiere to Cameron Streets (George Street North)
- Project 6.2 - Cameron to Brisbane Streets (George Street Central)
- Project 6.3 - Brisbane to York Streets (George Street South)

PP 7 - York Street Axis

Project Precinct Objective - Bridging the CBD from the South

- Project 7.1 - George to St John Streets (York Street East)
 - Project 7.2 - St John to Charles streets (York Street Central)
 - Project 7.3 - Charles to Wellington Streets (York Street West)
-

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

PP 8 - Laneways and Minor Spaces

Project Precinct Objective - Space Activation - Public & Private

- Project 8.1 - Centreway Laneways and Spaces (Council)
- Project 8.2 - East Paterson Street Laneways and Spaces – Georges Lane (Council)
- Project 8.3 - Quadrant Laneways and Spaces (Council)
- Project 8.4 - Coulter Court, Bookmakers & Dell Laneways and Spaces (Private)
- Project 8.5 - Yorktown Square Laneways and Spaces (Private)
- Project 8.6 - Cameron and Paterson Street Laneways – Genders Lane (Private)
- Project 8.7 - Henty House Laneways and Spaces (Private)
- Project 8.8 - West Paterson Street Laneways and Spaces (Council)
- Project 8.9 - Charles Street Laneways (Private)
- Project 8.10 - Tatler Parade (also known as Tatler Arcade) Laneway (Private)
- Project 8.11 - St John Street Laneways (Council)
- Project 8.12 - York and George Street Space (Council)

PP9 - Strategic Links

Project Precinct Objective - Connecting the Public Realm through Intervention

- Project 9.1 - Civic Square Link
- Project 9.2 - DeChaineux Way Link (aka Myer Car Park)
- Project 9.3 - Birchall's Link (Myer Carpark to Brisbane Street Mall)
- Project 9.4 - Monaghan's Link (Brisbane Street Mall to Tatler Parade - also known as Tatler Arcade)

PP10 - Strategic Development Sites

Project Precinct Objective - City Growth Opportunities

- Project 10.1 - Paterson Street Car Park (Myer Carpark)
- Project 10.2 - York Street Car Park
- Project 10.3 - Willis Street Car Park (Outside the LCH area)
- Project 10.4 - Cimitiere Street Car Park
- Project 10.5 - Elizabeth Street Car Park
- Project 10.6 - Bathurst Street Car Park (Outside the LCH area)

LCH Community Engagement Process

In mid-2014, Co-Design Studio was engaged by City of Launceston to assist the delivery of a unique collaborative, community engagement process to underpin delivery of the LCH project. The project aimed to creatively develop a vision for the city now and into the future with the community setting a bold framework for improving the liveability, tourism, recreation and employment opportunities, within a strong heritage and environmental farming region.

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

The project provided a rare opportunity to bring together the wider Launceston community and build the local support that is necessary to create an active, vibrant city centre. Ultimately it is not governments, strategies or infrastructure projects that create great places, but inclusive, connected communities.

The project aims were to clearly identify:

- **Direction** - the function and future role of the CBD
- **Place Principles** - Overarching principles for the ongoing development of the Launceston CBD to ensure that the direction is realised
- **Place Improvements** - Identify projects, changes and developments for specific locations to improve the CBD.

The project used a creative and participatory approach to ensure that local stakeholders and communities are actively involved in the planning and delivery of projects.

City of Launceston (LCH project) worked with CoDesign Studio to:

1. Understand and identify views on the future direction of the CBD, which locations are important to the community and ideas for improvements through the city.
2. Engage broadly to gain views from a wide cross-section of the community and through multiple stakeholder groups.
3. Validate and test out ideas in a practical way, demonstrating and engaging people with on the group prototypes, which physically test out ideas for their future city.
4. Build community ownership and supports the project through encouraging active participation and hands on involvement with the project now and in the future, which is sustained beyond the LCH Project.

The engagement process for the LCH Project successfully reached a broad cross-section of the community, developed a clear picture of the city and identified areas and ideas for change.

In summary, the engagement process involved the following:

- 1,595 people responded to the survey (172 online, 1,423 paper-based. This high number of responses gave a strong foundation for strategic decisions to enhance the Launceston CBD and served to validate feedback provided through other engagement activities).
-

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

- 405 people engaged at the pop up engagement workshops in Civic Square, Brisbane Street Mall, the Quadrant Mall and at the Harvest Market.
- 135 people were involved in in-depth discussions at nine key stakeholder interactive workshops.
- 383 people sent in project postcards with their 'big idea' for the CBD.
- Local high schools and UTAS students were involved providing and testing ideas for improvements to their CBD.
- Many hundreds of people provided ideas by filling in comment stickers on shop windows around the city or posted photos, commented or like ideas on social media.
- Many hundreds of people tried out or provided feedback on the prototypes, which tested improvements to Civic Square and Brisbane Street Mall.

The collaborative engagement process was recently recognised at the Planning Institute of Australia Awards for Planning Excellence, winning the Best Planning Ideas – Small Project 2015 award.

Further engagement was undertaken on traffic flow and bus stop relocation. This has been considered separately by Council.

Development of the Launceston City Heart Reference Group

The Launceston City Heart (LCH) Reference Group was formed as a Special Committee of Council in August 2015.

The LCH Reference Group, advises the Council and the LCH Unit in the implementation of the LCH Masterplan Priority Projects and Events which are focused on making Launceston's CBD the premier mixed use activity hub for northern Tasmania.

In particular, the Reference Group

1. Advise on the implementation of the LCH project and monitor progress so that the LCH Masterplan objectives are delivered and are consistent with the principles and recommendations of the Action Plan – short term, medium term and long term goals (to be developed);
-

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

2. Provide advice on key LCH strategic documents, policies and statutory processes relating to the LCH project;
3. Advise on the development of LCH business incentives, initiatives and programs that could be considered to support the LCH project;
4. Identify events and activities to bring more vitality and activate the LCH area; and
5. Ensure that the LCH project meets an appropriate level of community engagement and consultation.

The LCH Reference Group chaired by Alderman Darren Alexander consists of representatives from Cityprom, Chamber of Commerce, UTAS School of Architecture, Department of State Growth, The Examiner, Heritage as well as a Community Representative, Arts & Events Representative, CBD Business/Trader Representative, CBD Building Owner Representative, Youth Representative and an Access Representative.

The General Manager, three elected members (Aldermen Hugh McKenzie, Alderman Simon Wood and Alderman Karina Stojansek), the Director of Development Services, the Director of Infrastructure Services, the LCH Unit Manager and a Communications Department representative also form part of the Reference Group.

LCH Place Principles to inform the Vision & Direction (Masterplan)

From the Engagement process, Launceston City Heart Place Principles were distilled from across all the feedback, conversations and observations feeding into the Launceston City Heart Project.

The following Place Principles underpin delivery of the type of CBD the community is seeking, providing a toolkit of principles to guide the type of improvements needed:

1. Local and unique
 2. Design for flexible
 3. Meeting and socialising: rain hail or shine
 4. Greenery in all shapes and forms
 5. Healthy and connected
 6. Creative and innovative
 7. Mixed use planning
-

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

Overview of Masterplan Staging

The timing of Council endorsement of the first stage of the Masterplan is pivotal for the upcoming third round of the National Stronger Regions Funding submission due in February 2016. Without Council endorsement of the Masterplan concepts and direction of the project, the application is unlikely to succeed.

LCH Masterplan STAGE 1 (Public Realm - Major Public Spaces)

The first stage of the LCH Project is the LCH Public Realm - Major Public Spaces. Identified projects include the Brisbane Street Mall, Civic Square, The Avenue, Quadrant Mall and the Wayfinding strategy and signage treatments.

A summary of anticipated timelines for the staging is as follows:

Presentation to SPPC Workshop – 7 December 2015

- Consider Masterplan concept drawings and report for Stage 1.

Report and recommendations to Council – Monday 14 December 2015

- Masterplan Stage 1
 - Civic Square, including the Playspace concept
 - The Brisbane Street Mall, including the Playspace concept
 - The Quadrant Mall
 - The Avenue
 - Events and Activation Program (5 years)
- Wayfinding & Connectivity Strategy

National Stronger Regions Funding Round 2 Announcement – December 2015

- The Quadrant Mall
- The Avenue

Preparation of Stronger Regions Funding Round 3

- Commenced and submission due February 2015.

Commencement (Construction) of first LCH Major Project

- The Quadrant Mall and associated laneways – February 2016
-

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

Strategic Documents and Policy

A number of policies and strategies are being reviewed to ensure alignment with the LCH vision and direction including:

- Review - Parking Strategy 2009
- Review - Lighting Masterplan 2000
- Review – On street Dining Policy 2010
- Development of LCH Urban Design Guidelines & Framework

The above strategies and reviews will be completed for Stage 2 of the LCH Masterplan.

Timeline/Key Dates for Stage 1 Projects

All projects contained in Stage 1 require endorsement before detailed design can commence (excluding Quadrant Mall). Once endorsement is received the LCH Unit will undertake the detailed design process during 2016 and further stakeholder engagement will be required.

LCH Masterplan STAGE 2 – LCH Streetscapes (Traffic Calming and Activation focus)

Requires policy decision of Council – Traffic Flows and Bus Stop locations

- Revise current Masterplan to reflect changes required - June/July 2016
- Business Incentives and Promotion of Investment Program
- Building Façade and Access Improvement Scheme
- Small Local Business Incentive Scheme
- Strategy work to be undertaken to support the overall Masterplan (Stages 1 and 2)
 - Inner City Living
 - LCH Place Making Activation, Public Artworks
 - Activation of Laneways
 - Future Development Site Opportunities.

ECONOMIC IMPACT:

Consideration contained in the report.

ENVIRONMENTAL IMPACT:

N/A

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

SOCIAL IMPACT:

Consideration contained in the report.

STRATEGIC DOCUMENT REFERENCE:

Council's Strategic Plan (2014-2024) sections:

1. A creative and innovative city
2. A city where people choose to live
3. A city in touch with its region
4. A diverse and welcoming city
6. A city building its future
7. A city that stimulates economic activity and vibrancy

Greater Launceston Plan (GLP) - 2014

F.1 Launceston City Heart: CBD Revitalisation Project

Launceston Central Area Development Study - 2013

Launceston Public Spaces and Public Life - 2011

BUDGET & FINANCIAL ASPECTS:

The indicative cost to implement the Masterplan throughout the entire LCH area is:

LCH Masterplan Projects and Events Program	Stage 1	\$17 million
LCH Masterplan Projects and Incentives Program	Stage 2	<u>\$17.2 million</u>
Total Stage 1 and 2		<u>\$34.2 million</u>

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Leanne Hurst: Director Development Services

15.1 Launceston City Heart Masterplan Stage 1 (Public Realm - Major Public Spaces)...(Cont'd)

ATTACHMENTS:

1. Launceston City Heart Masterplan People, Place, Lifestyle (ECM Doc 3648713)
(distributed separately)

APPENDICES:

- A. Launceston City Heart Masterplan Stage One (Public Realm - Major Public Spaces)
(ECM Doc 3648713)
 - B. Launceston City Heart Wayfinding and Connectivity Strategy
 - C. Launceston City Heart Priority Matrix (template)
 - E. Launceston City Heart Impact Statement
 - F. Launceston City Heart Social Impact Statement
-

16 FACILITIES MANAGEMENT DIRECTORATE ITEMS**16.1 Duck Reach Redevelopment****FILE NO:** SF0841**AUTHOR:** Matthew Skirving (Manager Architectural Services)**DIRECTOR:** Rod Sweetnam (Director Facilities Management)

DECISION STATEMENT:

To consider the options available to Council to progress the redevelopment of the Duck Reach site.

PREVIOUS COUNCIL CONSIDERATION:

Council Item 14.1 -14 March 2014
Duck Reach Redevelopment

SPPC (Closed Workshop) - 16 September 2014
Duck Reach Hydro Tasmania MOU.

SPPC (Closed Workshop) - 19 October 2015
Duck Reach Expression of Interest submission review.

RECOMMENDATION:

That Council resolve to invite the successful proponents to the completed Expression of Interest process to submit a Tender Submission for a Licence Agreement to undertake the redevelopment and operation of a small scale hydroelectricity scheme at the Duck Reach site.

REPORT:

The Expression of Interest (EOI) process to quantify the level of commercial interest, and identify proponents with the expertise and experience to undertake an independent redevelopment of the Duck Reach site was completed in 2015.

Twenty one parties registered to receive the EOI documentation, covering a mixture of major utility service providers, private companies, consultancy firms and civil construction firms. Six submissions in total were received by the closing date.

16.1 Duck Reach Redevelopment...(Cont'd)

The EOI document set out the minimum criteria to be addressed in submissions, including:

1. Details of Council's redevelopment objectives for the project, including:
 - a. Appropriate development of the project, to respect, conserve and celebrate the significant Engineering, Architectural and Cultural Heritage of the site.
 - b. The requirement to maintain public access to the site, including the Turbine Hall, as a tourist attraction and significant historical interpretation site.
2. Details of the developer, including:
 - a. Organisational/Business details of the lead developer and any additional project partners.
 - b. Capacity, expertise and experience in the development and operation of similar Hydro-generation projects.
3. Preliminary details of their approach to the redevelopment project, including:
 - a. Management of the significant natural and built heritage features of the site.
 - b. Approach to the technical design and delivery of the project including site access, redevelopment stages, and key project components.
 - c. Site infrastructure requirements, including proposed connection arrangement to the energy grid.
 - d. Response to the redevelopment objectives as set out by Council.
 - e. Anticipated development costs.
4. Details of their proposed operating model for the site, including:
 - a. General operational requirements.
 - b. Management of the general public in and around an active industrial site.
 - c. Security and site area maintenance arrangements.
5. The structure of any proposed contractual arrangement with Council, including:
 - a. The agreement type (Lease, Licence, Build Own Operate Manage Contract etc.), and proposed term of any agreement.

Following an assessment of the submissions by Council Officers, and as presented to Aldermen at the SPPC Workshop on 19 October 2015, four of the submission demonstrated an appropriate level of technical expertise and experience in undertaking the redevelopment and operation of a project of this type.

The EOI documentation identified four principle redevelopment agreement types:

1. A simple annual fee based Licence Agreement for access to the site.
 2. An agreement based on an annual percentage return to Council of the gross value of electricity sales from the site.
 3. An agreement based on an annual percentage return to Council of the nett value of profit returned from the project.
-

16.1 Duck Reach Redevelopment...(Cont'd)

4. A Joint venture redevelopment, or other similar partnership model requiring capital co-investment and profit sharing with the redevelopment partner.

It is recommended that Council pursue a simple agreement model, based on previous indications that a Council-led redevelopment model was not preferred.

Considering the current project economics, and the likely future variability of energy pricing, a simple profit-share agreement based on a percentage of the gross energy sale revenue is recommended.

A forty year agreement term is proposed, based on the estimated economic life of the scheme infrastructure, which also matches the proposed agreement term offered by Hydro Tasmania for water surety.

On this basis, it is proposed that Council invite the successful parties from the EOI stage, to make an offer for a Licence Agreement to redevelop and operate a small scale hydroelectricity scheme at the Duck Reach site. Following submission to this process, a subsequent report will be presented to Council to select a preferred developer for the site.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024 key directions:

1. A creative and innovative City of Launceston
 - 1.3 To optimise the use and usability of our assets for different types of activities
 - 1.4 To support and promote alternative uses of underutilised buildings.

BUDGET & FINANCIAL ASPECTS:


N/A

16.1 Duck Reach Redevelopment...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Rod Sweetnam: Director Facilities Management

17 QUEEN VICTORIA MUSEUM AND ART GALLERY DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

18 INFRASTRUCTURE SERVICES DIRECTORATE ITEMS

18.1 Reimagining the Gorge Project

FILE NO: SF6230

AUTHOR: Dannielle Denning (Parks Planner)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider adopting the Cataract Gorge Reserve and Trevallyn Nature Recreation Area 2030 Vision.

PREVIOUS COUNCIL CONSIDERATION:

Council Item 18.1 - 26 October 2015

The Council determined to release the Reimagining the Gorge Project White Paper for public exhibition and including that:

...the White Paper prior to circulation that any commercial development within or adjacent to the City of Launceston Cataract Gorge (but utilising the Gorge's vista) are supported provided they are sympathetic to the vision and values of the Cataract Gorge. Such decisions will be determined by the Council following consideration of comments following a public exhibition or each specific project. This process precedes the Development application process.

SPPC Workshop 5 October 2015

The Council considered the Reimagining the Gorge Project White Paper.

Council Item 18.5 - 27 April 2015

The Council determined to release the Reimagining the Gorge Project Green Paper for public comment.

SPPC Workshop 16 March 2015

Presentation by consultants Campbell & Jones on the draft Green Paper and community response to the eight theme areas.

18.1 Reimagining the Gorge Project...(Cont'd)

RECOMMENDATION:

That Council, in respect to the Reimagining the Gorge project, resolves to:

- a) Adopt the Final Plan (ECM Document No. 3644831) as the 2030 Vision for the Cataract Gorge Reserve and Trevallyn Nature Recreation Area with the inclusion:

'Any commercial development within or adjacent to the City of Launceston Cataract Gorge (but utilising the Gorge's vista) are supported provided they are sympathetic to the vision and values of the Cataract Gorge. Such decisions will be determined by the Council following consideration of comments following a public exhibition of each specific project. This process precedes the Development Application process.'

represented as a recommended strategic outcome under Theme (5) Commercial Development; and

- b) To note the allocation of the remaining State Government grant to achieve strategic priorities identified in the Final Plan and shown in the report as Table 1.
-

REPORT:

The State Government provided a grant of \$200,000 in 2014 to facilitate the development of a new strategic vision for both the Cataract Gorge Reserve and the Trevallyn Nature Recreation Area. The vision is aimed to guide the future management and development of the combined area of 632 hectares. It is a joint project of the City of Launceston, the Tasmanian Government and Tourism Northern Tasmania.

The Council, at its meeting on 26 October 2015, resolved to release the White Paper for the Reimagining the Gorge Project to the community for a four week public exhibition period; and to include in the White Paper prior to circulation, "*that any commercial development within or adjacent to the City of Launceston Cataract Gorge (but utilising the Gorge's vista) is supported provided it is sympathetic to the vision and values of the Cataract Gorge. Such decisions will be determined by the Council following consideration of comments following a public exhibition of each specific project. This process precedes the Development Application process*".

As per the Council's resolution, the White Paper was made available for public viewing from 31 October to 27 November 2015 on 'Your Voice Your Launceston'. The White Paper was promoted via social media, email to 2,205 registered participants, three newspaper advertisements and community newsletters. Hardcopies were made available at the Town Hall Customer Service Centre. There were 505 visits to the online site and 146 people viewed the White Paper.

18.1 Reimagining the Gorge Project...(Cont'd)

One submission was made during the public exhibition of the White Paper ([Attachment 1](#)). Issues raised in the submission related primarily to Council's support for commercial developments within the Cataract Gorge Reserve and Trevallyn Nature Recreation Area and the recommendation from the Council Meeting on the 26 October 2015 being contradictory to the vision and values of the community identified in the White Paper. Questions were asked regarding what impacts will be considered in determining that development is sympathetic to the vision and values of the community and the use of community funding to provide commercial gain for developers.

The White Paper identified that views on commercial development within and near the Gorge are polarised. In response to this, the Council's recommendation allows for public input on commercial development before proceeding through the development approval process. This will enable the Council to make an informed decision and consider the views of the community on individual proposals. Climate change and impacts on natural, historical and visual landscapes will be considered through both the consent and development application processes, which both allow for community input. The Council may enter a commercial development as a joint partnership. The process allows the community to consider the merits on a case by case basis before proceeding to the Development Application stage.

Following public exhibition of the White Paper, the document has been reformatted into a Final Plan for the Cataract Gorge which represents the 2030 Vision for the Cataract Gorge Reserve and Trevallyn Nature Recreation Area ([Attachment 2](#)). The Council's previous resolution has been added as a recommended strategic outcome under Theme (5) Commercial Development.

It is recommended that the Final Plan be adopted as the new strategic vision for the Cataract Gorge Reserve and Trevallyn Nature Recreation Area and that the balance of the State Government grant be allocated according to the strategic priorities identified in the Final Plan.

Allocation of the balance of the grant (\$139,000) was directed to achieve the strategic outcomes as outlined in the table below.

18.1 Reimagining the Gorge Project...(Cont'd)

Table 1 - 2015/16 Proposed Projects

Strategic Outcome	2015/16
1.1 No rubbish <i>Action: Undertake rubbish removal</i>	\$15,000
1.4 No weeds <i>Action: Undertake weed control and planting</i>	\$36,000
1.5 Fire risk is managed and outbreaks controlled <i>Action: Maintenance of existing fire breaks</i>	\$15,000
2.2 A whole of area maintenance plan defines service and funding levels needed for the activities taking place <i>Action: Undertaking priority repairs and maintenance to tracks, structures, lighting, handrails and pathways.</i>	\$65,000
2.5 Pathway lighting provides security for visitors at night <i>Action: Improve lighting along Cataract Walk</i>	\$5,000
7.1 Small, local and family oriented events in the First Basin and Cliff Grounds and larger recreational events in the TNRA <i>Action: Facilitation of events over summer 2015/16</i>	\$3,000
Total	\$139,000

ECONOMIC IMPACT:

The project has the potential to drive significant economic outcomes through enhance visitation and length of stay in the region.

ENVIRONMENTAL IMPACT:

The project has potential to enhance the environment through improved integrated planning and environmental restoration projects.

SOCIAL IMPACT:

The project has a potentially positive social impact through enhances facilities and improved visitor experience.

18.1 Reimagining the Gorge Project...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

The key directions within Council's Strategic Plan (2014-2024) considered relevant are:

- 1.1.3 To optimise the use and usability of our assets for different types of activities.
- 2.1.1 To continue to offer an attractive network of parks, open spaces and facilities through Launceston.
- 2.1.4 To promote Launceston's rich heritage and natural environment.
- 2.1.6 To promote active and healthy lifestyles.
- 4.1.5 To offer equitable access to services and facilities, including the design of public spaces that are accessible and suited to all abilities.
- 7.1.3 To promote tourism and a quality Launceston Tourism offering.

BUDGET & FINANCIAL ASPECTS:

The State Government has provided grant funding of \$200,000 - \$140,000 in 2015 and \$60,000 in 2016. The cost of the strategy development amounted to \$60,000. The balance of funding is proposed to be expended on the priority items in the five year implementation plan as shown on pages 15-23 of the Final Plan. The grant is required to be reconciled by the end of 2015.

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. Submission regarding the Reimagining the Gorge Project White Paper.
 2. Final Plan for the Reimagining the Cataract Gorge (distributed electronically)
-

Attachment 1

From: Liz Breen [REDACTED]
Sent: Friday, 27 November 2015 1:32 PM
To: Council
Subject: Response to the release of the Re-imagining the Gorge Project White Paper

Liz Breen
[REDACTED]
[REDACTED]

Dear Launceston City Council Aldermen,

RE: Response to the release of the *Re-imagining the Gorge Project* White Paper for public exhibition.

I am a Trevallyn resident, ratepayer and registered voter. I'm writing to express my concern about Council support for proposed commercial developments in the Cataract Gorge Reserve and Trevallyn Nature Recreation Area. The White Paper captures very positive community sentiment for the Gorge Vision and Values and significant support for the protection of the area's natural and environmental assets without compromise by commercial developments.

A majority of survey participants agreed or strongly agreed that management of the natural environmental values is the most important aspect of the Gorge vision. Commercial developments were clearly less important in the community vision of the area.

I'm disturbed by the recommendation that was adopted by Council at the meeting on 26th October 2015 to:

“Include in the White Paper prior to circulation that any commercial development within or adjacent to the City of Launceston Cataract Gorge (but utilising the Gorge's vista) are supported provided they are sympathetic to the vision and values of the Cataract Gorge. Such decisions will be determined by the Council following consideration of comments following a public exhibition of each specific project. This process precedes the Development Application process.”

The recommendation that “any commercial development” be “supported” is contradictory to the values highlighted by the survey participants and the integrity of the White Paper consultation. The words “sympathetic to the vision and values” are ambiguous and vague and do not provide adequate safeguards for the protection of the natural values of the area.

It is my concern that the Council’s decision to support any commercial development within or adjacent to the Cataract Gorge, is a direct disregard for the community’s visions as described in the White Paper. What environmental impacts (long and short-term impacts) have been/will be considered in determining whether a development proposal is “sympathetic” to the vision and values of the area? How will this be measured? What climate change impacts will be accounted for? Consideration for the protection of flora and fauna and biodiversity is needed. As well as consideration of the water quality and visual impact of developments on the scenery.

It is clear in the White Paper that any developments must be low impact and sensitive to the environment and natural values of the area. As the authors note “There is also clear resistance to providing community funding for commercial developments on public land”. How does the recommendation adopted by Council support the community's vision and values as reported in the White Paper? How does the inclusion of the word “sympathetic” ensure that developments have minimal visual and environmental impacts? How can residents and ratepayers feel confident that community funding is not used for developments that would seek to provide commercial gains for developers?

The Gorge is an asset for the Launceston community to enjoy and use for leisure, education and relaxation. One of the reasons the Gorge is so loved by Launceston residents is that it is a peaceful and tranquil haven away from the bustle of the city. This is an outstanding reason to protect the Gorge from commercial developments that would compromise the enjoyment and beauty of the area. I am opposed to private business gaining access to exploit the Gorge for financial gain. I welcome improvements to the visitor experience of the Gorge and surrounding areas, however, I believe that we have an obligation to also protect the area from commercial developments that would impact the natural values of the area, now and in the future.

Respectfully,

Liz Breen

18.2 Penny Royal Carpark**FILE NO:** SF1205/18147**AUTHOR:** Robert Holmes (Property Coordinator)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider a request from The JAC Group to purchase City of Launceston land currently used for a car park adjacent to the Penny Royal site.

The motion is required to be an absolute majority of the Council.

PREVIOUS COUNCIL CONSIDERATION:

SPPC Closed Agenda Item 6.3 - 19 October 2015

SPPC Closed Agenda Item 6.2 - 30 November 2015

Discussion on the request by The JAC Group to purchase the Penny Royal carpark.

RECOMMENDATION:

That Council, in respect to The JAC Group's request to purchase the land known as 1a Bridge Road as described in Certificate of Title 33985 Folio 1 indicated by the plans marked Attachment 2, determines to:

1. Sell the land to The JAC Group; and
 2. Authorise the General Manager to negotiate a price at not less than valuation advice.
-

REPORT:

A request has been received from the owners of the Penny Royal site, The JAC Group, seeking to purchase the Council owned car park immediately in front of the Penny Royal development.

The current status of the Council owned site is that it is leased to The JAC Group until 2028 for a sum of \$10 per annum subject to a condition that the tenant is to maintain a free public car park available for use by any person attending the Penny Royal Complex or the Cataract Gorge.

18.2 Penny Royal Carpark...(Cont'd)

General History

Author Keith Preston in 'Health Wealth & Tribulation Launceston's Cataract Gorge" (pg.85) states that 'A quarry to extract dolerite for the rebuilding town gaol ... had been established on the northern side of Cataract Hill by 1835'. The last extract of material from the quarry is thought to have occurred in 1948.

The construction of Paterson Bridge and the approach roads connecting to Brisbane and York Street impinged on part of the quarry site in the late 1960s.

The first part of the Penny Royal complex fronting onto Paterson Street was built in the early 1970s. The Council sold part of the Bridge Road quarry site to the developer of the Penny Royal complex to facilitate construction of the Gun Powder Mill and units built in the late 1970s. At the same time the Council decided to keep part of the quarry site (being the site of the car park) but agreed to enter into a lease for a term of 49 years commencing 1 July 1979. The lease contains a provision to provide an option to extend for a further term of 49 years.

In 1983 the Council agreed to sell a small part of the site to Penny Royal to address an error in construction.

The current redevelopment of the Penny Royal site by the JAC Group has been accompanied by a request to Council to consider sale of the area currently leased. The land is shown as 1a Bridge Road as described in Certificate of Title 33985 folio 1 as shown on the plan marked Attachment 2.

The land is not Public Land in accordance with Section 177A of the *Local Government Act 1993*.

In compliance with Section 177 of the *Local Government Act 1993* a valuation report was obtained. The recommendation is that the General Manager be authorised to enter into negotiation with The JAC Group to effect a sale at not less than valuation with terms and conditions to be negotiated by the General Manager.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

18.2 Penny Royal Carpark...(Cont'd)

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

The key directions within Council's Strategic Plan (2014-2024) which are considered relevant:

- 1.1.1 - To establish appropriate mechanisms to support the retail sector
- 2.1.2 - To support the CBD and commercial areas as activity places during day and night
- 3.1.3 - To regularly review our strategic approach to parking in Launceston
- 8.5.1 - To strategically manage our assets, facilities and services

BUDGET & FINANCIAL ASPECTS:

The land is to be sold at a price not less than valuation with the purchaser being responsible for all of the Council's out of pocket expenses.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Plan of title and site.
-



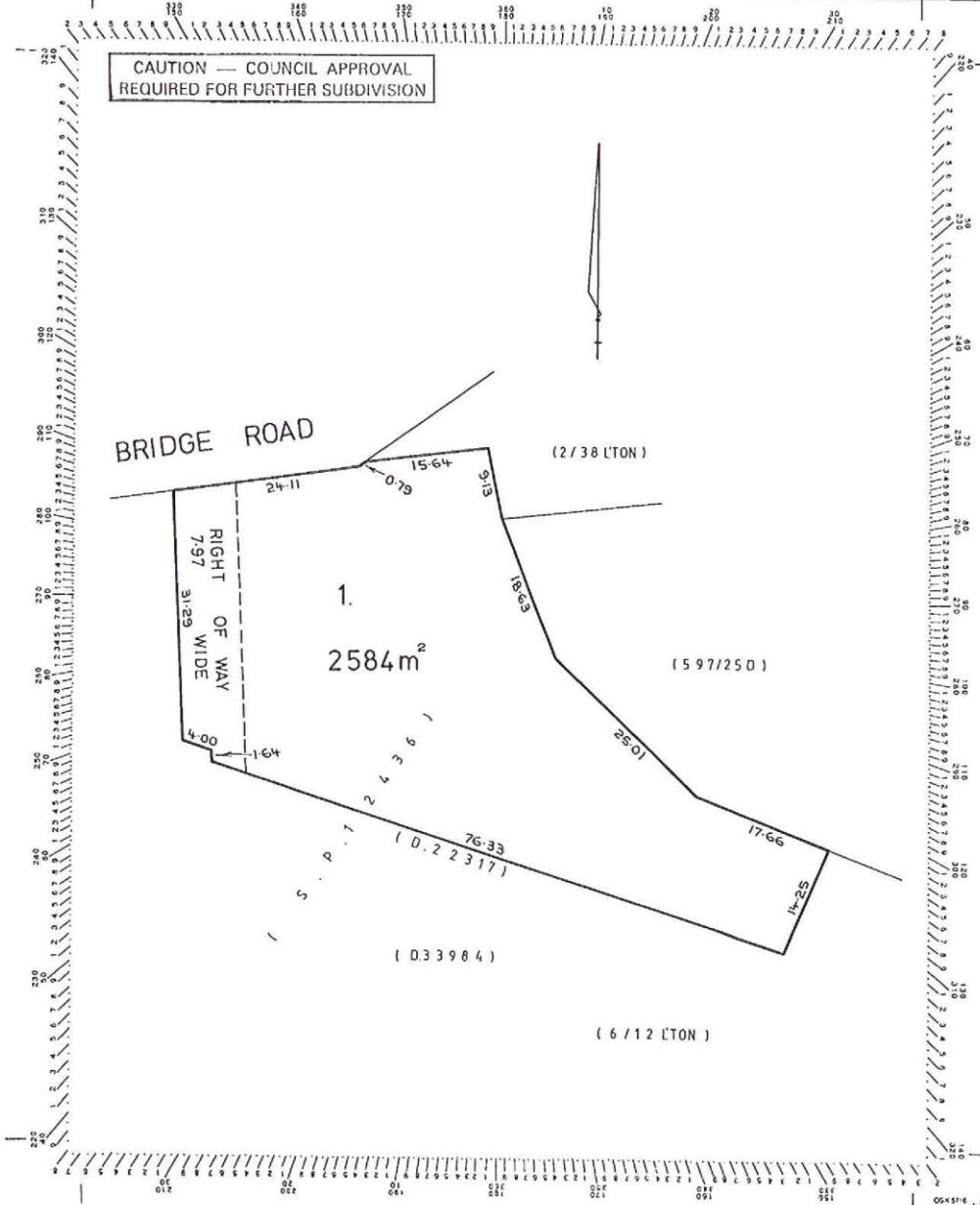
FOLIO PLAN
RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

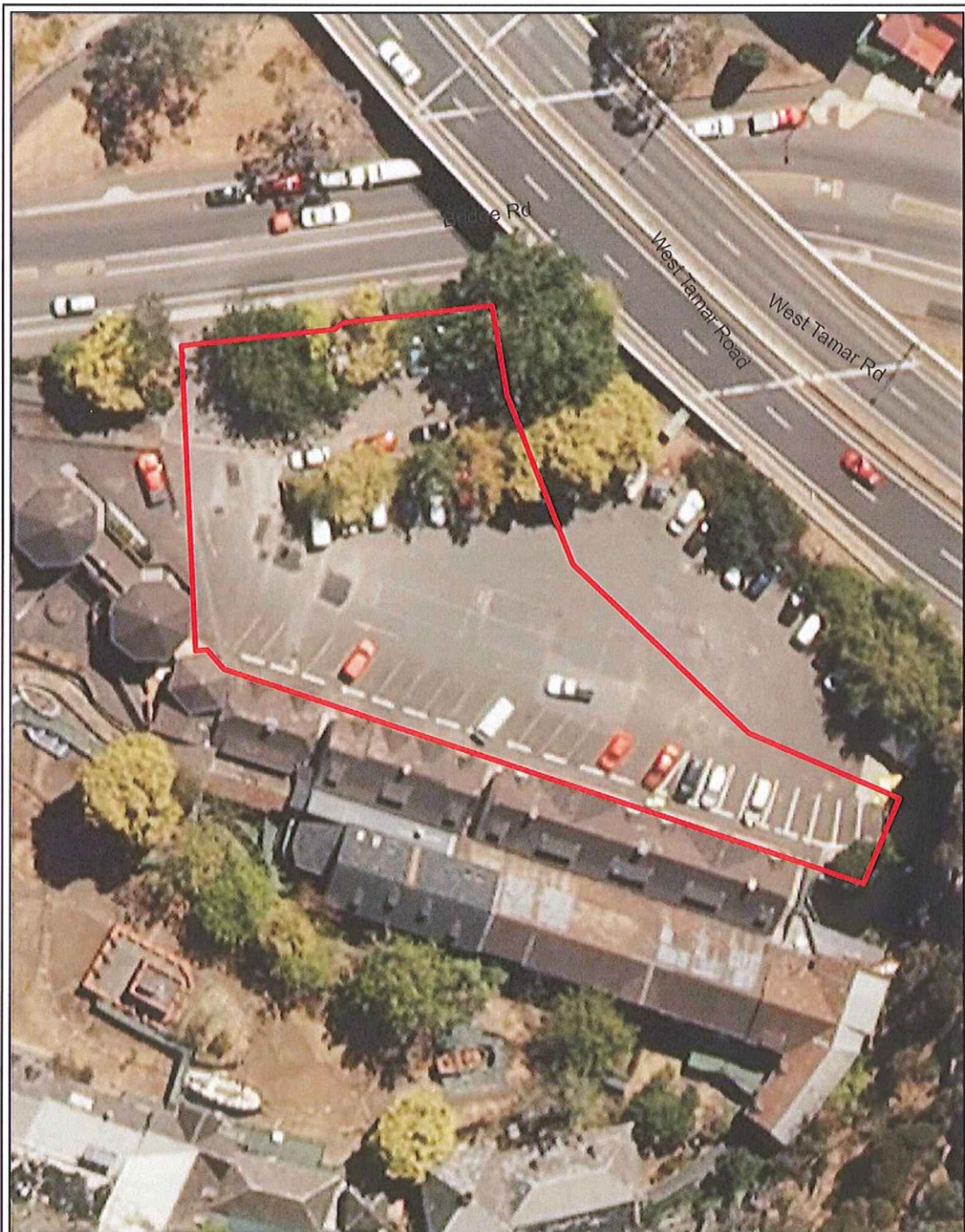
Attachment 1



Owner:	TITLE PLAN OF SURVEY of land situated in the CITY OF LAUNCESTON SEC H2. COMPILED FROM S.P.12436	Registered Number: D.33985
Title Reference: C.T.3763/35		Approved:.....
Grantee:		Recorder of Titles

SCALE 1:500 MEASUREMENTS IN METRES





Lease to Penny Royal



Printed: 2015

Scale 1:500 @ A4
0.25 5 7.5 10 12.5 m

Spatial Information 

18.3 New Street Name - Ivy Lane**FILE NO:** SF0621; DA0503/2004**AUTHOR:** Sonia Smith (Engineering Officer - Development)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider a new street name for the new cul de sac within the Elphinwood Subdivision.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That pursuant to the provisions of Section 54 of the *Local Government (Highways) Act 1982* and Section 20E of the *Survey Co-ordination Act 1944*, the Council determines:

1. To approve the extension of the name Landsborough Avenue for the continuation of the new construction in an easterly direction until its termination, and
 2. To approve the name Ivy Lane for the new cul de sac running off the extension of Landsborough Avenue in a northerly direction.
-

REPORT:

The extension of the existing road and the construction of the new cul de sac represent the final stage of the Elphinwood Subdivision on the former Elphin Showground site.

The name Ivy Lane has been proposed by one of the subdividers in honour of her grandmother.

Neighbouring Councils have advised that there is no duplication of the name within their municipalities.

ECONOMIC IMPACT:

This decision has no economic impact.

ENVIRONMENTAL IMPACT:

This decision has no environmental impact.

18.3 New Street Name - Ivy Lane...(Cont'd)

SOCIAL IMPACT:

This decision has no social impact.

STRATEGIC DOCUMENT REFERENCE:

The key direction within Council's Strategic Plan (2014-2024) which is considered relevant:

3.1.2 To improve and maintain accessibility within the City of Launceston area, including its rural areas.

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; Landsborough Avenue and Ivy Lane
-

ATTACHMENT 1.

Location plan - Proposed Street Names; Landsborough Avenue and Ivy Lane



18.4 New Street Name - Tenzing Drive**FILE NO:** SF0621; DA0598/2014**AUTHOR:** Sonia Smith (Engineering Officer - Development)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider a new street name for the new road constructed as part of a subdivision of land at the end of Hillary Street in St Leonards.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That pursuant to the provisions of Section 54 of the *Local Government (Highways) Act 1982* and Section 20E of the *Survey Co-ordination Act 1944*, the Council determines:

1. To approve the extension of the name Hillary Street for the continuation of the new construction in an easterly direction until its termination at a T intersection, and
 2. To approve the name Tenzing Drive for the new street forming a T intersection with Hillary Street.
-

REPORT:

The land, which is the subject of DA0598/2014 and previously identified as 58A Abels Hills Road, is part of the Hillary Street Specific Area Plan in the Launceston Interim Planning Scheme 2015. The Outline Development Plan (ODP) for this area which was part of the Launceston Planning Scheme 1996 required road connectivity between the parcels subject to the ODP. At this time neither parcel adjacent to the subject site is proposed to be subdivided and the portion of road which has been constructed represents the 'middle' section of what would become a road linking Abels Hill and Benvenue Roads.

The proposed name honours Tenzing Norgay, the Nepalese Sherpa who accompanied Sir Edmond Hillary on his expedition to the top of Mt Everest. The book '**History in our Streets**' by J & D Morris states that Hillary Street was named in honour of the expeditioner and the naming of a street adjacent to this, in honour of his companion is fitting.

ECONOMIC IMPACT:

This decision has no economic impact.

18.4 New Street Name - Tenzing Drive...(Cont'd)

ENVIRONMENTAL IMPACT:

This decision has no environmental impact.

SOCIAL IMPACT:

This decision has no social impact.

STRATEGIC DOCUMENT REFERENCE:

The key direction within Council's Strategic Plan (2014-2024) which is considered relevant:
3.1.2 To improve and maintain accessibility within the City of Launceston area, including its rural areas.

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; Hillary Street and Tenzing Drive
-

ATTACHMENT 1.

Location plan - Proposed Street Names; Hillary Street and Tenzing Drive



18.5 Kerbside Organics Collection and Organics Processing Facility**FILE NO:** SF0638**AUTHOR:** Shane Eberhardt (Manager Technical Services)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider the establishment of a commercial organics processing facility at the Launceston Waste Centre (LWC) and the establishment of a new kerbside food organics and garden organics service (FOGO).

PREVIOUS COUNCIL CONSIDERATION:**Council Item 17.6 - 10 December 2012**

Approval of Waste Management Interim Strategy which includes five actions to improve resource recovery in Launceston, with the second action being diversion of organics.

SPPC Presentation - 15 September 2014

Presentation on kerbside organics and compost facility establishment, including financial aspects and environmental licence requirements.

SPPC Presentation - 1 September 2015

Update on progress with the business case on kerbside organics and compost facility. Obtain approval to commence DPEMP process and undertake a study tour to Adelaide.

SPPC Workshop - 30 November 2015

Presented results of study tour and recommended service level for kerbside collection.

RECOMMENDATION:

That Council, in respect to the diversion of organics from landfill and the processing of organics into a reusable compost material at the Launceston Waste Centre, resolves to:

1. Undertake community engagement, for a period of four weeks, on the introduction of a voluntary food organics and garden organics third bin fortnightly collection service - where:
 - a) Residents elect to opt-in. If so:
 - i) Residents provide their own 240 litre wheelie bin purchased from an approved supplier.
 - ii) The Council will forward a registration pack consisting of kitchen caddy, identification sticker and comprehensive educational material.
 - b) The service will be paid for by an increase in waste management charge (\$17) throughout all rate payers, at no extra cost to the service users.
-

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

2. The Council continue to work on obtaining an Environmental Protection Notice to operate a compost facility.
 3. The community engagement is to incorporate the following key messages:
 - a) Food and garden organics collection is a key strategy in achieving the City of Launceston's goal of diverting 90% of waste from landfill.
 - b) The food organics and gardens organic will be a voluntary service for the urban area of the City - Launceston City and Lilydale.
 - c) Existing weekly garbage and fortnightly recycling collections will not change the food organics and garden organics collection will occur on alternative weeks from recycling.
-

REPORT:**1. Background**

- A.** At the 9 August 2010 Council meeting, Council resolved to note:

"That Council notes with interest the following points with regard to the recent report titled the 'Launceston Waste Centre Resource Recovery Review' and also the 'Future of Waste, Community Workshop' evening held on Monday July 19; And in particular that Council notes -

- 1. The extremely strong attendance for the meeting (105 people)*
- 2. The very vocal call for a Tip Shop to be re-established in Launceston and for LCC to take all efforts within its power, to ensure council practices and operations assist this occurring*
- 3. The examples of innovation in Resource Recovery (RR) that have seen jobs and industries generated locally, nationally and internationally*
- 4. The estimation that there is ten times the number of jobs in an RR approach as opposed to a Waste/Landfill approach.*
- 5. The exciting role that Local Government can play in partnering to create opportunities for employment and industry start-up and expansion as shown in Palmerston North*
- 6. The Considerations / Recommendations of the Launceston Waste Centre Resource Recovery Review'*

And finally that Council is urged to seize the opportunity presented by this recent review of the Launceston Waste Centre to take a strategic, innovative and ambitious approach to the opportunities presented by positioning LCC as a leader in Resource Recovery."

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

As a result a consultancy report, prepared by Blue Environment, recommended to Council strategies and opportunities to achieve the goals. Following a community consultation period, Infrastructure Services staff prepared the *Launceston Resource Recovery and Waste Management Interim Strategy and Action Plan* [ISAP].

B. At the 10 December 2012 Council meeting, Council, in respect to the development of strategies to improve resource recovery and waste diversion from landfill, resolved to:

1. *"Adopt the Launceston Resource Recovery and Waste Management Interim Strategy and Action Plan [ISAP] as the interim strategy to guide Council's waste management activities for the following 2 years*
2. *Approve calling for expressions of interest to find a suitably qualified operator for a resale shop. A future report will seek Council approval of the scale of infrastructure and cost to action a resource recovery centre and resale shop.*
3. *Develop, over the next 18 months, an education campaign to raise awareness about recycling, waste avoidance, reuse and the importance of source separation*
4. *Commence preparation of a long term strategy for Launceston within two years of this interim strategy being adopted by Council*
5. *Consider incentives to encourage better source separation and recycling by the community, and*
6. *Undertake work into considering home composting options and a kerbside organics collection service for households in Launceston."*

The five main areas of work from the adopted ISAP include:

- Action 1: understanding and setting full cost waste disposal fees and charges
- Action 2: establishing composting facility and a kerbside organics collection
- Action 3: establishing a resale shop and redesigning the transfer station to improve recycling
- Action 4: improve staffing levels for waste strategy and planning
- Action 5: developing a long term waste strategy.

Actions 1, 3 and 4 have been implemented. Action 5 will be further considered once Action 2 has progressed.

This report provides further consideration on Action 2 for the proposed kerbside food organics and garden organics (FOGO) collection service and the establishment of an organics processing facility at the Launceston Waste Centre.

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

C. The Council currently provides kerbside services, including:

1. Weekly waste collection, using a 140 litre mobile garbage bin (MGB) as the standard size (other sizes are available on request);
2. Fortnightly recyclables collection, using a 240 litre MGB as a standard size.

The above services exclude the Central Business District (CBD) and some remote rural areas. The CBD is provided a weekly alternative waste collection scheme.

D. Food organics represents 52% of the waste placed in the kerbside waste bin (results as part of the *Residential Kerbside Bin Audit, 2014*) which ends up in landfill. As well as this material, all the greenwaste that is taken to the transfer station is mulched and used within the landfill as daily and interim cover, eventually ending up in landfill too.

E. Previous consultation has been undertaken in the form of *Your Voice, Your Launceston* (YVYL) in August 2013. The questions provided to 211 registered participants were "If a kerbside green and food waste wheelie bin was provided, how quickly do you think you would fill it?" The Council received 153 responses with the below Table 1 providing the results.

Table 1: Results from YVYL Question

Duration	Response (%)
Less than 1 week	6
1 week	14
2 weeks	33
3 weeks	9
4 weeks	19
More than 4 weeks	19

F. The benefits of a FOGO collection service and composting is:

- Reducing the cost and the space of landfilling by diverting:
 - 12% of total waste to landfill; and
 - 32% of City of Launceston (transfer station + kerbside) waste to landfill. Assumes 35% of kerbside diverted.
- Reducing greenhouse gases generated by putrescible waste in landfill (estimated at 15,000 tonnes per annum out of 40-50,000 tonnes produced per annum).
- Providing a reliable and affordable source of compost and mulch to the CoL uses including landscaping and landfill rehabilitation.
- Is an improvement in service and reduces the need to visit the Launceston Waste Centre.

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

- Capturing the resource of organics to produce compost; which:
 - Improves soil structure (water holding capacity, erosivity, beneficial microbes and fungi).
 - Captures carbon with increased organic matter.
 - Replenishes organic matter in agricultural soils, which improves production and maintains productivity in the future.
 - Decreases the use of synthetic fertilisers which reduces cost and negative environmental impacts.

2. The Proposed Service

Numerous collection models have been reviewed and costed with the proposal for a new food organics and garden organics collection service undertaken fortnightly. There is no change proposed to existing garbage and recycling kerbside collection services.

At start-up it is intended the Council will develop and operate the compost facility. The facility will be at the Launceston Waste Centre. While the volumes collected are small, an in-house operation provides opportunities for efficiencies to be achieved by sharing resources (mostly plant but also back-up labour) with the LWC, thereby reducing the financial risk. There is also a lack of composting operators in Tasmania and the City of Launceston currently employs two officers who have previously developed the largest composting operation in Tasmania.

The following sections of this report detail why this is considered the most appropriate service.

3. Key Finding from South Australia

Officers of City of Launceston, West Tamar Council and Meander Valley Council undertook a study tour to South Australia to obtain information in order to identify the opportunities and risks. South Australia, the first state to significantly introduce FOGO collection, have some of the best diversion rates internationally and use low technology options for processing and were therefore considered the most appropriate comparison for Launceston.

A summary of the visit is included in [Attachment 1](#). The key findings were:

1. FOGO collections were processed for all of the South Australia at either Jefferies or Peat Soils. Both have similar technologies, aerated static piles and both create a product to comply with the *Australian Standard for Compost, Soil Conditioners and Mulches* (AS4454-2012). Peat Soils use the same proprietary system as proposed for City of Launceston.
-

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

2. Although there are variations the standard collection services were:
 - a. General waste: 140 litre weekly;
 - b. Recyclables: 240 litre fortnightly;
 - c. Organics (FOGO): 240 litre fortnightly
3. Neither Adelaide City Council (12,000 tenements) nor North Adelaide Waste Management Authority (NAWMA) (110,000 tenements) receives odour complaints from their FOGO service.
4. Both Adelaide City and NAWMA offer the FOGO collection as a voluntary service, with 50% to 45% participation rates respectively.
5. NAWMA said that the councils where it was a compulsory service only received an extra 5% to 10% participation but had contamination rates of around 10%. NAWMA have a less than 1% contamination rate.
6. Councils providing a voluntary service spread the cost equally across all ratepayers in their waste charge.

4. Key Risks and their Management

The key risks to the service are provided below:

- *Contamination of collected materials.* This is the single greatest risk as the market will be very sensitive to contamination in the final product. Broken glass is one of the greatest risks because it cannot be removed. This risk is driving the proposal of a voluntary service as demonstrated in South Australia and will deliver significantly lower contamination rates.
 - *Uncertainty around inputs and market development.* Although FOGO services are widely offered throughout Australia, Tasmania's climate and average block size will influence the quantity and quality collected. Nationally a number of facilities do not succeed due to a perception that there is an easily accessible market. It takes time to develop a quality product and to develop markets for new products.
 - To manage these risks the Council will operate the compost facility with day labour which will improve utilisation of LWC plant and compost will be utilised for landfill rehabilitation with some trial project to be undertaken on sports fields and parks to demonstrate its value. This arrangement will need to be reviewed after 2-3 years of operations. At that time prioritising/contracting the operations will be considered as we will have confidence in quantity, quality and timing when produce needs to be disposed of commercially.
-

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

- *Odour.* The greater the investment in technology generally the reduced risk of odour. Open window piles are not acceptable technology for composting at the LWC as it does not sufficiently control oxygen level. Odour is created when the compost goes anaerobic due to a lack of oxygen. The most appropriate technology is static windrows which involves aerating the compost from below. This is proven technology and is low cost.
- *Poor participation.* This will be determined as part of community engagement.

5. Where to from here

- The Development Proposal and Environmental Management Plan are in progress and \$300,000 has been allocated in the 2016/17 financial year budget for development of the site.
- Consultation using Your Voice Your Launceston is proposed to be undertaken in February 2016.
- Following consultation an item will be provided to Council for a decision in late March 2016.
- If supported it is proposed to be implemented early 2017.

ECONOMIC IMPACT:

Diversion of organics from landfill will prolong the life of the landfill, saving on decommissioning and rehabilitation costs and allowing for construction of new cells to substantially be deferred. At an optimum operational level this service will extend the life of a "normal" landfill cell from 3 years to 4 years, adding an additional four years to the life of the landfill. In financial terms this is an annual saving of \$245,500 (diversion of 10,647 tonne p.a. @ \$23/tonne. [\$23/tonne = cell construction and capping]).

A kerbside organics collection service provides residents with an easy and affordable solution to the consistent removal of vegetation prunings and grass clippings.

The reduction in landfill gas emissions will reduce council's exposure to any future carbon pricing mechanisms/tax.

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

ENVIRONMENTAL IMPACT:

The diversion of organics from landfill will have a positive environmental impact on the landfill. Through less volume of organic waste being landfilled, there will be less methane, carbon and leachate emissions produced, resulting in a reduction in operating costs and reduced potential of carbon liability. In addition the use of compost improves soil health.

The production of organic compost materials will also provide a benefit to the community and agriculture and horticulture industries.

SOCIAL IMPACT:

Organics processing and the creation of composting facility will employ local people in the operation of equipment, technical monitoring and contamination removal.

Research undertaken states that 4.1 FTE positions are created per 10,000 tonnes of organic waste composted compared to 2.8 FTE's for landfill disposal.

STRATEGIC DOCUMENT REFERENCE:

The key directions within Council's Strategic Plan (2014-2024) which are considered relevant:

5.1.5 To reduce our and the community's impact on the natural environment.

8.5.2 To maintain a financially sustainable organisation

The key directions within Council's Interim Waste Strategy and Action Plan, 2012 which are considered relevant:

Action 2: Provide infrastructure to divert organic waste from landfill.

Outcomes for action 2 include:

- Third bin for food organics and garden organics (FOGO); and
 - Commercial organics processing operation at the Launceston Waste Centre.
-

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

Kerbside Service

Organics input is as follows:

Kerbside collection service	29,675 tenements
Participation rate	40%
No of participants	11,684 tenements
Quantity / participant	0.40 tonne/year
Total annual quantity	4,674 tonnes

Source separated organics already collected at the LWC are around 6,000 tonnes per year.

Additional kerbside collection costs \$17 per tenement which comprises:

Establishment	
Education (assumed NTWVG contribution)	\$100,000
Bin caddies (assumed NTWVG contribution)	\$128,000
Operational Expense	
Collection expense (11,684 tenements @ \$0.9/lift)	\$273,400
Composting expense (4674 tonnes @ \$50/tonne)	\$233,700
Total operational expense	\$507,100

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

Compost Facility

Development and depreciation expense for the compost facility is summarised below:

COMPOSTING OPERATION: SITE WORKS	Rate	Qty	Cost (\$)	Life (yrs)	Depreciation
Electricity 3phase power conduit underground	25	142	3,550	15	237
Electricity 3phase power box & switches	700	1	700	10	70
Electricity mains 240v - conduit underground	25	142	3,550	15	237
Electricity mains 240v - power box & switches	700	1	700	10	70
Trenching (electricity)	92	142	13,064	100	131
Potable water line	25	550	13,750	20	688
Irrigation equipment	1	20000	20,000	10	2,000
Large capacity loader bucket	1	20000	20,000	7	2,857
Aerated compost system	1	100000	100,000	7	14,286
Site electric fencing and gates	247	400	98,800	50	1,976
Fire water hose	1	5000	5,000	10	500
DPEMP	1	20000	20,000	100	200
Total			299,114		23,250

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

A summary of the composting facility financial operating summary is provided below:

Item	Rate	Units	Qty	Cost (\$)
Income				
Kerbside organics	50	\$/t	4,674	233,688
Source separated green waste	50	\$/t	6,000	300,000
Compost sales	30	\$/t	1,921	57,638
Total				591,326
Expense				
Depreciation	23,250	item	1	23,250
Front end loader hire - use existing LWC loader	20000	item	1	20,000
Screening of final product	50000	item	1	50,000
Shredding /chipping costs (external contractor) - addition expense over current mulching costs	200000	item	1	200,000
Electricity - Aerator Fans	0.25	/kWh	40000	10,000
Water - Composting operations	0.9474	/ kL	10000	9,474
Operational Staff	100000	/FTE	1	100,000
Maintenance	10000	item	1	10,000
Testing regime	10000	item	1	10,000
Additional leachate quantity	3.35	/ kL	5000	16,750
Contingency	150000	item	1	140,000
Total				589,474

The above figures are based on processing organics material from City of Launceston. West Tamar Council and Meander Valley Council have indicated that they are also considering introduction of an organics collection. This will make the business more favourable.

The draft operational and draft capital budgets for the financial year 2016/17, currently being prepared, are being prepared on the basis of providing an allowance for implementation of a food organics and gardens organics collection service.

18.5 Kerbside Organics Collection and Organics Processing Facility...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

ATTACHMENT:

1. Notes from South Australian site visit.
-

Attachment 1

15 October 2015



Jeffries is a family owned organics processing and marketing company in Adelaide.

7 years ago invested in a forced aeration system for all kerbside food and garden organics. 90% of composting at Jeffries is done using this system.



Figure 1: Aeration system at Jeffries Buckland Park, ADELAIDE (Jones 2015).

60% of metro Adelaide's kerbside organics (garden and FOGO) are processed by Jeffries. The materials are firstly delivered to Wingfield for mulching and consolidating before being transported to Buckland Park for composting.

Materials are then placed onto the aeration pad, where they sit for 6 weeks. Jeffries has altered this process over time by placing the screened materials from finished compost over the fresh windrow that acts as a biofilter. The other major improvement is the permanent placement of temperature and oxygen probes into the windrow. This probe records data instantly shows a real time profile of the conditions within the windrow.

Inputs are:

85% garden organics / pure greenwaste;

15% FOGO and other organic wastes (commercial).

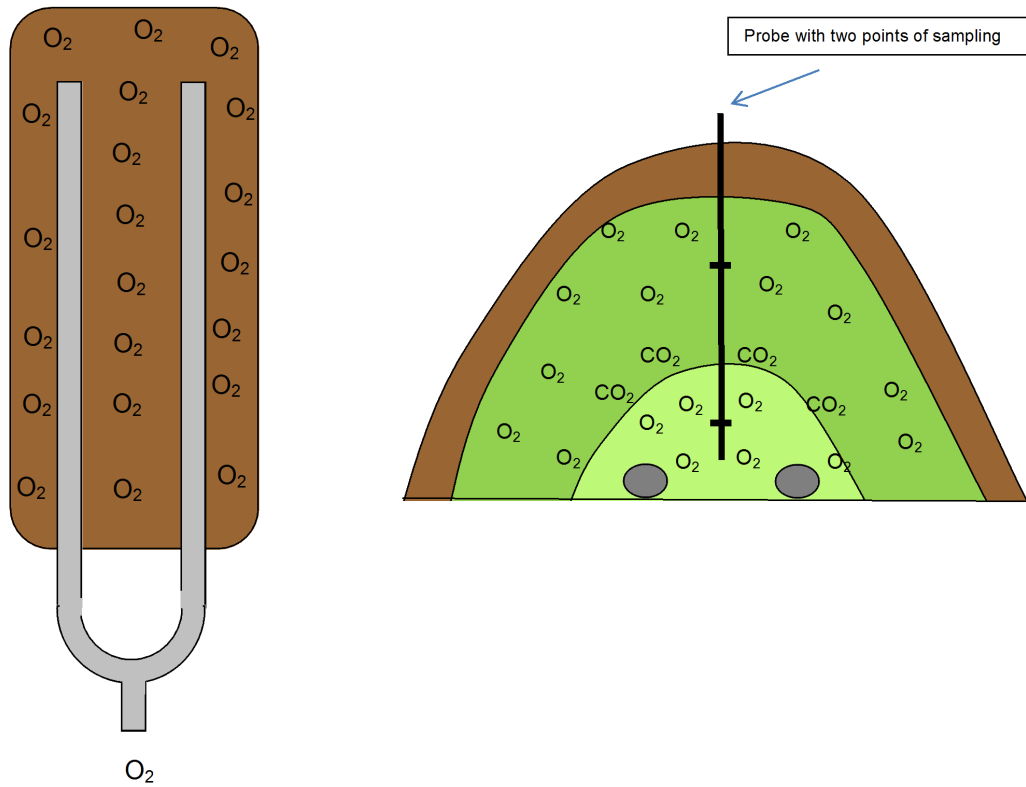


Figure 2: Diagram of windrow (Jones 2015).

The windrows are NOT turned for the entire 6 weeks composting process. After the six weeks the materials is moved to the maturation area where it sites for another 4 to 6 weeks.

Water is added only during the summer months. This is done through a sprinkler system placed on top of the windrows. Water does have issues penetrating the middle of the pile.

Following maturation and once the compost is stable (temperature) the material is screened and ready for sale.

The site has 17 windrows underneath the forced aeration system and each windrow has approximately 850m³ of new material and 120m³ of screened compost as a capping medium.

Analytical testing includes compliance with AS4454/2012 with one batch sent for independent testing each month. Daily monitoring for temperature, ph, moisture and oxygen is conducted.

Major markets are local farmers, bulk supplies and resellers, such as themselves.

Contamination is the major factor in the quality of the end product, especially from the FOGO. These include plastic bags and glass.

Screening of the end product includes:

25mm minus = mulch;

15mm minus = compost.

Observations during the screening process included a very dry end product. Concerns with the lack of moisture on the end product causing the product to increase in temperature again once moisture was added.



Owned by three Councils (Gawler, Playford and Salisbury) servicing 110,000 households.

Operations include:

- Putrescible transfer station and baling plant;
- Landfill (11 kilometres away);
- Public transfer station;
- Tip shop;
- CDL operation (sub leased to the Scouts Group);
- Management and Admin for the three Councils for all kerbside operations, including taking calls from the community and managing the collection contractors. Sita is the collection contractor.

VISY operate a Materials Recovery Facility for the Group, however this is about to change and become an in-house operation. MRF construction is currently being undertaken.

Standard kerbside services are:

- General waste: 140 litre weekly;
- Recyclables: 240 litre fortnightly;
- Organics (FOGO): 240 litre fortnightly.

FOGO

The FOGO service is an optional service with approximately 48% of all households taking up the service. The details include:

1. Resident registers with NAWMA online or through customer service.
 2. One off fee of \$65.00 for the purchase of a new 240 litre MGB from NAWMA. Or the resident can purchase a bin (new or old) from somewhere else.
 3. NAWMA provide a kitchen caddy and marketing material to the resident free of charge (Jeffries supply the kitchen caddy to NAWMA at "No cost").
 4. There are no additional collection costs to the resident. The service is basically free once the bin is purchased.
 5. Councils cover the cost of the collection of the FOGO through a slight increase in the overall waste collection charge, effectively everyone is paying.
-

6. 25% presentation rate during winter, increases over the spring and summer months.
7. No liner is provided and it is recommended not to use, this reduces contamination considerably due to there being no confusion in the types of liners to use (bio-degradable, compostable, corn starch). Residents are informed to use newspaper to line the caddy which can be put into the FOGO or to rinse the bin after emptying.
8. Once registered a sticker is provided that is placed on the front of the bin for identification.
9. Audits are conducted to ensure that bins are stickered and non-stickered bin are not collected.

Contamination rates for these three areas are less than 1% which is considered extremely low.

Complaints from residents on odour have never been received.

Processing rate for the FOGO to Jeffries is \$30 to \$32 per tonne. This is considered quite low due to the level of contamination. Jeffries also provide other promotional opportunities such as cash and also product giveaways (compost).

New residents are surveyed asking how they are going with using the caddy etc.



Adelaide City Council provide a mandatory service to 4,000 SUDS and 4,000 apartments (MUDS).

Supply a 240 litre MGB and a solid caddy with a liner. These liners are provided from the Council to the resident.

Have held many community workshops, engagement train, show and assist people on how to use the bin, caddy and types of materials that can go in the bins.

Standard services include:

- Waste: 140 litre weekly;
- Recycling: 240 litre fortnightly;
- FOGO: 240 litre fortnightly.

They use the slogan "If it grows it goes".

FOGO service fully implemented in 2010, still working on behaviour change. Too early to say whether it has worked.

Trailed a weekly FOGO service in the summer months with success. Increased volumes.

Contamination audits are a key to check issues. These should occur in spring and summer months. Major contamination issue is plastic bags.

Adelaide are a big supporter of Council supplying bins and controlling the process and quality.



**PEATS SOIL &
GARDEN SUPPLIES**

150,000 tonnes per annum (30k at Dublin and 85k to Brinkley).

20 million litres of grease trap waste - looking at turning this into biodiesel.

Another 20,000 tonnes per annum of chicken and piggery waste - commercial waste streams.

Prefers to have contracts directly with Councils for the processing, not collection contractors as in some instances they do not care about the levels of contamination.

Contamination is a big issue, again plastic bags.

Carbon sources are an issue. Always looking for more wood, pallets and high nitrogen materials.

Utilises the MAF system and follows the correct procedures, such as:

- construct windrow on MAF;
- turn after 2 weeks, water and pile back onto MAF;
- turn after 2 weeks, water and pile back onto MAF;
- after 2 weeks take material off MAF system and stockpile for maturation for another 6 to 10 weeks.

MAF technology has reduced odour generation by 60%.

Average gate fee for FOGO is \$35 per tonne.



Figure 2:MAF system x 2 (Jones 2015).

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation**FILE NO:** SF6160**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider bus stop locations and a revised traffic flow proposal for the Central Business District (CBD) as part of the Launceston City Heart Project (LCHP).

PREVIOUS COUNCIL CONSIDERATION:**Aldermen Workshop 15 December 2014 (following SPPC)**

Presentation by GHD Consultant on a technical report on converting Launceston CBD to two-way streets. Presentation on the outcomes of the community engagement on the Launceston City Heart project.

Aldermen Workshop 2 February 2015 (following SPPC)

Discussions on 2-Way street options and process.

Aldermen Workshop 5 October 2015 (following SPPC)

Presentation by key stakeholders on preferred option.

Aldermen Workshop 16 November 2015 (following SPPC)

Alternative option based on progressing on a minimalist approach.

RECOMMENDATION:

That Council adopts the following principles for inclusion in the City Heart Master Plan in relation to traffic management in the CBD as part of the Launceston City Heart Project:

A. Direction Changes

1. Kingsway – traffic to flow one way in a northerly direction
2. Charles Street (Central) South – traffic to flow two way between Brisbane and York Streets
3. Paterson Street (Central) – traffic to flow two way between Charles Street and St John Streets.

B. Lane Reductions

1. Brisbane Street between Wellington and Charles – reduced to one lane
 2. Kingsway – reduced to one lane
 3. Charles Street (Central) – reduced to one lane
 4. Paterson Street (East) – reduced to two lanes
 5. George Street (Central) – reduced to one lane
 6. York Street between Wellington and George Streets – reduced to two lanes
-

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

C. Bus Stop Relocations

1. The St John Street northbound bus stops between York and Brisbane Streets to be reduced from three to two spaces, relocated closer to York Street and redesigned to reflect the positive elements of the St John Street southbound bus stop being greater separation, wider general pedestrian area and shelters to support the separation.
2. The St John Street southbound bus stops between Brisbane and Paterson Streets be redesigned and upgraded.
3. The York Street bus stop between St John and Charles Streets be redesigned and upgraded.

The bus stop areas will be subject to detailed design and consultation with directly affected stakeholder(s)/groups.

REPORT:

Aldermen gave clear direction that engagement with the broader community needed to be undertaken regarding the proposal to convert one way streets to two way streets in the CBD and relocation of some CBD bus stops as part of the Launceston City Heart project.

The objective of the community engagement was to gain an understanding of community support for the proposals being considered as part of the Launceston City Heart Project.

1. Should the traffic flow in the CBD be changed from one-way to two-way?
2. Should some Metro bus stops be relocated?

The results of the community engagement were presented to Aldermen in a workshop on 5 October 2015 and are summarised at the end of this report. The results did not conclusively indicate a community preference for or against either the proposal to convert one way streets to two way street in the CBD or the relocation of CBD bus stops.

The community was asked whether they support the proposed traffic flow changes - yes 35.2%, neutral 17.6% and no 47.3%.

The community was asked whether they support the proposed changes to bus stop locations - yes 37.1%, neutral 35.3% and no 27.6%. Of the people responding to this question 1,798 never use the bus and 75 use the bus on a daily basis. Of the 75 daily bus users, 26 of those people support the proposed changes to the bus stop locations; 38 of those people do not support the proposed changes to the bus stop locations; and 11 people are either neutral or made no comment.

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

The workshop involved a number of direct stakeholders - Police, CityProm, Metro, St Andrew's Church, Chamber of Commerce - who appeared to be divided on both bus locations and one way/two way streets.

During the course of the workshop with Aldermen discussion eventuated regarding whether the objectives of the Launceston City Heart Project could be met in a one way system.

As a result an internal review of the proposal to convert one way streets to two way streets in the CBD was undertaken with the focus being on a minimalist approach whilst considering the key objectives of the LCHP. Specific traffic management measures will be introduced to slow traffic speeds and increase pedestrian permeability.

The following proposals were mapped to ensure that flow of traffic around the City is supported so as to change the balance within the CBD in favour of pedestrians as that will achieve significant positive benefit for the community, city and businesses.

A. Direction Changes

1. Kingsway – traffic to flow one way in a northerly direction
2. Charles Street (Central) South – traffic to flow two way between Brisbane and York Streets
3. Paterson Street (Central) – traffic to flow two way between Charles Street and St John Streets.

The direction changes proposed are minimal but aimed at providing permeability of the CBD, alternate routes for traffic around the CBD and a calmed traffic environment for pedestrians.

Traffic calming measures will be introduced as part of the detailed design to ensure safe crossing points for pedestrians and a slowed traffic environment.

B. Lane Reductions

1. Brisbane Street between Wellington and Charles – reduced to one lane
 2. Kingsway – reduced to one lane
 3. Charles Street (Central) – reduced to one lane
 4. Paterson Street (East) – reduced to two lanes
 5. George Street (Central) – reduced to one lane
 6. York Street between Wellington and George Streets – reduced to two lanes
-

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

The reduction in the number of lanes in certain streets is proposed to support a slowed traffic environment in conjunction with the ability to provide wider footpath spaces to support increased pedestrianisation and on street trading opportunities.

Implementation of the proposed changes would be staged over a four year period – commencing with detailed design of the changes necessary to support traffic movement around the CBD. Works are necessary in Cimitiere Street to support increased traffic flow, at some intersections and along York Street.

Reduction of York Street to two lanes is proposed to achieve a safer flow of traffic in what is a very tight 3 lanes, provide a safer entry and exit point for buses using the stop outside Allgoods and support the shift of bus stops in St John Street closer to the intersection of St John and York Streets as it allows the buses sufficient space to negotiate the intersection and move into the repositioned bays.

C. Bus Stop Relocations

The proposal is to leave the St John Street bus stops between York and Brisbane Streets, moving them closer to York Street and upgrade them.

Reduction of York Street to two lanes is intended to support the shift of the bus stops closer to the intersection of St John and York Streets – it allows the buses appropriate space to negotiate the intersection and to move into the repositioned bays.

During the community engagement process it became clear that the proposal to relocate the St John Street bus stop to outside the St Andrews Church would likely have significant impact on the accessibility of the church and potential future uses of the Government Buildings on the corner of Paterson and St John Streets.

Alternate access options for the church were considered but not feasible. Moving the bus stops closer to the traffic lights at the intersection of Cimitiere and St John Streets provided negative impacts on traffic flow, and placed the bus stops over the entrance to Civic Square which was considered to impact negatively on future redesign options for the space.

The York Street bus stop between St John and Charles Streets needs to be proximate to the St John Street bus stops between York and Brisbane Streets as passengers move between the two services – relocation of this stop away from the St John Street stops would be detrimental to the service provided by Metro Tasmania.

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

Summary of Community Engagement

The Project's Engagement Plan proposed a range of opportunities for people to participate in this project at a level appropriate to their interest: reading online material and watching online YouTube Videos to help them understand the project and the process to be employed, through direct mail, online and hard copy surveys.

The engagement began on 1 July 2015 and extended until 25 August 2015.

In summary, the engagement included:

- Face to face meetings with identified key stakeholders prior to the commencement of the Engagement
- Direct mail to 31,226 residents (hard copy surveys, postage paid return envelopes, and information on the project)
- Direct mail to 1,000 property owners in the LCHP project
- Direct handout to each and every trader, all professional rooms, retailers, residents within the LCHP precinct of hard copy surveys, postage paid return envelopes, post cards for counter tops
- A dedicated site - Your Voice Your Launceston
- Pop Ups -
 - Launceston Airport Visitor Exit Surveys,
 - Harvest Market,
 - CBD Mall
- Media exposure - print, radio and television
- Social media exposure
- Emails to schools and identified key stakeholder groups.

Visits to Your Voice Your Launceston	1,411
Surveys completed online	276
Surveys completed hard copy <ul style="list-style-type: none"> • received by post • @ Pop Ups - Harvest Market, The Mall 	2,569
Visitor surveys completed at Launceston Airport	202
Submissions received in writing and email	15
Number of people participating in 'story telling'	5
Total number of people who provided feedback	3,072
Total number of people who engaged with us	4,483

A key aim of the City Heart project is to create a vibrant, highly-liveable city centre, in which the active modes of travel (namely, walking and cycling, and public transport use) are prioritised over the modes traditionally afforded high priority (i.e vehicular traffic).

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

Of those people that responded 47% visit the CBD 1-5 times a week and 22 % visit daily.

20.9% of respondents work in the CBD and 67.4% visit the CBD. Only 4.6% (or 125) of the respondents own a business in the CBD.

The Community Engagement Summary is enclosed as Attachment 1.

Two Way Traffic

The community was asked whether they support the proposed traffic flow changes - yes 35.2%, neutral 17.6% and no 47.3%.

The following points were made by key stakeholders:

Metro Tas

- It is likely that there will be increased congestion in Launceston during the early phases of implementation. This may affect travel time reliability for buses.
- If trial scenario is implemented, Metro would require consultation so that temporary arrangements can be made to ensure that services are not interrupted and passengers are not inconvenienced.

Tasmania Police

- Tas Police has concerns in relation to two way traffic on CBD streets and the unintended consequences of some of the proposed changes.
- While some crash details have been presented there appears to be no in depth analysis of crash type and cause and in addition there is no consideration of the type, nature or severity of future crashes that might occur as a result of increased risk from right hand turn across oncoming traffic.

Bus Stop Relocation

The community was asked whether they support the proposed changes to bus stop locations - yes 37.1%, neutral 35.3% and no 27.6%.

Of the people responding to this question 1,798 never use the bus and 75 use the bus on a daily basis.

The following points were made by key stakeholders:

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

Metro Tas

- Support the proposed relocation of stops E, F and H noting that Stop H is dependent on the conversion of Paterson Street from one-way to two-way.
- Provides benefits to passengers wishing to transfer to other Metro services as the walking distance between stops is reduced.
- Tasmanian Government and Metro Tasmania have allocated no funding to the relocation of the stops.
- First preference: one-way St John Street with a contra flow bus lane (option 3)
- Second preference: two-way St John Street (existing situation) (option 1)
- Not supported: one-way St John Street southbound as this significantly increases dead running time as the one-way changes to St John Street increase the level of circulation required to reposition buses. The issue in dead running will create an impact on Metro bus operations in the form of added bus re-positioning costs. These costs may not be able to be absorbed by Metro, possibly requiring offsetting service reductions.
- Previous modelling shows that Option 1 and 3 actually result in an improvement in dead running from the current situation which will have operational efficiency benefits for Metro.
- Option 3 would also provide travel time reliability benefits for services as it would provide a dedicated bus priority measure. A bus contra flow lane sends a positive message to the community that public transport is important.
- It is unclear what the benefits would be for public transport by converting St John Street to one way southbound.
- Although conversion of St John Street to one way may result in fewer private car movements, other traffic management methods should be investigated to discourage through traffic which does not increase dead running for buses.
- There are concerns that the proposed layover locations will not provide sufficient layover capacity as the number of layover locations is reduced from four to three. (see *full document for details on layover capacity*).

Tasmania Police

- Concern is not so much the traffic flow but the likelihood of public order issues, anti-social behaviour issues occurring within the bus mall precinct.
 - The relocation of stops opposite Quadrant Mall is based on perceived behavioural issues by persons waiting at those bus stops. Tas Police understands the concerns of business operators but the reality of offending behaviour is much less than the perception of offending behaviour. Boisterous behaviour by a group of young people is rarely unlawful and in respect of this particular bus stop has a focus on those from the northern suburbs of Launceston, a socio-economically disadvantaged sector of the wider community.
-

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

St Andrews Presbyterian Church

- Funeral and wedding cars currently park on St John Street outside the Church, there is no other access to the church for a coffin. There is no other parking for wedding cars.
- If the bus stops are relocated to here, the church will need provision for the parking of funeral and wedding vehicle. Is the council able to address this issue?
- Security of the premises is a concern and access to the facilities.
- Concern that those waiting for a bus will gather on the church property making access difficult and increasing the risk of vandalism and graffiti on the buildings.
- If the relocation is in the best interests, the church wants to be part of the solution but asks that the Council make adequate provision to address these problems.

Heritage Tas

- Have great concern over the location of the relocation outside St Andrews Church
- Although works do not require heritage approval, they encourage a review to relocate further north along St John Street closer to Civic Square and Cameron Street.
- Significant heritage of St Andrews Church.

Department of Treasury and Finance

- Understands the potential benefit of the project for the city of Launceston and has concerns about the potential for increased noise and antisocial behaviour which could impact on the public building. The proposed relocation is directly opposite the public building which contains offices for the Premier, Treasurer and other Government Ministers.

ECONOMIC IMPACT:

The primary purpose of the City Heart project and sub-projects such as converting to two-way streets is to reinvigorate the CBD, provide a more pedestrian orientated environment and vibrant and prosperous businesses within the CBD.

ENVIRONMENTAL IMPACT:

This project is not considered to negatively affect the environment.

SOCIAL IMPACT:

Elements of the City Heart project - including transformation of Civic Square, modernising other malls and improving pedestrian amenity - will have a positive social benefit if more frequent community events are facilitated and the CBD turns into a destination for recreation and evening dining/entertainment.

18.6 Launceston City Heart Project - Traffic Flow and Bus Stop Relocation...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

The key directions within Council's Strategic Plan (2014-2024) which are considered relevant:

- 1.1.1 To establish appropriate mechanisms to support the retail sector
- 2.1.2 To support the CBD and commercial areas as activity places during day and night
- 3.1.2 To improve and maintain accessibility within the City of Launceston area, including its rural areas
- 6.1.1 To advocate and collaborate to address regionally significant infrastructure and transport solutions
- 7.1.2 To provide an environment that is conducive to business and development
- 8.2.1 To lead the implementation of the Greater Launceston Plan by collaborating on relevant initiatives
- 8.3 To ensure decisions are made in a transparent and accountable way

BUDGET & FINANCIAL ASPECTS:

Budget and financial modelling to be undertaken as part of the Masterplan preparation process. This report is to determine in principle decisions on traffic flow and bus stop location to allow development of the overall masterplan.

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. LCHP Summary of Community Engagement regarding 2-Way Traffic Flow and Bus Stop Relocation (distributed electronically)
 - 2. LCHP Traffic Flow V2 - From East (distributed electronically)
 - 3. LCHP Traffic Flow V2 - From West (distributed electronically)
 - 4. LCHP Traffic Flow V2 - LCH Traffic Directions as at 04.11.15 (distributed electronically)
-

19 CORPORATE SERVICES DIRECTORATE ITEMS

19.1 Quarterly Financial Report to Council - 30 September 2015

FILE NO: SF6183

AUTHOR: Paul Gimpl (Manager Finance)

DIRECTOR: Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider the Council's financial performance for the quarter ended 30 September 2015.

PREVIOUS COUNCIL CONSIDERATION:

Audit Panel 3 December 2015 - *The financial review for the quarter ended 30 September 2015 was noted.*

RECOMMENDATION:

That Council adopts the financial report for the quarter ended 30 September 2015 which discloses:

	YTD Actual \$'000	YTD Budget \$'000	Variance Fav/(Unfav) \$'000
Revenue			
Rates	15,616	15,444	172
Fees	5,733	5,502	231
Capital Grants and Contributions	781	699	82
Financial Assistance Grants	510	2,670	(2,160)
Revenue Operations Grants	2,194	1,883	311
Interest (Revenue)	528	439	89
Distributions	446	550	(104)
Other Revenues	555	582	(27)
Total Revenue	26,363	27,769	(1,406)

19.1 Quarterly Financial Report to Council - 30 September 2015...(Cont'd)

Expenses

Labour	8,725	9,105	380
Materials and Services	8,821	8,992	171
Depreciation	4,720	4,887	167
Asset Disposal Losses	41	-	(41)
Levies	1,676	1,676	-
Remissions and Abatements	794	721	(73)
Other	99	55	(44)
Total Expenses	24,876	25,436	560
Surplus/(Deficit)	1,487	2,333	(846)

Remove

Capital Grants and Contributions	(781)	(699)	(82)
Committed Interest (Capital)	(9)	(2)	(7)
Financial Assistance Grants	2,098	-	2,098
Underlying Result Surplus/(Deficit)	2,795	1,632	1,163

Directorate Variance Analysis	Revenue Variance \$'000	Expense Variance \$'000	Net Variance \$'000
Governance Services	-	(166)	(166)
Corporate Services	42	217	259
Facility Management Services	248	(39)	209
Queen Victoria Museum & Art Gallery	(14)	(55)	(69)
Development Services	(8)	163	155
Infrastructure Services	(115)	214	99
Non Divisional Authorities	(1,910)	2	(1,908)
	330	245	575
	(1,427)	581	(846)

REPORT:

Detailed financial reports have been reviewed in the Audit Panel meeting on 3 December 2015 with all Aldermen receiving copies of the agenda and detailed papers. The purpose of this item is for Aldermen to formally review the Council's financial position and the Council's operating results for the first three months of 2015/16.

19.1 Quarterly Financial Report to Council - 30 September 2015...(Cont'd)

This report provides an overall summary of the operations for the first quarter of the 2015/16 financial year. The key issues arising from the period ended 30 September 2015 are as follows.

Operations

The Operating Result for the first three months to 30 September 2015 is \$0.846m worse than budget but after allowing for variations in Capital Grants and the Financial Assistance Grant received in June 2015 that relates to 2015/16, the underlying result is \$1.163m better than budget.

The following variances are worth noting:

- Revenue Variances
 - Parking Meter fees are \$82,000 favourable.
 - Rate Certificate fees are \$32,000 favourable.
 - Carr Villa revenue is \$40,000 favourable.
 - Operating Grant revenue is \$412,000 favourable due mainly to Tamar River Recovery Grant Funds received earlier than expected.
- Expense Variances
 - Labour expenses are \$380,000 favourable.
 - Materials and Services expenses are \$171,000 favourable.
 - Depreciation is \$167,000 favourable.

Capital Works

As at 31 October 2015, 42.9 percent (in value) of projects are in the preliminary design, 31 percent (in value) are in progress and 1.8 percent (in value) of the projects have been completed.

Financial Position

- Overall - The Council's balance sheet and cash reserves continue to be in accordance with current and long term budgets.
- Loan balances are in accordance with budget.
- Cash balances remain in accordance with long term strategy and are consistent with budgeted project requirements.

As at 30 September 2015 the Council is in a positive operating position compared to budget.

ECONOMIC IMPACT:

No economic impact

19.1 Quarterly Financial Report to Council - 30 September 2015...(Cont'd)

ENVIRONMENTAL IMPACT:

No environmental impact

SOCIAL IMPACT:

No social impact

STRATEGIC DOCUMENT REFERENCE:

Priority Area 5: Governance Services

5.1.14 Ensure the city is managed in a financially sustainable manner.

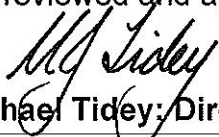
BUDGET & FINANCIAL ASPECTS:

As per report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Tidey: Director Corporate Services

ATTACHMENTS:

1. Income Statement to 30 September 2015
 2. Balance Sheet as at 30 September 2015
-

CITY OF LAUNCESTON		
Quarterly Statement of Comprehensive Income		
For Year to Date 30 September 2015		
	2015/16 YTD	2015/16 YTD
	\$ Actual	\$ Budget
REVENUES FROM ORDINARY ACTIVITIES		
Rates	15,615,910	15,443,871
Fees and Charges	5,733,309	5,502,026
Revenue Grants		
Financial Assistance	509,980	2,669,702
Other Grants	2,193,967	1,882,940
Interest	528,397	439,685
Interest Committed	9,170	1,500
Investment Revenue	446,507	550,418
Bequests	21,368	43,750
Other	560,579	594,443
	<u>25,619,187</u>	<u>27,128,334</u>
EXPENSES FROM ORDINARY ACTIVITIES		
Maintenance of Facilities and Provision of Services		
Employee Benefits	8,725,304	9,105,647
Materials and Services	8,848,184	8,992,005
Impairment of Debts	21,000	23,700
Finance Costs		
Interest on Loans	-	-
Provision for Rehabilitation	88,684	88,684
Depreciation	4,720,349	4,887,411
State Government Fire Service Levy	1,675,620	1,675,621
Rate Remissions and Abatements	794,196	721,625
	<u>24,873,337</u>	<u>25,494,692</u>
OPERATING SURPLUS / (DEFICIT)	745,850	1,633,642
Capital Grants	781,533	699,193
Infrastructure Take Up	-	-
	<u>781,533</u>	<u>699,193</u>
Non Operating Expenses		
Loss on Disposal of Fixed Assets	40,742	-
Comprehensive Result	<u><u>1,486,641</u></u>	<u><u>2,332,835</u></u>

**CITY OF LAUNCESTON
QUARTERLY STATEMENT OF FINANCIAL POSITION
As at 30 September 2015**

	2015/16 YTD \$	2014/15 YTD \$	2013/14 YTD \$
EQUITY			
Capital Reserves	161,324,758	157,030,411	153,662,206
Revenue Reserves	888,793,651	881,406,003	863,726,764
Asset Revaluation Reserves	607,044,375	426,370,618	425,562,965
Trusts and Bequests	2,352,662	1,996,192	1,674,726
Operating Surplus	1,486,641	1,964,833	967,265
TOTAL EQUITY	<u>1,661,002,088</u>	<u>1,468,768,057</u>	<u>1,445,593,927</u>
Represented by:-			
CURRENT ASSETS			
Cash at Bank and on Hand	3,265,227	1,495,381	2,654,365
Rate and Sundry Receivables	(1,129,183)	(4,408,314)	(3,056,300)
Less Rates not yet Recognised	46,392,167	44,871,043	42,978,998
Short Term Investments	64,399,748	63,911,445	62,554,683
Inventories	717,252	711,552	661,446
Assets Held for Sale	415,000	180,000	-
	<u>114,060,210</u>	<u>106,761,107</u>	<u>105,793,192</u>
NON-CURRENT ASSETS			
Deferred Receivables	257,556	257,556	257,556
Investments	229,156,688	227,331,482	262,303,000
Employee Benefits	-	-	-
Intangibles	4,535,399	4,295,626	4,561,287
Infrastructure and Other Assets	1,152,563,351	968,861,963	919,610,345
Museum Collection	236,034,766	235,709,148	232,237,877
	<u>1,622,547,759</u>	<u>1,436,455,775</u>	<u>1,418,970,065</u>
TOTAL ASSETS	<u>1,736,607,969</u>	<u>1,543,216,882</u>	<u>1,524,763,257</u>
CURRENT LIABILITIES			
Deposits and Prepayments	1,157,948	892,665	899,222
Employee Provisions	6,134,939	5,891,335	5,937,383
Interest-bearing Liabilities	2,131,602	2,591,615	2,706,541
Rehabilitation Provision	54,382,268	49,460,815	46,330,703
	<u>63,806,757</u>	<u>58,836,430</u>	<u>55,873,850</u>
NON-CURRENT LIABILITIES			
Employee Provisions Non Current	1,416,691	1,182,943	836,215
Superannuation Obligation	457,080	1,850,080	2,550,080
Interest-bearing Liabilities Non Current	5,367,669	7,499,271	10,091,186
Sundry Provisions	4,557,684	5,080,101	9,818,000
	<u>11,799,124</u>	<u>15,612,395</u>	<u>23,295,480</u>
TOTAL LIABILITIES	<u>75,605,881</u>	<u>74,448,825</u>	<u>79,169,330</u>
NET ASSETS	<u>1,661,002,088</u>	<u>1,468,768,057</u>	<u>1,445,593,927</u>

19.2 Budget Amendments 2015/16 (3 December 2015)**FILE NO:** SF3611 / SF6183**AUTHOR:** Paul Gimpl (Manager Finance)**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider changes to the Council's 2015/16 Statutory Estimates.

The decision requires an absolute majority of Council in accordance with Section 82(4) of the *Local Government Act 1993*.

PREVIOUS COUNCIL CONSIDERATION:

Item 9.1 - Audit Panel 3 December 2015 - *It was resolved that the item go to the Council for a decision*

RECOMMENDATION:

1. That pursuant to Section 82(4) of the *Local Government Act 1993*, Council approves the following amendments to the Statutory Estimates:
 - a) Revenue
 - i. The decrease in revenue from external grants of \$17,007
 - ii. The increase in revenue of \$240,000 from grants initially expected to be received in 2014/15.
 - b) Operating Expenditure
 - i. The net increase in expenses from transfers from Capital of \$161,031.
 - c) Capital Works Expenditure
 - ii. The net decrease in expenditure from transfers to Operations of \$161,031.
 - iii. The net increase from capital grants of \$222,993.
 2. That Council notes the amendments from Point 1 result in:
 - a) the operating surplus (including \$14.158m in capital grants) being amended to \$14.08m; and
 - b) the capital budget being increased to \$32.481m.
-

19.2 Budget Amendments 2015/16 (3 December 2015)...(Cont'd)

REPORT:

The budget amendments are changes to budget estimates that require a Council decision. The changes relate to external grant revenue and a transfer from Operations to Capital expenditure.

	Operations \$'000	Capital \$'000
Statutory Budget	6,249	24,650
Adjustment Approved Previously by Council	7,769	7,769
	<u>14,018</u>	<u>32,419</u>
Capital to Operations	(211)	(211)
Operations to Capital	50	50
External Funds	223	223
Budget as at 30 September 2015	<u>14,080</u>	<u>32,481</u>
Deduct Capital Grants and Contributions	<u>14,158</u>	
Underlying Operating Budget Deficit	<u>(78)</u>	

The table summarises all the other budget agenda items and includes reconciliations of the budgeted operating result and capital expenditure.

Details of the amendments are as follows:

The following item needs to be reallocated from Capital to Operations.

Project	Description	Current Approved Amount	Transfer From	Transfer To	New Budget
CP 23120	Hill St (York - Hillside) Kerb	505,000	131,031	-	373,969
OPM 22373	Roads Transfers from Capital (W509852)	-	-	131,031	131,031
	TOTALS	505,000	131,031	131,031	505,000

The project scope of works:

The above capital expenditure does not meet the threshold required under the Capitalisation Framework Document. As these costs cannot be capitalised, or the assets are not valued, these actuals have been moved to operations and require the matching budget amount to be transferred to the applicable operations project.

19.2 Budget Amendments 2015/16 (3 December 2015)...(Cont'd)

Project	Description	Current Approved Amount	Transfer From	Transfer To	New Budget
CP	Kings Wharf Levee	40,000	40,000	-	-
OP 22055	Kings Wharf Levee	-	-	40,000	40,000
CP	City Levee	40,000	40,000	-	-
OP 22053	City Levee	-	-	40,000	40,000
	TOTALS	80,000	80,000	80,000	80,000

The following item needs to be reallocated from Operations to Capital.

Project	Description	Current Approved Amount	Transfer From	Transfer To	New Budget
CP 23475	ISD Minor Capital Expenditure	100,000	-	50,000	150,000
OP 20468	Southern Parks Maintenance	315,236	5,000	-	310,236
OP 20455	Northern Parks Maintenance	320,000	5,000	-	315,000
OP 20460	Western Parks Maintenance	338,000	5,000	-	333,000
OP 20458	Eastern Parks Maintenance	310,000	5,000	-	305,000
OP 45952	Urban Roads Operations	563,846	10,000	-	553,846
OP 20017	Urban Roads Street Cleansing	1,713,475	10,000	-	1,703,475
OP 45955	Rural Roads Operations	84,911	10,000	-	74,911
	TOTALS	3,745,468	50,000	50,000	3,745,468

The project scope of works:

An additional 10 mobility devices are required by ISD Operations to continue rolling out the work orders, customer requests etc., to field staff. These costs will need to be redirected from the above operational budgets into the capital project as the devices will become financial assets in the system.

19.2 Budget Amendments 2015/16 (3 December 2015)...(Cont'd)

The following item has been affected by external funding changes and affects both the Capital and Operations budgets.

	\$
CP 23394 Reimagining the Gorge	(60,000)
CP 23497 Visual Arts Digitalisation	39,193
OPM 22324 Warring Street Pavement Stabilisation	3,800
	<u>(17,007)</u>
CP 23139 Collins Rd Bridge 620	240,000
	<u>222,993</u>

ECONOMIC IMPACT:

Not applicable to this report.

ENVIRONMENTAL IMPACT:

Not applicable to this report.

SOCIAL IMPACT:

Not applicable to this report.

STRATEGIC DOCUMENT REFERENCE:

Not applicable to this report.

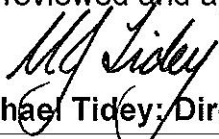
BUDGET & FINANCIAL ASPECTS:

Dealt with in the body of the report.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Tidey, Director Corporate Services

20 GENERAL MANAGER'S DIRECTORATE ITEMS**20.1 Notice of Motion and Other Matters from Council's Annual General Meeting 2015****FILE NO:** SF0098**AUTHOR:** John Davis (Manager Corporate Strategy)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider matters arising from the Council's Annual General Meeting (AGM) on Monday, 7 December 2015.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the matters arising from the Council's Annual General Meeting on Monday, 7 December 2015, be considered by Council at its 8 February 2016 Ordinary Council Meeting.

REPORT:

Two Notices of Motion were submitted by Mr Robin Smith for consideration at the 7 December 2015 AGM, one of which was carried and the other withdrawn by the Mover.

The Motion, carried by two persons voting in favour, was as follows:

That Council (or their contractors) in the course of repaving the city malls, do not continue with the practice of using a brick cutting machine in close proximity to pedestrians and business due to excessive noise pollution.

In addition, four questions were raised at the AGM that will require further investigation:

1. What was the cost of the production of the City of Launceston Annual Report?
 2. Could the errors contained in the City of Launceston Annual Report be rectified?
 3. Could you provide an overview of the heritage promotion activities currently being undertaken by the City of Launceston?
-

20.1 Notice of Motion and Other Matters from Council's Annual General Meeting 2015...(Cont'd)

4. Could the Council please provide its opinion regarding the many properties that are proposed to be removed from the State Heritage Register?

It is recommended that Council consideration be given to matters arising from the Annual General Meeting at the 8 February 2016 Ordinary Council Meeting.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 8: A secure, accountable and responsive organisation

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Tidey: Director Corporate Services

ATTACHMENTS:

Nil

21 URGENT BUSINESS

Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2015, states that a council, by absolute majority at an ordinary council meeting, may decide to deal with a matter that is not on the Agenda.

No Urgent Items have been identified as part of this Agenda

22 CLOSED COUNCIL

Local Government (Meeting Procedures) Regulations 2015 - Regulation 15(2)

No Closed Items have been identified for this Meeting

23 MEETING CLOSURE
