

Council Agenda - 17 October 2019 - Agenda Item 8.1
Attachment 9 - Planning Application and Demolition
2-4 Invermay Road, Invermay

UNIVERSITY OF TASMANIA
INVERESK STUDENT SERVICES



UTAS INVERESK STUDENT SERVICES (BUILDING 3)

Planning application for partial demolition and new building

Last Updated - 28th June 2019

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2. INTRODUCTION

Planning Tas Pty Ltd trading as Ireneinc Planning and Urban design have been engaged by the University of Tasmania (UTAS) to prepare this planning report to accompany an application for the construction of a new building within the University Precinct, also known as the Inveresk Rail Yard Site, at 2 Invermay Road, Invermay. The development will accommodate UTAS Student Services and Library facilities.

The subject site (as described below) is in the ownership of the City of Launceston, and therefore consent in accordance with S52 of the *Land Use Planning Approvals Act 1993* accompanies this application. The site is also listed on the Tasmanian Heritage Register.

Documentation that accompanies this application is as follows:

Application Form

Land titles (refer Appendix A)

Owners Consent

Architectural Drawings:

Development Application Drawings, JWA, June 2019

DA.0000 Rev B JWA, June 2019

DA.0001 Rev B JWA, June 2019

DA.0100 Rev B JWA, June 2019

DA.0200 Rev B JWA, June 2019

DA.0300 Rev B JWA, June 2019

DA.0400 Rev B JWA, June 2019

DA.0600 Rev B JWA, June 2019

DA.0700 Rev B JWA, June 2019

DA.1000 Rev B JWA, June 2019

DA.1001 Rev B JWA, June 2019

DA.1002 Rev B JWA, June 2019

DA.1100 Rev B JWA, June 2019

DA.3000 Rev B JWA, June 2019

DA.3001 Rev B JWA, June 2019

DA.3002 Rev B JWA, June 2019

DA.3500 Rev B JWA, June 2019

DA.9000 Rev B JWA, June 2019

UTAS Inveresk Library & Student Services Design Statement, 27th June 2019

Engineering:

Concept Servicing Plan, C012m Rev 1 Gandy & Roberts

Existing Servicing Plan, C011m Rev 1 Gandy & Roberts

Development Servicing Report, Rev 1, Gandy & Roberts, 19th June 2019

Geotech:

Contamination Management Plan (CMP), Geo-Environmental Solutions, June 2019

Environmental Site Assessment V2, Geo-Environmental Solutions, June 2019

Hydrology:

Building 3 FEMP Report, Pitt & Sherry, 27 June 2019, Rev 01

Building 3 Flood Study Report, Pitt & Sherry, 27 June 2019, Rev 01

Traffic:

Traffic Impact Assessment, Midson Traffic, June 2019

Landscaping:

Landscape Concept Report, Aspect Studios, 07 June 2019

Aboricultural Assessment, Element Tree Services, 21 June 2019

Heritage:

Inveresk Precinct Conservation Management Plan, Paul Davies, October 2018

Heritage Impact Statement, Building 3, Paul Davies June 2019

2.1 BACKGROUND

The proposed use and development, which is the subject of this application, aligns with the concept master plan which is currently being developed for the site. The master plan is currently in the detailed design stage, and the associated statutory process related to a specific area plan to deliver the balance of the master plan is occurring concurrently with the proposed library development.

2.2 SUBJECT SITE

The proposal currently sits within the title of 2 Invermay Road, CT 174633/2, the extent of which is shown in figure 1. The Launceston Interim Planning Scheme defines site as the lot or lots on which a use or development is located or proposed to be located. A lot is defined as the piece or parcel of land in respect of which there is only one title. For the purposes of this assessment therefore, the site is described as that which is shown in figure 1.

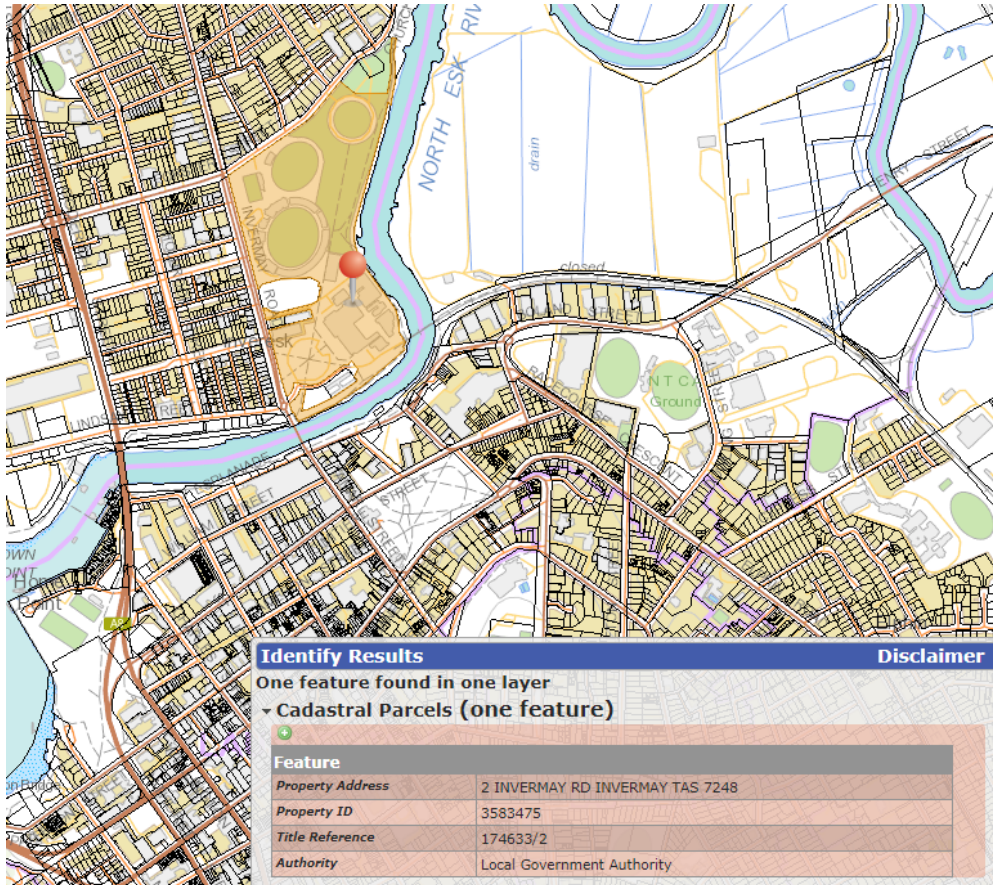


Figure 1 Extent of site (Source: www.theLIST.tas.gov.au)

The portion of the site to which this application applies is located within the Inveresk Particular Purpose zone 4, within the Cultural and Public Purpose precinct. The precinct currently accommodates existing University facilities, Queen Victoria Museum, workshops and tramsheds, as well as conference facilities, Big Picture School, and supported accommodation. The title area 174633/2 also includes the recreational precinct to the north including UTAS Stadium and recreational grounds, and has an area of approximately 26 ha. The site fronts Invermay Road and has primary access from Invermay Road, with additional access via Forster Street and Barnards Way.

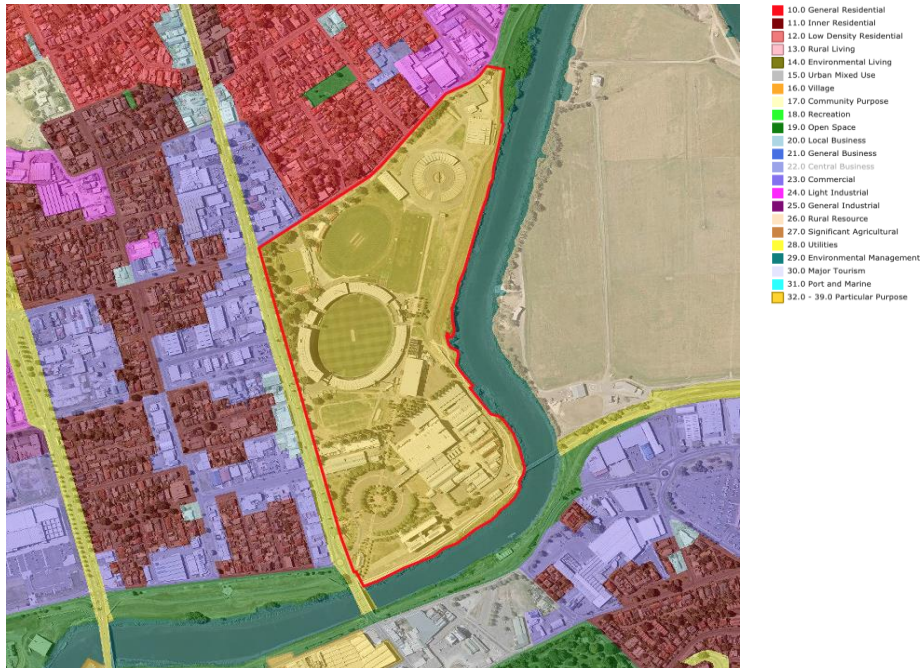


Figure 2: Site location with zoning & aerial (Source: www.theLIST.tas.gov.au)

2.3 PROPOSAL

Use

The proposal for a library providing student support facilities including workspaces, informal learning study areas, meeting rooms, cafe and student services facilities. The uses form part of the existing use of the site as tertiary education establishment (UTAS).

Demolition

Demolition of the northern annex of the existing stone building. Existing car park, kerbing and plant beds to be removed, utilities including substation and gas enclosures, and relocation of existing kilns. Five trees are proposed to be removed.

Development

The proposed new building has a floor area of 3,360m² and a height of 3 storeys (19.95 AHD). The design of the building responds to the industrial character of the surrounding buildings, adopting a saw tooth roof form and similar materiality. Buildings finishes include precast concrete and glazing at ground level, with perforated profiled metal cladding and Tasmanian Oak timber cladding on the upper levels.



Figure 3: Aerial image with location of development site with aerial & cadastre (Source: www.theLIST.tas.gov.au)

3. PLANNING SCHEME USE & ZONE

The following is an assessment of the proposal in response to the provisions of the *Launceston Interim Planning Scheme 2015*.

The site is located within Particular Purpose Zone 4.

3.1 PARTICULAR PURPOSE ZONE 4: INVERESK SITE

3.1.1 PURPOSE AND OBJECTIVES

The purpose of the Particular Purpose Zone 4: Inveresk Site is as follows:

35.1.1.1 To provide for the re-use and redevelopment of the zone for a range of cultural, educational, recreational and public purpose uses.

35.1.1.2 To provide for residential uses and developments associated with and supporting educational uses within the zone.

35.1.1.3 To locate use and development appropriately within the precincts of the zone.

RESPONSE:

The use and development proposed is consistent with the purposes of the zone as it is providing for additional educational uses within the Cultural and Public Purpose precinct.

The Local Area Objectives are as follows:

35.1.2 Local Area Objectives

Open Space Precinct:

To provide an open space and recreational use area linking the existing York Park and Invermay Park to the North Esk River. The area is to be retained as an area for public use and for events ranging from an Agricultural Show, outdoor exhibitions and displays, open air markets and general recreational activities.

Cultural and Public Purpose Precinct:

To ensure re-use of existing buildings for a range of cultural, educational and recreational activities. Principal users may be the University of Tasmania, the Queen Victoria Museum and Art gallery. Buildings are to be retained and redeveloped in accordance with their heritage values and status as outlined in the Launceston Rails Workshop Conservation Plan.

Recreational and Leisure Precinct:

To provide a range of sporting and recreational facilities including Aurora Stadium and Invermay Park.

Residential and Commercial Precinct:

To provide opportunities for commercial developments on the southern and central portion of the site to complement the redevelopment within other precincts. To provide for the development of residential uses associated with and supporting the educational activities within the zone.

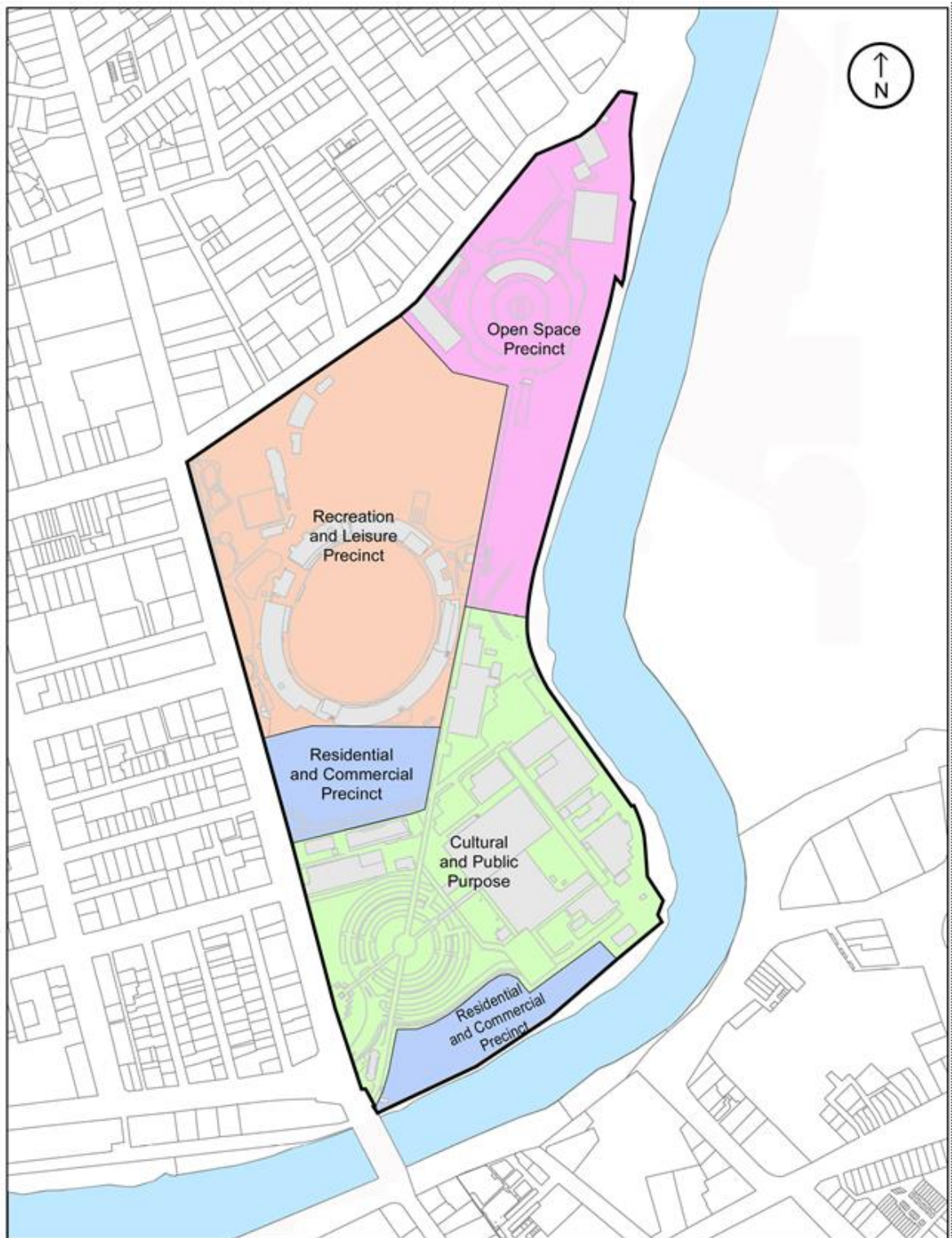


Figure 4: Precinct Map; Source: Launceston Interim Planning Scheme (Source: www.iplan.tas.gov.au)

RESPONSE:

The use and development is consistent with the local area objectives within the Cultural and Public Purpose Precinct. The proposed use as a library and student services aligns with the overall intention of the precinct as a cultural and public purpose precinct, and as such the local area objectives. The proposed library building and student services will further support and ensure the ongoing use of the site as a place of education; and in turn ensure the re-use of existing buildings on the site by supporting the activation and use of the site as a place of educational, recreational and cultural use.

There are no desired future character statements.

3.1.2 USES

Educational and occasional care

Under the current zoning, educational and occasional care is listed as discretionary. The scheme defines educational and occasional care as:

Use of land for educational or short-term care purposes. Examples include a childcare centre, day respite facility, employment training centre, kindergarten, primary school, secondary school and tertiary institution.

As the use is integral to the tertiary institution (UTAS) it is categorised as educational and occasional care as per clause 8.2.2 of the *Launceston Interim Planning Scheme 2015*.

3.1.3 USE STANDARDS

E35.3.1 Hours of Operation

Objective: To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses

A1 - Commercial vehicles must only operate between 6 am and 10 pm

P1 - Commercial vehicles must not unreasonably impact on the amenity of nearby sensitive uses, having regard to:

- a) The extent and timing of traffic generation;*
- b) The hours of delivery and dispatch of goods and materials; and*
- c) the existing levels of amenity*

RESPONSE:

Commercial vehicles will operate between 6 am and 10 pm, and therefore the proposal complies with the acceptable solution.

E35.2.1 Noise levels

Objective: To ensure that noise emissions from uses do not cause unreasonable loss of amenity to nearby sensitive uses

A1 - Noise generated by use on the site must:

- a) not exceed a time average A weighted sound pressure level of 5 dB(A) above background during operating hours when measured at the boundary of an existing sensitive use adjoining or immediately opposite the site ; or*
- b) Be in accordance with any permit conditions required by the Environmental Protection Authority or an environment protection notice issued by the Director of the Environmental Protection Authority.*

P1- Noise levels from use on the site must not unreasonably impact on the amenity of the nearby sensitive uses having regard to:

- a) *The nature and intensity of the use;*
- b) *the characteristics of the noise emitted;*
- c) *the topography of the site;*
- d) *the separation between the noise emission and the sensitive use;*
- e) *the degree of screening between the noise source and adjoining sensitive uses; and*
- f) *the characteristics of the surrounding area*

RESPONSE:

The proposed use and development does not involve noise generating plant or equipment, and is not expected to exceed the noise requirements as specified in a) of the acceptable solution. The boundary of the nearest sensitive use within the vicinity of the site is located approximately 200m from the proposed development. The proposal therefore is capable of complying with the acceptable solution.

3.2 DEVELOPMENT STANDARDS

35.4.1 Building Height

Objective: *To ensure that development on the site is compatible with the character of the local area precinct.*

A1 - No acceptable solutions

P1 - The height of the building must be compatible with surrounding development, having regard to:

- A) *consistency with the local area objectives;*
- b) *topography of site;*
- c) *the height of the buildings on the site, adjoining lots or adjacent lots;*
- d) *the bulk and form of existing and proposed buildings; and*
- e) *any overshadowing of adjoining lots or public places*

RESPONSE

As there is no acceptable solution, the performance criteria must be addressed. The building height is compatible with the surrounding development, as follows:

a) As addressed in section 2.1.1 of this report, the proposed siting and use is consistent with the local area objectives. Furthermore, the proposed development seeks to complement and enhance existing buildings on site, including creating a more meaningful and sheltered entrance to the Annex Theatre as illustrated in Figure 5.

As detailed in part d) of the response 35.4.1, the proposed development also complements the existing building and their characteristics which relate to the heritage values of the site including the saw tooth roof and industrial architecture. This is further expanded on in section 4.9 of this report.

b) The topography of the site, and surrounding area is largely flat and the proposed height responds to this in its relationship to maintaining consistency with the prevailing building heights.

c) The proposed building, at a height of 19.95 AHD is located adjacent to the Annexe Theatre (11.6 AHD), and the E.G Stone building (23.54 AHD). The School of Architecture to the north sits at

a height of 18.25 AHD. The sawtooth form of the proposed Library building modulates the height of the building, reducing its apparent scale. Further assessment of compatibility has been provided in the Heritage Impact Statement, and Architectural Design Response, both accompanying this report.

d) The height, bulk and form is compatible with the surrounding buildings as detailed in the building isometric views by John Wardle Architects, accompanying this report. The roof design references the 'saw tooth' roof style found throughout the site, and as explored in the design statement the proposed roofline mediates between the two adjacent buildings' saw tooth roofline. Furthermore, the building envelope references the industrial form and characteristics of the site.

e) There is no overshadowing of adjoining lots, given the size of the site on which the proposed building sits. Public places are not defined by the planning scheme and the nature of the site includes a high degree of permeability, with a hierarchy of spaces and access ways. For the purposes of this assessment we have not considered circulation spaces between buildings of the same tenancy as being public spaces, either in terms of accessibility or function. However, the diagonal accessway following the tramline is reasonably considered a public space which provides unrestricted pedestrian movement through the centre of the precinct and between tenancies of the site. The shadow diagrams indicate a small area of overshadowing of the tramline walkway at 9am, at both the summer and winter solstice. The duration and extent of this shadowing is limited, and as the purpose of this space is for passing through, rather than dwelling in for extended periods, the impact on the amenity of users is minimal.



Figure 5: Existing entrance to the Annex Theatre

35.4.2 Location of Car parking

Objective: To ensure that car parking is compatible with the character of the local area precinct.

A1 - Car parking must be located within building structure

P1 - Car parking must be located to minimise its visibility, having regard to:

- A) the character of the local area precinct*
- b) the location of the car parking*
- c) vehicle and pedestrian traffic safety*
- d) any measures to screen parking; and*
- e) any landscaping proposed*

RESPONSE:

No new parking is proposed to be constructed, and existing open ground level parking will be removed as a result of the proposed development. Future parking spaces will be accommodated at the northern periphery of the site, and Glebe Farm. This is consistent with the parking policy outlined in the SAP to prioritise pedestrian movement throughout the Cultural and Public Purpose zone, whilst making adequate parking provision on the periphery of the precinct, thereby reducing vehicular/ pedestrian conflict, and creating a more vibrant public space in the heart of the precinct. This is further outlined in the Parking and Sustainable Transport Code section of this report.

35.4.3 Active Ground Floors

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

A1 - new building with non-residential uses on ground floors must:

- A) have clear glazing, display windows or glass doorways for a minimum of 80% of all ground floor facades to, roads, malls, laneways or arcades*
- b) not have security grilles or screens that obscure the ground floor facades to roads, malls, laneways, or arcades;*
- c) not have mechanical plant or equipment, such as air conditioning units or heat pumps located on the façade; and*
- d) no have blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways or arcades.*

P1- new Buildings must be designed to maximise interaction between the use of the building and pedestrians, having regard to:

- a) an adequate level of glazing, openness and transparency on the ground floor facades to roads, malls, laneways or arcades.*
- b) the potential for security grilles or screens to reduce the amenity of the building or reduce levels of interaction with the public;*
- screening or obscuring all the mechanical plant or equipment such as air conditioning unties or heat pumps so they are not recognisable or visible from ground level public view points; and*
- d) minimising the area of all blank walls, signage panels or blocked out windows on ground floor facades to roads, malls, laneways or arcades.*

RESPONSE:

	North Elevation	South Elevation	East Elevation	West Elevation
A) Percentage of active ground floor façade (approximate)	80.79	46.5	94.32	94.32
B) security grills or screening	No	No	No	No
C) mechanical plant or equipment located on ground floor facade	No	No	No	No
D) blank walls, signage panels or blocked out windows wider than 2m on ground floor	No	yes	No	No

Table 1: Planning assessment of Standard A1, 33.4.3

The building has been designed to maximise student experience, enhancing social interaction, and creating a sense of community with permeability at ground level. Entry points are clear and legible, and present a strong visual and physical connectivity between the inside and outside spaces. Clear sight lines and wayfinding, together with café use on the south western corner encourage public and student engagement and interaction with the proposed building.

All elevations except the south elevation comply with standard A1 as described in Table 1. The south elevation is required to be assessed under the performance criteria.

The south elevation has adequate glazing including a large vertical skylight that extends beyond the ground floor. No security grilles or screens are proposed, and the mechanical plant equipment is not proposed on the ground floor. There are minimal blank walls, and where a blank wall is located, clear glazing is perpendicular to it located on the eastern elevation resulting in active ground floor facades. The south elevation therefore complies with P1.

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

- a) reduce the level of glazing on a façade to a road, mall, laneway, or arcade that is present prior to alteration.*
- b) have security grilles or screens that obscure the ground floor*
- c) introduce new or additional mechanical plant or equipment such as air-conditioning units or heat pumps located on the façade; and*
- d) increase blank walls, signage panels or blocked out windows, wider than 2m on ground floor facades to roads, malls, laneways, or arcades.*

RESPONSE:

The removal of the annexe structure proposed will comply with the above acceptable solution.

4. CODES

4.1 BUSHFIRE PRONE AREAS CODE

The Inveresk and Willis Street sites are not contained within the Bushfire Prone Area overlay maps. Bushfire standards will need to be addressed at the building stage, through the Building Code of Australia.

4.2 POTENTIALLY CONTAMINATED LAND CODE

4.2.1 THE PURPOSE OF THE CODE IS TO:

- (a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.

4.2.2 USE STANDARDS

E2.5.1 Suitability for intended use

Objective: To ensure that potentially contaminated land is suitable for the intended use.

A1 - The Director, or a person approved by the Director for the purpose of this Code:

- (a) certifies that the land is suitable for the intended use; or
- (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.

P1 Land is suitable for the intended use, having regard to:

- (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or
- (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or
- (c) a plan to manage contamination and associated risk to human health or the environment that includes:
 - (i) an environmental site assessment;
 - (ii) any specific remediation and protection measures required to be implemented before any use commences; and
 - (iii) a statement that the land is suitable for the intended use.

RESPONSE:

The Performance Criteria will be addressed. An Environmental Site assessment has been prepared by Geo-Environmental Solutions. While there is some contamination present on the site, the ESA demonstrates that the level of contamination does not present a risk to human health or the environment and therefore complies with (b) and is suitable for intended use provided the recommendations from the ESA are followed. These recommendations include a plan to manage

contamination during development and the provision of clean soil for landscaping. As such the Performance Criteria is met.

E2.6.2 Excavation

Objective:

To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

Acceptable Solution

Performance Criteria

P1

Excavation does not adversely impact on health and the environment, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

(c) a plan to manage contamination and associated risk to human health and the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before excavation commences; and

(iii) a statement that the excavation does not adversely impact on human health or the environment.

RESPONSE:

Minor excavation will occur, an Environmental Site Assessment and Contamination Management Plan accompanies this report. It concludes that the level of contamination does not present a risk to human health or the environment, as such complies with the Performance Criteria.

4.3 LANDSLIDE CODE

No areas of the site have been identified as at risk of Landslide.

4.4 ROAD AND RAILWAY ASSETS CODE

E4.2.1 This code applies to use or development of land:

a) That will require a new vehicle crossing, junction or level crossing; or

No new vehicle crossing, junction or level crossing is proposed.

b) That intensifies the use of an existing access; or

The proposed building is part of the educational establishment use of the site and whilst additional floor area is being generated, there is no additional requirement for car parking, as staff and student numbers will not change and as such will not generate an intensification of the use of the existing accesses.

c) That involves a sensitive use, a building, works or subdivision within 50m of a utilities zone that is part of:

i) A rail network

ii) A category 1- trunk road or a category 2- Regional Freight Road, that is subject to a speed limit of more than 60 kilometres per hour

The proposed building is not within 50m of a utilities zone. The Tasrail Western Line terminates at the south eastern corner of the Inveresk site. Whilst the line is no longer operational, it has not been decommissioned and as such is required to be considered under the provisions of this code. The proposed Library and Student Services building is located approximately 220m from the line, and therefore does not impact on the potential operation of the line.

Therefore the proposed development is exempt from the Road and Railway Asset Code.

4.5 FLOOD PRONE AREAS CODE

This code does not apply as clause E5.2.2 of the application of this code applies. The area in which the proposed development will occur is located in the Invermay/Inveresk flood inundation area on the planning scheme overlay maps.

4.6 PARKING AND SUSTAINABLE TRANSPORT CODE

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;*
- (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.*

4.6.1 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.*

A1- *The number of car parking spaces must:*

- (a) not be less than 90% of the requirements of Table E6.1 (except for single 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.*

P1.1

The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:

- (a) the availability of off-road public car parking spaces within reasonable walking distance;*
- (b) the ability of multiple users to share spaces because of:*

- (i) variations in car parking demand over time; or
- (ii) efficiencies gained by consolidation of car parking spaces;
- (c) the availability and frequency of public transport within reasonable walking distance of the site;
- (d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;
- (e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;
- (f) an assessment of the actual car parking demand determined in light of the nature of the use and development;
- (g) the effect on streetscape; and
- (h) the recommendations of any traffic impact assessment prepared for the proposal; or

P1.2

The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:

- (a) the intensity of the use and car parking required;
- (b) the size of the dwelling and the number of bedrooms; and
- (c) the pattern of parking in the locality; or

P1.3

The number of car parking spaces complies with any relevant parking precinct plan.

RESPONSE:

Table E6.1 requires the provision of *1 space per employee + 1 space per 6 tertiary education students* for new use. The proposed use is part of the use of the site as a university providing additional support to existing teaching facilities. The Northern Transformation Project will see the transfer of facilities currently housed at Newnham to the Inveresk site. This application forms stage one of that process, with the construction and transitioning of library and student support services. As part of that transition, 50 staff are envisaged to facilitate the use. As no additional teaching spaces are proposed in stage one, there will be no increase in student numbers. Subsequent stages of the masterplan will see the provision of additional teaching spaces, the transfer of the balance of library and administration staff, as well as the construction of additional staff and student car parking. As no additional parking is proposed under stage 1, performance criteria need to be addressed both the relocation of the 51 existing spaces, as well as the generation of 50 additional staff spaces.

The performance criteria has been addressed in the Traffic Impact Assessment prepared by Midson Traffic Pty Ltd, which found that the site currently operates with space capacity on the site, and that the loss of 51 spaces, and generation of 50 new spaces can be absorbed into the existing parking provisions of the overall site and that the performance criteria is capable of being met.

The longer term parking strategy for the UTAS considers the broader masterplan Inveresk site, which is currently subject to a planning scheme amendment. Pedestrian movement should be prioritised over vehicular movement in the university/ museum precinct, with additional car parking reallocated in the northern end of the site, and Glebe Farm to address future growth in student and staff numbers.

A2

The number of accessible car parking spaces for use by persons with a disability for users that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.

P2

No performance criteria.

RESPONSE:

No new parking or alterations to existing parking is being proposed, therefore A2 is not applicable.

E6.5.2 Bicycle Parking Numbers

Objective: *To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.*

A1- *The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1*

P1- *Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:*

- (a) *the likely number and characteristics of users of the site and their opportunities and likely need to travel by bicycle;*
- (b) *the location of the site and the likely distance a cyclist needs to travel to reach the site; and*
- (c) *the availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.*

RESPONSE:

Table E6.1 requires one space per 5 employees, and tertiary education students, resulting in a requirement of 10 spaces. 32 bicycle parking spaces are proposed to be included on the site.

E6.5.3 Taxi Spaces

Objective: *To ensure that access for taxis is provided to meet the needs of the use.*

A1 *Except for dwellings in the General Residential Zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.*

P1 *Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:*

- (a) *the nature of the proposed use and development;*
- (b) *the availability and accessibility of taxi spaces on the road or in the vicinity; and*
- (c) *any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

RESPONSE:

The use generates a requirement for 50 additional parking spaces, and therefore does not trigger the requirements of E.5.3. No taxi parking is required as standard A1 is met.

E6.5.4 Motorcycle parking

Objective: *To ensure that motorcycle parking is provided to meet the needs of the use.*

A1 Except for dwellings in the General Residential Zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.

P1 Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- (a) the nature of the proposed use and development;*
- (b) the availability and accessibility of motorcycle parking spaces on the road or in the vicinity; and*
- (c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

RESPONSE:

The acceptable solution requires 3 motorcycle parking spaces. Whilst no additional spaces are being provided, spaces are provided within the existing capacity of the site.

E6.5.5 Loading bays

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

A1 A loading bay must be provided for uses with a gross floor area greater than 1 000m² in a single occupancy.

P1 Adequate space for loading and unloading must be provided, having regard to:

- (a) the types of vehicles associated with the use;*
- (b) the nature of the use;*
- (c) the frequency of loading and unloading;*
- (d) the location of the site;*
- (e) the nature of traffic in the surrounding area;*
- (f) the area and dimensions of the site; and*
- (g) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.*

RESPONSE:

This provision does not apply to the Education and Occasional Care use class.

4.6.2 DEVELOPMENT STANDARDS

No new parking for vehicles, or motorcycles is proposed and no alterations to the existing parking of such transport are proposed, and therefore the following standards do not apply: *E6.6.1 Construction of Parking Areas* and *E6.6.2 Design and Layout of Parking Areas*; *E6.6.3 Pedestrian Access*.

E6.6.4 Loading bays

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

A2 It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

P2 Access for vehicles commercial vehicles to and from the site must be safe, having regard to:

- (a) the types of vehicles associated with the use;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the location of the site and nature of traffic;
- (f) the effectiveness or efficiency of the surrounding road network; and
- (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

RESPONSE:

No parking areas are being provided in relation to this development, as it is ancillary to the wider use of the site. Commercial vehicle access will be as existing and delivery of goods to the building will be via trolley. The performance criteria must be met, and as illustrated in the TIA:

- a. *Vehicle types.* The library will have minimal loading requirements when operational. Loading requirements will typically consist of book deliveries (transfers to and from other campuses, new books, etc); food vending machine restocking; and courier services. These services will generally be undertaken using a small vehicle (car, van).
- b. *Nature of use.* The development will be a library. The library has minimal loading requirements.
- c. *Frequency of loading and unloading.* The frequency of loading and unloading activity is likely to be several times per week.
- d. *Location of site.* The site is within the Inveresk campus. The campus traffic and parking network provides a low speed environment. Service vehicles can stop in front of the building and trolley items into the building. This is considered safe and acceptable in the low speed environment.
- e. *Nature of traffic.* The site is within the Inveresk campus. The campus traffic and parking network provides a low speed environment that is suitable for the infrequent loading requirements of the building.
- f. *Area and dimensions of the site.* The area of the proposed library building leaves little available space for the provision of a loading bay.
- g. *Site constraints.* The area of the proposed library building leaves little available space for the provision of a loading bay with the close proximity of neighbouring buildings.

As demonstrated, the performance criteria (P2) is satisfied.

E6.6.5 Bicycle facilities

Objective:

To ensure that cyclists are provided with adequate facilities.

A1 Uses that require 5 or more bicycle spaces by Table E6.1 must provide 1 shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.

P1 Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to:

- (a) the location of the proposed use;
- (b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists;
- (c) the nature of the proposed use;
- (d) the number of employees;
- (e) the users of the site and the likelihood of travel by bicycle;
- (f) whether there are facilities on the site for other reasons that could be used by cyclists; and
- (g) the opportunity for sharing bicycle facilities on nearby sites.

RESPONSE:

No end of trip facilities are provided as part of stage 1, but will be provided in subsequent stages. Whilst the merit of such facilities is acknowledged, more contemporary approaches to cycling adopt a lifestyle approach, where users do not need to change clothes or shower after each cycling trip, but that such movement is, like walking, an organic and natural form of mobility. This is particularly true at a tertiary institution, where staff and students maintain a more relaxed and informal dress code which allows active movement.

E6.6.6 Bicycle parking and storage facilities

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

A1 Bicycle parking and storage facilities for uses that require 5 or more bicycle spaces by Table E6.1 must:

- (a) be accessible from a road, cycle path, bicycle lane, shared path or access way;
- (b) be located within 50m from the main entrance;
- (c) be visible from the main entrance or otherwise signed; and
- (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.

RESPONSE:

32 bicycle parking spaces are provided immediately adjacent to Building 3. The infrastructure is located alongside the existing road access to the site, in a location that is clearly visible and well lit.

A2 Bicycle parking spaces must:

- (a) have minimum dimensions of:
 - (i) 1.7m in length; and
 - (ii) 1.2m in height; and
 - (iii) 0.7m in width at the handlebars;
- (b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and

(c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.

RESPONSE:

Bicycle parking spaces will meet the required dimensions and access requirements and will be designed in accordance with AS 2890.3 1993 Parking facilities - Bicycle parking facilities.

4.7 WATER QUALITY CODE

The purpose of the code is to:

(a) manage adverse impacts on wetlands and watercourses

4.7.1 DEVELOPMENT STANDARDS

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

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

A1 No acceptable solutions

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.

RESPONSE:

The attached concept servicing report responds to the performance criteria, as has concluded that development does not unreasonably impact the water quality of the watercourse or wetlands with regards the areas identified in the performance criteria. The location of the building is located some distance from the nearest watercourse, with existing development surrounding it. There is little risk of erosion or siltation or sedimentation arising from construction or the proposed building. The performance criteria is satisfied.

E9.6.3 Discharges to watercourses and wetlands

Objective: To manage discharges to watercourses and wetlands so as not unreasonably impact the water quality.

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.

RESPONSE:

The development will be connected to the public stormwater system and therefore complies with the acceptable solution.

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.

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;
- (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.

RESPONSE:

No new point discharge point is required, and will not increase the volume or characteristics of the discharge and therefore the proposal meets the performance criteria.

4.8 ENVIRONMENTAL IMPACTS AND ATTENUATION CODE

The code does not apply, as there are no attenuation areas within the vicinity of the Inveresk site. There are also no uses in the vicinity of the site that would require setbacks.

4.9 LOCAL HISTORIC CULTURAL HERITAGE CODE

The Inveresk Railyards are listed as a Historic Heritage Place under the Tasmanian Heritage Register, as well as under the Local Historic Cultural Heritage Code. The rail yards are referred to as the Launceston Railway Station Complex.

PURPOSE OF THE CODE

The purpose of this provision is to:

- (a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts;
- (b) encourage and facilitate the continued use of these places;
- (c) encourage the maintenance and retention of buildings and places of assessed historic cultural heritage significance; and

(d) ensure that development is undertaken in a manner that is sympathetic to, and does not detract from, the historic cultural heritage significance of the places and their settings.

The proposed re-development is considered to be in line with the code purpose provisions.

The proposal will not detract from the historic cultural heritage significance of the place, or buildings within. Several existing buildings are already utilised by the University of Tasmania and the Queen Victoria Museum and Art Gallery, and no changes to these buildings are proposed.

The proposed building will assist in ensuring the long-term viability of the site and its heritage by solidifying the site as the University Precinct. The site requires effective maintenance and retention of buildings and infrastructure identified as having historic cultural heritage significance. A Conservation Management Plan exists for the Railway, providing analysis and management recommendations regarding the historic heritage of the site. Strengthening the site as the university precinct will facilitate such management, and the continued use of the heritage place.

4.9.1 DEVELOPMENT STANDARDS

The following standards apply:

E13.6.1 Demolition

Objective: *To ensure that the demolition or removal of buildings and structures does not impact on the historic cultural heritage significance of local heritage places and their setting.*

A1 *No acceptable solution.*

P1 *Buildings or parts of buildings and structures may be demolished, provided there is no unreasonable impact on the historic cultural heritage significance of the local heritage place and setting, having regard to:*

- (a) the physical condition of the local heritage place;*
- (b) the extent and rate of deterioration of the building or structure;*
- (c) the safety of the building or structure;*
- (d) the streetscape or setting in which the building or structure is located;*
- (e) the cultural heritage values of the local heritage place;*
- (f) the need for the development;*
- (g) any options to reduce or mitigate deterioration;*
- (h) whether demolition is the most reasonable option to secure the long-term future of a building or structure; and*
- (i) any overriding economic considerations.*

RESPONSE:

As discussed in the accompanying Heritage Impact Statement, the proposed demolition of the annexe structure adjacent the main workshop will result in the recovery of the significant form of the northern wall of the workshop building. The annexe structure does not have heritage value. There is no unreasonable impact on the local heritage place as a result of demolition, and the removal of the structure will result in strengthening the heritage values of the area. The proposal therefore satisfies the Performance Criteria.

E13.6.4 Site coverage

Objective: To ensure that site coverage is compatible with the historic cultural heritage significance of local heritage places.

A1 No acceptable solution.

P1 The site coverage is compatible with the historic cultural heritage significance of local heritage places or their settings, having regard to:

- (a) the topography of the site;
- (b) the cultural heritage values of the local heritage place and setting;
- (c) the site coverage of buildings on sites in the surrounding area; and
- (d) the pattern of development in the surrounding area.

RESPONSE:

The site coverage, building footprint and siting is consistent with the surrounding buildings, as addressed in the Heritage Impact Statement. The separation of the buildings reinforces the spatial arrangement of the site and adopts a grid form consistent with the adjoining buildings. The building 'sits within the scale and framework of the workshop building to the south' (HIS p.12).

E13.6.5 Height and bulk of buildings

Objective: To ensure that the height and bulk of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.

A1 No acceptable solution

P1 The height and bulk of buildings are compatible with the historic cultural heritage significance of a place and its setting, having regard to:

- (a) the cultural heritage values of the local heritage place and setting;
- (b) the character and appearance of the existing building or place;
- (c) the height and bulk of other buildings in the surrounding area;
- (d) the historic cultural heritage significance of adjacent places; and
- (e) the streetscape.

RESPONSE:

The heritage significance of the place(s) relates to the site being used as the previous Launceston Railway workshop complex. The site is not a precinct, however it's heritage significance should be considered as a whole. The following statement has been extracted from the Heritage Impact Statement:

The proposed buildings adopts similar scale and alignments to existing building, has compatible height and materiality and adopts a typology that is consistent with the heritage buildings on the site (HIS p.14).

The proposed building and its height and bulk are compatible, and therefore satisfies the performance criteria.

E13.6.6 Site of buildings and structure

Objective: To ensure that the siting of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.

A1 No acceptable solution

P1 The front, side and rear setbacks must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to:

- (a) *the cultural heritage values of the local heritage place and setting;*
- (b) *the topography of the site;*
- (c) *the size, shape, and orientation of the lot;*
- (d) *the setbacks of other buildings in the surrounding area;*
- (e) *the historic cultural heritage significance of adjacent places; and*
- (f) *the streetscape.*

RESPONSE:

The Heritage Impact Statement affirms the building siting responds to the site typology, layout and historic development patterns. The proposed building is positioned in the site in a form which complements the spatial layout of the site and provides sufficient setbacks from the neighbouring building to be consistent with the grid pattern of the site, and creates narrow laneways consistent with the site. The built form, in plan, is also setback slightly from the main facades of the adjoining buildings to establish a clear site hierarchy of form with emphasis on earlier heritage buildings (HIS p.12). The proposed development therefore satisfies the Performance Criteria.

E13.6.8 Roof form and materials

Objective: *To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.*

A1 *No acceptable solution*

P1 *Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to:*

- (a) *the cultural heritage values of the local heritage place and setting;*
- (b) *the design, period of construction and materials of the dominant building on the site;*
- (c) *the dominant roofing style and materials in the setting; and*
- (d) *the streetscape.*

RESPONSE:

The dominant roofing style within the precinct, particularly the oldest heritage buildings, is predominately of a saw tooth roof design. The materials utilised are in most cases galvanised iron/tin roofing. This type of material weathers and becomes rusted overtime, which has become a major aspect of the heritage fabric of the site. The use of the sawtooth roof form relates the building to the adjoining heritage places.

E13.6.9 Wall materials

Objective: *To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings*

A1 *No acceptable solution*

P1 *Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to:*

- (a) *the cultural heritage values of the local heritage place and setting;*
- (b) *the design, period of construction and materials of the dominant building on the site;*
- (c) *the dominant wall materials in the setting; and*
- (d) *the streetscape.*

RESPONSE:

Wall materials adopt a traditional industrial palette of metal and solid materials with controlled use of glazing. The design approach is compatible with the heritage values of the adjoining buildings (HIS p.14).

The proposed wall materials satisfy the Performance Criteria.

E13.6.11 Driveways and parking

Objective: *To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.*

A1 *Car parking areas for non-residential purposes must be located behind the primary buildings on the site.*

P1 *Driveways and car parking areas for non-residential purposes must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to:*

- (a) the cultural heritage values of the local heritage place and setting;*
- (b) the loss of any building fabric;*
- (c) the removal of gardens or vegetated areas;*
- (d) parking availability in the surrounding area;*
- (e) vehicle and pedestrian traffic safety; and*
- (f) the streetscape.*

RESPONSE:

No additional parking or driveways are proposed as a part of this application, and therefore this standard does not apply.

E13.6.12 Tree and vegetation removal

Objective: *To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not impact on the historic heritage significance of local heritage places and their settings.*

A1 *No acceptable solution.*

P1 *The removal, destruction or lopping of trees or the removal of vegetation must not unreasonably impact on the historic cultural heritage significance of a local heritage place and its settings, having regard to:*

- (a) the cultural heritage values of the local heritage place and setting;*
- (b) the age and condition of the tree or vegetation;*
- (c) the size and form of the tree or vegetation;*
- (d) the importance of the tree or vegetation to the historic cultural heritage significance of a local heritage place or its settings; and*
- (e) whether the tree or vegetation is located within a garden that is listed as a local heritage place.*

RESPONSE:

Some trees are proposed for removal, notably three poplar trees which form part of the tree line along Annex Drive. As identified in the Heritage Impact Statement, the trees do not have cultural heritage significance and they do not contribute to the heritage values of the area. The HIS suggests the trees were planted in the year 2000 as a part of the car park works.

The Arboricultural Assessment suggests the trees are in reasonable health, however that the proposed development would result in root damage. The trees in this location, however, will also result in ongoing infrastructure damage as a result of their advantageous root system, and debris falling onto the development.

Updated landscaping is proposed. The landscaping concept is to reflect upon the indigenous and industrial heritage of the site. An indigenous garden is proposed to replace the poplar trees. Please see accompanying landscaping plans.

Two other trees are proposed for removal to the southwest of the site. These do not have any heritage significance and will likely incur damage during construction due to the proximity to the proposed building.

E13.6.13 Signage

Objective: *To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.*

A1 *No more than one sign, not greater than 0.2m², identifying the use, heritage significance, and the name and occupation of the owners of the property.*

P1 *New signs must be compatible with the historic cultural heritage of the local heritage place and its setting, having regard to:*

- (a) the cultural heritage values of the local heritage place and setting;*
- (b) the size and location of the proposed sign;*
- (c) the area and location of existing signage on the site;*
- (d) the period details, windows, doors and other architectural details of the building;*
- (e) any destruction, removal or concealment of heritage fabric through attaching signage;*
and
- (f) the streetscape.*

No signage is proposed.

4.10 INVERMAY/INVERESK FLOOD INUNDATION AREA CODE

Under the LIPS (2015) the site is listed as a Flood Inundation Zone. Under the code, Flood Inundation Zones are categorised into 7 Flood Inundation Management Precincts. The primary site (figures 7,4 & 1) is listed under the Inveresk Cultural Precinct. This precinct was a former rail yard and was redeveloped into its current use as a centre for educational, cultural and recreational uses. Under this precinct, the following use objectives apply:

- (a) Maintenance of the area as a centre of cultural, recreational, entertainment and educational facilities;*
- (b) Limit commercial development opportunities to those uses that support the cultural, recreational, entertainment and community intent of the precinct;*
- (c) Residential uses must be associated with educational activities within the precinct.*

4.10.1 USE STANDARDS

E16.6.1 Unacceptable Uses

Objective: To prevent unacceptable uses from establishing in areas subject to, or isolated by, flood inundation.

A1 Must not be:

- (a) Education and occasional care, except in the Inveresk Cultural Precinct;
- (b) Emergency services; or
- (c) Hospital Services.

P1 No performance criteria

RESPONSE:

The proposed building is for the use of education and occasional care, and is sited within the Inveresk Cultural Precinct and therefore meets the Acceptable Solution.

A2 Must not be Residential, unless:

- (a) a single dwelling in the Invermay Residential or Inveresk Residential precincts;
- (b) a multiple dwelling in the Invermay Residential Precinct; or
- (c) associated with and supporting the educational activities within the Inveresk Cultural precinct.

P2 No performance criteria

RESPONSE:

The proposed development is not for the purpose of residential use, therefore A2 is met.

A3 Must not be Community meeting and entertainment in the River edge Industrial or Inveresk Residential precincts.

P3 No performance criteria

The proposed development is not located in the Riveredge Industrial or Inveresk Residential precincts, and therefore A3 does not apply.

4.10.2 DEVELOPMENT STANDARDS

E16.7.2 Flood Impact

Objective: To ensure that new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.

A3 All buildings not in the Residential use class must have a:

- (a) floor level of at least 3.4m AHD; and
- (b) gross floor area of not more than:
 - (i) 400 m²; or
 - (ii) 10% more than that existing or approved on the 1st January 2008.

P3 Buildings not in the Residential use class must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. The report and plan must:

- (a) detail:
 - (i) the risks to life;

- (ii) the likely impact on the use or development; and*
- (iii) how the use or development will manage the risk to tolerable levels; during either an overtopping of the levee or a levee breach at the closest point in the levee during a 5% AEP, 2% AEP or a 1% AEP flood event; and*
- (b) consider the following:*
 - (i) the likely velocity and depth of flood waters;*
 - (ii) the need to locate electrical equipment and other fittings above the 1% AEP flood level;*
 - (iii) the likely effect of the use or development on flood characteristics;*
 - (iv) the development and incorporation of evacuation plans into emergency management procedures for the precinct; and*
 - (v) the ability of the use or development to withstand flood inundation and debris damage and the necessity for the incorporation of any flood proofing measures in the development.*

RESPONSE:

The proposed building has a ground floor level of RL 2.9 to ensure ground level activation and public engagement is achieved. The increase in floor area Accompanying this report is a flood emergency management plan and a flood study report prepared by Pitt & Sherry, which responds to the relevant requirements of E16.7.2. Performance Criteria 3 is capable of being met, and a response to P3 has been provided on page 23 of the Flood Study Report.

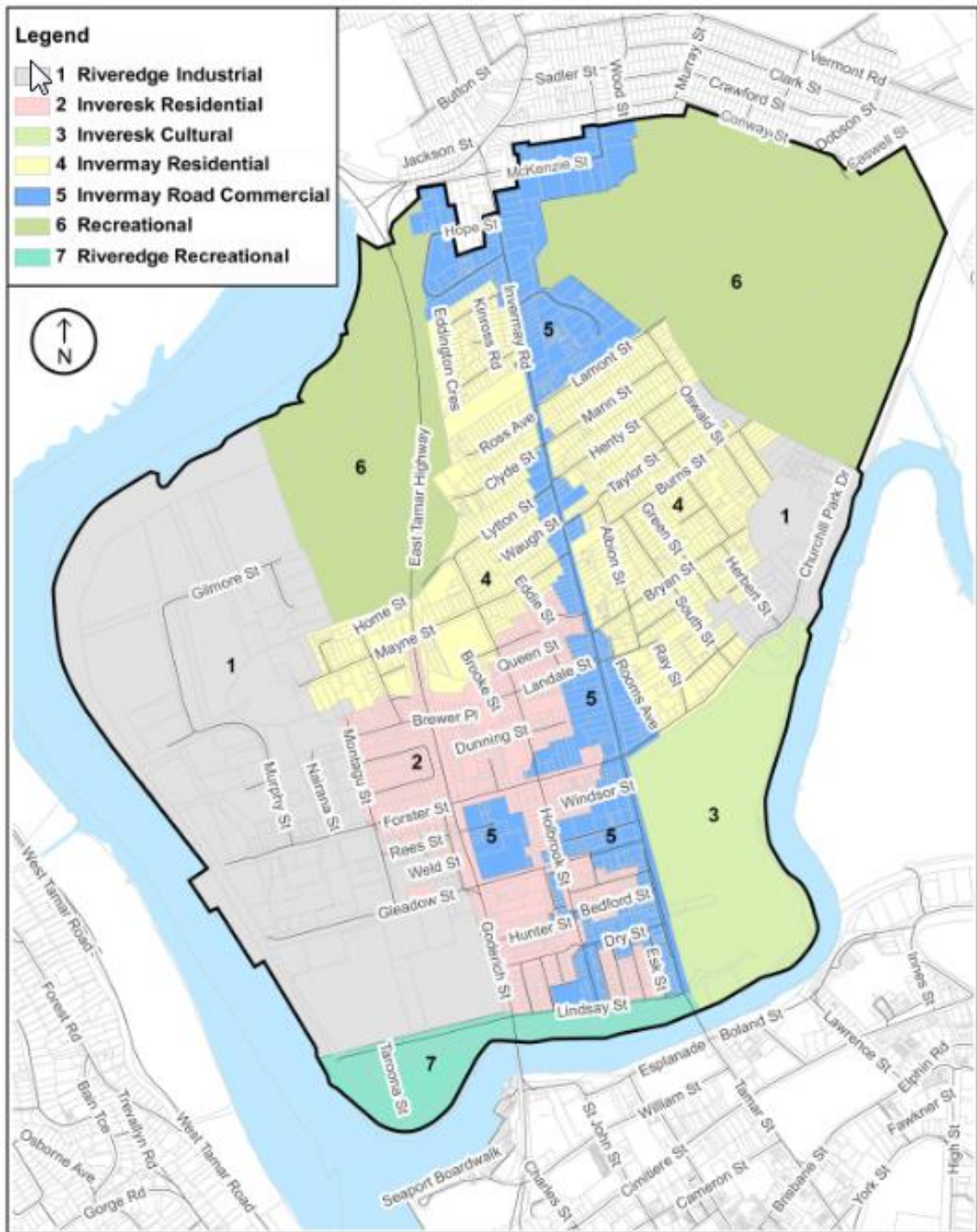


Figure 6: Inveresk/Invermay Flood Inundation Area (Source: www.iplan.tas.gov.au)

4.11 SIGNS CODE

The purpose of the code is to:

- (a) provide opportunities for appropriate business advertising and information essential to support and encourage business activity;
- (b) promote the use of well-designed signs that complement and enhance the streetscape and the City and do not contribute to visual clutter and detract from the visual amenity of the locality; and

(c) *ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.*

No signs are proposed and therefore this code does not apply.

5. CONCLUSION

In conclusion, the application is for the development of a student services building at the University Precinct, Inveresk. The development includes the demolition of the annex structure attached to the main workshop building, car park and the removal of 5 trees.

The proposed building area is currently used for a car park and will see a displacement of 51 parking spaces due to the siting of the building, as well as requirement for an additional 50 staff spaces generated. Additional parking does not form part of this application. The accompanying TIA confirms that sufficient spare capacity exists on the site to absorb this demand.

The proposed building is compatible with the heritage of the site and has been described in the Heritage Impact Statement as an industrial typology ‘clearly derived from and related to the heritage elements of the site’ (p.12).

The proposed development is occurring within the Cultural and Public Purpose Precinct. The proposed use as a library and student services aligns with the overall intention of the precinct as a cultural and public purpose precinct, and therefore the siting responds to the local area objectives.

This planning report demonstrates the proposed development’s ability to satisfy the requirements of the *Launceston Interim Planning Scheme 2015*.